



## TECHNICAL ADVISORY COMMITTEE (TAC)

### Regular Meeting

Tuesday, May 19, 2026  
1:30 pm

#### Public Participation/Accessibility

Participation in Person: Comments may be provided in person at the meeting. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact the St. Lucie TPO 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.

Participation by Webconference (not intended for Committee Members): Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/4839995664325364054>. After the registration is completed, a confirmation will be emailed containing instructions for joining the webconference. Comments may be provided through the webconference chatbox during the meeting.

Written and Telephone Comments: Comment by email to [TPOAdmin@stlucieco.org](mailto:TPOAdmin@stlucieco.org); by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 1:00 pm on May 19, 2026.

### AGENDA

1. Call to Order
2. Roll Call
3. Comments from the Public
4. Approval of Agenda
5. Approval of Meeting Summary
  - *March 24, 2026 Regular Meeting*
6. Action Items
  - 6a. Draft FY 2026/27 – FY 2030/31 Transportation Improvement Program (TIP): Review of the draft FY 2026/27 – FY 2030/31 TIP.
 

*Action: Recommend adoption of the draft FY 2026/27 – FY 2030/31 TIP, recommend adoption with conditions, or do not recommend adoption.*

- 6b. Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study: Review of the draft Feasibility Study of a pedestrian/bicycle link across the North Fork of the St. Lucie River connecting the Oxbow Eco-Center to the Citrus Hammock Preserve.

*Action: Recommend acceptance of the Feasibility Study, recommend acceptance with conditions, or do not recommend acceptance.*

- 6c. St. Lucie Advanced Transportation Management System (ATMS) Master Plan Update: Review of the draft St. Lucie ATMS Master Plan Update.

*Action: Recommend adoption of the draft St. Lucie ATMS Master Plan Update, recommend adoption with conditions, or do not recommend adoption.*

- 6d. 2026/27 List of Priority Projects (LOPP): Review of the draft LOPP for 2026/27 for the St. Lucie TPO.

*Action: Recommend adoption of the draft 2026/27 LOPP, recommend adoption with conditions, or do not recommend adoption.*

7. Recommendations/Comments by Members
8. Staff Comments
9. Next Meeting: The next St. Lucie TPO TAC meeting is a regular meeting scheduled for 1:30 pm on Tuesday, July 21, 2026.
10. Adjourn

#### NOTICES

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

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

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

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



## TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING

DATE: Tuesday, March 24, 2026

TIME: 1:30 pm

### MEETING SUMMARY

1. Call to Order

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

2. Roll Call

The roll call was conducted via sign-in sheet, and a quorum was confirmed with the following members present:

Members Present

Patrick Dayan, Chairman  
Antonio Balestrieri, Vice Chairman  
Anne Cox  
Lacinda Moulton  
  
Mark Zrallack  
Adolfo Covelli  
Benjamin Balcer  
Lt. Jesus Monaco

Representing

St. Lucie County Public Works  
Port St. Lucie Public Works  
Port St. Lucie Planning  
Independent Public Transportation  
Operator  
Fort Pierce Engineering  
St. Lucie County Transit  
St. Lucie County Planning  
St. Lucie County Fire District

Others Present

Kyle Bowman  
Peter Buchwald  
Yi Ding  
Marceia Lathou  
Stephanie Torres  
Michelle Crews  
Kathy White

Representing

St. Lucie TPO  
St. Lucie TPO  
St. Lucie TPO  
St. Lucie TPO  
St. Lucie TPO  
Recording Specialist  
Florida Department of  
Transportation (FDOT)

James Brown	Florida's Turnpike
Robert Driscoll	Council on Aging of St. Lucie
Lisa Stone	Kimley-Horn
Tara Swann	Kimley-Horn
Ian Rairden	Kimley-Horn
Charly Perez	St. Lucie County
Travis Gates	Ranger Construction
Colt Schwerdt	City of Port St. Lucie
Emily Seitter	City of Port St. Lucie
Eliot Brown	TMC

3. Comments from the Public – None.

4. Approval of Agenda

\* MOTION by Mr. Balcer to approve the agenda.

\*\* SECONDED by Mr. Covelli Carried UNANIMOUSLY

5. Approval of Meeting Summary  
 • January 20, 2026 Regular Meeting

\* MOTION by Vice Chairman Balestrieri to approve the meeting summary.

\*\* SECONDED by Mr. Balcer Carried UNANIMOUSLY

6. Action Items

6a. Transportation Alternatives Program (TAP) 2026 Grant Application: Review of an application for the 2026 TAP grant cycle.

Mr. Buchwald explained that the TAP provides funding to the TPO for construction of bicycle and pedestrian trails, overlooks and viewing areas, Safe Routes to School programs, and similar projects. He further explained that one application was received from St. Lucie County for the 2026 cycle and the estimated \$700,000 allocation to construct a concrete sidewalk on Easy Street from Canal 22 to Silver Oak Drive. The sidewalk would be Phase II of the Easy Street Sidewalk Project, he noted, and would connect to the sidewalk that is to be built from U.S. Highway 1 to Canal 22, which was awarded TAP grant funding last

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year. He indicated that the new project is estimated to cost \$1,428,279, and St. Lucie County is requesting a total of \$1,308,773 of TAP grant funding. He concluded by recommending that the application be endorsed.

\* MOTION by Mr. Balcer to recommend endorsement of the 2026 TAP grant application.

\*\* SECONDED by Ms. Cox Carried UNANIMOUSLY

6b. Glades Cut Off Road Project Development and Environment (PD&E) Study: Review of the alternatives from the Glades Cut Off Road PD&E Study.

Mr. Buchwald stated that the 2050 Long Range Transportation Plan (LRTP) that was adopted in February 2026 includes the widening of Glades Cut Off Road from Range Line Road to Selvitz Road. St. Lucie County launched a PD&E Study in 2023 to evaluate potential impacts of the transportation project and consider alternatives that offer the greatest benefit with the least impact, he explained. Mr. Buchwald then introduced Ms. Stone of Kimley-Horn, the County's consultant for the PD&E Study, to present an update that includes project alternatives and recommendations for a Preferred Alternative for the roadway design.

Ms. Stone presented two alternatives for the widened road – one with seven-foot bicycle lanes on both sides of the road and one without. Both options include a 12-foot shared-use path for cyclists and pedestrians, she noted, while the difference in construction costs between the two plans is \$15 million. Ms. Stone then directed members to the project website to explore individual cross-sections of the roadway plan up close relating that the diagrams were presented at a public workshop on February 24, 2026.

Chairman Dayan questioned whether a lighting analysis will be conducted in addition to the noise study that Ms. Stone referenced in her presentation, prompting her to confirm both issues will be reviewed. Mr. Zrallack asked if other owners will face the loss of property like owners of the gasoline station at Glades Cut Off and Midway Roads, leading Ms. Stone to identify other property owners like Southern Eagle where property could be required for construction. Vice Chairman Balestrieri indicated that he had discussed the conceptual design with other Port St. Lucie City staff members and favored having sidewalks on both sides of the roadway if funding allows or bicycle lanes on both sides to provide more multimodal options and a safer breakdown space for vehicles. Vice Chairman Balestrieri further remarked that City staff

inquired whether signalized intersections could be installed at additional locations along the roadway, such as at Delcris Drive, and whether double left-turn lanes could be installed at the Wylder Parkway intersection.

Ms. Stone explained that the cost was not the only factor in recommending a shared-use path be constructed on only one side of the expanded roadway. She further explained that because the FEC Railroad lies parallel to the roadway on the east side, a shared-use path was not recommended on the east side because there are no destinations for cyclists and pedestrians to travel to on that side and to separate cyclists and pedestrians from the railroad tracks.

Mr. Buchwald noted that FDOT reportedly has revised its guidelines and is no longer recommending bicycle lanes on those roadways with speed limits of 45 mph or higher because of safety factors. The widened Glades Cut Off Road is expected to carry heavy truck traffic as well, he added, further contributing to the safety concern for on-street cyclists. Mr. Zrallack indicated that he does not support the added \$15 million in costs for the bike lanes on a freight route, prompting Mr. Balcer to concur.

\* MOTION by Mr. Balcer to recommend a Preferred Alternative that does not include bicycle lanes.

\*\* SECONDED by Mr. Zrallack Carried UNANIMOUSLY

6c. St. Lucie County 2026 Annual Transit Development Plan (TDP) Update: Presentation by Area Regional Transit (ART) of the St. Lucie County 2026 Annual TDP Update.

Mr. Buchwald invited Ms. Lathou to present the item. She explained that a TDP is a strategic, 10-year blueprint required by FDOT for any transit agency receiving State funds., and a TDP Major Update is required every five years with an Annual TDP Update in the interim years. She then introduced Mr. Covelli who explained that the plan serves as a guide for transit agencies to identify and define short-term public transit needs in their area.

Mr. Covelli provided an overview of Area Regional Transit's many services and the schedule of projects, financial plan, list of priority projects, progress made, achievements, and new or expanded efforts to provide service. He indicated that Area Regional Transit (ART) is operated by a contracted service provider responsible for regulatory compliance, delivering trips and operational tasks such as reservations,

dispatch, and vehicle maintenance. As of July 1, 2020, MV Transportation is the public transit provider for St. Lucie County through a master contract with St. Lucie County BOCC that was recently renewed after a competitive bid process, he noted.

Mr. Covelli then outlined several key projects on the horizon, including construction of a new operations and maintenance facility, upgrades to the Port St. Lucie Intermodal Center and transit software upgrades. The number of on-demand, microtransit rides continues to grow, he identified, and work continues to streamline fixed-bus routes and install more bus shelters at stops.

When Chairman Dayan inquired what the target time for a microtransit pickup is, Mr. Covelli replied that the average wait time is 21 minutes, with an average of 12 vehicles traversing the microtransit zones. On-demand trips can be booked 24 hours in advance to ensure passengers can reserve a spot for time-sensitive trips such as traveling to work, he further indicated. Chairman Dayan thanked Mr. Covelli for the presentation and remarked that while St. Lucie County Transit has a small team, it offers many services and uses data to support its decision-making. Mr. Zrallack asked if the software upgrade will integrate all available services and direct a user to the best route available. Mr. Covelli responded that it will plan each trip and suggest the most cost-efficient ride.

- \* MOTION by Mr. Zrallack to recommend endorsement of the St. Lucie County 2026 Annual TDP Update.
- \* \* SECONDED by Mr. Balestrieri Carried UNANIMOUSLY

6d. St. Lucie Freight Network (SLFN) Update: Review of the SLFN Update.

Mr. Buchwald indicated that the St. Lucie Freight Network, which reflects the major roadway network and the most suitable segments for freight movement, was designated in 2015 and updated in 2023. He further indicated that the FY 2024/25-FY2025/26 Unified Planning Work Program includes an update of the SLFN and invited Mr. Ding to present the item. Mr. Ding then summarized most significant changes to the SLFN including the extensions of Crosstown Parkway and Becker Road segments located west of Interstate 95, the addition of FDOT-identified Freight Activity Areas, and the removal of Midway Road from I-95 to Okeechobee Road.

Chairman Dayan requested the TPO to include a map of the freight network prominently on its website, noting his office often receives questions from residents about whether heavy trucks are allowed to use their neighborhood roads. Mr. Ding agreed to post the map.

\* MOTION by Mr. Balcer to recommend adoption of the SLFN Update.

\*\* SECONDED by Mr. Covelli Carried UNANIMOUSLY

6e. FY 2026/27-FY 2027/28 Unified Planning Work Program (UPWP): Review of the draft FY 2026/27-FY 2027/28 UPWP for the St. Lucie TPO.

Mr. Buchwald explained that the UPWP is a two-year program supported by State and Federal funds to plan transportation projects. Projects may involve any aspect of travel including roads, transit, bridges, bike/pedestrian pathways and more, he noted. The TPO initiated a call for UPWP Planning Projects in November 2025 to various groups and the public, resulting in several project ideas included in the draft FY 2026/27-FY 2027/28 UPWP, he stated. Mr. Buchwald invited staff members to present the new projects proposed in the UPWP in addition to outlining the recurring projects and efforts in the document.

Mr. Ding described the North County Sub-Area Transportation Network Study as an assessment of the potential cumulative traffic impacts of proposed developments west of the Indrio Road/I-95 interchange and the identification of improvements and costs needed to absorb the transportation impacts. He also explained that an Off-Peak Travel Study would explore ways to encourage drivers to travel during non-rush hour periods to reduce congestion.

Ms. Lathou outlined several proposed projects, including the proposed Transportation Hubs Study that will analyze locations in Fort Pierce near I-95 and near Walton & One for park and ride/bus transfer stations. She also summarized a Vehicle Sharing Study Update that will analyze methods to provide residents and visitors with short-term access to vehicles.

Ms. Torres described a Park and Stride Lot Plan, a Walk-Bike Network Interactive Map, and a Feasibility Study to determine the location of a pedestrian access from the Walton Scrub Preserve on the west side of Indian Rier Drive to a proposed fishing wharf on the east side of the road.

- \* MOTION by Mr. Covelli to recommend adoption of the draft UPWP.
- \*\* SECONDED by Mr. Zrallack Carried UNANIMOUSLY

6f. Safety Graphic Panels Update: Review of the updates of the safety graphic panels in the TPO Boardroom.

Mr. Buchwald explained that improving safety is a TPO priority, and appropriate messaging helps support a culture of safety. He pointed to two large display panels in the TPO Boardroom that portray safety messages, one of which urges drivers to maintain a safe distance from vulnerable road users while the other portrays a crash-test dummy that crashed while texting and driving. He noted that although the messages remain as relevant today as they were when installed more than 10 years ago, the TPO is seeking to update the displays and invited Committee members to vote on their favorites among three possible designs.

Members then voted online for their two favorites using their cell phones with the "Heads Up, Phones Down" design, which pleads for all users to not use their cell phones while using the roadway, receiving the most votes at 20, followed by the "Slow Down, Save Our Lives" design, which appeals for drivers to reduce speeds, receiving 14 votes.

7. Recommendations/Comments by Members – Chairman Dayan reported that the St. Lucie Board of County Commissioners authorized a voter referendum for November 2026 seeking to extend the half-cent sales tax for infrastructure improvements over the next 10 years. The existing tax has raised an immense amount of funding for the two cities and County in the past several years, he noted, all of which must be spent on roads, sidewalks, mobility services, environmental preservation, and similar infrastructure projects.
8. Staff Comments – Ms. Torres announced there will be a Certified Bike Helmet Fitter class April 16th in Fort Pierce.
9. Next Meeting: The next St. Lucie TPO TAC meeting is a regular meeting scheduled for 1:30 pm on Tuesday, May 19, 2026.
10. Adjourn – The meeting was adjourned at 3:01 pm.

Respectfully submitted:

Approved by:

\_\_\_\_\_  
Teresa Lane  
Recording Specialist

\_\_\_\_\_  
Patrick Dayan  
Chairman



AGENDA ITEM SUMMARY

Board/Committee: Technical Advisory Committee (TAC)

Meeting Date: May 19, 2026

Item Number: 6a

Item Title: Draft FY 2026/27 – FY 2030/31 Transportation Improvement Program (TIP)

Item Origination: Unified Planning Work Program (UPWP) and Federal and State requirements

UPWP Reference: Task 3.3 – TIP

Requested Action: Recommend adoption of the draft FY 2026/27 – FY 2030/31 TIP, recommend adoption with conditions, or do not recommend adoption.

Staff Recommendation: As the draft FY 2026/27 – FY 2030/31 TIP appears to be consistent with the Reimagine Mobility 2050 Long Range Transportation Plan and the Draft Tentative Work Program that was recommended for endorsement by the TPO Advisory Committees, it is recommended that the draft TIP be recommended for adoption by the TPO Board.

Attachments

- Staff Report
- Draft FY 2026/27 – FY 2030/31 TIP



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

MEMORANDUM

TO: Technical Advisory Committee (TAC)

THROUGH: Peter Buchwald  
 Executive Director

FROM: Yi Ding  
 Transportation Systems Manager

DATE: May 12, 2026

SUBJECT: Draft FY 2026/27 – FY 2030/31 Transportation Improvement Program (TIP)

BACKGROUND

The St. Lucie Transportation Planning Organization (TPO) develops a Transportation Improvement Program (TIP) annually to meet State and Federal Requirements. The purpose of the TIP is to identify the transportation improvement projects located within the TPO area that have been prioritized and are receiving Federal and State funding over the next five years.

In addition, the TIP is used to coordinate projects among the U.S. Department of Transportation (USDOT), the Florida Department of Transportation (FDOT), and the local governments located within the TPO area. The TIP is developed by the TPO in cooperation with these agencies and the Treasure Coast International Airport, the Port of Fort Pierce, St. Lucie Area Regional Transit (ART), and the general public.

ANALYSIS

The development of the TIP is a year-long process that is continuous, cooperative, and comprehensive. For the TPO's FY 2026/27 – FY 2030/31 TIP, the process started in May 2025 with the development of the TPO's List of Priority Projects (LOPP). The LOPP then was reviewed by the TPO Advisory Committees, adopted by the TPO Board, and submitted to FDOT District 4 in June 2025.

The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2026/27 – FY 2030/31. The Draft Tentative Work Program was reviewed and recommended for endorsement by the TPO Advisory Committees and was subsequently endorsed by the TPO Board in October 2025.

The Final Tentative Work Program was received from FDOT in April 2026 and used to prepare the attached TIP that is also available through the web-based Interactive TIP on Community Remarks. The Final Tentative Work Program, which is a primary component of the draft TIP, was reviewed by TPO staff and appears to be consistent with the Draft Tentative Work Program that was recommended for endorsement by the TPO Advisory Committees.

The draft TIP includes the following multimodal highlights:

- The widening of the Kings Highway from Angle Road to Commercial Circle is programmed for construction in FY 2030/31;
- The construction of improvements to the Turnpike Port St. Lucie Plaza Rest Area is programmed in FY 2030/31;
- The bridge replacements on State Route A1A at Big Mud Creek and Blind Creek are programmed for construction in FY 2030/31;
- The resurfacing of St. Lucie Boulevard from 25th Street to US-1 and Orange Avenue from Lamont Road to North 32 Street, and US-1 from Juanita Avenue to Kings Highway are programmed for construction in FY 2030/31;
- Congestion Management/Safety projects from the Congestion Management Process (CMP) including the traffic calming on 29th Street from Orange Avenue to Avenue Q, adding turn lanes on Oleander Boulevard from Bell Avenue to Farmers Market Road, and adding a shared-use path and a flashing beacon crosswalk on Oleander Boulevard from Wisteria Avenue to Gardenia Avenue and on California Boulevard from Del Rio Boulevard to Crosstown Parkway are programmed for construction in FY 2030/31;
- The Advanced Traffic Management System (ATMS) project from the CMP consisting of real-time traffic monitoring and adaptive traffic signal control at signalized intersections along Bayshore Boulevard from Crosstown Parkway to Prima Vista Boulevard is programmed for construction in FY 2030/31;

- The limits of the Marshfield Court/Peacock Trail were changed from SW Dreyfuss Boulevard and SW Hayworth Avenue to SW Dreyfuss Boulevard and SW Open View Drive at a request of the City of Port St. Lucie.
- The funding for the resurfacing of the Green River Parkway Trail from Walton Road to Martin County Line was increased from \$249,151 to \$1,135,521.
- The design for the resurfacing of I-95 from south of Crosstown Parkway to Glades Cut Off Road appears to be programmed for FY 2026/27.
- The resurfacing of North State Route A1A from east of the new North Causeway Bridge to Shorewinds Drive is programmed for FY 2027/28.
- Nearly \$863,000 of funding is programmed for a new sidewalk on Easy Street between US-1 and Canal 22 through the TPO's Transportation Alternatives Program (TAP) funding from the 2025 grant cycle; and,
- Over \$7.2 million for the design and construction of a maintenance and operations building at the Treasure Coast International Airport is programmed.

It should be noted that the total amount of funding in the draft TIP for the TPO area exceeds a total of \$584 million which exceeds the previous TIP by almost \$50 million.

To comply with federal requirements, State Departments of Transportation (DOTs) are required to establish statewide transportation performance targets. Metropolitan Planning Organizations (MPOs) have the option to either support the statewide targets or adopt their own. Since the start of the requirement, the St. Lucie TPO has adopted the same targets established by FDOT and has continuously monitored progress toward achieving them.

In addition to these federally required targets, the TPO has also established its own local performance targets in the Reimagine Mobility 2050 Long Range Transportation Plan. Each year, the TPO reaffirms these performance targets as part of the adoption of the TIP. The targets are detailed in the TIP/LRTP System Performance Report and are consistent with the Florida Transportation Performance Measure Consensus Planning Document.

Based on reviews of the projects in the draft TIP and the performance measures and targets in the TIP/LRTP System Performance Report, the draft TIP appears to be consistent with the Reimagine Mobility 2050 Long Range

Transportation Plan and demonstrates the progress in achieving the performance targets and the linking of the investment priorities to the targets.

### RECOMMENDATION

As the draft FY 2026/27 – FY 2030/31 TIP appears to be consistent with the Reimagine Mobility 2050 Long Range Transportation Plan and the Draft Tentative Work Program that was recommended for endorsement by the TPO Advisory Committees, it is recommended that the draft TIP be recommended for adoption by the TPO Board.



## TRANSPORTATION IMPROVEMENT PROGRAM

FY 202**6/27** - FY 20**30/31**

# DRAFT

### TIP CONTACT INFORMATION

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

Yi Ding, Program Manager  
[www.stlucietpo.org](http://www.stlucietpo.org)

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

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

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

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

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

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

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## A. INTRODUCTION

### A.1 HOW TO USE THE TIP

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

To use the TIP:

- Locate the project in the Project Index in Section A.2 or on either of the Project Location Maps in Section A.3 to identify the Project Number or Project Name.
- Using the Project Name, reference directly the alphabetically-listed projects in the Detailed Project Listing pages or, by using the Project Number, identify the TIP Page Number for the project from the Project Index.
- Refer to the corresponding TIP Page Number to obtain information regarding the project in the Detailed Project Listings pages.
- Refer to the corresponding LRTP Page Number in the Project Index or in the Detailed Project Listings pages to cross-reference the project, if applicable, in the Reimagine Mobility 2050 Long Range Transportation Plan (LRTP).
- Refer to Section A.4 for a Glossary of Abbreviations and Phase/Funding Codes.
- Refer to Section B for information on Federal and State requirements for development of the TIP.
- Refer to Section C for the Detailed Project Listings which include whether the project is located on the Florida Strategic Intermodal System (SIS) and the Total Project Cost.
- Refer to Section D for the TPO List of Priority Projects.
- Refer to Section E for an evaluation of project and system performance
- Refer to the Appendices for an Example Public Comment Notice and for information on locally-funded projects and TIP amendments that have been adopted.
- Refer to the contact information on the cover of the TIP if you have any questions or comments.

#### Explanations of the SIS and Total Project Costs

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

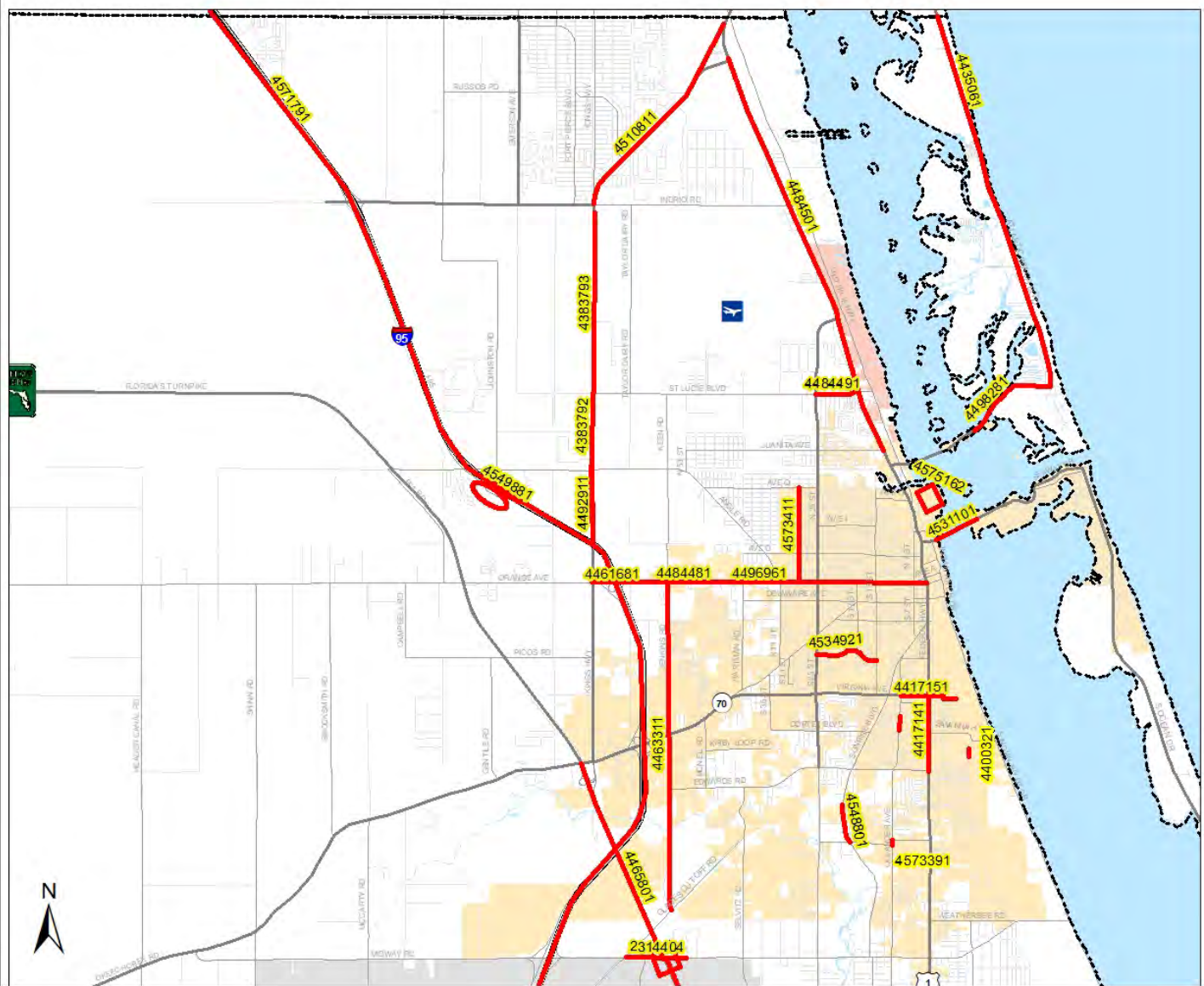
**Total Project Costs:** A typical project production sequence is to have a Project Development and Environment (PD&E) phase, followed by a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not include a ROW phase if land acquisition is not needed to complete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

## A.2 PROJECT INDEX AND TIP/RLRTP CROSS REFERENCE

PROJECT NUMBER	PROJECT NAME	PROJECT LIMITS FROM	PROJECT LIMITS TO	DESCRIPTION	LRTP PAGE	TIP PAGE	TIP MAP PAGE
4573411	29TH ST	ORANGE AVE TO	AVE Q	SAFETY PROJECT	63	C 1-2	A-4
4491791	A1A BIG MUD CREEK AND BLIND CREEK BRIDGES	BIG MUD CREEK BRIDGE	BLIND CREEK BRIDGE	BRIDGE REPLACEMENT	30	C 6-2	A-5
4573381	BAYSHORE BLVD	CROSSTOWN PARKWAY	PRIMA VISTA BLVD	TRAFFIC CONTROL DEVICES/SYSTEM	62	C 1-3	A-5
4533261	CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PARKWAY	ADD LANES & RECONSTRUCT	37	C 1-4	A-5
4573181	CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PARKWAY	BIKE PATH/TRAIL	30	C 1-5	A-5
4570971	EASY ST	US HWY 1	CANAL 22 AT SUNTRAIL	SIDEWALK	51	C 1-6	A-4
4400321	FEC OVERPASS	SAVANNAS RECREATION AREA	SOUTH OF SAVANNAH RD.	BIKE PATH/TRAIL	30	C 1-7	A-4
4576691	GREEN RIVER PARKWAY TRAIL REPAVING	WALTON RD	MARTIN COUNTY LINE	BIKE PATH/TRAIL	30	C 1-8	A-5
4575162	HARBOUR POINTE ROAD DEVELOPMENT	PORT OF FT. PIERCE	PORT OF FT. PIERCE	SEAPORT CAPACITY PROJECT	14	C 8-2	A-4
4571791	I-95 ALL SAINT LUCIE COUNTY	MARTIN/SLC COUNTY LINE	INDIAN RIVER/SLC COUNTY LINE	GUARDRAIL	14	C 1-9	A-4, 5
4578511	I-95	NORTH OF GLADES CUT OFF RD	S. OF MIDWAY RD	PERIODIC MAINTENANCE	38	C 1-10	A-4, 5
4491621	I-95	S OF CROSSTOWN PKWY	MP 10.054	RESURFACING	14	C 1-11	A-5
4549881	I-95 AT ST. LUCIE COUNTY REST AREA	REST AREA	REST AREA	SKID HAZARD OVERLAY	14	C 1-12	A-4
4526611	I-95 ST. LUCIE NORTHBOUND REST AREA	REST AREA	REST AREA	NB REST AREA	14	C 1-13	A-4
4499611	I-95 ST. LUCIE SOUTHBOUND REST AREA	SB REST AREA	REST AREA	SB REST AREA	14	C 1-14	A-4
4463311	JENKINS RD	GLADES CUT OFF RD	ORANGE AVE	PD&E/EMO STUDY	40	C 1-15	A-4
4383792	KINGS HWY	NORTH OF COMMERCIAL CIRCLE	ST LUCIE BLVD	ADD LANES & RECONSTRUCT	30	C 1-16	A-4
4383791	KINGS HWY	SR-9/I-95 OVERPASS	NORTH OF COMMERCIAL CIR	ADD LANES & RECONSTRUCT	30	C 1-17	A-4
4383794	KINGS HWY	N OF I-95 OVERPASS	SOUTH OF ANGLE	ADD LANES & RECONSTRUCT	30	C 1-19	A-4
4383793	KINGS HWY	ST LUCIE BLVD	SOUTH OF INDRIIO RD	ADD LANES & RECONSTRUCT	30	C 1-20	A-4

4383795	KINGS HWY	S OF ANGLE RD	NORTH OF COMMERCIAL CIR	ADD LANES & RECONSTRUCT	30	C 1-21	A-4
4529961	MARSHFIELD COURT (PEACOCK TRAIL)	DREYFUSS BLVD	HAYWORTH AVE	SIDEWALK	30	C 1-22	A-5
2314404	MIDWAY RD	JENKINS RD	GLADES CUT OFF RD	ADD LANES & RECONSTRUCT	30	C 1-23	A-4
4534921	NEBRASKA AVE	LAWNWOOD CIR	13TH ST	SIDEWALK	30	C 1-24	A-4
4435061	NORTH A1A SUNTRAIL	FT PIERCE INLET STATE PARK	SLC/INDIAN RIVER COUNTY LINE	BIKE PATH/TRAIL	30	C 1-25	A-4
4573391	OLEANDER BLVD	BELL AVE	FARMERS MARKET RD	ADD TURN LANE(S)	64	C 1-26	A-4
4573401	OLEANDER BLVD	WISTERIA AVE	GARDENIA AVE	BIKE PATH/TRAIL	64	C 1-27	A-4
4461681	ORANGE AVE	KINGS HWY	E OF I-95 SB RAMP	INTERCHANGE - ADD LANES	31	C 1-28	A-4
4496961	ORANGE AVE	KINGS HWY	US HWY 1	ATMS - ARTERIAL TRAFFIC MGMT	31	C 1-29	A-4
4484481	ORANGE AVE	LAMONT RD	32ND ST	RESURFACING	14	C 1-30	A-4
4417151	OUTFALL FOR VIRGINIA AVE	OLEANDER BLVD	INDIAN HILLS DR	DRAINAGE IMPROVEMENTS	14	C 1-31	A-4
4317523	PORT ST. LUCIE BLVD	BECKER RD	PAAR DR	ADD LANES & RECONSTRUCT	31	C 1-32	A-5
4484491	ST. LUCIE BLVD	EAST OF N 25 ST	WEST OF US-1	RESURFACING	14	C 1-35	A-4
4498281	SR-A1A NORTH	E OF NORTH CAUSEWAY BRI	ATLANTIC BEACH BLVD	RESURFACING	14	C 1-33	A-4
4476532	SR-70/OKEECHOBEE RD	MEDIAN CROSSING AT BMP 6.351	IDEAL HOLDING RD	RESURFACING	14	C 1-34	A-4
4531101	SOUTH SR-A1A PETER J. COBB MEMORIAL BRIDGE	SR-A1A	OVER THE INDIAN RIVER	BRIDGE-REPAIR/REHABILITATION	31	C 6-3	A-4
4548801	SUNRISE BLVD	BELL AVE	NSLWCD CANAL 15	SIDEWALK	31	C 1-36	A-4
4518581	TURNPIKE AT MIDWAY RD	SOUTHERN RAMPS INTERCHANGE	SOUTHERN RAMPS INTERCHANGE	NEW INTERCHANGE RAMP	31	C 7-2	A-4
4497121	TURNPIKE PORT ST. LUCIE SERVICE PLAZA	SERVICE PLAZA	SERVICE PLAZA	PARKING IMPROVEMENTS	31	C 7-3	A-5
4510811	TURNPIKE FEEDER RD	INDRIO RD	US-1	LIGHTING	14	C 1-37	A-4
4465831	TURNPIKE WIDENING	CROSSTOWN PKWY	MIDWAY RD	ADD LANES & RECONSTRUCT	31	C 7-4	A-4, 5
4463341	TURNPIKE WIDENING	MARTIN C/L	BECKER RD	ADD LANES & RECONSTRUCT	31	C 7-5	A-5
4465801	TURNPIKE WIDENING	MIDWAY RD	OKEECHOBEE RD	ADD LANES & RECONSTRUCT	31	C 7-6	A-4, 5
4463351	TURNPIKE WIDENING	BECKER RD	CROSSTOWN PKWY	ADD LANES & RECONSTRUCT	31	C 7-7	A-5
4417141	US HWY 1	EDWARDS RD	TENNESSEE AVE	DRAINAGE IMPROVEMENTS	14	C 1-38	A-4
4484501	US HWY 1	SOUTH OF JUANITA AVE	NORTH OF KINGS HWY	RESURFACING	14	C 1-39	A-4

**A.3 TIP PROJECT LOCATION MAPS**



**NORTH ST. LUCIE TPO AREA**

PROJECT NUMBER	PROJECT NAME	TIP PAGE
2314404	MIDWAY RD	C 1-23
4383791	KINGS HWY	C 1-17
4383792	KINGS HWY	C 1-16
4383793	KINGS HWY	C 1-20
4383794	KINGS HWY	C 1-19
4383795	KINGS HWY	C 1-21
4400321	FEC OVERPASS	C 1-7
4417141	US HWY 1	C 1-38
4417151	OUTFALL FOR VIRGINIA AVE	C 1-31
4435061	NORTH A1A SUNTRAIL	C 1-25
4461681	ORANGE AVE	C 1-28
4463311	JENKINS RD	C 1-15
4465801	TURNPIKE WIDENING	C 7-6
4465831	TURNPIKE WIDENING	C 7-4
4476532	SR-70/OKEECHOBEE RD	C 1-35
4484481	ORANGE AVE	C 1-30
4484491	PORT ST. LUCIE BLVD	C 1-33
4484501	US HWY 1	C 1-39
4496961	ORANGE AVE	C 1-29
4498281	SHOREWINDS DR (A1A)	C 1-34
4499611	I-95 ST. LUCIE SOUTHBOUND REST AREA	C 1-14
4510811	TURNPIKE FEEDER RD	C 1-37
4518581	TURNPIKE AT MIDWAY RD	C 7-2
4526611	I-95 ST. LUCIE NORTHBOUND	C 1-13
4531101	SOUTH SR-A1A PETER J. COBB MEMORIAL BRIDGE	C 6-3
4534921	NEBRASKA AVE	C 1-24
4548801	SUNRISE BLVD	C 1-36
4549881	I-95 AT ST. LUCIE COUNTY REST	C 1-12
4570971	EASY ST	C 1-6
4571791	I-95 ALL SAINT LUCIE COUNTY	C 1-9
4573391	OLEANDER BLVD	C 1-26
4573401	OLEANDER BLVD	C 1-27
4573411	29TH ST	C 1-2
4575162	HARBOUR POINTE ROAD DEVELOPMENT	C 8-2
4578511	I-95	C 1-10

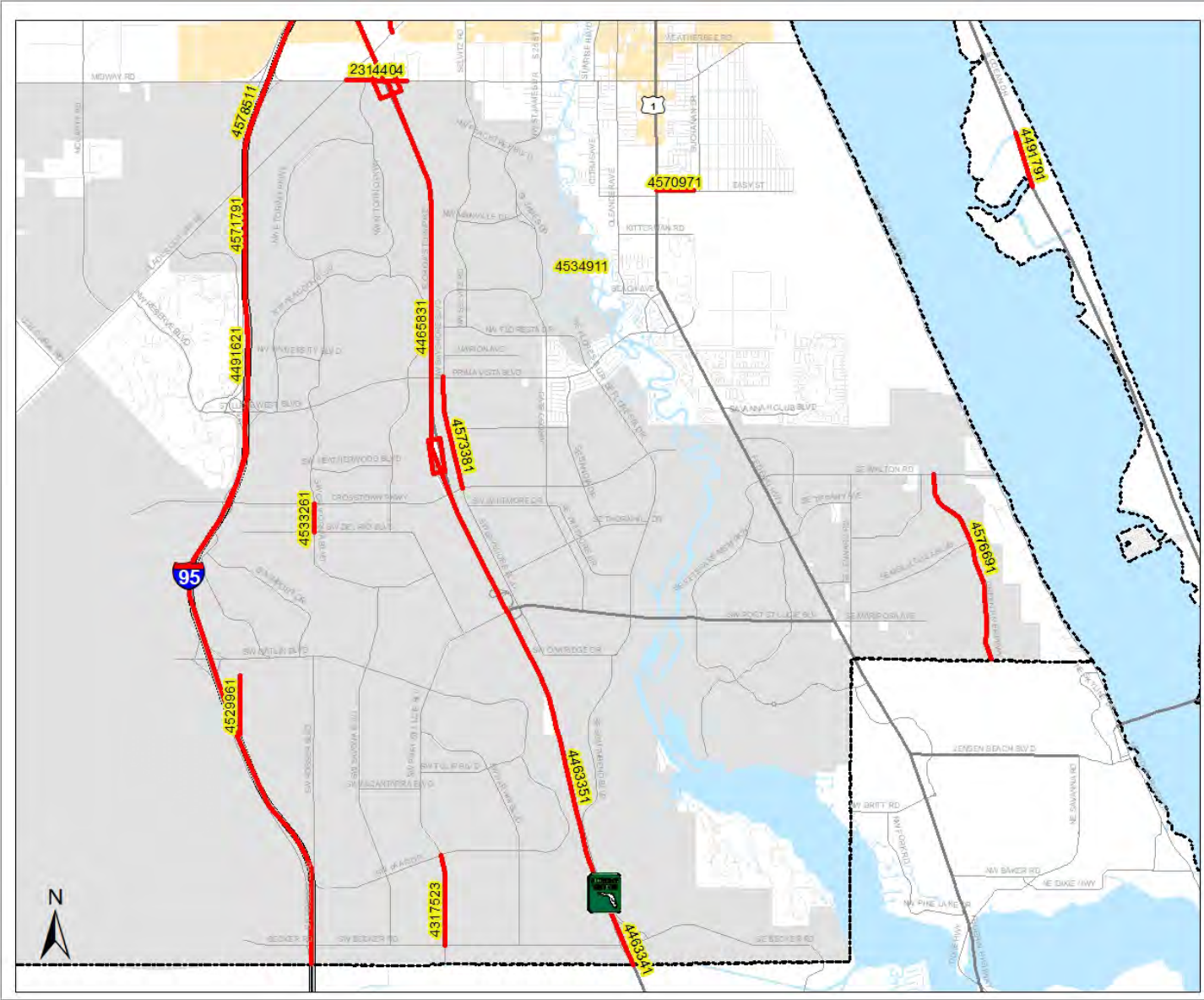
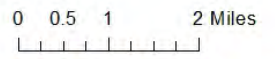
— FY 27-31 TIP Project



**SOUTH ST. LUCIE TPO AREA**

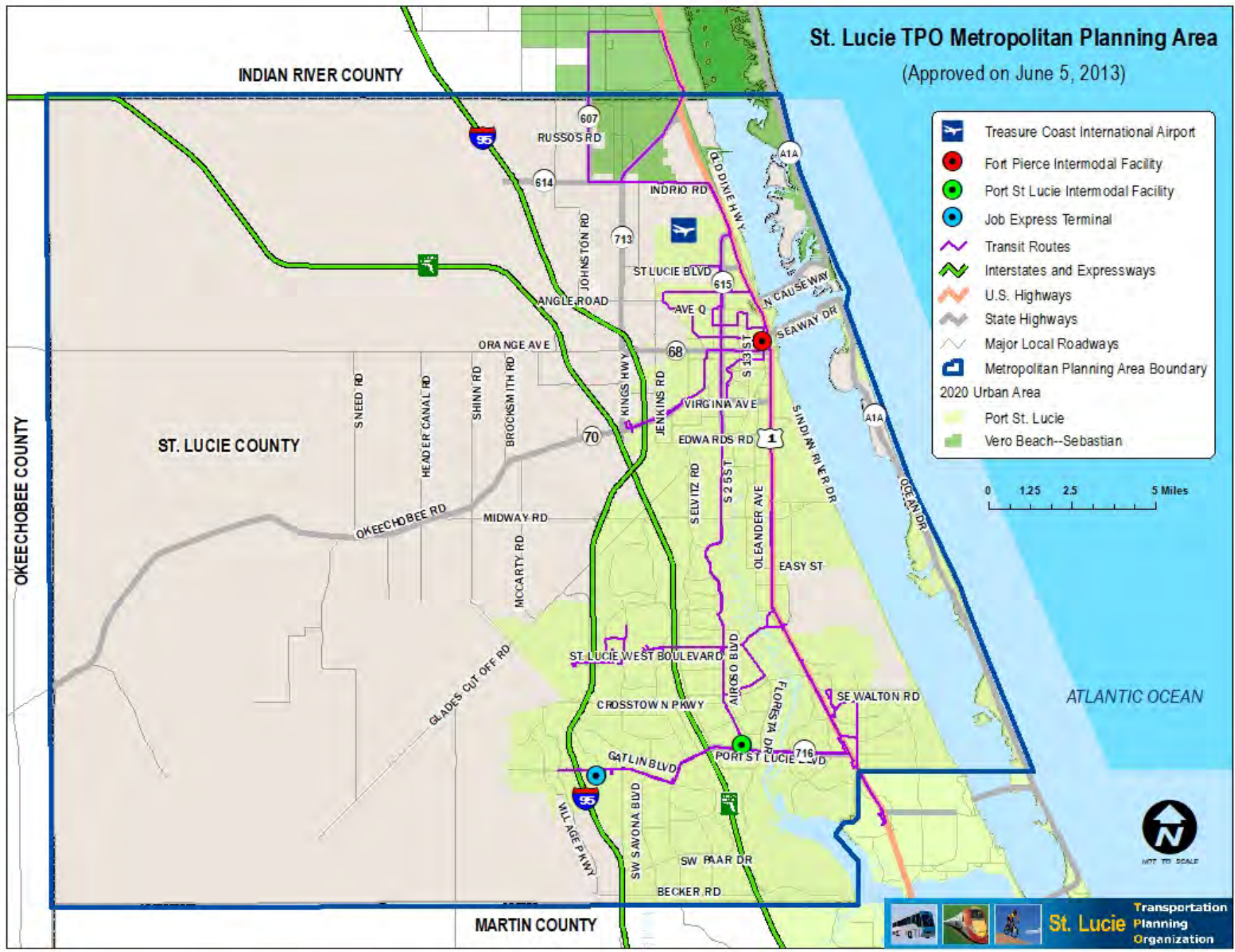
PROJECT NUMBER	PROJECT NAME	TIP PAGE
4317523	PORT ST. LUCIE BLVD	C 1-32
4463341	TURNPIKE WIDENING	C 7-5
4463351	TURNPIKE WIDENING	C 7-7
4465801	TURNPIKE WIDENING	C 7-6
4465831	TURNPIKE WIDENING	C 7-4
4491621	I-95	C 1-11
4491791	A1A BIG MUD CREEK AND BLUND CREEK BRIDGES	C 6-2
4497121	TURNPIKE PORT ST. LUCIE SERVICE PLAZA	C 7-3
4529961	MARSHFIELD COURT (PEACOCK TRAIL)	C 1-22
4533261	CALIFORNIA BLVD	C 1-4
4571791	I-95 ALL SAINT LUCIE COUNTY	C 1-9
4573181	CALIFORNIA BLVD	C 1-5
4573381	BAYSHORE BLVD	C 1-3
4576691	GREEN RIVER PARKWAY TRAIL REPAVING	C 1-8
4578511	I-95	C 1-10

FY 27-31 TIP Project



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

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



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## **B. NARRATIVE**

### **B.1 PURPOSE**

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

### **B.2 Financial Plan**

The Financial Plan of the TIP is based upon the FDOT District 4 Tentative Work Program for FY 2026/27 – FY 2030/31; the previous year's TIP; the 2050 Reimagine Mobility Long Range Transportation Plan (LRTP); and information provided by St. Lucie County, the City of Port St. Lucie, and the City of Fort Pierce. The Financial Plan includes Federal, State, and local transportation funding sources which are identified in the following tables based on the type of transportation improvement:

## B.2 FINANCIAL PLAN

### HIGHWAY/ROADWAY/SIDEWALK FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
ADVANCE CONSTRUCTION (CM)	ACCM	-	2,235,888	-	-	-	2,235,888
AC FREIGHT PROG (NFP)	ACFP	-	-	-	2,700,550	-	2,700,550
ADVANCE CONSTRUCTION NHPP	ACNP	-	-	-	7,128,227	-	7,128,227
AC NAT HWY PERFORM RESURFACING	ACNR	1,950,866	-	-	-	6,470,884	8,421,750
AC - PROTECT GRANT PGM	ACPR	6,377,286	4,735,738	-	-	-	11,113,024
ADVANCE CONSTRUCTION (SA)	ACSA	4,904,203	13,043,964	865,787	-	-	18,813,954
ADVANCE CONSTRUCTION (SS,HSP)	ACSS	4,375,817	-	7,378,040	-	-	11,753,857
ADVANCE CONSTRUCTION (SU)	ACSU	7,265,852	5,588,361	989,788	2,285,854	3,829,161	19,959,016
CONGRESS GF EARMARKS HIP 2024	CD24	2,000,000	-	-	-	-	2,000,000
DISTRICT DEDICATED REVENUE	DDR	30,726,364	15,178,061	-	5,824,558	47,502,606	99,231,589
STATE IN-HOUSE PRODUCT SUPPORT	DIH	472,856	140,184	10,930	304,585	539,953	1,468,508
STATE 100% - INDIRECT/OVERHEAD	DIOH	4,632,928	970,337	638,584	1,989,463	3,305,345	11,536,657
REST AREAS - STATE 100%	DRA	1,200,000	-	-	2,964,000	-	4,164,000
STATE PRIMARY HIGHWAYS & PTO	DS	15,884,646	-	-	16,907,633	38,947,437	71,739,716
OPEN GRADE FRICTION COURSE FC5	FC5	193,138	-	-	-	-	193,138
FINANCING CORP	FINC	64,811,954	-	-	-	-	64,811,954
LOCAL FUNDS	LF	4,955,639	96,089	29,140	-	-	5,080,868
LOCAL FUNDS/REIMBURSABLE	LFR	26,537,123	-	-	-	-	26,537,123
STATEWIDE SAFETY INITIATIVES	SSI	470,515	4,256,346	-	-	-	4,726,861
TRANSPORTATION ALTS- ANY AREA	TALT	1,242,758	76,872	79,563	-	-	1,399,193
TRANSPORTATION ALTS- >200K	TALU	476,416	721,995	721,995	-	-	1,920,406
SB2514A-TRAIL NETWORK 2015	TLWR	13,672,455	-	8,510,044	1,100,418	-	23,282,917
TRANS REGIONAL INCENTIVE PROGM	TRIP	1,124,443	1,403,873	-	2,328,200	-	4,856,516
SB2514A-TRAN REG INCT PRG 2015	TRWR	-	2,466,127	-	-	-	2,466,127
<b>GRAND TOTAL</b>							<b>407,541,839</b>

**AVIATION FUNDING SOURCES**

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
STATE 100% - INDIRECT/OVERHEAD	DIOH	13,475	13,720	58,800	-	-	85,995
STATE - PTO	DPTO	550,000	560,000	2,400,000	-	-	3,510,000
FEDERAL AVIATION ADMIN	FAA	2,700,000	-	-	-	-	2,700,000
LOCAL FUNDS	LF	250,000	140,000	600,000	-	-	990,000
<b>GRAND TOTAL</b>							<b>7,285,995</b>

**TRANSIT OPERATIONS FUNDING SOURCES**

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
DISTRICT DEDICATED REVENUE	DDR	817,389	841,911	841,911	875,587	910,611	4,287,409
STATE 100% - INDIRECT/OVERHEAD	DIOH	22,207	22,907	22,907	23,823	166,377	258,221
STATE PRIMARY/FEDERAL REIMB	DU	89,038	93,058	93,058	96,780	89,038	460,972
FEDERAL TRANSIT ADMINISTRATION	FTA	4,780,000	4,780,000	4,780,000	4,780,000	4,780,000	23,900,000
LOCAL FUNDS	LF	906,427	934,969	934,969	972,367	1,011,263	4,759,995
<b>GRAND TOTAL</b>							<b>33,666,597</b>

**MISCELLANEOUS FUNDING SOURCES**

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
UNRESTRICTED STATE PRIMARY	D	1,280,000	2,635,327	2,329,706	1,999,272	1,189,646	9,433,951
DISTRICT DEDICATED REVENUE	DDR	353,661	-	-	-	-	353,661
STATE 100% - INDIRECT/OVERHEAD	DIOH	197,589	221,586	205,307	117,157	69,712	811,351
STATEWIDE ITS - STATE 100%.	DITS	412,193	-	-	-	-	412,193
<b>GRAND TOTAL</b>							<b>11,011,156</b>

**PLANNING FUNDING SOURCES**

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
ADVANCE CONSTRUCTION PLANNING	ACPL	854,623	854,623	854,623	854,623	854,623	4,273,115
ADVANCE CONSTRUCTION (SU)	ACSU	600,000	600,000	600,000	600,000	600,000	3,000,000
STATE 100% - INDIRECT/OVERHEAD	DIOH	207,429	207,429	207,429	207,429	207,429	1,037,145
<b>GRAND TOTAL</b>							<b>8,310,260</b>

**BRIDGE FUNDING SOURCES**

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
ADVANCE CONSTRUCTION (BRT)	ACBR	-	352,730	1,000,000	100,000	22,322,492	23,775,222
STATE BRIDGE REPAIR & REHAB	BRRP	-	-	-	15,275,855	-	15,275,855
UNRESTRICTED STATE PRIMARY	D	40,000	40,000	-	-	-	80,000
DISTRICT DEDICATED REVENUE	DDR	-	33,750	-	1,128,000	-	1,161,750
STATE IN-HOUSE PRODUCT SUPPORT	DIH	5,000	2,000	4,000	5,640	-	16,640
STATE 100% - INDIRECT/OVERHEAD	DIOH	153,952	28,973	62,004	542,154	746,642	1,533,725
STATE PRIMARY HIGHWAYS & PTO	DS	1,990,865	-	-	-	-	1,990,865
<b>GRAND TOTAL</b>							<b>43,834,057</b>

**TURNPIKE ENTERPRISE FUNDING SOURCES**

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
LOCAL SUPPORT FOR TURNPIKE	PKLF	93,668	-	-	-	-	93,668
TURNPIKE INDIRECT COSTS	PKOH	976,412	58,536	9,795	118,060	557,373	1,720,176
TURNPIKE IMPROVEMENT	PKYI	39,923,209	2,399,000	400,000	4,824,530	22,843,149	70,389,888
<b>GRAND TOTAL</b>							<b>72,203,732</b>

**SEAPORT FUNDING SOURCES**

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
STATE 100% - INDIRECT/OVERHEAD	DIOH	20,007	-	-	-	-	20,007
SEAPORTS	PORT	816,621	-	-	-	-	816,621
<b>GRAND TOTAL</b>							<b>836,628</b>

**FINANCIAL PLAN GRAND TOTAL 584,690,264**

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

<b>PROJECT FUNDING SOURCE ESTIMATES</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>Total Program</b>
Highway/Roadway/Sidewalk	193,275,259	50,913,835	19,223,871	43,533,488	100,595,386	407,541,839
Aviation	3,513,475	713,720	3,058,800	0	0	7,285,995
Transit Operations	6,615,061	6,672,845	6,672,845	6,748,557	6,957,289	33,666,597
Miscellaneous	2,243,443	2,856,913	2,535,013	2,116,429	1,259,358	11,011,156
Planning	1,662,052	1,662,052	1,662,052	1,662,052	1,662,052	8,310,260
Bridge	2,189,817	457,453	1,066,004	17,051,649	23,069,134	43,834,057
Turnpike Enterprise	40,993,289	2,457,536	409,795	4,942,590	23,400,522	72,203,732
Seaport	836,628	0	0	0	0	836,628
						<b>584,690,264</b>

<b>PROJECT COST ESTIMATES</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>Total Program</b>
Highway/Roadway/Sidewalk	193,275,259	50,913,835	19,223,871	43,533,488	100,595,386	407,541,839
Aviation	3,513,475	713,720	3,058,800	0	0	7,285,995
Transit Operations	6,615,061	6,672,845	6,672,845	6,748,557	6,957,289	33,666,597
Miscellaneous	2,243,443	2,856,913	2,535,013	2,116,429	1,259,358	11,011,156
Planning	1,662,052	1,662,052	1,662,052	1,662,052	1,662,052	8,310,260
Bridge	2,189,817	457,453	1,066,004	17,051,649	23,069,134	43,834,057
Turnpike Enterprise	40,993,289	2,457,536	409,795	4,942,590	23,400,522	72,203,732
Seaport	836,628	0	0	0	0	836,628
						<b>584,690,264</b>

<b>FUND SOURCE</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>Total Program</b>
Federal	35,616,859	33,083,229	17,362,854	18,546,034	38,946,198	143,555,174
Federal Earmark	2,000,000	0	0	0	0	2,000,000
Local	32,742,857	1,171,058	1,564,109	972,367	1,011,263	37,461,654
State 100%	140,069,687	29,022,531	15,291,622	51,593,774	93,585,758	329,563,372
Toll/Turnpike	40,899,621	2,457,536	409,795	4,942,590	23,400,522	72,110,064
GRAND TOTAL FROM ALL JURISDICTIONS	251,329,024	65,734,354	34,628,380	76,054,765	156,943,741	
GRAND TOTAL						<b>584,690,264</b>

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

### **B.3 PROJECT SELECTION**

The selection of federally-funded projects within the St. Lucie TPO MPA for the TIP is consistent with Federal regulations [23 CFR450.330(c)] and is carried out by the TPO in cooperation with FDOT and the transit operator. The TIP has been developed in coordination with the USDOT, FDOT, St. Lucie TPO Advisory Committees, local governments, port and aviation authorities, transit operators, and the general public as summarized in Section B.6 of the TIP.

For the TPO's FY 2026/27 - FY 2030/31 TIP, the project selection and TIP development process started in May 2025. The List of Priority Projects (LOPP) was developed based on the LRTP and other plans as identified in Section B.4, local agency input, and public comments. The LOPP was reviewed by the St. Lucie TPO Advisory Committees and was adopted by the St. Lucie TPO Board and submitted to FDOT District 4 in June 2025. The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2026/27 -FY 2030/31. The Draft Tentative Work Program was reviewed and endorsed by the Board in October 2025. The Final Tentative Work Program was received from FDOT in April of 2026. The Final Tentative Work Program is the primary component of the TIP. The TPO LOPP is reproduced in Section D of the TIP.

### **B.4 CONSISTENCY WITH OTHER PLANS**

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

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

### **B.5 PROJECT PRIORITY STATEMENT**

The projects selected in the TIP are based upon the TPO LOPP and the corresponding prioritization methodology and the goals, objectives and performance measures identified in Table 4-1 of the LRTP. The project prioritization was based on qualitative and quantitative analyses of the transportation projects in the TPO MPA which included the scoring and ranking of multimodal project priorities as identified in Table 6-7 and Appendix E of the LRTP. The project priorities were further refined with the development of alternatives and scenarios planning as summarized in Chapter 6 of the LRTP and the consideration of public comment as summarized in Appendix G of the LRTP.

## **B.6 PUBLIC INVOLVEMENT**

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

## **B.7 TIP AMENDMENTS**

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

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

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

**FHWA OBLIGATED FUNDING**

<b>PROJECT NUMBER</b>	<b>PROJECT NAME</b>	<b>DESCRIPTION</b>	<b>LENGTH</b>	<b>FUND TOTAL</b>	<b>FUND CODE</b>	<b>PROJECT TOTAL</b>
4491791	<b>A1A AT BIG MUD CREEK AND BLIND CREEK BRIDGES #940003/940004</b>	BRIDGE REPLACEMENT	0.986	48,775	NHBR	
				1,163,267	NHBR	<b>1,212,042</b>
4299362	<b>A1A NORTH BRIDGE OVER ICWW BRIDGE #940045</b>	BRIDGE REPLACEMENT	1.205	1,508,894	SA	
				6,740	NHBR	
				-11,949	NHBR	
				25,000	SA	<b>1,528,685</b>
4460761	<b>BELL AVENUE FROM SOUTH 25TH STREET TO SUNRISE BLVD</b>	BIKE LANE/SIDEWALK	0.400	-2,785	SU	
				-3,653	TALT	
				-46,189	TALT	<b>-52,627</b>
4476511	<b>EMERSON AVE FR NORTH OF SR-614/INDRIO RD TO SOUTH OF 25TH ST SW</b>	RESURFACING	2.238	-15	PROT	
				-33	SA	<b>-48</b>
4534951	<b>GATLIN BLVD @ SAVONA BLVD</b>	ADD TURN LANE(S)	0.120	-540,638	CARU	
				-21,431	CARU	
				-500	CARU	<b>-562,569</b>
4447071	<b>GATLIN BLVD FROM SW VILLAGE PARKWAY TO SAVONA BLVD</b>	TRAFFIC CONTROL DEVICES/SYSTEM	2.672	-3,963	GFSU	
				-8,498	SU	<b>-12,461</b>

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4534931	<b>GREEN RIVER PARKWAY TRAIL FROM WALTON ROAD TO MARTIN COUNTY LINE</b>	BIKE PATH/TRAIL	2.648	-4,694	CARU	<b>-4,694</b>
4432241	<b>HURRICANE IRMA PERMANENT RESTORATION: CR-611B/EDWARDS RD. SINKHOLE</b>	EMERGENCY OPERATIONS	0.493	-86,739	ER17	
				-9,942	ER17	
			3		ER17	<b>-96,678</b>
4492811	<b>I-95 EXIT RAMP TO WB SR-68/ORANGE AVENUE</b>	SKID HAZARD OVERLAY	0.291	28,223	SA	
				120,236	HSP	<b>148,459</b>
4226816	<b>I-95 FROM MARTIN/ST. LUCIE COUNTY LINE TO SR-70</b>	PD&E/EMO STUDY	15.499	2,680,000	NFP	
				1,372,888	NHPP	<b>4,052,888</b>
4438471	<b>I-95 FROM NORTH OF GATLIN BLVD TO SOUTH OF ST. LUCIE WEST BLVD</b>	SKID HAZARD OVERLAY	3.198	118,854	HSP	<b>118,854</b>
4491631	<b>I-95 N OF GLADES CUT-OFF RD TO N OF FLORIDA TURNPIKE/SR-91</b>	RESURFACING	2.756	58,526	SM	<b>58,526</b>
4397611	<b>I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD.</b>	INTERCHANGE - ADD LANES	1.704	-70,102	NFP	
				24,821	SA	<b>-45,281</b>
4470031	<b>INTERSECTION LIGHTING RETROFIT IMPROVEMENT</b>	LIGHTING	1.976	17,251	HSP	<b>17,251</b>
4463311	<b>JENKINS ROAD FROM CR-712/MIDWAY ROAD TO SR-68/ORANGE AVENUE</b>	PD&E/EMO STUDY	5.104	1,235,480	SU	<b>1,235,480</b>
4529961	<b>MARSHFIELD COURT FROM SW DREYFUSS BLVD TO SW HAYWORTH AVE</b>	BIKE PATH/TRAIL	0.801	5,000	TALT	<b>5,000</b>
2314403	<b>MIDWAY RD/CR-712 FROM GLADES CUT OFF ROAD TO SELVITZ ROAD</b>	ADD LANES & RECONSTRUCT	1.577	25,070	SU	
				103,697	SU	

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
				2,000	SA	<b>130,767</b>
2314402	<b>MIDWAY RD/CR-712 FROM S. 25TH STREET/SR-615 TO US HIGHWAY 1</b>	ADD LANES & RECONSTRUCT	1.803	-1,703,290	SA	
				3,782	SU	<b>-1,699,508</b>
4534921	<b>NEBRASKA AVENUE FROM SOUTH LAWNWOOD CIRCLE TO SOUTH 13TH STREET</b>	SIDEWALK	0.490	202,725	TALU	
				14,376	TALU	<b>217,101</b>
4415661	<b>OLEANDER AVENUE FROM MIDWAY ROAD TO SOUTH MARKET AVENUE</b>	SIDEWALK	1.257	-214,311	TALT	
				-14,721	TALU	
				-69,413	TALU	<b>-298,445</b>
4461681	<b>ORANGE AVE FROM SR-713/KINGS HWY TO E OF I-95 SB RAMP</b>	INTERCHANGE - ADD LANES	0.646	2,680	NFP	
				5,460	SA	
				43	SA	<b>8,183</b>
4461691	<b>ORANGE AVENUE FROM N 32ND ST TO WEST OF US HIGHWAY 1</b>	RESURFACING	1.915	273,290	SA	
				1,887	SN	
				423	SU	<b>275,600</b>
4481341	<b>PORT ST LUCIE TSM&amp;O VARIOUS LOCATIONS</b>	ITS COMMUNICATION SYSTEM	0.990	-4,409	GFSU	
				-22,491	GFSU	<b>-26,900</b>
4317523	<b>PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DRIVE</b>	ADD LANES & RECONSTRUCT	1.119	1,667	SA	
				30,000	SU	

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
				108,549	SU	<b>140,216</b>
4317522	<b>PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD</b>	ADD LANES & RECONSTRUCT	1.946	17,000	SA	<b>17,000</b>
4317525	<b>PORT ST.LUCIE BLVD FR SOUTH OF PAAR DR TO SOUTH OF ALCANTARRA BLVD</b>	ADD LANES & RECONSTRUCT	1.076	2,000,000	CD23	
				2,094,210	SA	
				3,670,548	SU	<b>7,764,758</b>
4317526	<b>PORT ST.LUCIE BLVD FROM SOUTH OF ALCANTARRA BV TO SOUTH OF DARWIN BLVD</b>	ADD LANES & RECONSTRUCT	0.713	388,182	SA	
				293,641	SU	<b>681,823</b>
4460741	<b>SELVITZ ROAD FROM NORTHWEST FLORESTA DRIVE TO NORTHWEST BAYSHORE BLVD</b>	BIKE LANE/SIDEWALK	0.482	-14	TALT	
				-90	TALU	<b>-104</b>
4476531	<b>SR-70 FROM IDEAL HOLDING RD TO W OF KINGS HWY</b>	RESURFACING	7.984	19,400	SA	<b>19,400</b>
2302566	<b>SR-713/KINGS HWY FR 500 S OF SR-70 TO NORTH OF PICOS ROAD</b>	ADD LANES & RECONSTRUCT	2.200	-3,604	SA	<b>-3,604</b>
4383791	<b>SR-713/KINGS HWY FR N OF I-95 OVERPASS TO N OF COMMERCIAL CIR</b>	ADD LANES & RECONSTRUCT	1.400	193,616	SA	
				516,497	SU	<b>710,113</b>
4383792	<b>SR-713/KINGS HWY FROM N OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD</b>	ADD LANES & RECONSTRUCT	1.210	94,733	SU	
				5,000	SA	
				742,897	SU	<b>842,630</b>
4510811	<b>SR-713/TURNPIKE FEEDER ROAD FROM INDRIO ROAD TO US HIGHWAY 1</b>	LIGHTING	2.741	226,294	HSP	<b>226,294</b>

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4463761	SR-716/PORT ST.LUCIE BLVD FROM W OF SE SHELTER DRIVE TO US HIGHWAY 1	RESURFACING	1.555	1,051,109	NHRE	<b>1,051,109</b>
4534911	ST. JAMES DRIVE FROM NE LAZY RIVER PARKWAY TO NE ROYCE AVENUE	SIDEWALK	0.245	5,000	TALL	<b>5,000</b>
4393264	ST. LUCIE FY 2022/2023-2023/2024 UPWP	TRANSPORTATION PLANNING	0.000	-35	GFSU	
				-215,912	PL	
				58,005	SU	<b>-157,942</b>
4393265	ST. LUCIE FY 2024/2025-2025/2026 UPWP	TRANSPORTATION PLANNING	0.000	619,071	PL	
				600,000	SU	<b>1,219,071</b>
4489981	SW KESTOR DRIVE FROM SW DARWIN BOULEVARD TO SW BECKER ROAD	SIDEWALK	1.389	497,046	TALT	
				240,332	TALU	
				28,114	TALU	
				-3,664	TALT	<b>761,828</b>
4368681	US HIGHWAY 1 @ SR-70/VIRGINIA AVENUE	ADD RIGHT TURN LANE(S)	0.071	-73,917	SU	
				-4,556	SU	<b>-78,473</b>
4461091	US HIGHWAY 1 FROM NORTH OF SR-70/VIRGINIA AVE TO SUNNY LANE	RESURFACING	2.917	-84,270	NHRE	
				5,000	SA	<b>-79,270</b>
<b>GRAND TOTAL</b>						<b>19,329,474</b>

**FTA OBLIGATED FUNDING**

FTA GRANT NUMBER	COUNTY	FTA GRANTEE	FEDERAL FUND CODE	FTA PROJECT DESCRIPTION	TOTAL FTA FUNDS IN TIP	TOTAL FEDERAL FUNDS OBLIGATED	TOTAL LOCAL FUNDS	TOTAL
1024-26-01	SLC	SLC	5307	Capital/Operating	\$4,420,000	\$5,101,151	\$1,404,000	<b>\$1,404,000</b>
1024-26-01	SLC	SLC	5339	Bus and Bus Facilities	\$0	\$346,159	\$0	<b>\$0</b>
1024-25-02	SLC	SLC	5339- Discretionary	Bus and Bus Facilities	\$360,000	\$37,000,000	\$9,250,000	<b>\$9,250,000</b>
	SLC	SLC	5311	Operating	\$180,257	\$124,000	\$124,000	<b>\$124,000</b>
	SLC	SLC	5310	Elderly and individuals with disabilities	\$0	\$400,383	\$400,383	<b>\$400,383</b>
<b>TOTAL</b>					<b>\$2,513,098</b>	<b>\$37,754,521</b>	<b>\$9,351,570</b>	<b>\$11,178,383</b>

## **B.9 CERTIFICATIONS**

To ensure Federal requirements are being met, the FHWA and FTA conduct Federal certification reviews on a quadrennial basis of the urbanized areas of TPOs/MPOs which also are designated by census as Transportation Management Areas (TMAs) because the population exceeds 200,000 people. The urbanized area of the St. Lucie TPO is designated as the Port St. Lucie TMA. The last Federal review of the TMA was completed in September 2025 and resulted in no corrective actions, eight noteworthy practices, and three recommendations were identified to improve the current planning process of the TPO.

The TPO and FDOT also perform joint certification reviews annually to ensure that State and Federal requirements are being met. The last joint certification review was completed in April 2025 which resulted in the joint certification of the St. Lucie TPO. Support documentation concerning the Federal and joint certification reviews is on file at the St. Lucie TPO offices and available for review during normal business hours.

## **B.10 CONGESTION MANAGEMENT PROCESS (CMP)**

The development and implementation of a CMP is a requirement to be eligible for Federal funding. CMP Box Funds in the amount of \$300,000 - \$400,000 annually have been established by the St. Lucie TPO. Beyond the five fiscal years of the TIP, the LRTP continues to allocate approximately \$3.25 million in funding towards the CMP on a yearly basis through 2050.

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

The St. Lucie TPO CMP was updated in 2023, and a two-tiered approach (Phase I and Phase II) was utilized in the CMP to identify projects. The Phase I analysis provided a system-wide screening for areas of concern. The Phase II analysis included a detailed evaluation of the identified areas of concern. Based on the results of the Phase II evaluation, CMP projects were identified, and a project scoring criteria and the basis for the CMP Implementation Plan were developed.

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

**B.11 TRANSPORTATION DISADVANTAGED (TD) PROGRAM**

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

<b>Commission for the Transportation Disadvantaged</b>								
<b>Trip &amp; Equipment Grant Allocations</b>								
<b>FY 2026-2027</b>								
<b>COUNTY</b>	<b>TRIP/EQUIP GRANT</b>	<b>LOCAL TRIP/EQUIP MATCH</b>	<b>TOTAL TRIP/EQUIP FUNDS</b>	<b>VOLUNTARY DOLLARS FM/Job # 43202818401</b>	<b>VOLUNTARY DOLLARS LOCAL MATCH</b>	<b>TOTAL VOLUNTARY DOLLARS</b>	<b>PLANNING GRANT ALLOCATION</b>	<b>TOTAL ESTIMATED PROJECT FUNDING</b>
Saint Lucie	\$706,134	\$78,459	\$784,593	\$91	\$10	\$101	\$31,564	\$816,258

## **B.12 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)**

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

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

To satisfy the application requirements for TRIP funding, an Interlocal Agreement was executed by the St. Lucie TPO, Martin MPO, and Indian River MPO to create a regional transportation planning entity known as the Treasure Coast Transportation Council (TCTC). The TCTC subsequently adopted a plan to identify and prioritize regionally significant facilities for the selection of projects for TRIP funding. This plan subsequently was updated in 2023.

St. Lucie TPO projects currently programmed in this TIP include \$4,639,274 of TRIP funding. The JENKINS RD project (#446331) is receiving \$2,328,200 in TRIP funding and the PORT ST. LUCIE BLVD project (#4317523) is receiving \$2,528,316.

**C.1 HIGHWAY/ROADWAY/SIDEWALK**

**29TH STREET FROM ORANGE AVE TO AVE Q  
4573411 Non-SIS**



**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 383,346**  
**LRTP: Page 63**

**Project Description:** SAFETY PROJECT  
**Extra Description:** 2025 TPO CMP PRIORITY #2 INSTALL TRAFFIC CALMING IMPROVEMENTS IDENTIFIED IN THE CITY OF FORT PIERCE COMPREHENSIVE SAFETY ACTION PLAN. LAP WITH CITY OF FORT PIERCE  
**Lead Agency:** MANAGED BY FDOT **From:** ORANGE AVE  
**County:** ST. LUCIE **To:** AVE Q  
**Length:** 1.25  
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total	
PE	ACSU	0	0	0	5,000	0	5,000	
PEX	DIOH	0	0	0	681	0	681	
CST	ACSU	0	0	0	0	365,500	365,500	
COX	DIOH	0	0	0	0	11,165	11,165	
CSX	DIOH	0	0	0	0	1,000	1,000	
						<b>5,681</b>	<b>377,665</b>	<b>383,346</b>

**BAYSHORE BLVD FROM CROSSTOWN PARKWAY TO PRIMA VISTA BLVD**

**4573381 Non-SIS**



**Project Description:** TRAFFIC CONTROL DEVICES/SYSTEM

**Extra Description:** TSM&O/ATMS4 REAL TIME MONITORING AND ADAPTIVE TRAFFIC CONTROL FOR MIDSEGMENT TRAFFIC METERING.

**Lead Agency:** MANAGED BY FDOT

**From:** CROSSTOWN PARKWAY

**County:** ST. LUCIE

**To:** PRIMA VISTA BLVD

**Length:** 1.59

**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total	
PE	ACSU	0	0	0	5,000	0	5,000	
PEX	DIOH	0	0	0	681	0	681	
CST	ACSU	0	0	0	0	365,500	365,500	
COX	DIOH	0	0	0	0	11,165	11,165	
CSX	DIOH	0	0	0	0	1,000	1,000	
						<b>5,681</b>	<b>377,665</b>	<b>383,346</b>

**Prior Year Cost: 0**

**Future Year Cost: 0**

**Total Project Cost: 383,346**

**LRTP: Page 63**

**CALIFORNIA BLVD FROM SW DEL RIO BLVD TO CROSSTOWN PKWY**  
**4533261 Non-SIS**



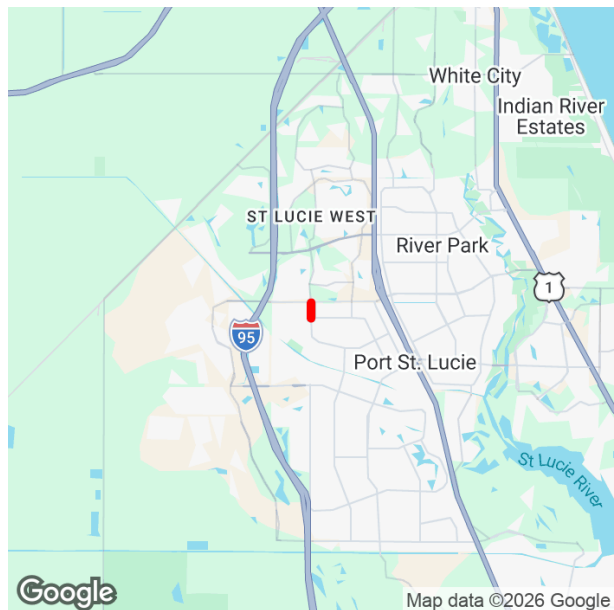
**Project Description:** PD&E/EMO STUDY  
**Extra Description:** 2024 TPO PRIORITY # 5 ADD 2 LANES AND SHARED-USE PATHS.CD24 APPROVED.  
**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE **From:** SW DEL RIO  
**County:** ST. LUCIE **To:** CROSSTOWN PKWY  
**Length:** 2.476  
**Phase Group:** P D & E, P D & E - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PDE	ACSU	5,101	0	0	0	0	5,101
PDE	CD24	2,000,000	0	0	0	0	2,000,000
PDX	DIOH	149,689	0	0	0	0	149,689
		<b>2,154,790</b>					<b>2,154,790</b>

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 2,154,790**  
**LRTP: Page 38**

**CALIFORNIA BLVD FROM DEL RIO BLVD TO CROSSTOWN PARKWAY**

**4573181 Non-SIS**



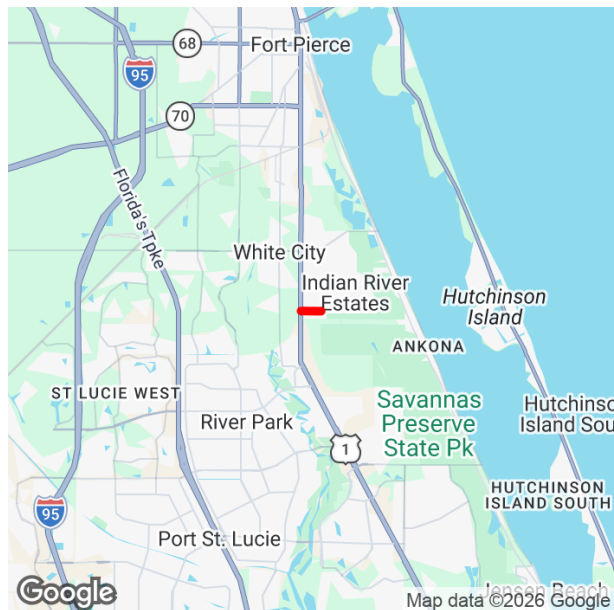
**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 436,496**  
**LRTP: Page 30**

**Project Description:** BIKE PATH/TRAIL  
**Extra Description:** 2025 TPO CMP PRIORITY #5 SHARED-USE PATH ALONG WEST SIDE WITH MIDBLOCK FLASHING BEACON CROSSWALKS. ENHANCED CROSSWALKS AT DEL RIO BLVD INTERSECTION. LAP WITH CITY OF PORT ST LUCIE  
**Lead Agency:** MANAGED BY FDOT **From:** DEL RIO BLVD  
**County:** ST. LUCIE **To:** CROSSTOWN PARKWAY  
**Length:** 0  
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total	
PE	ACSU	0	0	0	5,000	0	5,000	
PEX	DIOH	0	0	0	681	0	681	
CST	ACSU	0	0	0	0	417,000	417,000	
COX	DIOH	0	0	0	0	12,760	12,760	
CSX	DIOH	0	0	0	0	1,055	1,055	
						<b>5,681</b>	<b>430,815</b>	<b>436,496</b>

**EASY STREET FROM US HIGHWAY 1 TO CANAL 22 AT SUNTRAIL**

**4570971 Non-SIS**



**Project Description:** SIDEWALK  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 0.564

**From:** US HIGHWAY 1  
**To:** CANAL 22

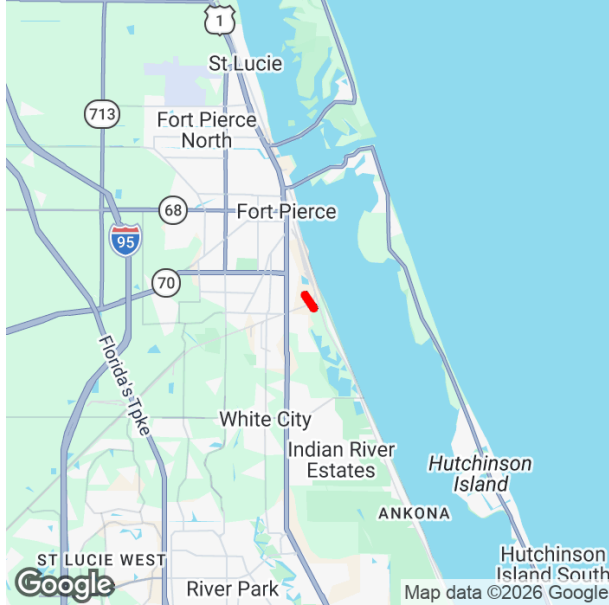
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	TALT	5,000	0	0	0	0	5,000
PEX	DIOH	681	0	0	0	0	681
CST	LF	0	0	29,140	0	0	29,140
CST	TALT	0	0	79,563	0	0	79,563
CST	TALU	0	0	721,995	0	0	721,995
COX	DIOH	0	0	24,643	0	0	24,643
CSX	DIOH	0	0	1,492	0	0	1,492
		<b>5,681</b>		<b>856,833</b>			<b>862,514</b>

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 862,514**  
**LRTP: Page 52**

**FEC OVERPASS FROM SAVANNAS RECREATION AREA TO SOUTH OF SAVANNAH RD**

**4400321 Non-SIS**



**Project Description:** BIKE PATH/TRAIL

**Extra Description:** SUNTRAIL

**Lead Agency:** MANAGED BY FDOT

**County:** ST. LUCIE

**Length:** 0

**Phase Group:** RIGHT OF WAY, RIGHT OF WAY - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

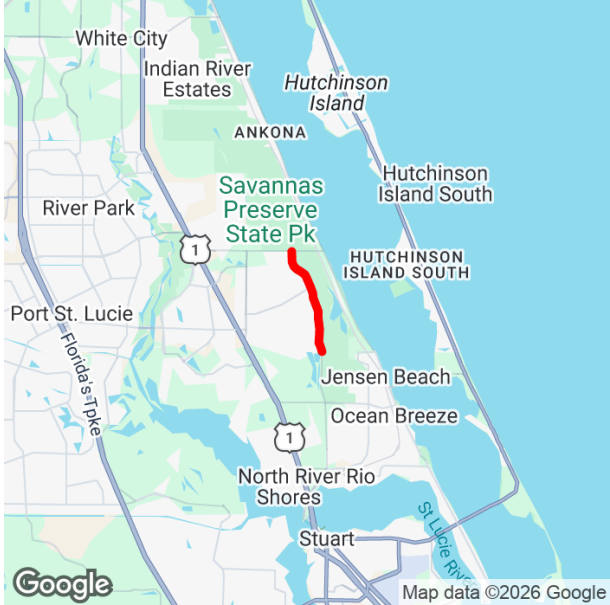
**From:** SAVANNAS RECREATION AREA

**To:** SOUTH OF SAVANNAH RD

**Prior Year Cost: 1,674,461**  
**Future Year Cost: 0**  
**Total Project Cost: 17,246,444**  
**LRTP: Page 30**

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	DDR	464,836	337,188	0	0	0	802,024
ROW	DS	117,964	0	0	0	0	117,964
RWX	DIOH	35,842	20,737	0	0	0	56,579
CST	DDR	350,692	0	0	0	0	350,692
CST	DIH	98,204	0	0	0	0	98,204
CST	TLWR	13,672,455	0	0	0	0	13,672,455
COX	DIOH	391,209	0	0	0	0	391,209
CSX	DIOH	82,856	0	0	0	0	82,856
		<b>15,214,058</b>	<b>357,925</b>				<b>15,571,983</b>

**GREEN RIVER PARKWAY TRAIL FROM WALTON RD TO MARTIN COUNTY LINE**  
**4576691 Non-SIS**

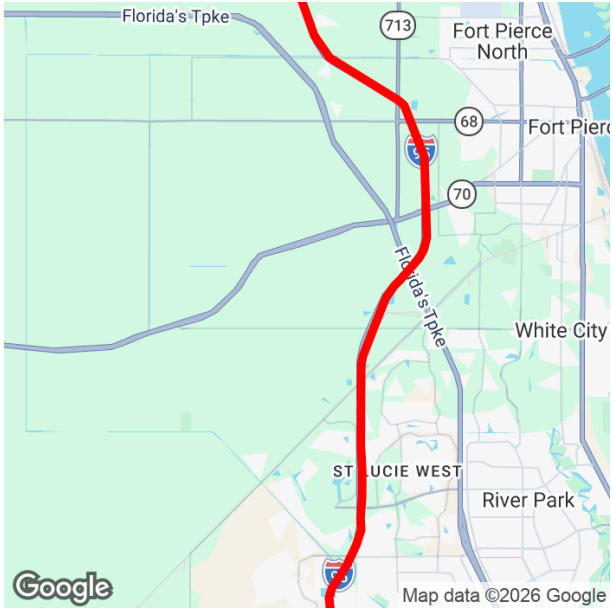


**Project Description:** BIKE PATH/TRAIL  
**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE  
**From:** WALTON RD  
**To:** MARTIN COUNTY LINE  
**County:** ST. LUCIE  
**Length:** 2.646  
**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	TLWR	0	0	0	1,100,418	0	1,100,418
COX	DIOH	0	0	0	35,103	0	35,103
					<b>1,135,521</b>		<b>1,135,521</b>

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 1,135,521**  
**LRTP: Page 30**

**I-95 ALL SAINT LUCIE COUNTY  
4571791 SIS**



**Project Description:** GUARDRAIL  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 15.833  
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

**From:**  
**To:**

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	SSI	470,515	0	0	0	0	470,515
PEX	DIOH	35,053	0	0	0	0	35,053
CST	SSI	0	4,256,346	0	0	0	4,256,346
COX	DIOH	0	120,858	0	0	0	120,858
CSX	DIOH	0	24,453	0	0	0	24,453
		<b>505,568</b>	<b>4,401,657</b>				<b>4,907,225</b>

**Prior Year Cost: 93,988**  
**Future Year Cost: 0**  
**Total Project Cost: 5,001,213**  
**LRTP: Page 14**

**I-95 FROM NORTH OF GLADES CUT OFF ROAD TO SOUTH OF MIDWAY ROAD**

**4578511 SIS**



**Project Description:** PERIODIC MAINTENANCE

**Extra Description:** OPEN GRADE FRICTION COURSE(FC-5) JULY JIMENEZ IS THE DESIGN PM

**Lead Agency:** MANAGED BY FDOT

**From:** NORTH OF GLADES CUT OFF ROAD

**County:** ST. LUCIE

**To:** SOUTH OF MIDWAY ROAD

**Length:** 0.58

**Phase Group:** CONSTRUCTION, CONST SUPPORT - IND SUPP, BRDG/RDWAY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	DIH	5,145	0	0	0	0	5,145
CST	FC5	17,427	0	0	0	0	17,427
CSX	DIOH	1,270	0	0	0	0	1,270
MNT	FC5	175,711	0	0	0	0	175,711
MTX	DIOH	10,297	0	0	0	0	10,297
		<b>209,850</b>					<b>209,850</b>

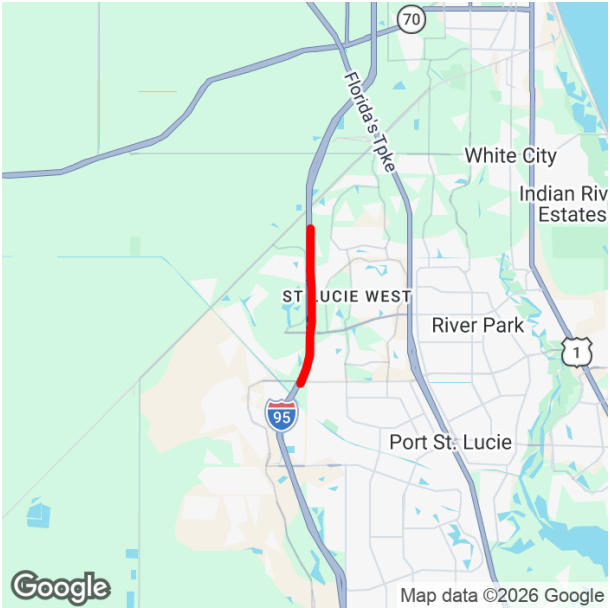
**Prior Year Cost: 35,323**

**Future Year Cost: 0**

**Total Project Cost: 245,173**

**LRTP: Page 14**

**I-95 FROM SOUTH OF CROSSTOWN PKWY TO MP 10.054**  
**4491621 SIS**



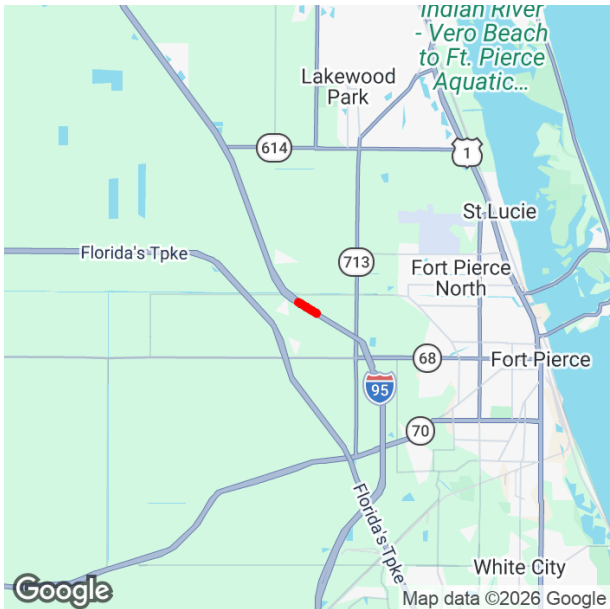
**Project Description:** RESURFACING  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 3.762  
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP

**From:** SOUTH OF CROSSTOWN PKWY  
**To:** MP 10.054

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	DIH	15,000	0	0	0	0	15,000
PE	DS	240,000	0	0	0	0	240,000
PEX	DIOH	19,922	0	0	0	0	19,922
		<b>274,922</b>					<b>274,922</b>

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 274,922**  
**LRTP: Page 14**

**I-95 ST. LUCIE COUNTY REST AREA  
4549881 SIS**

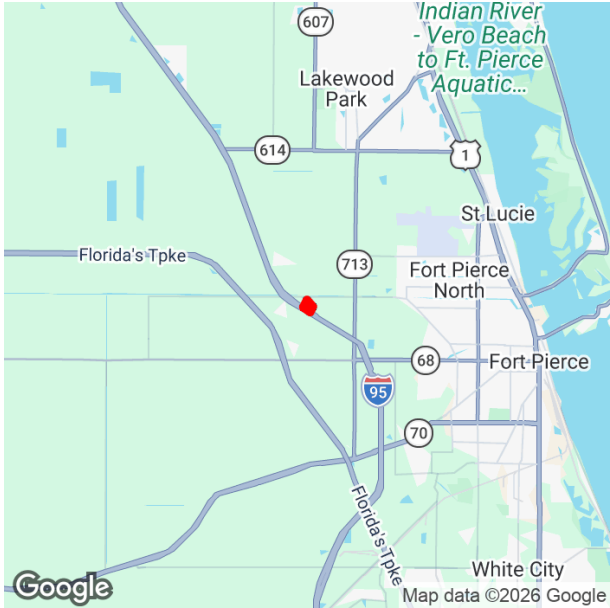


**Prior Year Cost: 1,348,128**  
**Future Year Cost: 0**  
**Total Project Cost: 9,875,338**  
**LRTP: Page 14**

**Project Description:** SKID HAZARD OVERLAY  
**Extra Description:** NPV = \$11,697,902 B/C RATIO = 3.6 SHSP EMPHASIS AREA(S): LANE DEPARTURE CRASHES AND AGGRESSIVE DRIVING/ SFA1 & SFA2 STANDALONE SAFETY PROJECT LET TOGETHER W/ 449961.1  
**Lead Agency:** MANAGED BY FDOT **From:** REST AREA  
**County:** ST. LUCIE **To:** REST AREA  
**Length:** 2.3  
**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACSA	0	0	865,787	0	0	865,787
CST	ACSS	0	0	7,378,040	0	0	7,378,040
CST	DIH	0	0	10,930	0	0	10,930
COX	DIOH	0	0	230,521	0	0	230,521
CSX	DIOH	0	0	41,932	0	0	41,932
				<b>8,527,210</b>			<b>8,527,210</b>

**I-95 ST. LUCIE NORTHBOUND REST AREA RECONSTRUCTION**  
**4526611 SIS**



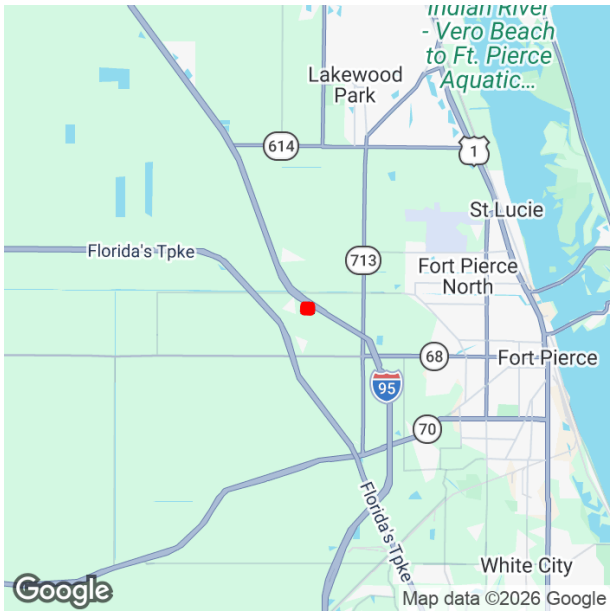
**Project Description:** REST AREA  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 0.893  
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP

**From:** ST. LUCIE NB REST AREA  
**To:** ST. LUCIE NB REST AREA

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	ACFP	0	0	0	2,700,550	0	2,700,550
PE	DRA	0	0	0	2,964,000	0	2,964,000
PEX	DIOH	0	0	0	422,009	0	422,009
					<b>6,086,559</b>		<b>6,086,559</b>

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 6,086,559**  
**LRTP: Page 14**

**I-95 ST. LUCIE SOUTHBOUND REST AREA  
4499611 SIS**



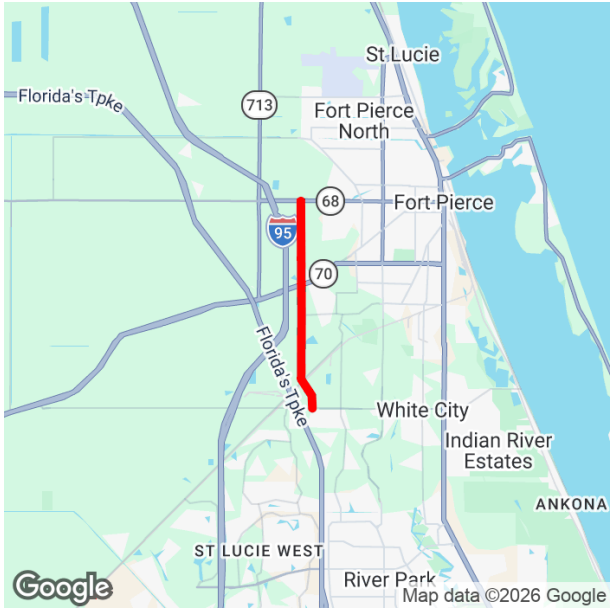
**Project Description:** REST AREA  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 0.54  
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP

**From:** ST. LUCIE SB REST AREA  
**To:** ST. LUCIE SB REST AREA

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	DDR	164,143	0	0	0	0	164,143
PE	DRA	1,200,000	0	0	0	0	1,200,000
PEX	DIOH	101,629	0	0	0	0	101,629
		<b>1,465,772</b>					<b>1,465,772</b>

**Prior Year Cost: 2,917,332**  
**Future Year Cost: 45,953,326**  
**Total Project Cost: 50,336,430**  
**LRTP: Page 14**

**JENKINS RD FROM MIDWAY RD TO ORANGE AVE**  
**4463311 Non-SIS**



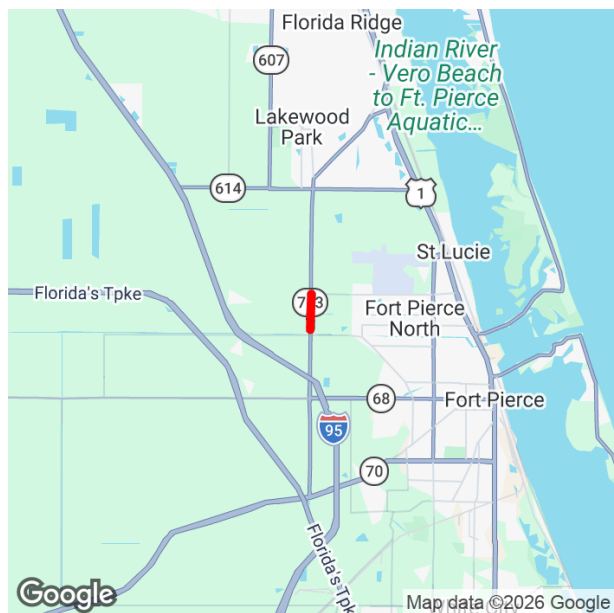
**Project Description:** PD&E/EMO STUDY  
**Extra Description:** 2024 TPO PRIORITY #4 LFA WITH ST. LUCIE COUNTY R/W IS NEEDED 22-02 WIRE TRANSFER RECEIVED 11/13/23 \$1M ST. LUCIE COUNTY  
**Lead Agency:** MANAGED BY FDOT **From:** MIDWAY RD  
**County:** ST. LUCIE **To:** ORANGE AVE  
**Length:** 5.104  
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	ACSU	0	0	0	2,211,970	0	2,211,970
PE	TRIP	0	0	0	2,328,200	0	2,328,200
PEX	DIOH	0	0	0	344,403	0	344,403
					<b>4,884,573</b>		<b>4,884,573</b>

**Prior Year Cost: 7,232,669**  
**Future Year Cost: 0**  
**Total Project Cost: 12,117,242**  
**LRTP: Page 40**

**KINGS HWY FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD**

**4383792 Non-SIS**



**Project Description:** ADD LANES & RECONSTRUCT

**Extra Description:** 2017 TPO PRIORITY #4 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5

**Lead Agency:** MANAGED BY FDOT

**From:** NORTH OF COMMERCIAL CIRCLE

**County:** ST. LUCIE

**To:** NORTH OF ST LUCIE BLVD

**Length:** 1.21

**Phase Group:** RIGHT OF WAY, RIGHT OF WAY - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	ACSU	56,000	0	0	0	0	56,000
RWX	DIOH	7,062	0	0	0	0	7,062
		<b>63,062</b>					<b>63,062</b>

**Prior Year Cost: 41,108,643**

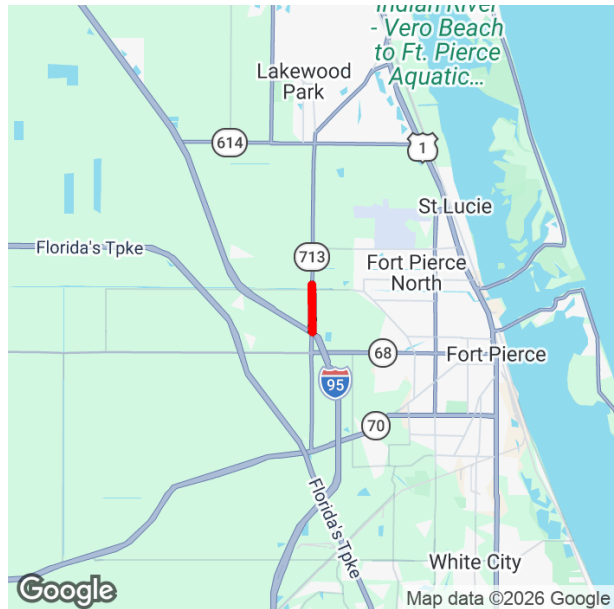
**Future Year Cost: 0**

**Total Project Cost: 152,799,761**

**LRTP: Page 30**

**KINGS HWY FROM NORTH OF I-95 OVERPASS TO NORTH OF COMMERCIAL CIRCLE**

**4383791 Non-SIS**



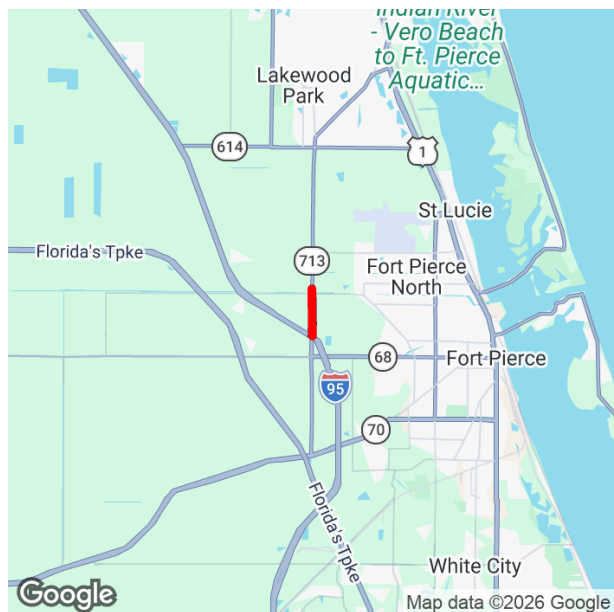
**Project Description:** ADD LANES & RECONSTRUCT  
**Extra Description:** 2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES PD&E UNDER 230256-5  
**Lead Agency:** MANAGED BY FDOT **From:** NORTH OF I-95 OVERPASS  
**County:** ST. LUCIE **To:** NORTH OF COMMERCIAL CIRCLE  
**Length:** 1.4  
**Phase Group:** RIGHT OF WAY, RIGHT OF WAY - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	DDR	0	3,798,702	0	1,899,351	0	5,698,053
ROW	DS	0	0	0	1,899,351	0	1,899,351
RWX	DIOH	0	233,620	0	233,620	0	467,240
			<b>4,032,322</b>		<b>4,032,322</b>		<b>8,064,644</b>

**Prior Year Cost: 41,108,643**  
**Future Year Cost: 0**  
**Total Project Cost: 152,799,761**  
**LRTP: Page 30**

**KINGS HWY FROM NORTH OF I-95 OVERPASS TO NORTH OF COMMERCIAL CIRCLE**

**4492911 Non-SIS**



**Project Description:** LANDSCAPING

**Extra Description:** STANDALONE LANDSCAPE TO FOLLOW 438379-4/5

**Lead Agency:** MANAGED BY FDOT

**From:** NORTH OF I-95 OVERPASS

**County:** ST. LUCIE

**To:** NORTH OF COMMERCIAL CIRCLE

**Length:** 1.4

**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	DDR	0	0	0	0	141,293	141,293
PE	DIH	0	0	0	0	11,303	11,303
PEX	DIOH	0	0	0	0	12,064	12,064
						<b>164,660</b>	<b>164,660</b>

**Prior Year Cost: 0**

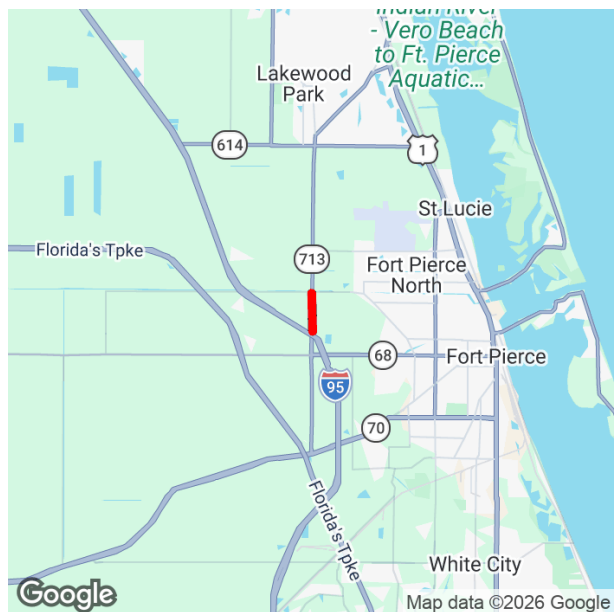
**Future Year Cost: 0**

**Total Project Cost: 164,660**

**LRTP: Page 30**

**KINGS HWY FROM NORTH OF I-95 OVERPASS TO SOUTH OF ANGLE RD**

**4383794 Non-SIS**



**Prior Year Cost: 41,108,643**  
**Future Year Cost: 0**  
**Total Project Cost: 152,799,761**  
**LRTP: Page 30**

**Project Description:** ADD LANES & RECONSTRUCT

**Extra Description:** 2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES, PD&E UNDER 230256-5, DESIGN & ROW UNDER FM# 438379.1

**Lead Agency:** MANAGED BY FDOT

**From:** NORTH OF I-95

**County:** ST. LUCIE

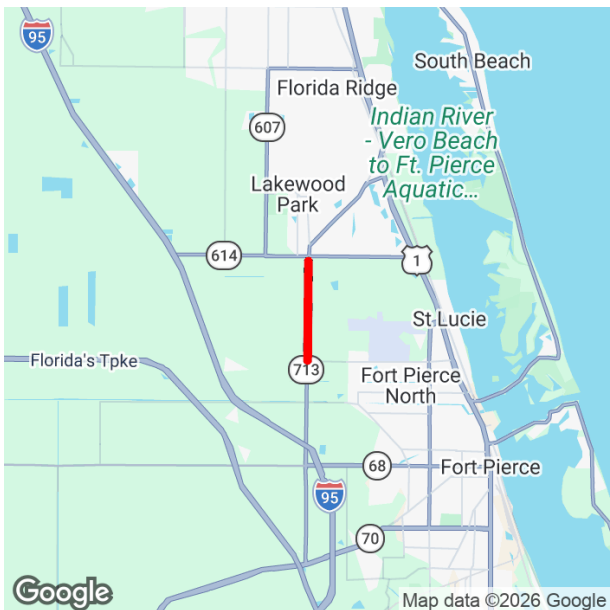
**To:** SOUTH OF ANGLE RD

**Length:** 0.905

**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACSA	955,554	179,317	0	0	0	1,134,871
CST	ACSU	5,237,136	0	0	0	0	5,237,136
CST	DDR	14,257,265	4,533,069	0	0	0	18,790,334
CST	DIH	174,073	0	0	0	0	174,073
CST	DS	14,751,540	0	0	0	0	14,751,540
COX	DIOH	1,087,895	0	0	0	0	1,087,895
CSX	DIOH	86,352	186,749	0	0	0	273,101
		<b>36,549,815</b>	<b>4,899,135</b>				<b>41,448,950</b>

**KINGS HWY FROM NORTH OF ST LUCIE BLVD TO INDRIIO RD**  
**4383793 Non-SIS**



**Project Description:** ADD LANES & RECONSTRUCT

**Extra Description:** 2024 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5 R/W REQUIRED

**Lead Agency:** MANAGED BY FDOT

**From:** NORTH OF ST LUCIE BLVD

**County:** ST. LUCIE

**To:** INDRIIO ROAD

**Length:** 2.19

**Phase Group:** RIGHT OF WAY, RIGHT OF WAY - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	DDR	0	0	0	1,617,500	297,500	1,915,000
ROW	DIH	0	0	0	74,000	300,000	374,000
ROW	DS	0	0	0	0	2,000,000	2,000,000
RWX	DIOH	0	0	0	108,807	179,126	287,933
					<b>1,800,307</b>	<b>2,776,626</b>	<b>4,576,933</b>

**Prior Year Cost: 41,108,643**

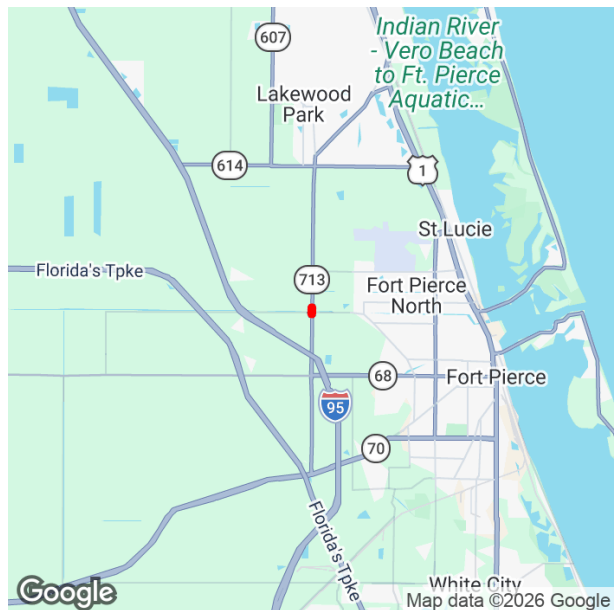
**Future Year Cost: 0**

**Total Project Cost: 152,799,761**

**LRTP: Page 30**

**KINGS HWY FROM SOUTH OF ANGLE RD TO NORTH OF COMMERCIAL CIRCLE**

**4383795 Non-SIS**



**Project Description:** ADD LANES & RECONSTRUCT

**Extra Description:** 2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES, PD&E UNDER 230256-5, DESIGN & ROW UNDER FM# 438379.1

**Lead Agency:** MANAGED BY FDOT

**From:** SOUTH OF ANGLE RD

**County:** ST. LUCIE

**To:** NORTH OF COMMERCIAL CIRCLE

**Length:** 0.498

**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACSU	0	0	0	0	1,507,261	1,507,261
CST	DDR	0	0	0	0	27,657,398	27,657,398
CST	DS	0	0	0	0	26,546,529	26,546,529
COX	DIOH	0	0	0	0	1,735,267	1,735,267
CSX	DIOH	0	0	0	0	91,074	91,074
						<b>57,537,529</b>	<b>57,537,529</b>

**Prior Year Cost: 41,108,643**

**Future Year Cost: 0**

**Total Project Cost: 152,799,761**

**LRTP: Page 30**

**MARSHFIELD COURT FROM SW DREYFUSS BLVD TO SW HAYWORTH AVE/PEACOCK TRAIL**  
**4529961 SIS**



**Project Description:** BIKE PATH/TRAIL  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 0.801  
**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

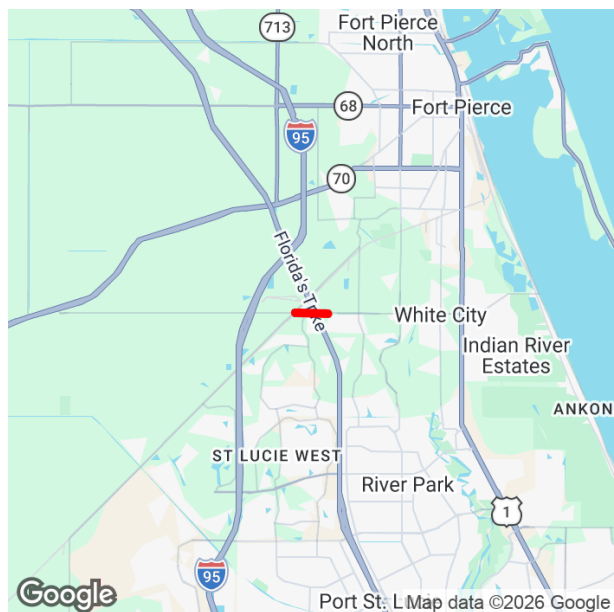
**From:** SW DREYFUSS BLVD  
**To:** SW HAYWORTH AVE

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	LF	55,000	0	0	0	0	55,000
CST	TALT	1,237,758	0	0	0	0	1,237,758
CST	TALU	376,416	0	0	0	0	376,416
COX	DIOH	49,787	0	0	0	0	49,787
CSX	DIOH	2,378	0	0	0	0	2,378
		<b>1,721,339</b>					<b>1,721,339</b>

**Prior Year Cost: 5,681**  
**Future Year Cost: 0**  
**Total Project Cost: 1,727,020**  
**LRTP: Page 30**

**MIDWAY RD FROM GLADES CUT OFF RD TO JUST WEST OF JENKINS RD**

**2314404 Non-SIS**

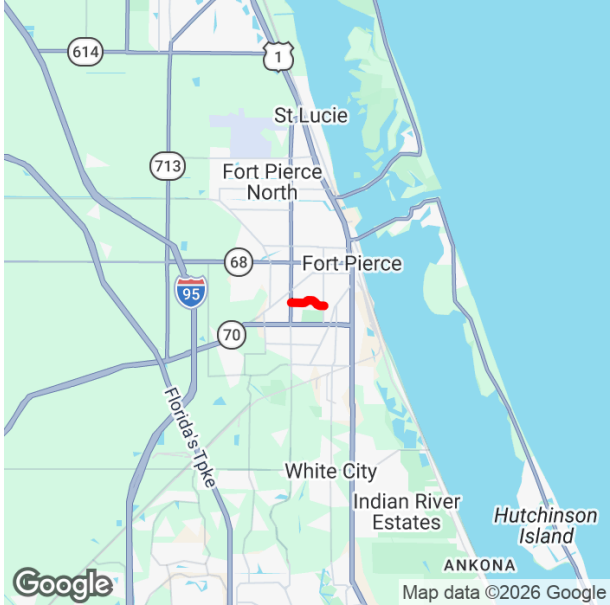


**Project Description:** ADD LANES & RECONSTRUCT  
**Extra Description:** 2024 TPO PRIORITY #3/4 MOVING FLORIDA FORWARD PROJECT WIDENING FROM 2 TO 4 LANES. BASED ON PD&E COMPLETED UNDER PROJECT FM 231440-3  
**Lead Agency:** MANAGED BY FDOT **From:** GLADES CUT OFF RD  
**County:** ST. LUCIE **To:** JUST WEST OF JENKINS RD  
**Length:** 0.642  
**Phase Group:** RAILROAD & UTILITIES, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
RRU	LF	1,048,938	0	0	0	0	1,048,938
CST	ACSA	51,450	0	0	0	0	51,450
CST	FINC	64,811,954	0	0	0	0	64,811,954
COX	DIOH	33,461	0	0	0	0	33,461
CSX	DIOH	275,356	0	0	0	0	275,356
		<b>66,221,159</b>					<b>66,221,159</b>

**Prior Year Cost: 3,771,928**  
**Future Year Cost: 0**  
**Total Project Cost: 69,993,087**  
**LRTP: Page 30**

**NEBRASKA AVE FROM SOUTH LAWNWOOD CIRCLE TO SOUTH 13TH STREET**  
**4534921 Non-SIS**

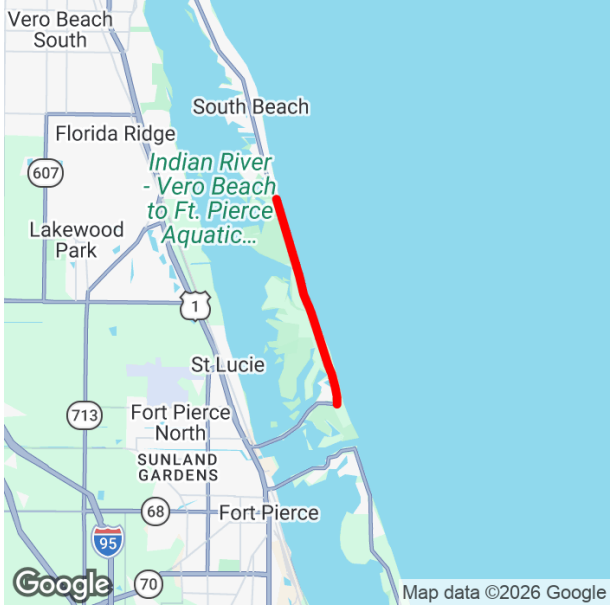


**Project Description:** SIDEWALK  
**Extra Description:** 2024 TPO CARBON REDUCTION PRIORITY #5 SIDEWALKS, 6 FEET IN WIDTH, 1 MILE IN LENGTH, ON BOTH SIDES OF STREET  
**Lead Agency:** MANAGED BY FDOT **From:** SOUTH LAWNWOOD CIRCLE  
**County:** ST. LUCIE **To:** SOUTH 13TH ST  
**Length:** 0.49  
**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	TALU	100,000	0	0	0	0	100,000
COX	DIOH	3,190	0	0	0	0	3,190
		<b>103,190</b>					<b>103,190</b>

**Prior Year Cost: 360,824**  
**Future Year Cost: 0**  
**Total Project Cost: 464,014**  
**LRTP: Page 30**

**NORTH SR-A1A SUNTRAIL**  
**4435061 Non-SIS**

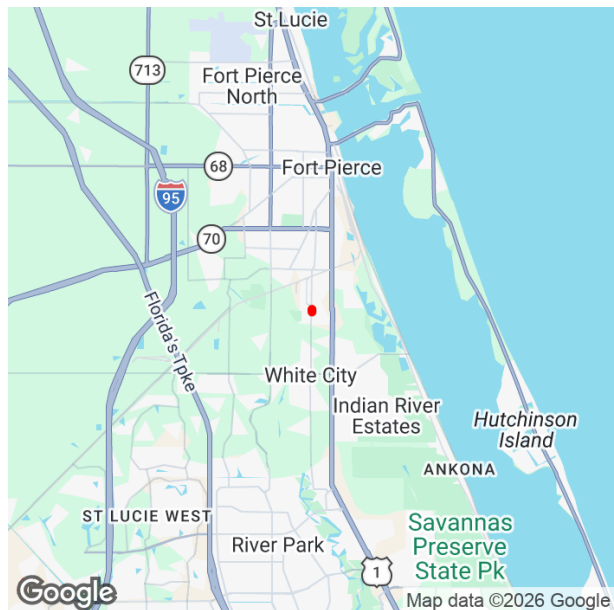


**Project Description:** BIKE PATH/TRAIL  
**Extra Description:** SUNTRAIL: ST. LUCIE COUNTY NORTH A1A INDIAN RIVER LAGOON TRAIL IMPROVEMENT  
**Lead Agency:** MANAGED BY FDOT **From:** FT PIERCE INLET STATE PARK  
**County:** ST. LUCIE **To:** SLC/INDIAN RIVER COUNTY LINE  
**Length:** 5.193  
**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	TLWR	0	0	8,510,044	0	0	8,510,044
COX	DIOH	0	0	237,609	0	0	237,609
CSX	DIOH	0	0	41,515	0	0	41,515
				<b>8,789,168</b>			<b>8,789,168</b>

**Prior Year Cost: 2,565,329**  
**Future Year Cost: 0**  
**Total Project Cost: 11,354,497**  
**LRTP: Page 30**

**OLEANDER BLVD FROM BELL AVE TO FARMERS MARKET ROAD**  
**4573391 Non-SIS**

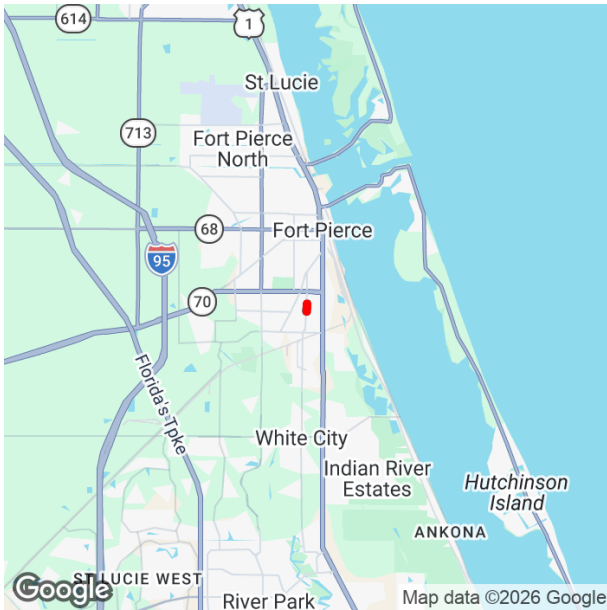


**Project Description:** ADD TURN LANE(S)  
**Extra Description:** 2025 TPO PRIORITY # 1 AND #4 SOUTHBOUND L/T AND NORTHBOUND R/T AT FARMERS MARKET ROAD AND SOUTHBOUND R/T AND NORTHBOUND L/T AT BELL AVE. INCREASE INTERSECTION TURNING RADII.  
**Lead Agency:** MANAGED BY FDOT **From:** BELL AVE  
**County:** ST. LUCIE **To:** FARMERS MARKET ROAD  
**Length:** 0.11  
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	ACSU	0	0	0	5,000	0	5,000
PEX	DIOH	0	0	0	681	0	681
CST	ACSU	0	0	0	0	756,900	756,900
COX	DIOH	0	0	0	0	23,287	23,287
CSX	DIOH	0	0	0	0	1,414	1,414
						<b>5,681</b>	<b>781,601</b>
							<b>787,282</b>

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 787,282**  
**LRTP: Page 64**

**OLEANDER BLVD FROM WISTERIA AVE TO GARDENIA AVE**  
**4573401 Non-SIS**



**Project Description:** BIKE PATH/TRAIL

**Extra Description:** 2025 TPO CMP PRIORITY #3 SHARED-USE PATH ALONG EAST SIDE FROM AZALEA AVE TO ANTILLES/WINDSOR AVE. FLASHING BEACON CROSSWALK, PATH CONNECTIONS AT ROSELYN, ANTILLES, AND AZALEA AVES. LAP WITH ST. LUCIE COUNTY

**Lead Agency:** MANAGED BY FDOT

**From:** WISTERIA AVE

**County:** ST. LUCIE

**To:** GARDENIA AVE

**Length:** 0.203

**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total	
PE	ACSU	0	0	0	5,000	0	5,000	
PEX	DIOH	0	0	0	681	0	681	
CST	ACSU	0	0	0	0	417,000	417,000	
COX	DIOH	0	0	0	0	12,760	12,760	
CSX	DIOH	0	0	0	0	1,055	1,055	
						<b>5,681</b>	<b>430,815</b>	<b>436,496</b>

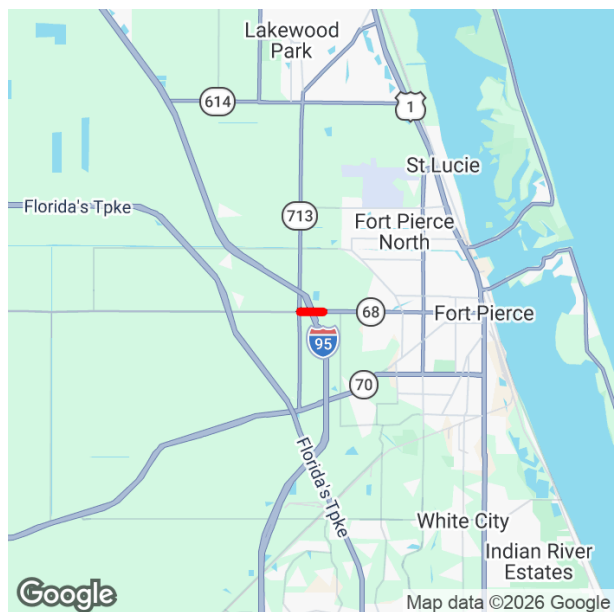
**Prior Year Cost: 0**

**Future Year Cost: 0**

**Total Project Cost: 436,496**

**LRTP: Page 64**

**ORANGE AVE FROM KINGS HWY TO EAST OF I-95 SB RAMP**  
**4461681 SIS**



**Project Description:** INTERCHANGE - ADD LANES

**Extra Description:** ADD EB RIGHT TURN LANE FROM ORANGE AVE/SR-68 TO I-95 SB ON-RAMP & ADD WB RIGHT-TURN LANE FR ORANGE AVE/SR-68 TO NB KINGS HWY/SR-713 NB & WB PROTECTED RIGHT TURN PHASES TO BE ADDED AT INTERSECTION OF ORANGE AVE/SR-68 AND KINGS HWY/ SR-713 EB TO SB ON-RAMP ENTRANCE TO BE RELOCATED TO THE EXISTING SIGNALIZED INTERSECTION FOR THE WB TO SB (SEE WP45)

**Lead Agency:** MANAGED BY FDOT

**From:** KINGS HWY

**County:** ST. LUCIE

**To:** EAST OF I-95 SB RAMP

**Length:** 0.646

**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACNP	0	0	0	7,128,227	0	7,128,227
COX	DIOH	0	0	0	197,895	0	197,895
CSX	DIOH	0	0	0	45,781	0	45,781
					<b>7,371,903</b>		<b>7,371,903</b>

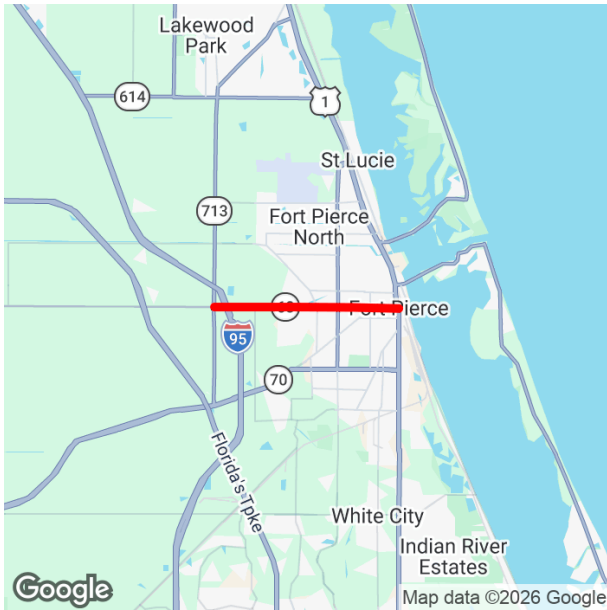
**Prior Year Cost: 980,022**

**Future Year Cost: 0**

**Total Project Cost: 8,351,925**

**LRTP: Page 31**

**ORANGE AVE FROM KINGS HWY TO US HIGHWAY 1**  
**4496961 Non-SIS**

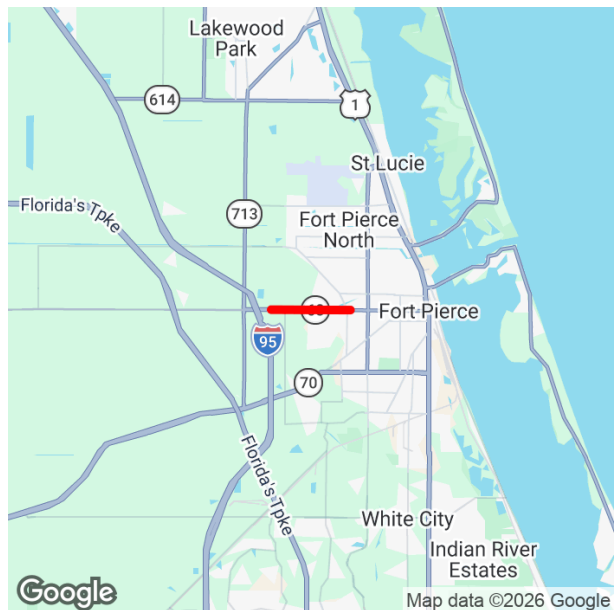


**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 3,551,802**  
**LRTP: Page 31**

**Project Description:** ATMS - ARTERIAL TRAFFIC MGMT  
**Extra Description:** 2024 TPO CMP PRIORITY #2 INCLUDES SOUTH 7TH STREET FROM SR-68/ORANGE AVE TO AVE A INSTALL FIBER OPTIC CABLE, TRAFFIC CAMERAS/VIDEO DETECTORS AND ADAPTIVE SIGNAL CONTROL AT SIGNALIZED INTERSECTIONS NO R/W NEEDED  
**Lead Agency:** MANAGED BY FDOT **From:** KINGS HWY  
**County:** ST. LUCIE **To:** US HIGHWAY 1  
**Length:** 4.523  
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	DDR	320,627	0	0	0	0	320,627
PE	DIH	25,650	0	0	0	0	25,650
PEX	DIOH	27,378	0	0	0	0	27,378
CST	ACSU	0	0	0	48,884	0	48,884
CST	DDR	0	0	0	897,705	0	897,705
CST	DIH	0	0	0	86,800	0	86,800
CST	DS	0	0	0	2,035,594	0	2,035,594
COX	DIOH	0	0	0	84,839	0	84,839
CSX	DIOH	0	0	0	24,325	0	24,325
		<b>373,655</b>			<b>3,178,147</b>		<b>3,551,802</b>

**ORANGE AVE FROM LAMONT RD TO N 32ND ST**  
**4484481 Non-SIS**



**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 7,508,770**  
**LRTP: Page 14**

**Project Description:** RESURFACING

**Lead Agency:** MANAGED BY FDOT

**County:** ST. LUCIE

**Length:** 1.948

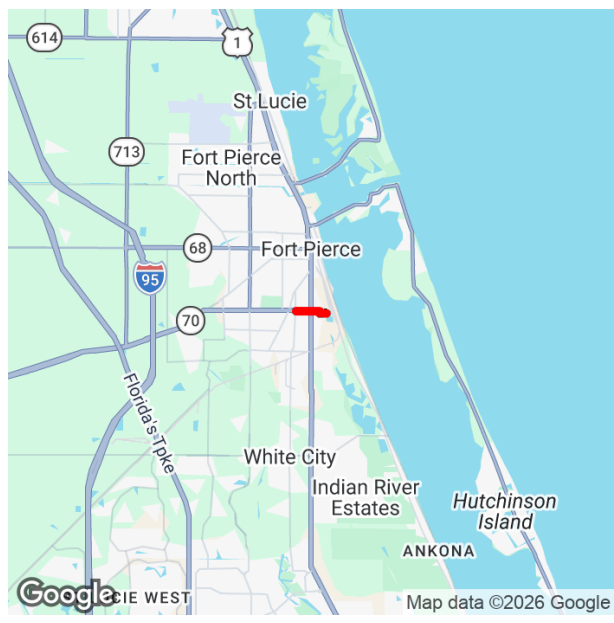
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

**From:** LAMONT RD

**To:** N 32ND ST

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	DDR	0	527,215	0	0	0	527,215
PE	DIH	0	24,896	0	0	0	24,896
PEX	DIOH	0	42,666	0	0	0	42,666
CST	ACNR	0	0	0	0	3,642,992	3,642,992
CST	DDR	0	0	0	0	1,998,870	1,998,870
CST	DIH	0	0	0	0	90,269	90,269
CST	DS	0	0	0	0	952,108	952,108
COX	DIOH	0	0	0	0	179,975	179,975
CSX	DIOH	0	0	0	0	49,779	49,779
		<b>594,777</b>			<b>6,913,993</b>		<b>7,508,770</b>

**OUTFALL FOR VIRGINIA AVE  
4417151 SIS**

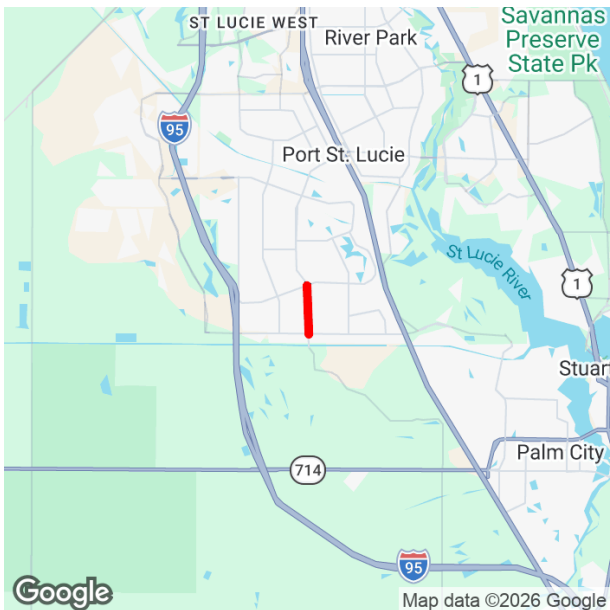


**Prior Year Cost: 1,172,418**  
**Future Year Cost: 0**  
**Total Project Cost: 13,185,858**  
**LRTP: Page 14**

**Project Description:** DRAINAGE IMPROVEMENTS  
**Extra Description:** OUTFALL WILL BE ROUTED FROM CANAL 7D (CITY CANAL EAST OF OLEANDER BLVD ) ALONG VIRGINIA AVE, SOUTH ON SR-5/US-1 AND THEN EAST THROUGH INDIAN HILLS DR TO ULTIMATELY OUTFALL INTO THE SAND MINE LAKE G/W 441714-1(LEAD)  
**Lead Agency:** MANAGED BY FDOT **From:** OLEANDER BLVD  
**County:** ST. LUCIE **To:** INDIAN HILLS DR  
**Length:** 0.177  
**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACPR	968,927	0	0	0	0	968,927
CST	ACSA	2,114,853	0	0	0	0	2,114,853
CST	DDR	8,383,574	0	0	0	0	8,383,574
CST	DIH	101,022	28,806	0	0	0	129,828
CST	LF	25,135	0	0	0	0	25,135
COX	DIOH	345,520	0	0	0	0	345,520
CSX	DIOH	42,037	3,566	0	0	0	45,603
		<b>11,981,068</b>	<b>32,372</b>				<b>12,013,440</b>

**PORT ST. LUCIE BLVD FROM BECKER RD TO PAAR DR**  
**4317523 Non-SIS**

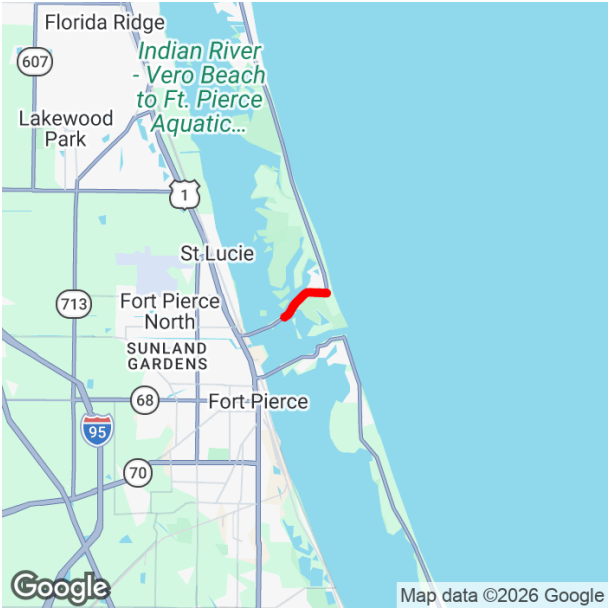


**Prior Year Cost: 70,021,091**  
**Future Year Cost: 0**  
**Total Project Cost: 132,730,568**  
**LRTP: Page 31**

**Project Description:** ADD LANES & RECONSTRUCT  
**Extra Description:** 2022 TPO PRIORITY #3. WIDENING FROM 2 TO 4 LANES.  
**Lead Agency:** MANAGED BY FDOT **From:** BECKER RD  
**County:** ST. LUCIE **To:** PAAR DRIVE  
**Length:** 1.119  
**Phase Group:** RIGHT OF WAY, RIGHT OF WAY - IND SUPP, RAILROAD & UTILITIES, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP, LOCAL ADVANCE REIMBURSE

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	ACSA	0	339,628	0	0	0	339,628
ROW	ACSU	690,186	0	989,788	0	0	1,679,974
RWX	DIOH	61,192	20,887	60,872	0	0	142,951
RRU	LF	3,299,231	0	0	0	0	3,299,231
CST	ACSA	200,000	0	0	0	0	200,000
CST	ACSU	1,277,429	0	0	0	0	1,277,429
CST	LF	487,103	0	0	0	0	487,103
CST	LFR	26,537,123	0	0	0	0	26,537,123
CST	TRIP	1,124,443	0	0	0	0	1,124,443
COX	DIOH	971,785	0	0	0	0	971,785
CSX	DIOH	112,687	0	0	0	0	112,687
LAR	ACCM	0	2,235,888	0	0	0	2,235,888
LAR	ACPR	0	2,317,855	0	0	0	2,317,855
LAR	ACSA	0	12,525,019	0	0	0	12,525,019
LAR	ACSU	0	5,588,361	0	0	0	5,588,361
LAR	TRIP	0	1,403,873	0	0	0	1,403,873
LAR	TRWR	0	2,466,127	0	0	0	2,466,127
		<b>34,761,179</b>	<b>26,897,638</b>	<b>1,050,660</b>			<b>62,709,477</b>

**SR-A1A NORTH  
4498281 Non-SIS**



**Project Description:** RESURFACING

**Lead Agency:** MANAGED BY FDOT

**County:** ST. LUCIE

**Length:** 1.301

**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

**From:** EAST OF NORTH CAUSEWAY BRIDGE

**To:** ATLANTIC BEACH BLVD

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACPR	0	2,417,883	0	0	0	2,417,883
CST	DDR	0	5,208,164	0	0	0	5,208,164
CST	DIH	0	86,482	0	0	0	86,482
COX	DIOH	0	208,697	0	0	0	208,697
CSX	DIOH	0	53,960	0	0	0	53,960
			<b>7,975,186</b>				<b>7,975,186</b>

**Prior Year Cost: 903,284**  
**Future Year Cost: 0**  
**Total Project Cost: 8,878,470**  
**LRTP: Page 14**

**SR-70/OKEECHOBEE RD FROM MEDIAN CROSSING AT BMP 6.351 TO IDEAL HOLDING RD**  
**4476532 SIS**



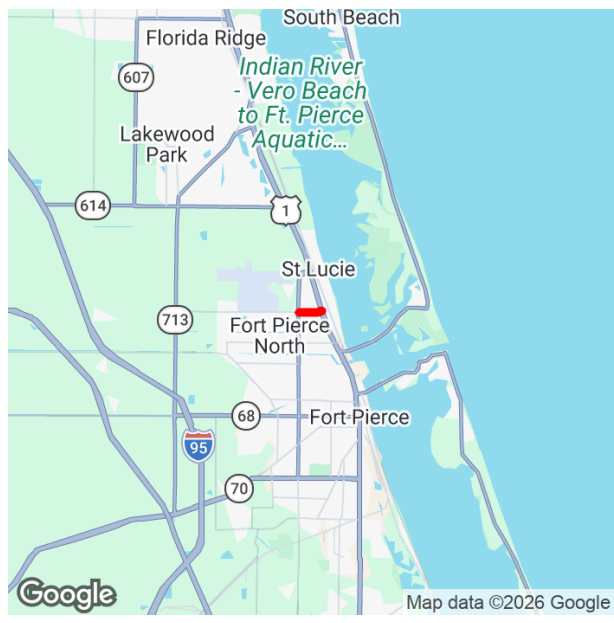
**Project Description:** RESURFACING  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 6.149  
**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

**From:** MEDIAN CROSSING AT BMP 6.351  
**To:** IDEAL HOLDING RD

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	DDR	0	0	0	1,410,002	0	1,410,002
CST	DIH	0	0	0	143,785	0	143,785
CST	DS	0	0	0	12,972,688	0	12,972,688
COX	DIOH	0	0	0	413,829	0	413,829
CSX	DIOH	0	0	0	75,447	0	75,447
					<b>15,015,751</b>		<b>15,015,751</b>

**Prior Year Cost: 23,953,843**  
**Future Year Cost: 0**  
**Total Project Cost: 38,969,594**  
**LRTP: Page 14**

**ST. LUCIE BLVD FROM EAST OF N 25 ST TO WEST OF US HIGHWAY 1  
4484491 Non-SIS**



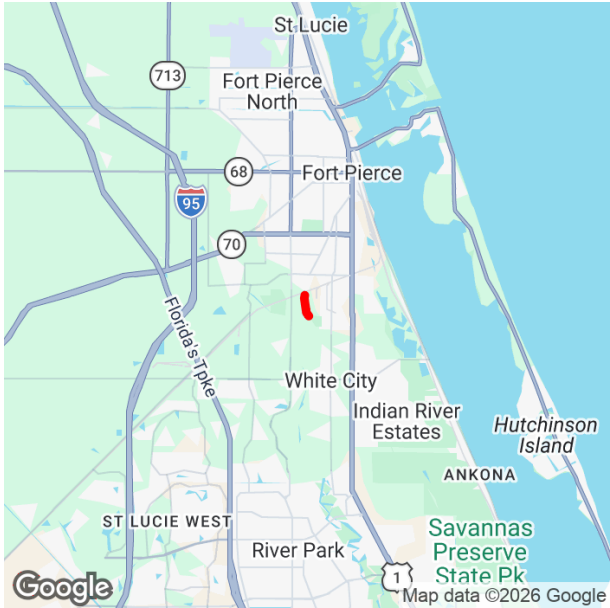
**Project Description:** RESURFACING  
**Extra Description:** G/W 448450.1(LEAD)  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 0.523  
**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

**From:** EAST OF N 25 ST  
**To:** WEST OF US HIGHWAY 1

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	DDR	0	0	0	0	147,273	147,273
CST	DIH	0	0	0	0	36,204	36,204
CST	DS	0	0	0	0	918,477	918,477
COX	DIOH	0	0	0	0	29,299	29,299
CSX	DIOH	0	0	0	0	10,680	10,680
						<b>1,141,933</b>	<b>1,141,933</b>

**Prior Year Cost: 306,379**  
**Future Year Cost: 0**  
**Total Project Cost: 1,448,312**  
**LRTP: Page 14**

**SUNRISE BLVD FROM BELL AVE TO NSLWCD CANAL 10  
4548801 Non-SIS**



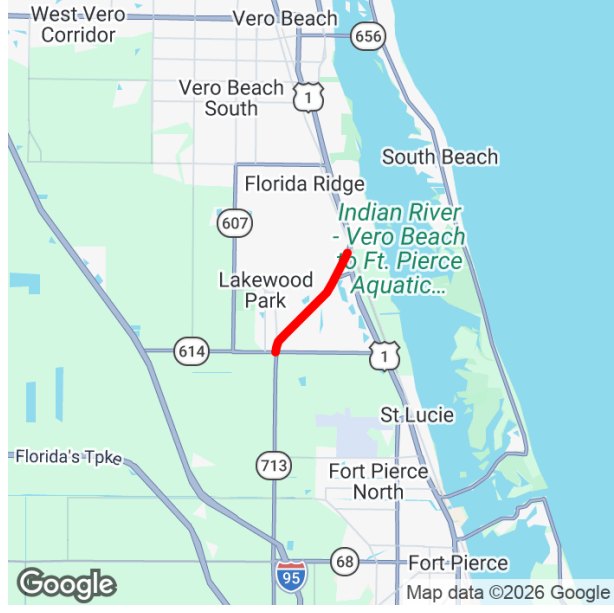
**Project Description:** SIDEWALK  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 0.54  
**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

**From:** BELL AVE  
**To:** NSLWCD CANAL 10

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	LF	0	96,089	0	0	0	96,089
CST	TALT	0	76,872	0	0	0	76,872
CST	TALU	0	721,995	0	0	0	721,995
COX	DIOH	0	24,498	0	0	0	24,498
CSX	DIOH	0	1,560	0	0	0	1,560
			<b>921,014</b>				<b>921,014</b>

**Prior Year Cost: 5,681**  
**Future Year Cost: 0**  
**Total Project Cost: 926,695**  
**LRTP: Page 31**

**TURNPIKE FEEDER RD FROM INDRIIO RD TO US HIGHWAY 1**  
**4510811 Non-SIS**

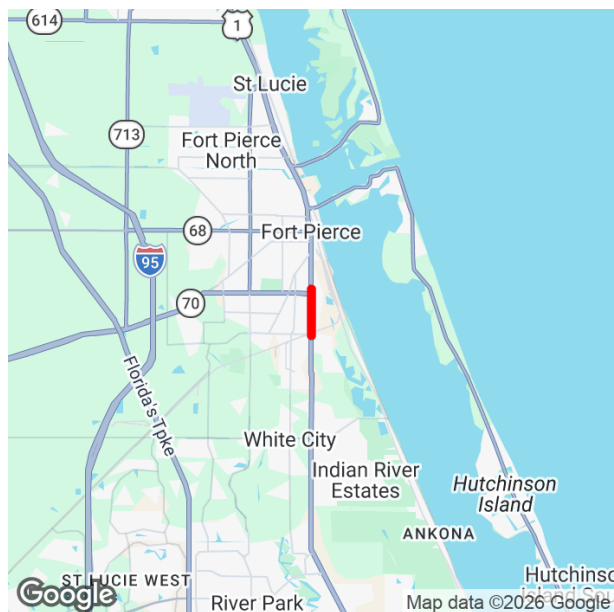


**Prior Year Cost: 344,166**  
**Future Year Cost: 0**  
**Total Project Cost: 4,938,808**  
**LRTP: Page 14**

**Project Description:** LIGHTING  
**Extra Description:** B/C RATIO= 2.5 NPV \$2,646,838 SHSP EMPHASIS AREA(S): INTERSECTION & VULNERABLE ROAD USER CRASHES SEGMENT 1 (FROM INDRIIO ROAD TO STA 136+80, 540 FT NORTH OF INDRIIO ROAD):PROPOSED LIGHTING CONSISTS OF LED LIGHT FIXTURES ON THE WEST SIDE AND EAST SIDE OF SR 713 SEGMENT 2 (FROM STA 136+80 TO S OF PALOMAR PKWY):PROPOSED...SEE WP45  
**Lead Agency:** MANAGED BY FDOT **From:** INDRIIO RD  
**County:** ST. LUCIE **To:** US-1  
**Length:** 2.741  
**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACSA	66,750	0	0	0	0	66,750
CST	ACSS	4,375,817	0	0	0	0	4,375,817
COX	DIOH	124,311	0	0	0	0	124,311
CSX	DIOH	27,764	0	0	0	0	27,764
		<b>4,594,642</b>					<b>4,594,642</b>

**US HIGHWAY 1 FROM EDWARDS RD TO TENNESSEE AVE**  
**4417141 SIS**

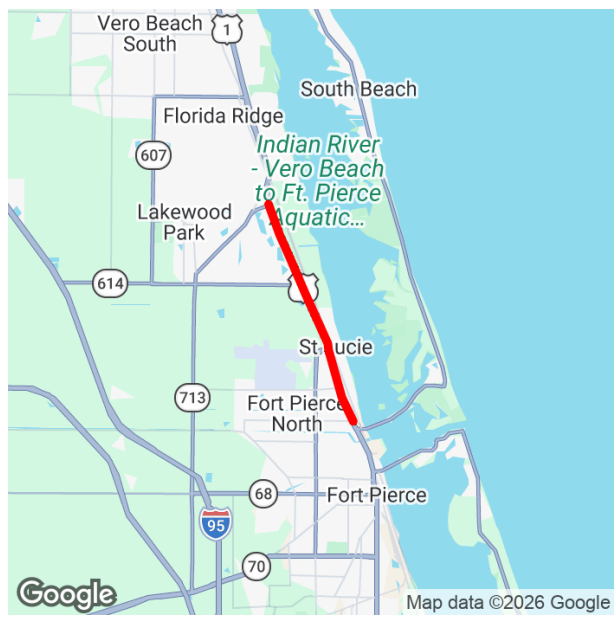


**Prior Year Cost: 1,964,786**  
**Future Year Cost: 0**  
**Total Project Cost: 19,842,104**  
**LRTP: Page 14**

**Project Description:** DRAINAGE IMPROVEMENTS  
**Extra Description:** DRAINAGE/STORM WATER UPGRADES RESURFACING ON PHASE 52-02 INCLUDING: INTERSECTION LIGHTING RETROFIT. UPGRADE PEDESTRIAN SIGNALS TO COUNTDOWN AT THE FOLLOWING INTERSECTIONS: EDWARDS ROAD, EMIL AVE. GARDENIA AVE. AND VIRGINIA AVE 52-03-UWHCA FORT PIERCE UTILITIES AUTHORITY WATER.. SEE WP45  
**Lead Agency:** MANAGED BY FDOT **From:** EDWARDS RD  
**County:** ST. LUCIE **To:** TENNESSEE AVE  
**Length:** 1.124  
**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACNR	1,950,866	0	0	0	0	1,950,866
CST	ACPR	5,408,359	0	0	0	0	5,408,359
CST	ACSA	380,122	0	0	0	0	380,122
CST	ACSA	1,135,474	0	0	0	0	1,135,474
CST	DDR	6,785,227	773,723	0	0	0	7,558,950
CST	DIH	53,762	0	0	0	0	53,762
CST	DS	775,142	0	0	0	0	775,142
CST	LF	40,232	0	0	0	0	40,232
COX	DIOH	488,108	0	0	0	0	488,108
CSX	DIOH	58,217	28,086	0	0	0	86,303
		<b>17,075,509</b>	<b>801,809</b>				<b>17,877,318</b>

**US HIGHWAY 1 FROM JUANITA AVE TO NORTH OF KINGS HWY**  
**4484501 Non-SIS**



**Project Description:** RESURFACING  
**Extra Description:** G/W 448449-1  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 5.836  
**Phase Group:** CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

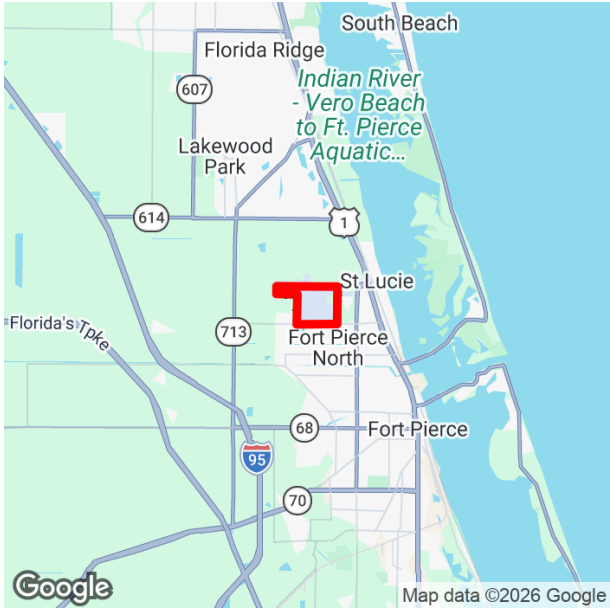
**From:** JUANITA AVE  
**To:** NORTH OF KINGS HWY

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACNR	0	0	0	0	2,827,892	2,827,892
CST	DDR	0	0	0	0	17,260,272	17,260,272
CST	DIH	0	0	0	0	102,177	102,177
CST	DS	0	0	0	0	8,530,323	8,530,323
COX	DIOH	0	0	0	0	852,429	852,429
CSX	DIOH	0	0	0	0	88,991	88,991
						<b>29,662,084</b>	<b>29,662,084</b>

**Prior Year Cost: 2,547,205**  
**Future Year Cost: 0**  
**Total Project Cost: 32,209,289**  
**LRTP: Page 14**

**C.2 AVIATION PROJECTS**

**TREASURE COAST INTERNATIONAL AIRPORT**  
**4571351 Non-SIS**



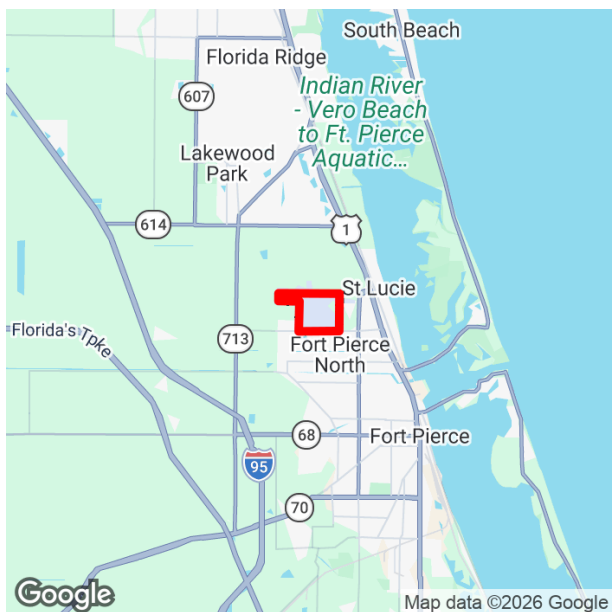
**Project Description:** AVIATION REVENUE/OPERATIONAL  
**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE  
**From:**  
**To:**  
**County:** ST. LUCIE  
**Length:** 0  
**Phase Group:** CAPITAL, CAPITAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	150,000	0	0	0	0	150,000
CAP	FAA	2,700,000	0	0	0	0	2,700,000
CAP	LF	150,000	0	0	0	0	150,000
CAX	DIOH	3,675	0	0	0	0	3,675
		<b>3,003,675</b>					<b>3,003,675</b>

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 3,003,675**  
**LRTP: Page 14**

**TREASURE COAST INTERNATIONAL AIRPORT - ALP AND MASTER PLAN UPDATE**

**4533811 Non-SIS**



**Project Description:** AVIATION CAPACITY PROJECT

**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE

**From:**  
**To:**

**County:** ST. LUCIE

**Length:** 0

**Phase Group:** CAPITAL, CAPITAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	400,000	0	0	0	0	400,000
CAP	LF	100,000	0	0	0	0	100,000
CAX	DIOH	9,800	0	0	0	0	9,800
		<b>509,800</b>					<b>509,800</b>

**Prior Year Cost: 0**

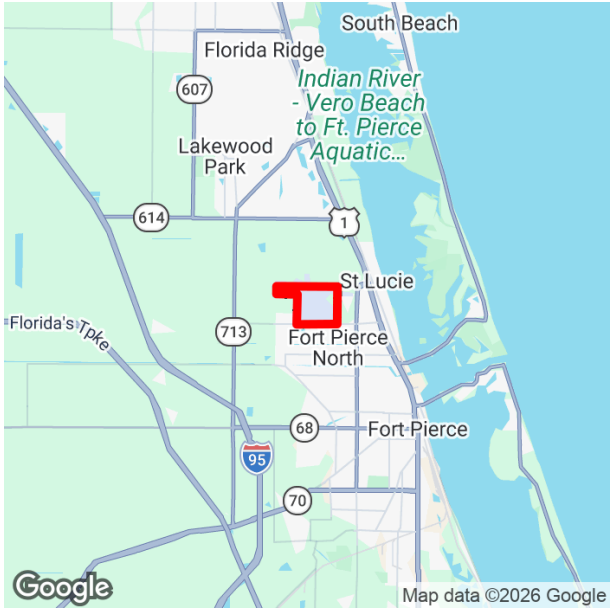
**Future Year Cost: 0**

**Total Project Cost: 509,800**

**LRTP: Page 14**

**TREASURE COAST INTERNATIONAL AIRPORT - RUNWAY VISUAL RANGE SENSOR**

**4549951 Non-SIS**



**Project Description:** AVIATION SAFETY PROJECT

**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE

**From:**  
**To:**

**County:** ST. LUCIE

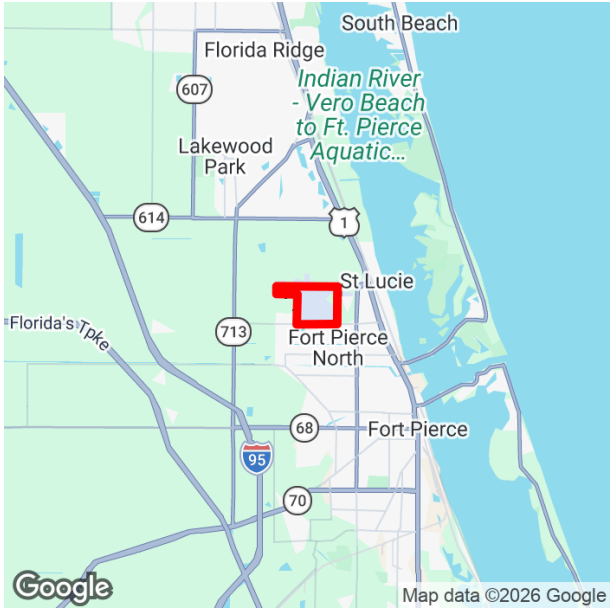
**Length:** 0

**Phase Group:** CAPITAL, CAPITAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	0	320,000	0	0	0	320,000
CAP	LF	0	80,000	0	0	0	80,000
CAX	DIOH	0	7,840	0	0	0	7,840
		<b>407,840</b>					<b>407,840</b>

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 407,840**  
**LRTP: Page 14**

**TREASURE COAST INTERNATIONAL AIRPORT - TAXILANE DELTA REHAB - DESIGN**  
**4549031 Non-SIS**



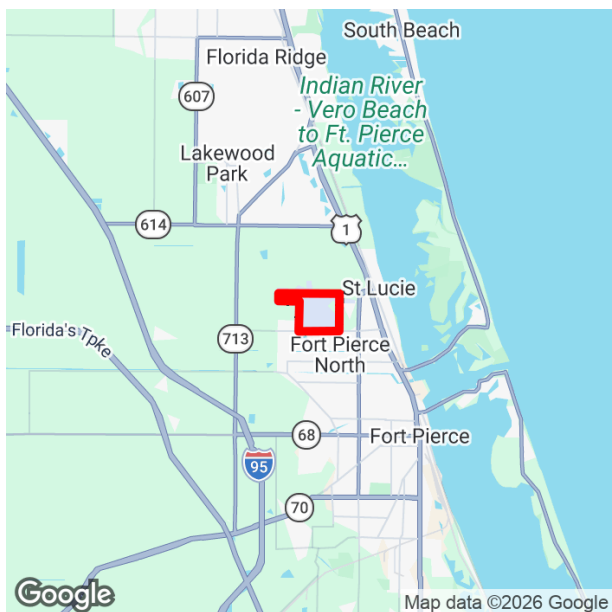
**Project Description:** AVIATION PRESERVATION PROJECT  
**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE **From:**  
**County:** ST. LUCIE **To:**  
**Length:** 0  
**Phase Group:** CAPITAL, CAPITAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	0	240,000	0	0	0	240,000
CAP	LF	0	60,000	0	0	0	60,000
CAX	DIOH	0	5,880	0	0	0	5,880
			<b>305,880</b>				<b>305,880</b>

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 305,880**  
**LRTP: Page 14**

**TREASURE COAST INTERNATIONAL AIRPORT -WEST GA RAMP REHAB -CONSTRUCTION**

**4533821 Non-SIS**



**Project Description:** AVIATION PRESERVATION PROJECT

**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE **From:** AVAILABLE **To:**

**County:** ST. LUCIE

**Length:** 0

**Phase Group:** CAPITAL, CAPITAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	0	0	2,400,000	0	0	2,400,000
CAP	LF	0	0	600,000	0	0	600,000
CAX	DIOH	0	0	58,800	0	0	58,800
				<b>3,058,800</b>			<b>3,058,800</b>

**Prior Year Cost: 0**

**Future Year Cost: 0**

**Total Project Cost: 3,058,800**

**LRTP: Page 14**

**C.3 TRANSIT PROJECTS**

**PSL UZA - ST. LUCIE COUNTY SECT 5339 CAPITAL FOR BUS & BUS FACILITIES**

**4345481 Non-SIS**

**Prior Year Cost: 3,039,114**

**Future Year Cost: 0**

**Total Project Cost: 4,847,934**

**LRTP: Page 16**

**Project Description:** CAPITAL FOR FIXED ROUTE  
**Extra Description:** CAPITAL ST.LUCIE CNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES PROGRAM 16. CAPITAL FOR FIXED ROUTE NON-BUDGET REVENUE  
**Lead Agency:** MANAGED BY ST. LUCIE COUNTY **From:**  
**County:** ST. LUCIE **To:**  
**Length:** 0  
**Phase Group:** CAPITAL, CAPITAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	FTA	360,000	360,000	360,000	360,000	360,000	1,800,000
CAX	DIOH	0	0	0	0	8,820	8,820
		<b>360,000</b>	<b>360,000</b>	<b>360,000</b>	<b>360,000</b>	<b>368,820</b>	<b>1,808,820</b>



**ST. LUCIE COUNTY BLOCK GRANT OPERATING ASSISTANCE  
4071874 Non-SIS**

**Prior Year Cost: 24,894,196**  
**Future Year Cost: 0**  
**Total Project Cost: 33,596,366**  
**LRTP: Page 16**

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

Phase	Fund Code	2027	2028	2029	2030	2031	Total
OPS	DDR	817,389	841,911	841,911	875,587	910,611	4,287,409
OPS	LF	817,389	841,911	841,911	875,587	910,611	4,287,409
OPX	DIOH	20,026	20,627	20,627	21,452	44,620	127,352
		<b>1,654,804</b>	<b>1,704,449</b>	<b>1,704,449</b>	<b>1,772,626</b>	<b>1,865,842</b>	<b>8,702,170</b>

**ST. LUCIE COUNTY SECTION 5311 OPERATING RURAL FUNDS  
4071855 Non-SIS**

**Prior Year Cost: 3,346,032**  
**Future Year Cost: 0**  
**Total Project Cost: 4,293,349**  
**LRTP: Page 16**

**Project Description:** OPERATING/ADMIN. ASSISTANCE  
**Extra Description:** OPERATING  
**Lead Agency:** MANAGED BY ST. LUCIE COUNTY **From:**  
**County:** ST. LUCIE **To:**  
**Length:** 0  
**Phase Group:** OPERATIONS, OPERATIONS - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
OPS	DU	89,038	93,058	93,058	96,780	89,038	460,972
OPS	LF	89,038	93,058	93,058	96,780	100,652	472,586
OPX	DIOH	2,181	2,280	2,280	2,371	4,647	13,759
		<b>180,257</b>	<b>188,396</b>	<b>188,396</b>	<b>195,931</b>	<b>194,337</b>	<b>947,317</b>

**C.4 MISCELLANEOUS PROJECTS**

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

**Prior Year Cost: 1,513,622**  
**Future Year Cost: 0**  
**Total Project Cost: 1,844,734**  
**LRTP: Page 14**

**Project Description:** TRAFFIC SIGNALS  
**Lead Agency:** MANAGED BY CITY OF FORT PIERCE  
**County:** ST. LUCIE  
**Length:** 0  
**Phase Group:** OPERATIONS, OPERATIONS - IND SUPP

**From:**  
**To:**

Phase	Fund Code	2027	2028	2029	2030	2031	Total
OPS	DDR	129,117	0	0	0	0	129,117
OPS	DITS	179,038	0	0	0	0	179,038
OPX	DIOH	22,957	0	0	0	0	22,957
		<b>331,112</b>					<b>331,112</b>

**CITY OF FT. PIERCE JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM  
4515811 Non-SIS**

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 1,954,465**  
**LRTP: Page 14**

**Project Description:** TRAFFIC SIGNALS  
**Extra Description:** NEW MSCA TARGET STARTING IN FY28  
**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE      **From:**  
**County:** ST. LUCIE      **To:**  
**Length:** 0  
**Phase Group:** BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	0	525,099	375,958	612,427	332,790	1,846,274
MTX	DIOH	0	30,771	22,031	35,888	19,501	108,191
			<b>555,870</b>	<b>397,989</b>	<b>648,315</b>	<b>352,291</b>	<b>1,954,465</b>

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

**Prior Year Cost: 793,089**  
**Future Year Cost: 0**  
**Total Project Cost: 954,885**  
**LRTP: Page 14**

**Project Description:** TRAFFIC SIGNALS  
**Lead Agency:** MANAGED BY CITY OF PORT ST. LUCIE  
**County:** ST. LUCIE  
**Length:** 0  
**Phase Group:** OPERATIONS, OPERATIONS - IND SUPP

**From:**  
**To:**

Phase	Fund Code	2027	2028	2029	2030	2031	Total
OPS	DDR	77,210	0	0	0	0	77,210
OPS	DITS	73,368	0	0	0	0	73,368
OPX	DIOH	11,218	0	0	0	0	11,218
		<b>161,796</b>					<b>161,796</b>

**CITY OF PORT ST. LUCIE JPA SIGNAL MAINTENANCE & OPS ON SHS  
4515831 Non-SIS**

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 1,252,656**  
**LRTP: Page 14**

**Project Description:** TRAFFIC SIGNALS  
**Extra Description:** NEW MSCA TARGET STARTING IN FY28  
**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE      **From:**  
**County:** ST. LUCIE      **To:**  
**Length:** 0  
**Phase Group:** BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	0	303,173	253,168	447,597	179,376	1,183,314
MTX	DIOH	0	17,766	14,836	26,229	10,511	69,342
			<b>320,939</b>	<b>268,004</b>	<b>473,826</b>	<b>189,887</b>	<b>1,252,656</b>

**ST. LUCIE - PRIMARY MOWING AND LITTER CONTRACT  
4480522 Non-SIS**

**Prior Year Cost: 1,146,970**  
**Future Year Cost: 0**  
**Total Project Cost: 2,681,940**  
**LRTP: Page 14**

**Project Description:** ROUTINE MAINTENANCE  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 0  
**Phase Group:** BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

**From:**  
**To:**

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	275,000	275,000	0	0	0	550,000
MTX	DIOH	16,115	16,115	0	0	0	32,230
		<b>291,115</b>	<b>291,115</b>				<b>582,230</b>

**ST. LUCIE - PRIMARY MOWING AND LITTER CONTRACT  
4480523 Non-SIS**

**Prior Year Cost: 1,146,970**  
**Future Year Cost: 0**  
**Total Project Cost: 2,681,940**  
**LRTP: Page 14**

**Project Description:** ROUTINE MAINTENANCE  
**Lead Agency:** MANAGED BY FDOT **From:**  
**County:** ST. LUCIE **To:**  
**Length:** 0  
**Phase Group:** BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	0	0	300,000	300,000	300,000	900,000
MTX	DIOH	0	0	17,580	17,580	17,580	52,740
				<b>317,580</b>	<b>317,580</b>	<b>317,580</b>	<b>952,740</b>

**ST. LUCIE COUNTY INTERSTATE-ROADWAY  
2343761 SIS**

**Prior Year Cost: 6,795,301**  
**Future Year Cost: 0**  
**Total Project Cost: 6,823,396**  
**LRTP: Page 14**

**Project Description:** ROUTINE MAINTENANCE  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 0  
**Phase Group:** BRDG/RDWHY/CONTRACT MAINT, MAINTENANCE - IND SUPP

**From:**  
**To:**

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	5,000	5,000	5,000	0	0	15,000
MTX	DIOH	619	619	619	0	0	1,857
		<b>5,619</b>	<b>5,619</b>	<b>5,619</b>			<b>16,857</b>

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

**Prior Year Cost: 1,979,681**  
**Future Year Cost: 0**  
**Total Project Cost: 2,309,682**  
**LRTP: Page 14**

**Project Description:** TRAFFIC SIGNALS  
**Lead Agency:** MANAGED BY ST LUCIE COUNTY **From:**  
**County:** ST. LUCIE **To:**  
**Length:** 0  
**Phase Group:** OPERATIONS, OPERATIONS - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
OPS	DDR	147,334	0	0	0	0	147,334
OPS	DITS	159,787	0	0	0	0	159,787
OPX	DIOH	22,880	0	0	0	0	22,880
		<b>330,001</b>					<b>330,001</b>

**ST. LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM  
4515821 Non-SIS**

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 1,973,614**  
**LRTP: Page 14**

**Project Description:** TRAFFIC SIGNALS  
**Extra Description:** NEW MSCA TARGET STARTING IN FY28  
**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE      **From:**  
**County:** ST. LUCIE      **To:**  
**Length:** 0  
**Phase Group:** BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	0	502,055	345,580	639,248	377,480	1,864,363
MTX	DIOH	0	29,420	20,251	37,460	22,120	109,251
			<b>531,475</b>	<b>365,831</b>	<b>676,708</b>	<b>399,600</b>	<b>1,973,614</b>

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

**Prior Year Cost: 72,944,392**  
**Future Year Cost: 0**  
**Total Project Cost: 76,394,458**  
**LRTP: Page 14**

**Project Description:** ROUTINE MAINTENANCE  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 0  
**Phase Group:** BRDG/RDWHY/CONTRACT MAINT, MAINTENANCE - IND SUPP

**From:**  
**To:**

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	1,000,000	1,000,000	1,000,000	0	0	3,000,000
MTX	DIOH	123,800	123,800	123,800	0	0	371,400
		<b>1,123,800</b>	<b>1,123,800</b>	<b>1,123,800</b>			<b>3,371,400</b>

**TREASURE COAST OPERATIONS- REPLACE TILE - SHOP & WAREHOUSE**

**4516331 Non-SIS**

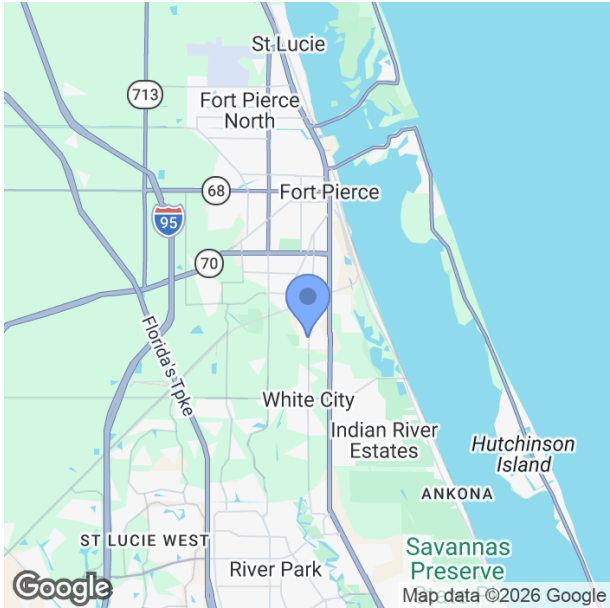
**Prior Year Cost: 23,712**  
**Future Year Cost: 0**  
**Total Project Cost: 51,807**  
**LRTP: Page 14**

**Project Description:** FIXED CAPITAL OUTLAY  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 0  
**Phase Group:** BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

**From:**  
**To:**

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	0	25,000	0	0	0	25,000
MTX	DIOH	0	3,095	0	0	0	3,095
			<b>28,095</b>				<b>28,095</b>

**TREASURE COAST OPERATIONS- ROOF PAINTING**  
**4577061 Non-SIS**



**Project Description:** FIXED CAPITAL OUTLAY  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 0  
**Phase Group:** BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

**From:**  
**To:**

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	0	0	50,000	0	0	50,000
MTX	DIOH	0	0	6,190	0	0	6,190
				<b>56,190</b>			<b>56,190</b>

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 56,190**  
**LRTP: Page 14**

**C.5 PLANNING PROJECTS**

**ST. LUCIE FY 2026/2027-2027/2028 UPWP  
4393266 Non-SIS**

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 9,371,389**  
**LRTP: Page 85**

**Project Description:** TRANSPORTATION PLANNING  
**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE **From:**  
**County:** ST. LUCIE **To:**  
**Length:** 0  
**Phase Group:** PLANNING, PLANNING - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PLN	ACPL	854,623	854,623	0	0	0	1,709,246
PLN	ACSU	600,000	600,000	0	0	0	1,200,000
PLX	DIOH	207,429	207,429	0	0	0	414,858
		<b>1,662,052</b>	<b>1,662,052</b>				<b>3,324,104</b>

**ST. LUCIE UPWP FY 2028/2029-2029/2030**  
**4393267 Non-SIS**

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 9,371,389**  
**LRTP: Page 85**

**Project Description:** TRANSPORTATION PLANNING  
**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE **From:**  
**County:** ST. LUCIE **To:**  
**Length:** 0  
**Phase Group:** PLANNING, PLANNING - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PLN	ACPL	0	0	854,623	854,623	0	1,709,246
PLN	ACSU	0	0	600,000	600,000	0	1,200,000
PLX	DIOH	0	0	207,429	207,429	0	414,858
				<b>1,662,052</b>	<b>1,662,052</b>		<b>3,324,104</b>

**ST. LUCIE UPWP FY2030/2031-2031/2032**  
**4393268 Non-SIS**

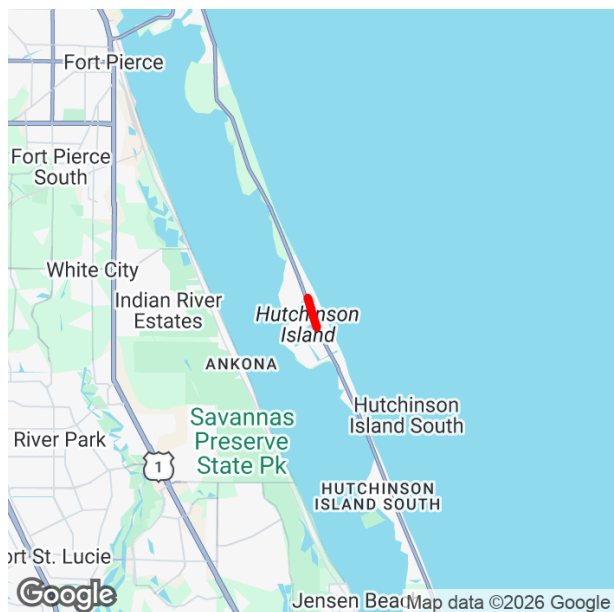
**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 9,371,389**  
**LRTP: Page 85**

**Project Description:** TRANSPORTATION PLANNING  
**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE      **From:**  
**County:** ST. LUCIE      **To:**  
**Length:** 0  
**Phase Group:** PLANNING, PLANNING - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PLN	ACPL	0	0	0	0	854,623	854,623
PLN	ACSU	0	0	0	0	600,000	600,000
PLX	DIOH	0	0	0	0	207,429	207,429
						<b>1,662,052</b>	<b>1,662,052</b>

**C.6 BRIDGE PROJECTS**

**A1A AT BIG MUD CREEK AND BLIND CREEK BRIDGES #940003/940004  
4491791 SIS**



**Prior Year Cost: 1,875,287**  
**Future Year Cost: 0**  
**Total Project Cost: 27,738,158**  
**LRTP: Page 30**

**Project Description:** BRIDGE REPLACEMENT

**Extra Description:** BRIDGE REPLACEMENT

**Lead Agency:** MANAGED BY FDOT

**From:** BIG MUD CREEK BRIDGE

**County:** ST. LUCIE

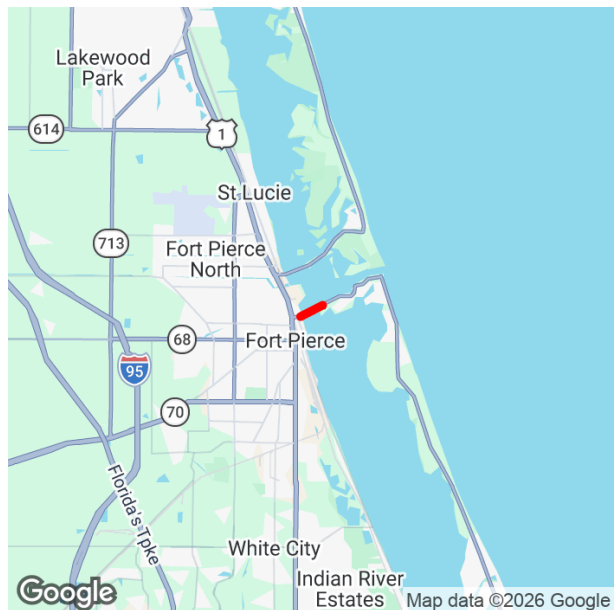
**To:** BLIND CREEK BRIDGE

**Length:** 0.986

**Phase Group:** RIGHT OF WAY, RIGHT OF WAY - IND SUPP, RAILROAD & UTILITIES, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	ACBR	0	352,730	1,000,000	0	0	1,352,730
ROW	DDR	0	33,750	0	0	0	33,750
ROW	DIH	0	2,000	4,000	0	0	6,000
RWX	DIOH	0	24,021	62,004	0	0	86,025
RRU	ACBR	0	0	0	100,000	0	100,000
CST	ACBR	0	0	0	0	22,322,492	22,322,492
COX	DIOH	0	0	0	3,190	625,412	628,602
CSX	DIOH	0	0	0	0	121,230	121,230
		<b>412,501</b>	<b>1,066,004</b>	<b>103,190</b>	<b>23,069,134</b>	<b>24,650,829</b>	

**SOUTH SR-A1A PETER J. COBB MEMORIAL BRIDGE**  
**4531101 Non-SIS**



**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 19,093,324**  
**LRTP: Page 30**

**Project Description:** BRIDGE-REPAIR/REHABILITATION  
**Lead Agency:** MANAGED BY FDOT **From:** ENTIRE BRIDGE  
**County:** ST. LUCIE **To:** ENTIRE BRIDGE  
**Length:** 0.585  
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	DIH	5,000	0	0	0	0	5,000
PE	DS	1,990,865	0	0	0	0	1,990,865
PEX	DIOH	149,000	0	0	0	0	149,000
CST	BRRP	0	0	0	15,275,855	0	15,275,855
CST	DDR	0	0	0	1,128,000	0	1,128,000
CST	DIH	0	0	0	5,640	0	5,640
COX	DIOH	0	0	0	461,776	0	461,776
CSX	DIOH	0	0	0	77,188	0	77,188
		<b>2,144,865</b>			<b>16,948,459</b>		<b>19,093,324</b>

**ST. LUCIE COUNTY INTERSTATE BRIDGES  
2343762 SIS**

**Prior Year Cost: 6,795,301**  
**Future Year Cost: 0**  
**Total Project Cost: 6,823,396**  
**LRTP: Page 14**

**Project Description:** ROUTINE MAINTENANCE  
**Extra Description:** PH 70 INCLUDES IN-HOUSE BRIDGE INSPECTIONS  
**Lead Agency:** MANAGED BY FDOT **From:**  
**County:** ST. LUCIE **To:**  
**Length:** 0  
**Phase Group:** BRDG/RDWDY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	5,000	5,000	0	0	0	10,000
MTX	DIOH	619	619	0	0	0	1,238
		<b>5,619</b>	<b>5,619</b>				<b>11,238</b>

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

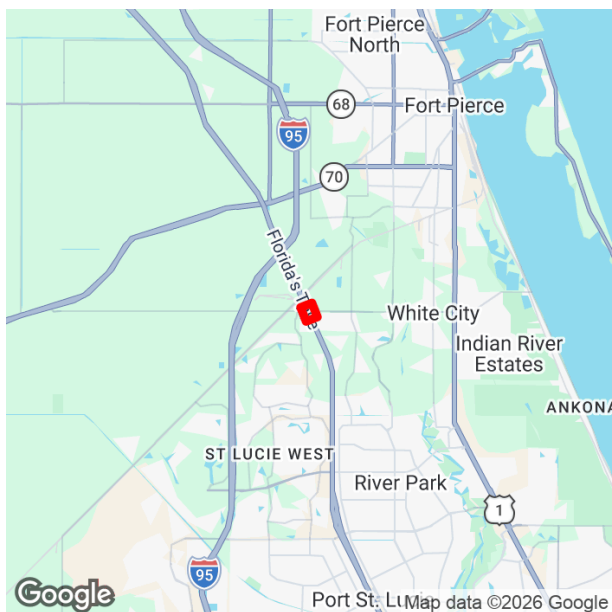
**Prior Year Cost: 72,944,392**  
**Future Year Cost: 0**  
**Total Project Cost: 76,394,458**  
**LRTP: Page 14**

**Project Description:** ROUTINE MAINTENANCE  
**Extra Description:** PH 70 INCLUDES IN-HOUSE BRIDGE INSPECTIONS  
**Lead Agency:** MANAGED BY FDOT **From:**  
**County:** ST. LUCIE **To:**  
**Length:** 0  
**Phase Group:** BRDG/RDWDY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	35,000	35,000	0	0	0	70,000
MTX	DIOH	4,333	4,333	0	0	0	8,666
		<b>39,333</b>	<b>39,333</b>				<b>78,666</b>

**C.7 TURNPIKE ENTERPRISE PROJECTS**

**TURNPIKE @ MIDWAY RD SOUTHERN RAMPS INTERCHANGE (MP 150)**  
**4518581 SIS**



**Project Description:** INTERCHANGE RAMP (NEW)  
**Extra Description:** THIS RELATES TO A DISTRICT 4 PROJECT (231440-4) TO WIDEN MIDWAY ROAD FROM 2-LANES TO 4-LANES. G/W 231440-4 (LEAD)  
**Lead Agency:** MANAGED BY FDOT **From:** INTERCHANGE  
**County:** ST. LUCIE **To:** INTERCHANGE  
**Length:** 1.476  
**Phase Group:** RIGHT OF WAY, RIGHT OF WAY - IND SUPP, RAILROAD & UTILITIES, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP, ENVIRONMENTAL, ENVIRONMENTAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	PKYI	3,112,633	0	0	0	0	3,112,633
RWX	PKOH	75,949	0	0	0	0	75,949
RRU	PKLF	93,668	0	0	0	0	93,668
RRU	PKYI	2,100,000	300,000	0	0	0	2,400,000
CST	PKYI	30,251,704	0	0	0	0	30,251,704
COX	PKOH	715,842	7,320	0	0	0	723,162
CSX	PKOH	75,825	0	0	0	0	75,825
ENV	PKYI	325,000	0	0	0	0	325,000
ENX	PKOH	7,930	0	0	0	0	7,930
		<b>36,758,551</b>	<b>307,320</b>				<b>37,065,871</b>

**Prior Year Cost: 17,031,959**  
**Future Year Cost: 0**  
**Total Project Cost: 54,097,830**  
**LRTP: Page 31**

**TURNPIKE PORT ST. LUCIE SERVICE PLAZA**  
**4497121 Non-SIS**



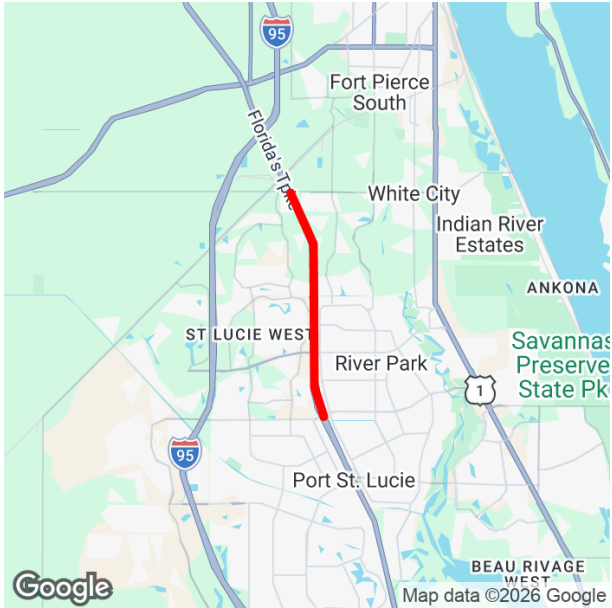
**Project Description:** REST AREA  
**Lead Agency:** MANAGED BY FDOT  
**County:** ST. LUCIE  
**Length:** 0.704  
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

**From:**  
**To:**

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	PKYI	2,383,872	99,000	0	0	0	2,482,872
PEX	PKOH	58,166	2,416	0	0	0	60,582
CST	PKYI	0	0	0	0	16,593,837	16,593,837
COX	PKOH	0	0	0	0	338,820	338,820
CSX	PKOH	0	0	0	0	66,069	66,069
		<b>2,442,038</b>	<b>101,416</b>			<b>16,998,726</b>	<b>19,542,180</b>

**Prior Year Cost: 2,582**  
**Future Year Cost: 0**  
**Total Project Cost: 19,544,762**  
**LRTP: Page 31**

**TURNPIKE WIDENING FROM CROSSTOWN PKWY TO SOUTH OF MIDWAY RD**  
**4465831 SIS**

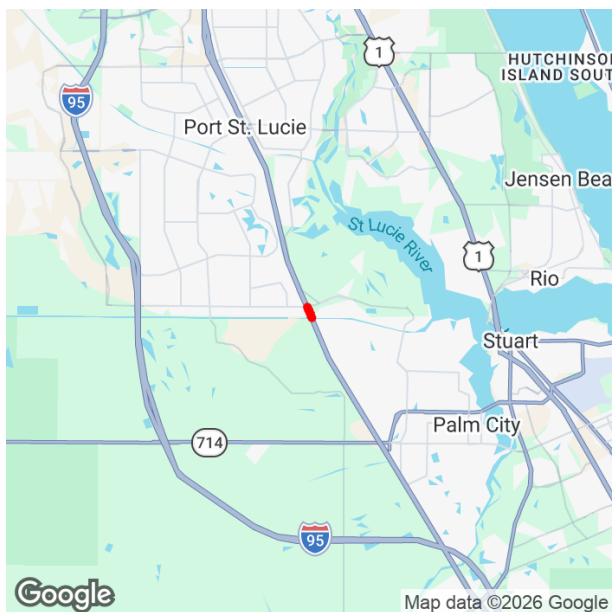


**Project Description:** ADD LANES & RECONSTRUCT  
**Lead Agency:** MANAGED BY FDOT **From:** CROSSTOWN PKWY  
**County:** ST. LUCIE **To:** SOUTH OF MIDWAY RD  
**Length:** 4.5  
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	PKYI	0	1,000,000	0	0	0	1,000,000
PEX	PKOH	0	24,400	0	0	0	24,400
		<b>1,024,400</b>					<b>1,024,400</b>

**Prior Year Cost: 4,002,422**  
**Future Year Cost: 55,470,876**  
**Total Project Cost: 60,497,698**  
**LRTP: Page 31**

**TURNPIKE WIDENING FROM MARTIN C/L TO BECKER RD**  
**4463341 SIS**



**Project Description:** ADD LANES & RECONSTRUCT

**Lead Agency:** MANAGED BY FDOT

**From:** MARTIN C/L

**County:** ST. LUCIE

**To:** BECKER RD

**Length:** 0.404

**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, RIGHT OF WAY, RIGHT OF WAY - IND SUPP, RAILROAD & UTILITIES, ENVIRONMENTAL, ENVIRONMENTAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	PKYI	150,000	0	99,000	0	0	249,000
PEX	PKOH	15,860	0	2,416	0	0	18,276
ROW	PKYI	0	0	301,000	4,824,530	5,499,312	10,624,842
RWX	PKOH	0	0	7,379	118,060	134,184	259,623
RRU	PKYI	500,000	0	0	0	0	500,000
ENV	PKYI	0	0	0	0	325,000	325,000
ENX	PKOH	0	0	0	0	7,930	7,930
		<b>665,860</b>		<b>409,795</b>	<b>4,942,590</b>	<b>5,966,426</b>	<b>11,984,671</b>

**Prior Year Cost: 4,394,552**

**Future Year Cost: 123,866,491**

**Total Project Cost: 140,245,714**

**LRTP: Page 31**

**TURNPIKE WIDENING FROM S OF MIDWAY RD TO N OF OKEECHOBEE RD  
4465801 SIS**



**Project Description:** ADD LANES & RECONSTRUCT  
**Lead Agency:** MANAGED BY FDOT **From:** S OF MIDWAY RD  
**County:** ST. LUCIE **To:** N OF OKEECHOBEE RD  
**Length:** 5.5  
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, ENVIRONMENTAL, ENVIRONMENTAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	PKYI	0	1,000,000	0	0	0	1,000,000
PEX	PKOH	0	24,400	0	0	0	24,400
ENV	PKYI	100,000	0	0	0	0	100,000
ENX	PKOH	2,440	0	0	0	0	2,440
		<b>102,440</b>	<b>1,024,400</b>				<b>1,126,840</b>

**Prior Year Cost: 4,331,095**  
**Future Year Cost: 614,640**  
**Total Project Cost: 6,072,575**  
**LRTP: Page 31**

**TURNPIKE WIDENING FROM SW BECKER RD TO CROSTOWN PKWY**  
**4463351 SIS**



**Project Description:** ADD LANES & RECONSTRUCT  
**Lead Agency:** MANAGED BY FDOT **From:** W BECKER RD  
**County:** ST. LUCIE **To:** CROSTOWN PKWY  
**Length:** 5.946  
**Phase Group:** PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, ENVIRONMENTAL, ENVIRONMENTAL - IND SUPP

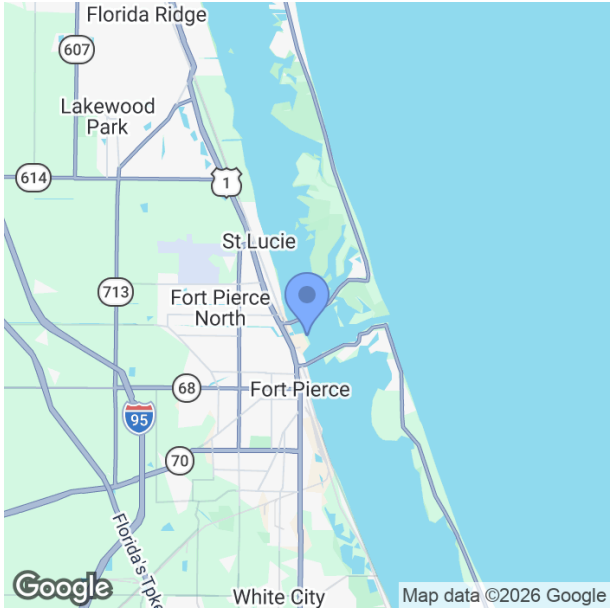
Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	PKYI	1,000,000	0	0	0	0	1,000,000
PEX	PKOH	24,400	0	0	0	0	24,400
ENV	PKYI	0	0	0	0	425,000	425,000
ENX	PKOH	0	0	0	0	10,370	10,370
		<b>1,024,400</b>				<b>435,370</b>	<b>1,459,770</b>

**Prior Year Cost: 9,912,441**  
**Future Year Cost: 426,904,717**  
**Total Project Cost: 438,276,928**  
**LRTP: Page 31**

**C.8 SEAPORT PROJECTS**

**HARBOUR POINTE ROAD DEVELOPMENT ADDITIONAL FUNDING - PORT FT. PIERCE**

**4575162 Non-SIS**



**Project Description:** SEAPORT CAPACITY PROJECT  
**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE **From:** PORT OF FT. PIERCE  
**County:** ST. LUCIE **To:** PORT OF FT. PIERCE  
**Length:** 0  
**Phase Group:** CAPITAL, CAPITAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	PORT	816,621	0	0	0	0	816,621
CAX	DIOH	20,007	0	0	0	0	20,007
		<b>836,628</b>					<b>836,628</b>

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 836,628**  
**LRTP: Page 14**

## E. PERFORMANCE AND ASSET MANAGEMENT

### E.1 PERFORMANCE MANAGEMENT

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

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

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

According to MAP-21 and the FAST Act, State DOTs are required to establish Statewide performance targets, and MPOs have the option to support the Statewide targets or adopt their own targets. In addition to the Federally-required performance targets, the St. Lucie TPO has established targets for local performance measures in the Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) related to local goals. The performance targets adopted to date by the St. Lucie TPO and the FDOT are identified in the TIP/LRTP System Performance Report. The St. Lucie TPO recognizes the FDOT Highway Safety Improvement Program (HSIP) Implementation Plan 2024 which demonstrates Florida's progress toward meeting its annual safety performance targets as required by the Federal Highway Administration (FHWA).

The TIP reflects the investment priorities established by the St. Lucie TPO in the LRTP by including projects that support the goals and objectives of the LRTP. By using the prioritization and project selection process described in Section B.3, the TIP has the anticipated effect of contributing toward the progress in meeting the performance targets. For example, the TPO will make progress toward achieving the adopted performance targets of the Safety Performance Measures by selecting and supporting the implementation of projects which address safety issues such as sidewalk and bicycle lane construction and intersection improvements. Likewise, the TPO will make progress toward achieving performance targets upon adoption in the Florida Freight Mobility and Trade Plan, dated October 2024, by selecting and supporting freight projects in the TPO area which address freight issues such as freight bottlenecks. This anticipated effect and the progress toward meeting the performance targets are confirmed annually by the TIP/LRTP System Performance Report which also demonstrates the linking of the investment priorities to the targets.

The TIP/LRTP System Performance Report is presented as follows:

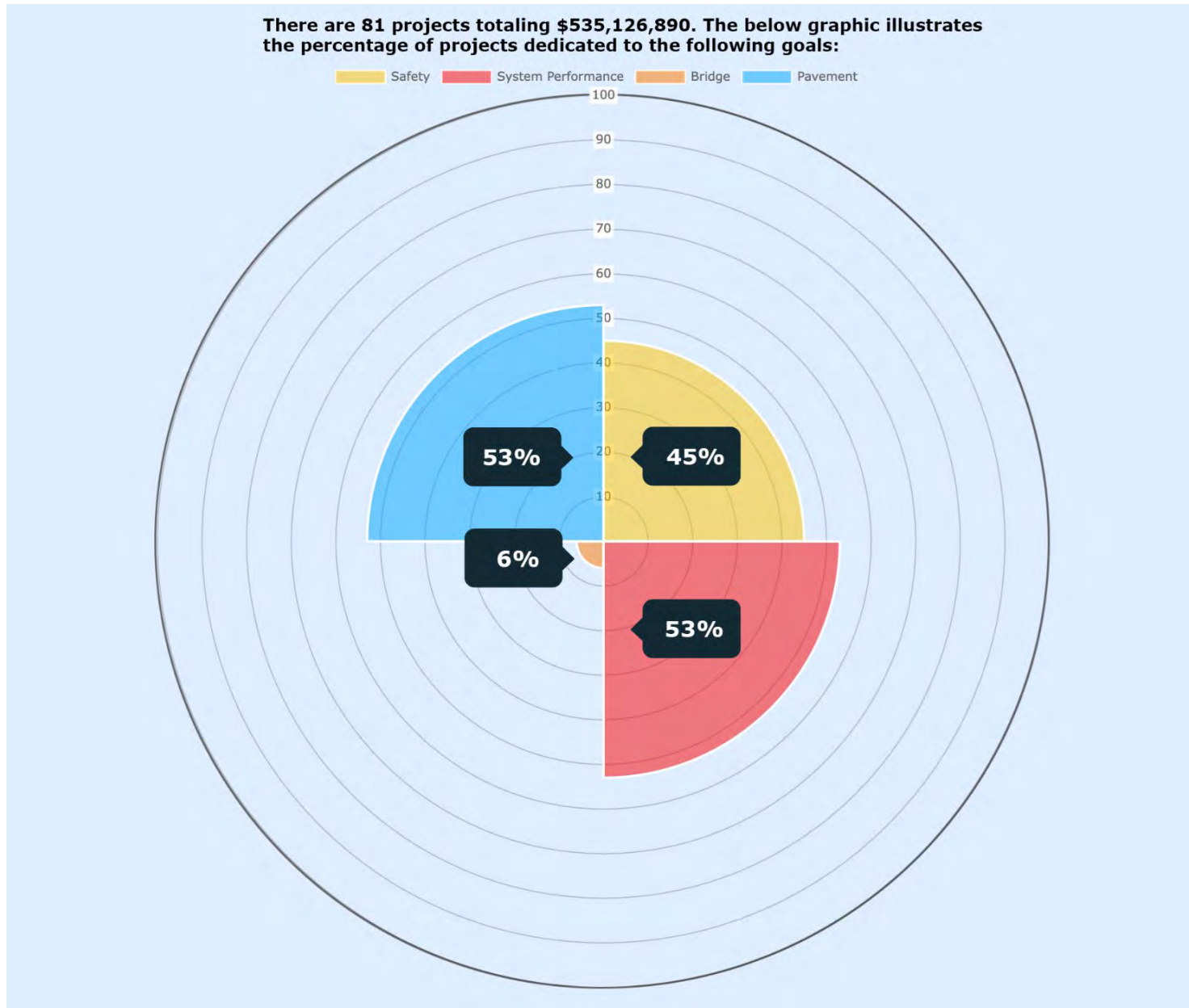
TIP/LRTP System Performance Report										
Reimagine Mobility 2050 LRTP Goals	2050 LRTP Objectives	2050 LRTP and/or FAST Act Performance Measures	Federal Required	Data		FDOT Performance Target		County Target	St. Lucie TPO Performance Target	Progress Towards Meeting Target
				2024	2025	2 Year	4 Year			
GOAL 1: Support Economic Growth	1.1 Improve mobility of people on the transportation network	% of person-miles traveled on the interstate that are reliable	✓	100% <sup>(1)</sup>	coming soon	75%	75%		75%	✓
		% of person-miles traveled on the non-interstate NHS that are reliable	✓	97.2 <sup>(1)</sup>	coming soon	60%	60%		60%	✓
		% of uncongested roadway miles on NHS		86.6 <sup>(1)</sup>	coming soon				Maintain or Increase	
		% of uncongested roadway miles on SHS		77.7 <sup>(1)</sup>	coming soon				Maintain or Increase	
	1.2 Improve mobility of goods on the transportation network	Truck Travel Time Reliability (TTTR) index	✓	1.14 <sup>(1)</sup>	coming soon	1.75	2		2	✓
GOAL 2: Improve Safety and Security	2.1 Improve Safety and Security of Highway System	Number of fatalities	✓	48.2 <sup>(6)</sup>	coming soon	0	0		38/0 <sup>(7)</sup>	
		Rate of fatalities per 100 million VMT	✓	1.3 <sup>(6)</sup>	coming soon	0	0		1.09/0 <sup>(7)</sup>	
		Number of serious injuries	✓	164 <sup>(6)</sup>	coming soon	0	0		148/0 <sup>(7)</sup>	
		Rate of serious injuries per 100 million VMT	✓	4.41 <sup>(6)</sup>	coming soon	0	0		4.04/0 <sup>(7)</sup>	
	2.2 Improve Safety and Security of Transit System	Total number of reportable fatalities	✓	0 <sup>(4)</sup>	0 <sup>(4)</sup>			0	Support County Target	✓
		Rate of reportable fatalities per total vehicle revenue miles by mode	✓	0 <sup>(4)</sup>	0 <sup>(4)</sup>			0	Support County Target	✓
		Total number of reportable injuries	✓	1 <sup>(4)</sup>	1 <sup>(4)</sup>			0	Support County Target	
		Rate of reportable injuries per total vehicle revenue miles by mode	✓	0.03 <sup>(4)</sup>	0.17 <sup>(4)</sup>			0.15	Support County Target	
		Total number of reportable safety events	✓	1 <sup>(4)</sup>	1 <sup>(4)</sup>			0	Support County Target	✓
		Rate of reportable safety events per total vehicle revenue miles by mode	✓	0.06 <sup>(4)</sup>	0.17 <sup>(4)</sup>			0.15	Support County Target	

TIP/LRTP System Performance Report										
Reimagine Mobility 2050 LRTP Goals	2050 LRTP Objectives	2050 LRTP and/or FAST Act Performance Measures	Federal Required	Data		FDOT Performance Target		County Target	St. Lucie TPO Performance Target	Progress Towards Meeting Target
				2024	2025	2 Year	4 Year			
		Mean distance between major mechanical failures by mode	√	8,479 <sup>(4)</sup>	8,072 <sup>(4)</sup>			8,879	Support County Target	√
	2.3 Improve Safety and Security of Non-Motorized System	Non-motorized fatalities and serious injuries	√	32.6 <sup>(1)</sup>	coming soon	0	0		26/0 <sup>(7)</sup>	
GOAL 3: Enhance Mobility Choices by Improving Connectivity/Access to Destinations	3.1 Improve multimodal connectivity to public transportation	% of roadways with transit that have sidewalks			91% <sup>(2)</sup>				Maintain or Increase	
	3.2 Improve bicycle and pedestrian infrastructure	% of pedestrian facility coverage on SHS		85.8 <sup>(1)</sup>	coming soon				Maintain or Increase	
		% of bicycle facility coverage on SHS		85.1 <sup>(1)</sup>	coming soon				Maintain or Increase	
	3.3 Improve SIS connectivity	Combination truck miles traveled SIS		358,800 <sup>(1)</sup>	coming soon				Maintain or Increase	
	3.4 Improve roadway network connectivity	Total number of major road lane miles			1765.06 <sup>(2)</sup>				Maintain or Increase	
	3.5 Improve transit service	Transit passenger trips		553,186	582,061				Maintain or Increase	√
		Transit revenue miles		562,045	577,276				Maintain or Increase	√
3.6 Improve transit service in underserved communities	% of low-income, older adults, or persons with disabilities withing 1/4 mile of transit route		27.4% <sup>(3)</sup>	coming soon				Maintain or Increase		
GOAL 4: Promote Environmental Sustainability and Disaster Resilience	4.1 Limit impacts to natural resources like parks and preservation areas	Number of additional roadway lane miles impacting environmentally sensitive areas		0 <sup>(2)</sup>	0 <sup>(2)</sup>				0	√
	4.2 Promote disaster resilience by improving roadway conditions	% of roadway lane miles subject to sea level rise (NOAA Int High 2050)			2.37 <sup>(5)</sup>				5	√
	4.3 Maintain mobility on evacuation routes	% of lane miles of evacuation routes within acceptable LOS			87.9% <sup>(2)</sup>				Maintain or Increase	
GOAL 5: Embrace Technology and Innovation	5.1 Increase the use of technological and/or operational strategies	% of miles with TSM&O strategic network deployment		38.2% <sup>(2)</sup>	40.1% <sup>(2)</sup>				Maintain or Increase	√

TIP/LRTP System Performance Report											
Reimagine Mobility 2050 LRTP Goals	2050 LRTP Objectives	2050 LRTP and/or FAST Act Performance Measures	Federal Required	Data		FDOT Performance Target		County Target	St. Lucie TPO Performance Target	Progress Towards Meeting Target	
				2024	2025	2 Year	4 Year	1 Year			
GOAL 6: Maintain the Transportation System	6.1 Maintain transportation assets	% of pavements of the interstate system in good condition	√	55.3 <sup>(1)</sup>	coming soon	60%	60%		60%	√	
		% of pavements of the interstate system in poor condition	√	0 <sup>(1)</sup>	coming soon	5%	5%		5%	√	
		% of pavements of the non-interstate NHS in good condition	√	53 <sup>(1)</sup>	coming soon	40%	40%		40%	√	
		% of pavements of the non-interstate NHS in poor condition	√	0.9 <sup>(1)</sup>	coming soon	5%	5%		5%	√	
		% of NHS bridges classified as good condition	√	76.9 <sup>(1)</sup>	coming soon	50%	50%		50%	√	
		% of NHS bridges classified as poor condition	√	0 <sup>(1)</sup>	coming soon	5%	5%		5%	√	
	6.2 Maintain transit assets	Rolling stock-percent of revenue vehicles that have either met or exceeded their useful life benchmark	√	62% <sup>(4)</sup>	52% <sup>(4)</sup>				63% <sup>(4)</sup>	Support County Target	√
		Equipment - Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark	√	43% <sup>(4)</sup>	67% <sup>(4)</sup>				25% <sup>(4)</sup>	Support County Target	
		% of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale	√	4.1% <sup>(4)</sup>	4% <sup>(4)</sup>				4% <sup>(4)</sup>	Support County Target	√

1- FDOT Data; 2 - St. Lucie TPO; 3- ACS 5-year estimates (S0801); 4 - St. Lucie County Community Service Department Transit Division; 5 - Results from Florida Sea Level Scenario Sketch Planning Tool, based on NOAA High projections in 2050; 6 - FDOT 5-year rolling average; 7 - Interim Benchmark/Target.

The following graphic further demonstrates how the TIP reflects the investment priorities established in the Reimagine Mobility 2050 L RTP and how those investment priorities are linked to the performance targets in the TIP:



## E.2 ASSET MANAGEMENT

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

In addition, MAP-21 and the FAST Act require the development of a risk-based TAMP for all pavement and bridges on the National Highway System. The most recent Florida Transportation Asset Management Plan (TAMP) was completed by FDOT on December 30, 2022. The TAMP will serve as the basis for establishing in future TIPs the targets for the pavement and bridge condition performance measures identified in the TIP/LRTP System Performance Report. The TPO will make progress toward achieving performance targets upon adoption in the TAMP by selecting and supporting asset management projects in the TPO area which address asset management issues such as pavement resurfacing and bridge replacement projects.

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

## E.3 FLORIDA TRANSPORTATION PERFORMANCE MEASURES CONSENSUS PLANNING DOCUMENT

In accordance with 23 CFR 450.314(h), the St. Lucie TPO, FDOT, and St. Lucie County (as the provider of public transportation) have agreed upon and developed specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the St. Lucie TPO area, and the collection of data for FDOT’s asset management plan for the National Highway System. These provisions are documented as follows:

### Purpose and Authority

This document has been cooperatively developed by the FDOT and Florida’s 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that “The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).”

- 23 CFR 450.314(h)(2) allows for these provisions to be “Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.”

Section 339.175(11), Florida Statutes creates the MPOAC to “Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law” and to “Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes.” The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

## Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

### 1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area. FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National

Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
  - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
  - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either:
  - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.

- ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established.
- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
- i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180- day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
  - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following of establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
  - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
  - iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
  - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
  - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
  - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
  - i. Each MPO will include in future updates or amendments of its metropolitan long- range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).
  - ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
  - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.

- c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
  - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
  - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.



Coco Vista Centre  
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## AGENDA ITEM SUMMARY

Board/Committee:	Technical Advisory Committee (TAC)
Meeting Date:	May 19, 2026
Item Number:	6b
Item Title:	Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study
Item Origination:	FY 2024/2025 – FY 2025-2026 Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.5 – Bicycle-Pedestrian/Complete Streets Planning
Requested Action:	Recommend acceptance of the Feasibility Study, recommend acceptance with conditions, or do not recommend acceptance.
Staff Recommendation:	Because the Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study comprehensively evaluated the feasible alternatives and identified a Preferred Alternative for a proposed pedestrian/bicycle link across the North Fork of the St. Lucie River connecting the Oxbow Eco-Center to the Citrus Hammock Preserve, it is recommended that the Feasibility Study be recommended for acceptance by the TPO Board.

### Attachments

- Staff Report
- Draft Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study



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## MEMORANDUM

TO: Technical Advisory Committee (TAC)

THROUGH: Peter Buchwald  
 Executive Director

FROM: Stephanie M. Torres, CPM  
 Bicycle Pedestrian Program Manager

DATE: May 13, 2026

SUBJECT: Oxbow Eco-Center Pedestrian/Bicycle Link Connector  
 Feasibility Study

### BACKGROUND

Programmed in Task 3.5, *Bicycle-Pedestrian/Complete Streets Planning*, of the Unified Planning Work Program (UPWP), the Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study supports the continued implementation of the St. Lucie TPO's multimodal transportation network. The Study evaluated feasible alternatives for a proposed pedestrian/bicycle link across the North Fork of the St. Lucie River connecting the Oxbow Eco-Center to the Citrus Hammock Preserve. The proposed connection also would provide access to the future Greenways of the North Fork St. Lucie River Trail, the East Coast Greenway Trail, and the Florida Shared-Use Nonmotorized (SUN) Trail. Study activities included identifying a preferred location for the connection, evaluating permitting and regulatory considerations, and identifying potential mitigation needs associated with anticipated environmental impacts.

### ANALYSIS

The Feasibility Study was prepared by Marlin Engineering, Inc., one of the TPO's General Planning Consultants. The Study evaluated the existing conditions, environmental constraints, and conceptual alignment alternatives between the Oxbow Eco-Center and Citrus Hammock Preserve. The Study also included comprehensive reviews of land use characteristics, natural resources,

permitting considerations, and potential connectivity benefits to the regional shared-use trail network.

Throughout the study process, coordination was conducted with local, regional, State, and Federal stakeholders including the City of Port St. Lucie, St. Lucie County Environmental Resources Department, South Florida Water Management District, Florida Department of Environmental Protection, Florida Fish & Wildlife, Florida Inland Navigation District, United States Coast Guard, and the United States Army Corps of Engineers. The agency coordination provided opportunities for the stakeholders to review route alternatives, identify permitting and regulatory considerations, and provide input throughout Study development. In addition, public engagement activities were conducted to gather community feedback and increase project awareness. The project was highlighted during the April 18th Oxbow Eco-Center Earth Day Event and received strong public interest and positive feedback.

The comprehensive data collection and analyses for the Study consisted of the reviews of socio-economic characteristics, land use patterns, environmental features, utilities, and existing transportation infrastructure within the Study area. Conceptual route alternatives and representative typical sections then were developed and evaluated as part of the Study. Permitting requirements were also identified, and each alignment was evaluated based on environmental impacts, feasibility, connectivity benefits, permitting agency considerations, and implementation challenges. Based on these evaluations, Preferred Alternative 1 was identified as the most feasible connection between the two preserves. Potential funding sources were identified, and a cost for the construction of Alternative 1 was developed and estimated to be \$5 - 8 million.

## RECOMMENDATION

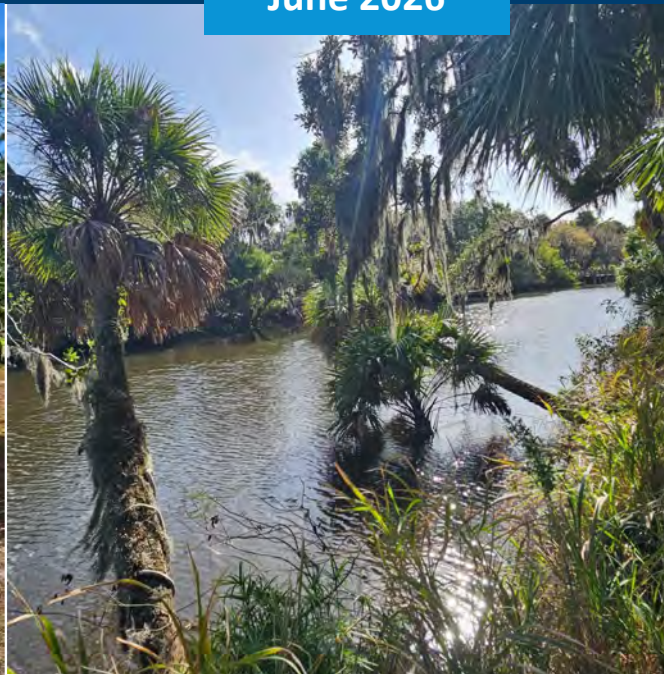
Because the Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study comprehensively evaluated the feasible alternatives and identified a Preferred Alternative for a proposed pedestrian/bicycle link across the North Fork of the St. Lucie River connecting the Oxbow Eco-Center to the Citrus Hammock Preserve, it is recommended that the Feasibility Study be recommended for acceptance by the TPO Board.



ST. LUCIE TPO

# Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study

June 2026



**PREPARED FOR:**  
St. Lucie TPO  
466 SW Port St Lucie Blvd #111  
Port St. Lucie, FL 34953

**PREPARED BY:**  
**MARLIN**

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DRAFT

# Acronyms

**AASHTO:** American Association of State Highway and Transportation Officials

**ADA:** American With Disabilities Act

**BPAC:** Bicycle & Pedestrian Advisory Committee

**CAMA:** Coastal and Aquatic Managed Areas

**CAP:** Continuing Authorities Program

**CERP:** Comprehensive Everglades Restoration Plan

**CIP:** Capital Improvement Plan

**CPTED:** Crime Prevention Through Environmental Design

**ECG:** East Coast Greenway

**ERD:** St. Lucie County Environmental Resource Department

**ERP:** Environmental Resource Permit

**FDEP:** Florida Department of Environmental Protection

**FDOT:** Florida Department of Transportation

**FEMA:** Federal Emergency Management Agency

**FGTS:** Florida Greenways and Trails System

**FHWA:** Federal Highway Administration

**FIND:** Florida Inland Navigation District

**FIRM:** Flood Insurance Rate Maps

**FPL:** Florida Power & Light Company

**FRDAP:** Florida Recreation Development Assistance Program

**FWC:** Fish & Wildlife Commission

**LDC:** Land Development Code

**LRTP:** Long-Range Transportation Plan

**LWCF:** Land and Water Conservation Fund

**NEPA:** National Environmental Policy Act

**NIR:** Navigation Impact Report

**NSLRWCD:** North St. Lucie River Water Control District

**OSC:** Open Space Conservation Zoning

**ROW:** Right-of-way

**SCORP:** Statewide Comprehensive Outdoor Recreation Plan

**SFWMD:** South Florida Water Management District

**SS4A:** Safe Streets for All Program

**STA:** Stormwater Treatment Area

**SUN Trail:** Shared Use Non-Motorized Trail

**SUP:** Shared Use Pathway

**TA:** Transportation Alternatives Set-Aside Program

**TCRPC:** Treasure Coast Regional Planning Council

**TPO:** Transportation Planning Organization

**USACE:** U.S. Army Corp of Engineers

**USCG:** U.S. Coast Guard

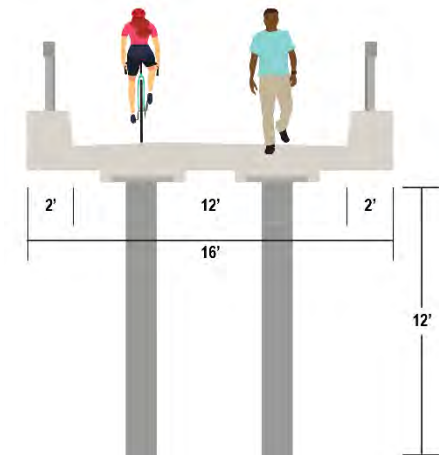
## Executive Summary

The ***Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study*** identified a potential feasible location (Alternative 1) for a bridge crossing the North Fork of the St. Lucie River in St. Lucie County, Florida, on lands owned by the South Florida Water Management District, which is currently managed by St. Lucie County. Other locations, including Florida Power & Light Transmission Corridor (Alternative 2) and an additional area along the northeast side of the Oxbow Eco-Center's boundaries (Alternative 3), were also reviewed for feasibility. These locations were found to be incompatible with the study's goals and objectives and discovered fatal flaws and unknown impacts; therefore, the most feasible location, Alternative 1, is within the Oxbow Eco-Center's lands, south of the broken oxbow, north of Florida Power & Light's Transmission Corridor.

The **purpose and need** for this study arises from a need for bicycle and pedestrian trails, as identified by St. Lucie County, the St. Lucie Transportation Planning Organization, the City of Port St. Lucie, and the State of Florida. A literature review of similar feasibility studies including research on best practices was conducted in addition to a review of existing conditions. The Oxbow Eco-Center and Citrus Hammock Preserve provide an environmental, cultural, and social benefit to the community, in addition to treating stormwater and pollutants before entering the St. Lucie River. This report provides an overview of the feasibility study conducted, including identification of the preferred alternative, Alternative 1. As a result of this study, several interviews were conducted with key stakeholders to understand their role, responsibilities and what would be needed to construct a pedestrian/bicycle bridge across the St. Lucie River. Requirements for the proposed alternative include stakeholder coordination, design standards, permit requirements, and cost estimates.

**Stakeholder Coordination:** The project team met with nine key stakeholders including U.S. Coast Guard, U.S. Army Corps of Engineers, Florida Department of Environmental Protection, Florida Power & Light, South Florida Water Management District, North St. Lucie River Water Control District, Florida Inland Navigation District, St. Lucie County Environmental Resource Department, and the City of Port St. Lucie. Coordination will need to be continued as the project progresses, including pre-application meetings with the various agencies mentioned, once the design plans are near completion.

**Bridge Design Typical Section:** The graphic to the right illustrates a multi-use bridge configuration typical section; however, final design will be driven by navigational clearance requirements, environmental permitting constraints, structural loading demands, and long-term maintenance



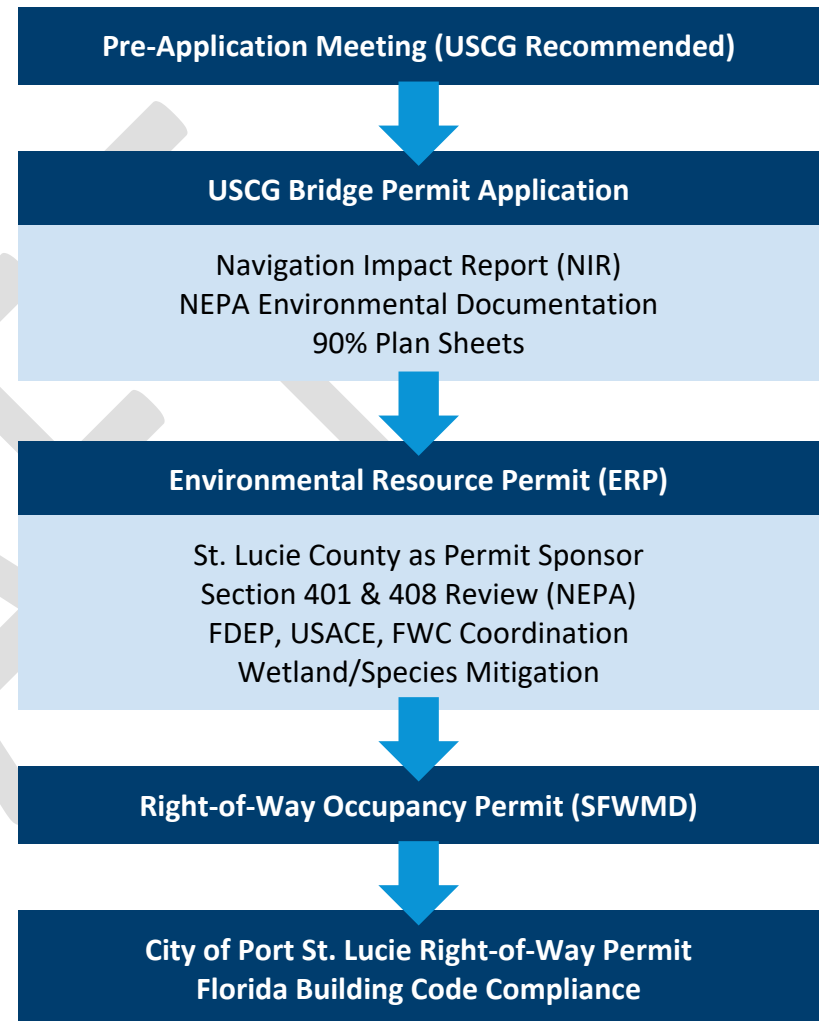
Proposed Bridge Typical Section

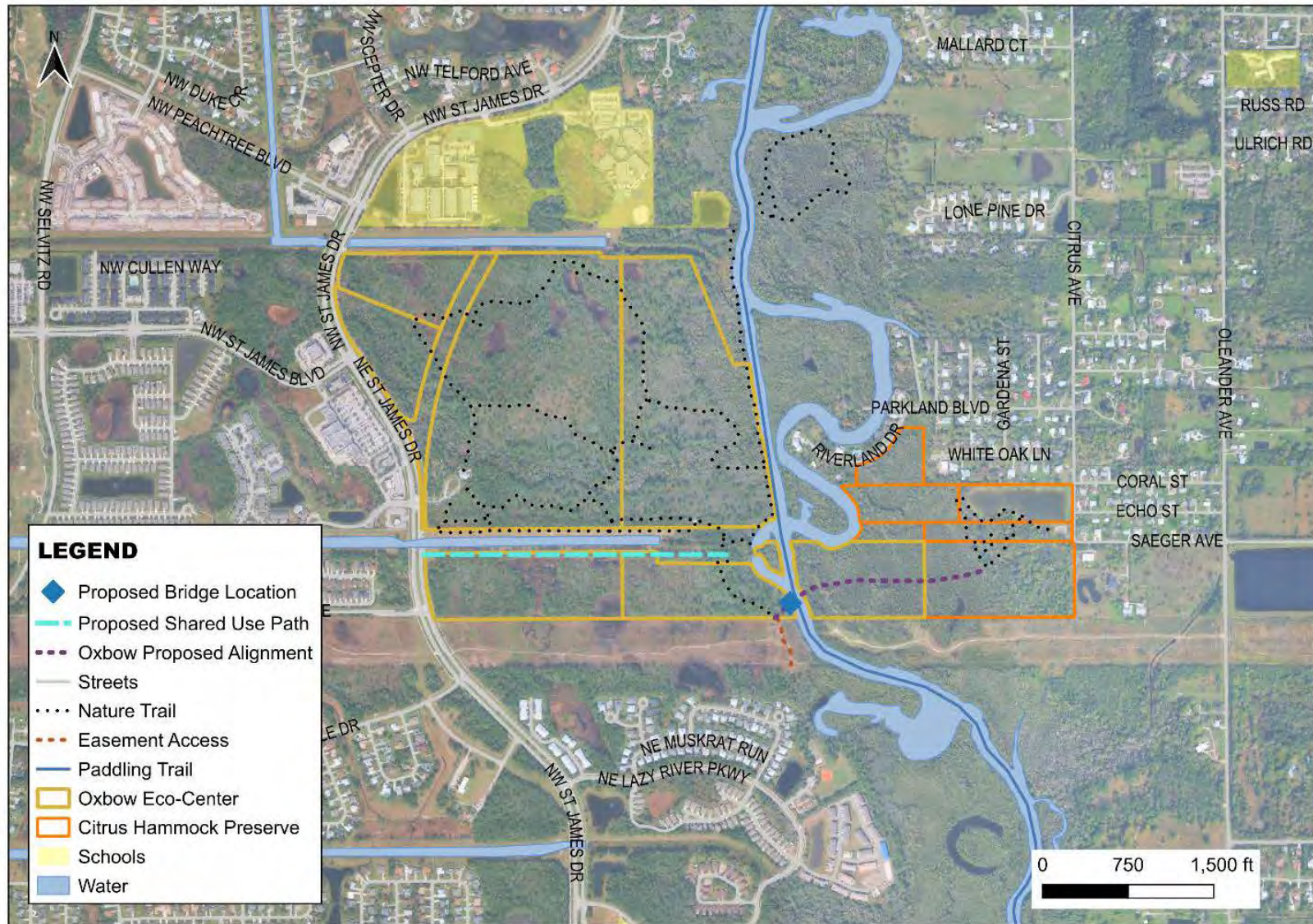
considerations. Early coordination with regulatory agencies and adherence to AASHTO, FDOT, and Florida Building Code standards will be critical to advancing the project from feasibility to implementation.

**Permit Process:** Advancement of the proposed pedestrian and bicycle bridge will require coordination with the above-mentioned stakeholders. Based on preliminary agency discussions, a structured and proactive permitting approach will be essential to streamline review and minimize delays. The permit process graphic to the right provides an overview of the steps required.

**Recommendations:** Include a 12' shared use pathway along the south side of Canal 106 in Port St. Lucie, Alternative 1 for a bicycle/pedestrian bridge, and the need for a +/-1,500-foot boardwalk connecting the bridge to Citrus Hammock Preserve. Additional recommendations include the need for further study on environmental impacts, required mitigation, and traffic analysis for crossings and connections from St. James Drive and Citrus Avenue to provide safe connectivity to the proposed pathway, bridge, boardwalk, and regional greenways and trails systems such as SUN Trail, East Coast Greenway, and the North Fork Greenway Trail.

**Cost Estimate:** The proposed shared use path, bridge, and boardwalk is estimated to be between \$5.3 to \$8 million dollars for construction (in 2026 dollars). Next steps include environmental assessment and surveys, coordination with agency partners and moving forward with design for the proposed recommendations.





Proposed Recommendations

## 1. Introduction

The Oxbow Eco-Center and the North Fork St. Lucie River Aquatic Preserve represent one of St. Lucie County's premier and unique natural amenities in St. Lucie County, however connectivity across the river is currently limited. The St. Lucie Transportation Planning Organization (TPO) is researching the potential of a pedestrian/bicycle link connection from the Oxbow Eco-Center over the St. Lucie River east to the Citrus Hammock Preserve. The proposed connection would provide access to the future greenways and trails, including the North Fork St. Lucie River Trail and the East Coast Greenway (ECG)/Shared Use Non-Motorized (SUN) Trail. Developing a safe and accessible pedestrian/bicycle connector between the Oxbow Eco-Center and Citrus Hammock Preserve would not only enhance local recreation and conservation opportunities but also contribute to the broader regional and statewide greenways and trails vision.

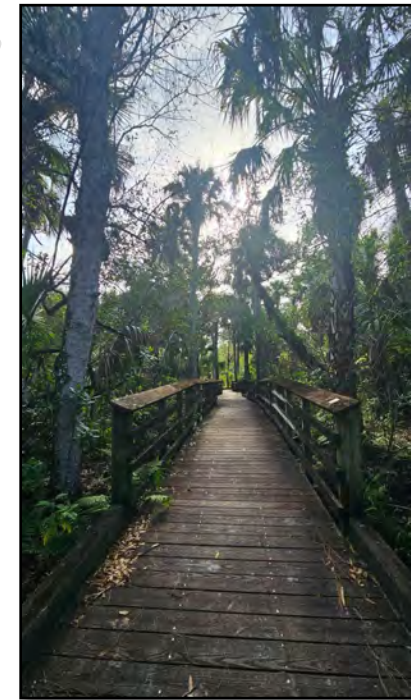
### Purpose and Need

The purpose of this feasibility study is to evaluate the potential for a pedestrian and bicycle crossing linking the Oxbow Eco-Center and Citrus Hammock Preserve. The study seeks to:

- **Identify the location** of a pedestrian bridge for future trail route alignment connecting the Oxbow Eco-Center with Citrus Hammock Preserve.
- Select a location that has the **least impact** on natural resources, wetlands, and the community.
- **Enhance access and connectivity** to existing and future greenways and trails in St. Lucie County.

The need for this project arises from the increased countywide demand for non-motorized transportation infrastructure, preserving and showcasing natural resources, and the opportunity to expand regional trail systems in a coordinated manner. Furthermore, the *Statewide Comprehensive Outdoor Recreation Plan* (SCORP) has identified St. Lucie County as a high-priority area in need of walking and hiking trails, in addition to areas of nature viewing, and paddle access.

The St. Lucie TPO supports the development of multimodal networks that expand transportation connectivity, recreational access, sustainable tourism, and healthy and active lifestyles for St. Lucie residents, workers, and visitors. This study builds upon the St. Lucie TPO's ongoing Walk-Bike Network planning efforts and previous safety initiatives to advance a key trail link identified as a community priority.



Oxbow Eco-Center Trail

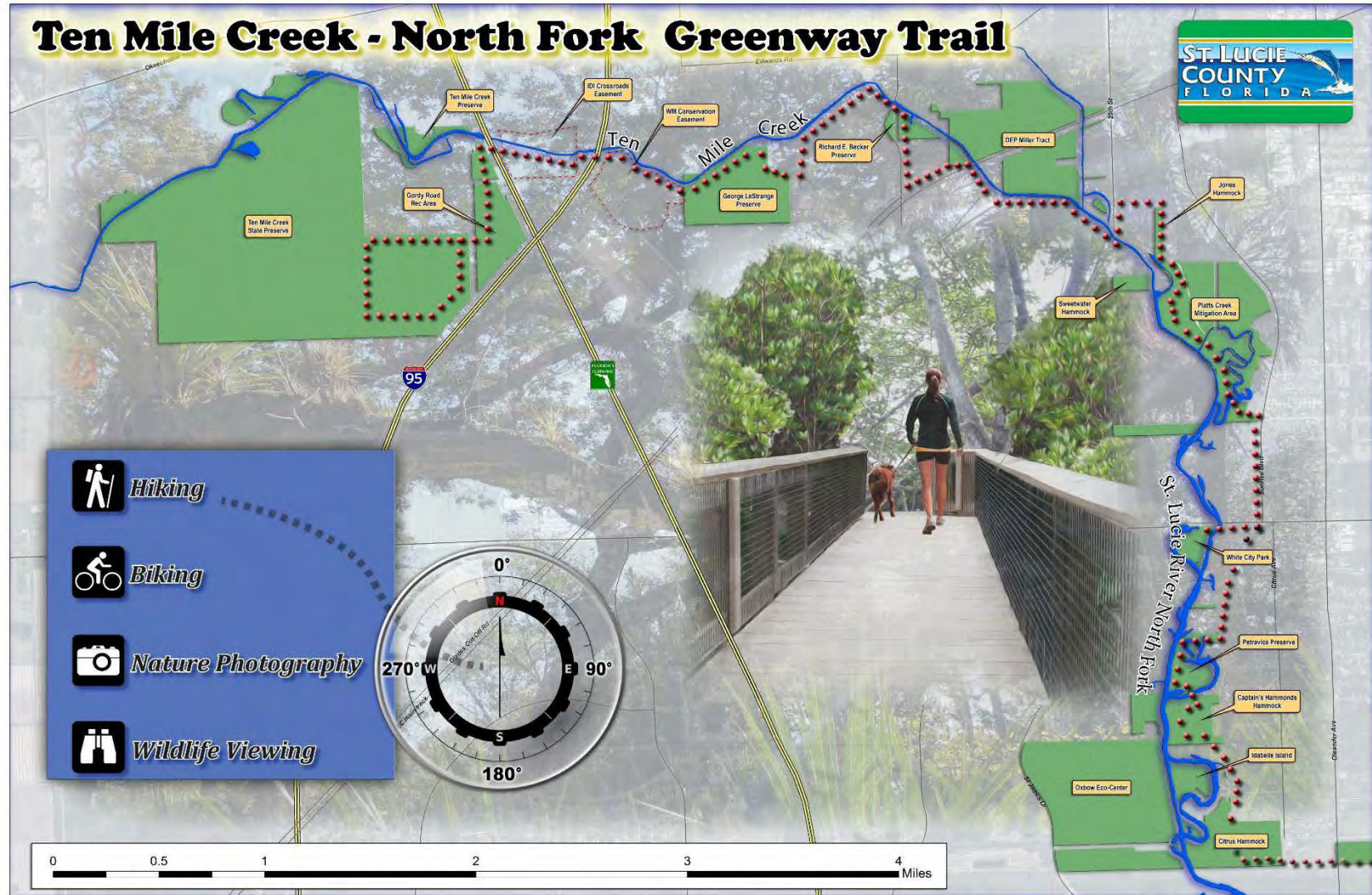


Figure 1: St. Lucie County's Ten Mile Creek - North Fork Greenway Trail Vision

## Background Information

The study for a trail connection between the Oxbow Eco-Center and Citrus Hammock Preserve arises from the broader county vision of creating an interconnected Greenway Network along the North Fork of the St. Lucie River, **Figure 1**. The North of the St. Lucie River is part of the North Fork St. Lucie River Aquatic Preserve, a designation offering a higher layer of protection by the Florida Aquatic Preserve Act of 1975. This specific study originated from a Unified Planning Work Program Call for Projects response during a St. Lucie TPO Bicycle and Pedestrian Advisory Committee (BPAC) meeting. Both the Oxbow Eco-Center and Citrus Hammock Preserve are public environmental preserves anchoring this corridor on opposite sides of the river. The Oxbow Eco-Center is an approximately 225-acre county preserve on the west bank of the North Fork St. Lucie Aquatic Preserve in Port St. Lucie. It is a well-established environmental education center with hiking trails, boardwalks, and a canoe/kayak launch, but currently, there is no direct pedestrian or bicycle access across the river. On the east bank, the Citrus Hammock Preserve protects +/-64 acres of hydric hammock and floodplain forest and includes a half-mile nature trail loop and a kayak/canoe stopover. Citrus Hammock, opened more recently, is part of the North Fork St. Lucie River Greenway and serves as an important segment of the Florida Wildlife Corridor along the river. Despite their proximity across the water, these two preserves remain isolated from each other. Today, visitors must travel several miles to the nearest high-volume roadway crossings (Midway Road or Prima Vista Boulevard) to go between the two preserves. This gap underscores the need for a dedicated pedestrian/bicycle link to directly connect the preserves and communities on both sides of the river.



Oxbow's Florida Heritage Trailhead

Local, regional, and statewide plans have long recognized the North Fork corridor as a priority for greenway and trail expansion. St. Lucie County's Greenways and Trails Vision, dating back to the early 1990s, calls for developing a continuous greenway and trail system spanning roughly 85 miles intended to tie together the natural areas and communities for transportation and recreation. The vision is promoted by the County's Environmental Resources Department (ERD) and supported through voter-approved environmental land bonds.

In recent years, the North Fork corridor has also been highlighted as part of the evolving route of the ECG/ Florida SUN Trail through St. Lucie County. The ECG is a 3,000-mile national greenway initiative with the goal of constructing a seamless greenway system for biking, walking, running and rolling stretching from Florida to Maine. This ECG is also part of the SUN Trail Network. The Florida SUN Trail program provides funding for the development of a statewide system of interconnected paved multi-use trails (SUN Trail Network) for bicyclists and pedestrians, physically separated from the road. The SUN Trail Network is the vision of the Florida Greenways and Trails System (FGTS) Plan's Land Trail Priority network. The St. Lucie TPO, in partnership with the Florida Department of Transportation (FDOT) and the Treasure Coast Regional Planning Council (TCRPC), have been working on completing the 27-mile SUN Trail Network/ECG within the county.

The Oxbow-Citrus Hammock connection is a critical component in this context, as it would provide a new crossing and recreational opportunity along the North Fork Greenway that dovetails with the ECG, SUN Trail, and other regional trail efforts. In essence, this study is grounded in a project understanding that bridging the Oxbow and Citrus Hammock preserves will advance multiple community goals such as protecting natural resources while opening them to passive recreation, creating safer non-motorized travel options, and connecting into a larger system of greenways that boosts eco-tourism and quality of life.



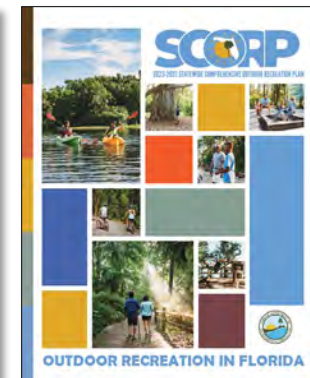
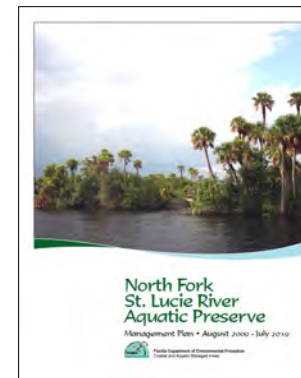
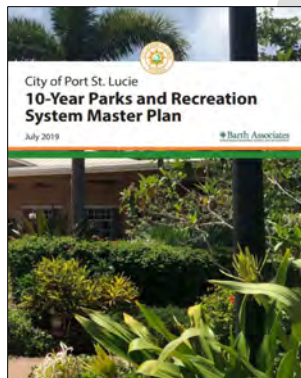
## Literature Review

The project team conducted a thorough review of official plans, previous studies, and policy documents relevant to the Oxbow–Citrus Hammock corridor, see **Appendix A**. This task was done to ensure consistency with established plans and to build upon any prior work or recommendations. This section summarizes key documents and information from the review.

**Local/City Plans:** City of Port St. Lucie and St. Lucie County plans, such as the *Port St. Lucie Parks & Recreation System Master Plan* and the County’s *Comprehensive Plan* and Environmentally Significant Lands Program documentation. These helped the team understand the context of local land use, recreational facility plans, and conservation objectives in the area. For example, Port St. Lucie’s Master Plan references greenway connections and the integration of the ECG through the city’s trail network, which provides important policy support for the Oxbow link. Port St. Lucie’s Mobility Plan identifies St. James Drive as a multi-use path and the FPL Transmission Corridor as a greenway.

**St. Lucie TPO Plans:** Countywide transportation and trail plans from the TPO were reviewed, including the *St. Lucie Walk-Bike Network Plan*, the *Bicycle-Pedestrian Master Plan*, and the *East Coast Greenway Implementation Plan*. The *East Coast Greenway Implementation Plan* was reviewed to understand how the Oxbow–Citrus Hammock connector could fit into the phased development of the ECG/SUN Trail route through St. Lucie County.

**Regional and State Studies:** Relevant regional studies facilitated by the TCRPC and state agencies were reviewed. This included any available North Fork St. Lucie River corridor studies (e.g., a 1996 *North Fork River project feasibility study*) and the *Southeast Florida Regional Greenways & Trails Plan*. These sources provided insights on prior conceptual proposals for trails or boardwalks along the river, ecological assessments of the corridor, and regional connectivity goals. The team also reviewed applicable FDOT guidelines for



Shared Use Pathway (SUP) development, bridge design, and the SUN Trail program criteria, to ensure the feasibility study aligns with state standards and funding requirements.

The Florida Department of Environmental Protection (FDEP) published the *North Fork St. Lucie River Aquatic Preserve Management Plan* in 2009 which establishes a management strategy which allows access, while protecting the long-term health of the ecosystem and its resources. FDEP is also responsible for updating the 2023-2027 SCORP which is the state's official document regarding outdoor recreation planning. This document is updated every five years, and guides public outdoor recreation, resource management, and funding priorities in the State of Florida. The document includes an analysis of outdoor recreation participation trends, needs assessment, and an inventory of existing recreation facilities. SCORP prioritizes Complete Streets and connecting existing trails, health and well-being, resource management and stewardship, and economic opportunity and ecotourism. SCORP has also identified recreational gaps in St. Lucie County, including high-priority needs for St. Lucie County:

- **Walking & Hiking Trails:** Ranked as one of the highest “unmet demands” in the region.
- **Nature Study/Wildlife Viewing:** Due to the North Fork's biodiversity, projects that provide access for birding and nature photography score significantly higher in grant evaluations.
- **Paddling Access:** There is a need for more Blueway<sup>1</sup> connections.

Furthermore, **outdoor recreation in Florida generates over \$145 billion annually<sup>2</sup>**, for St. Lucie County, ecotourism is a primary goal for economic diversification and part of ERD's mission. By researching these official documents and past planning efforts, the project team ensured that the proposed pedestrian/bicycle link is grounded in established plans and community goals. This process helped identify any previously proposed alignments or known constraints, avoided duplicating past efforts, and confirmed that the feasibility study's objectives align with broader recreational and transportation planning initiatives in St. Lucie County.

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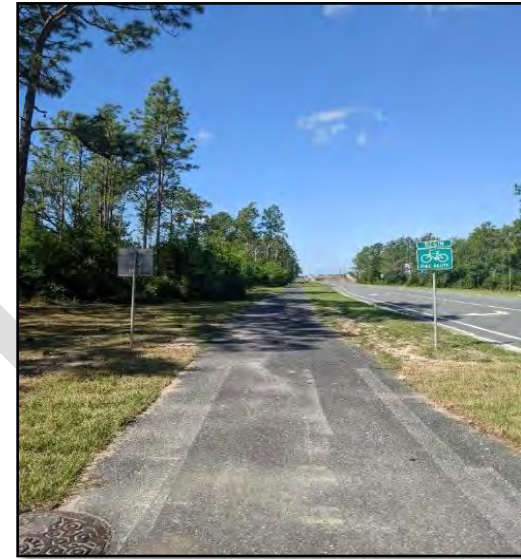
<sup>1</sup> Is a water-based path or trail designed for recreational use, particularly for paddling (canoeing or kayaking), boating, and fishing (FDEP).

<sup>2</sup> 2023 – 2027 *Statewide Comprehensive Outdoor Recreation Plan (SCORP)*

### Comparable Trail Feasibility Studies

The project team examined several comparable trail feasibility studies from Florida to gather insights and benchmark successful approaches. These reference projects, summarized below, provided valuable perspective on design standards, evaluation methods, and implementation challenges for similar multi-use trail connections:

**South Street Multi-Use Trail (New Smyrna Beach, 2022):** A feasibility study for a 1.5-mile urban trail connection along existing city streets (Sunset Drive and South Street). The study demonstrated how a 12-foot-wide SUP could be accommodated within a constrained right-of-way (ROW) by making minor width reductions (to 8–10 feet) in a few pinch points. The Plan highlights strategies for fitting a trail around utilities (power poles, fire hydrants) and coordinating with an adjacent municipal airport for required clearances. Environmental impacts were found to be minimal, only minor wetland areas were affected, and the project had a low likelihood of impacting any threatened or endangered species. This example emphasized the importance of flexible design and thorough existing conditions review in proving feasibility, even in built-out corridors.



South Street Trail



Clay-Duval Trail bridge

### Clay–Duval County Trail (North Florida TPO,

**2022):** A Regional Trail Feasibility Study to connect Mike Roess Gold Head Branch State Park in Clay County to the Cecil Recreational Trail in Duval County (a multi-county trail link in Northeast Florida). The project team developed a series of alternative routes through extensive coordination with local agencies and public input, including an online survey of potential trail users. Each alternative was evaluated based on a set of criteria (e.g. length, environmental impacts, safety, connectivity, cost), and the results were summarized in a matrix of pros and cons for each route. The Clay–Duval Study illustrates the value of a data-driven and transparent alternative analysis process. It also emphasized cross-jurisdictional collaboration, a lesson pertinent to the Oxbow project, which will involve county, city, state, and private stakeholders.

**Ludlam Trail (Miami-Dade County, ongoing):** The Ludlam Trail involves converting an abandoned railway corridor into a 5.6-mile urban trail and linear park in the heart of Miami-Dade County. The planning and design efforts for Ludlam Trail, documented in the *Miami-Dade Trail Design Guidelines and Case Study*, showcase the importance of establishing comprehensive design guidelines and community vision from the outset. The Ludlam Trail initiative built upon the County's *Parks and Open Space Master Plan "Great Greenways"* vision, ensured the trail would integrate with a countywide network to provide transportation alternatives, protect natural resources, and spur economic benefits. Public engagement was a cornerstone of the process, resulting in strong grassroots support that helped move the project forward. For the Oxbow Eco-Center Connector, the Ludlam Trail serves as a model for how a trail can be planned with both top-down strategic guidance and bottom-up community input. It reinforces the need for clear design standards (for trail width, amenities, crossings, etc.) and an articulation of broad benefits (transportation, recreation, conservation) to build consensus around the project.

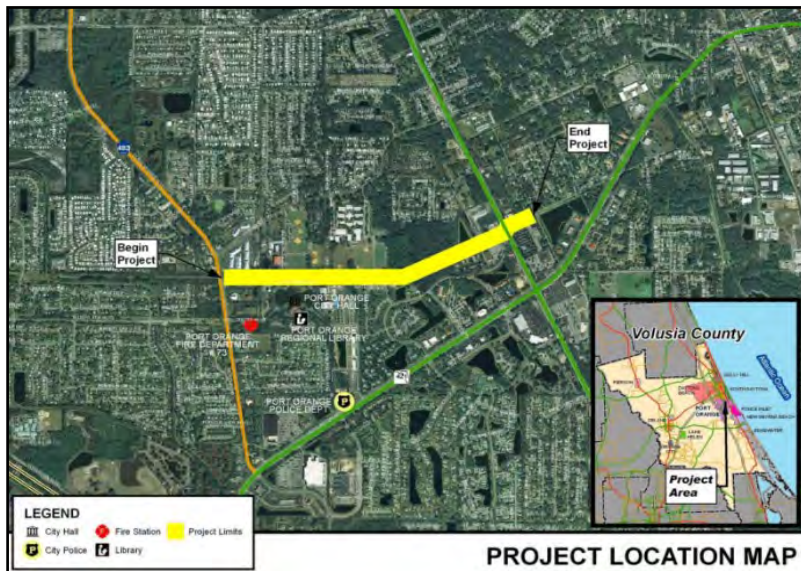


Ludlam Trail Rendering



Gordon River Greenway Boardwalk

**Naples Gordon River Trail/bridge:** One of the last unspoiled areas of Naples, the Gordon River Greenway stretches over two miles from Golden Gate Parkway to Central Avenue. The greenway includes a recently constructed bridge that crosses the Gordon River and connects to the park's community center, trail extension, and parking lot. The project illustrates the benefits of installing a trail bridge to enhance transportation and ecological connectivity to a natural Florida wetland. The 140-acre Gordon River Greenway Park provides the opportunity to view wildlife and gain an appreciation for southwest Florida's natural lands. The 2.5 miles of asphalt, mulch, and boardwalk trail meander through six different native plant communities and are designed for passive recreational activities such as: walking, running, biking, inline skating and skateboarding.



Port Orange Trail Proposed Alignment

**Port Orange Trail:** Due to Oxbow Center's proximity to a transmission corridor, the project team researched past projects that involved coordination with a utility company to negotiate corridor access. The Volusia County *Port Orange Trail Feasibility Study* was referenced as a project for further research. In the 2006 study, the county was seeking to utilize a nearby Florida Power & Light (FPL) corridor to develop a 1.2-mile bicycle/pedestrian trail link between Clyde Morris Boulevard and Jackson Street. Within the proposed corridor was a school, neighborhoods, and low-density commercial land uses. After a desktop scan of the proposed location, no trail exists along the corridor today.

By reviewing these similar projects, the project team gained practical insights into best practices and potential pitfalls. Each study offered lessons, from technical design adjustments to stakeholder involvement techniques, that have been considered in the approach to the Oxbow Eco-Center Pedestrian Bicycle Link.

## Best-Practice Trail Planning Principles

Drawing from the research into official documents and comparable case studies, the following best-practice principles were identified to guide the development of the Oxbow Eco-Center Connector and similar greenway projects:



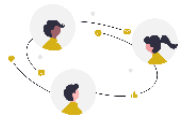
**Environmental Stewardship:** Trail alignments should be sited and designed to avoid or minimize impacts to sensitive lands and natural resources. In practice, this means favoring routes on existing clear corridors or resilient uplands, bridging over wetlands or streams, and planning early for any necessary mitigation. Protecting the integrity of the Aquatic Preserve and other sensitive areas is paramount, so all decisions, from alignment choice to construction methods, are weighed against their ecological footprint.



**Connectivity and Access:** The effectiveness of a trail link is measured by how well it connects people to places. The Oxbow connector is being planned to maximize connectivity to existing and future trail networks, including tying into trailheads at each preserve and linking with regional corridors like the ECG/SUN Trail. Equally important is ensuring the trail is accessible to a broad range of users. This means incorporating appropriate grades, surface materials, and widths. Best practices call for a trail width of 12 feet so people walking, biking, and those with disabilities, can use the facility comfortably and safely, in both directions.



**Safety and User Comfort:** Best practices call for careful attention to safety in trail design, both in terms of structural design, user comfort and personal security. For this project, which includes designing a bridge that meets engineering standards for load and handrail height and ensuring safe approaches on each side (potentially with handrails or clear zones on boardwalk segments). It also involves considerations to sightlines, lighting (which follows Dark Sky Principles), and emergency access. By applying Crime Prevention Through Environmental Design (CPTED) principles, the trail can be an inviting and a secure public space. Regarding comfort, proper signage, wayfinding, trail markers and seating with shade will provide comfort and convenience for all ages and abilities.



**Community Engagement:** Successful greenway projects actively involve the community and stakeholders throughout planning and design. The Oxbow Connector study prioritizes stakeholder engagement, from engaging community members at the concept stage to consulting preserve managers, adjacent property owners, and local officials. Incorporating community feedback not only improves project design (by addressing local needs or concerns) but also builds public support, which is crucial for funding and implementation. This principle aligns with lessons from the Ludlam Trail and others which showed extensive public input, leading to trails that reflect community values.



**Use of Existing Corridors:** Whenever feasible, utilizing existing public ROW or utility corridors is preferred to establish new trails. Doing so can minimize the need for land acquisition, reduce environmental disturbance, and simplify permitting. In this case, the presence of the FPL transmission corridor provides an opportunity to follow an established corridor for part of the route. Similarly, leveraging the edges of existing preserved lands or other public properties can help cost-effectively route the trail. The trail also crosses a navigable waterway; therefore, the existing users of the waterway must be examined to determine the height of the bridge and impacts to existing waterway users. This principle is balanced with the need to also consider alternatives; if an existing corridor has insurmountable issues, the project must be flexible to explore new alignments.



**Comprehensive Evaluation and Feasibility:** A rigorous, multi-criteria evaluation process is the best practice to guide decision-making in a feasibility study. By assessing each potential alignment for factors like environmental impact, engineering feasibility, user experience, cost, and consistency with plans, the study ensures that the recommended alternative is the most viable and beneficial option. Documentation of this evaluation provides transparency. It also lays the groundwork for grant applications and further project development by clearly explaining why and how the preferred alternative was chosen.

These principles collectively form a framework for decision-making for this study. By observing them, the project team aligns the Oxbow Eco-Center Connector with both industry best practices and the goals of the local community.



Oxbow Eco-Center Boardwalk and Signage

## Public & Stakeholder Involvement

A robust stakeholder engagement process was integral to the methodology of this study. The project team coordinated with St. Lucie County staff and the St. Lucie TPO through regularly scheduled project meetings to gather local input and guidance from various stakeholders, including community members. **Appendix B** includes the stakeholder presentation, meeting agenda and notes.

The project team will also present the report and findings to the St. Lucie BPAC, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and TPO Board.

### Stakeholder Group Meeting Summary

Between September 2025 and January 2026, the project team lead a series of one-on-one meetings with various stakeholders including the South Florida Water Management District (SFWMD), FPL, North St. Lucie Water Control District (NSLWCD), FDEP, U.S. Army Corp of Engineers (USACE), U.S. Coast Guard (USCG), the Florida Inland Navigation District (FIND), and the City of Port St. Lucie. Each meeting focused on informing the agency about the project scope and goals, the agency's role and responsibilities, planned projects or improvements, and detailed discussion on the agency's requirements or guidelines, process, permits, and considerations for the proposed bicycle/pedestrian bridge connector.

On Thursday, October 16<sup>th</sup>, 2025, the project team organized a key virtual group stakeholder meeting. The meeting was attended by the: St. Lucie TPO, St. Lucie County, City of Port St. Lucie, SFWMD, USACE, and the Oxbow Eco-Center. Together the group discussed the feasibility of the connector link. USACE staff outlined several federal regulatory considerations relevant to the proposed crossing. The agency advised that the USCG may require involvement due to the project's proximity to navigable waters. If a boardwalk or overwater structure is pursued, USACE indicated that FDEP may need to process a **Section 404 Permit** and that a **Section 408 Review** could be required depending on jurisdiction and project ownership. USACE cautioned that if SFWMD is not a federal sponsor for the project, USACE would directly manage the 408-review process. Staff also emphasized the need to clarify whether the proposed bridge would require in-water footers and to refine the expected bridge height, as these factors influence permitting pathways and potential environmental impacts. The project team confirmed that the bridge is intended to span the river, similar in scale to conceptual images presented during the meeting but acknowledged that additional design guidance is needed.



### *Summary of Stakeholder Perspectives on Alternatives*

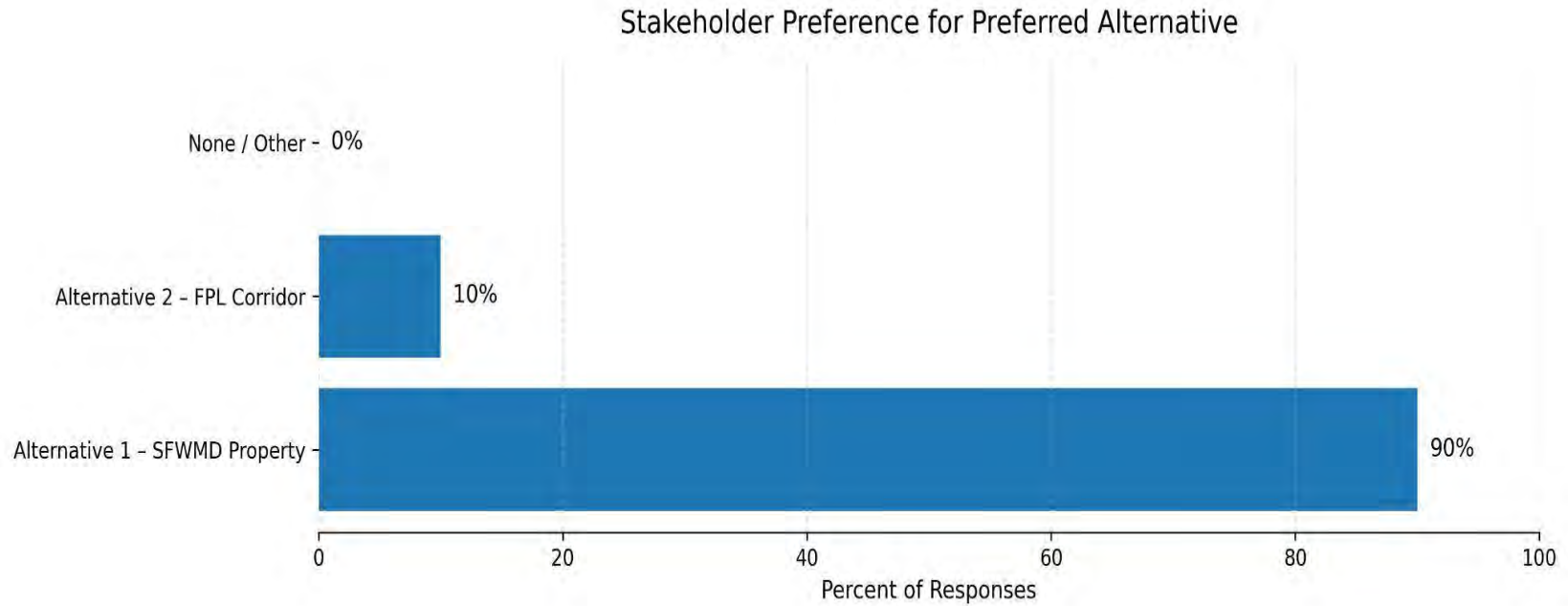
Stakeholders demonstrated a clear understanding of the distinguishing characteristics of the three alternatives proposed:

- **Alternative 1 – South Florida Water Management District/Oxbow Eco-Center**  
Offers the strongest ecological, scenic, and educational value but introduces moderate challenges related to permitting, environmental sensitivity, and construction feasibility.
- **Alternative 2 – Florida Power & Light Transmission Corridor**  
Provides practical advantages for construction and long-term maintenance and enhances connectivity to regional trail systems. However, advancement of this alternative hinge on FPL’s willingness to grant on-going access and the community’s acceptance of a utility corridor alignment. In addition to limitations in height due to the power transmission lines.
- **Alternative 3 – Oxbow Eco-Center - North of Broken Oxbow**  
The potential route contains a fatal flaw due to this alternative requiring two bridge crossings since the river is split in this area and would most likely result in environmental impacts greater than the first two alternatives. Furthermore, an active wetland re-hydration project with the county and USACE within the Oxbow property will disrupt the area for an extended period.

Across agencies, stakeholders expressed consistent preferences for alignments that:

1. Utilize publicly owned preserved land to reduce the need for land acquisition;
2. Minimize disturbance to high-quality natural habitat;
3. Provide direct and meaningful connections between conservation areas; and
4. Avoid unnecessarily fragmenting managed lands or impacting private property.

During the stakeholder meeting, a live Slido poll was conducted to gauge preliminary stakeholder preference among the three options. Results indicated that **Alternative 1** was the preferred alignment among participants, reflecting the perceived balance between feasibility, minimized environmental impact, and regional connectivity potential, **Figure 2**.



**Figure 2: Preliminary Stakeholder Preference Slido Poll**

After the group stakeholder meeting, the project team concluded that additional information needed to be gathered and resulted in the scheduling of one-on-one meetings with various stakeholders to gain a greater understanding of the local, regional, state, and federal processes and standards for the proposed Oxbow Connection. The following sections provide a summary of each one-on-one meeting with key agency stakeholders.



### South Florida Water Management District Meeting

The project team conducted a one-on-one coordination meeting with the SFWMD on Thursday, September 24, 2025, to discuss the Study, with a particular focus on property ownership, regulatory authority, and long-term stewardship considerations. The discussion provided critical guidance regarding project feasibility on SFWMD-owned lands and clarified agency preferences among the proposed alternatives. The St. Lucie TPO Project Manager met with SFWMD staff again on December 3, 2025, to further discuss the required coordination of a potential bridge across the St. Lucie River on their lands.

### *Project Overview and SFWMD Interest*

The project team summarized the purpose of the feasibility study, which is to identify the optimal and least-impactful location for a pedestrian and bicycle bridge connecting the Oxbow Eco-Center to the Citrus Hammock Preserve. SFWMD staff acknowledged that the current preferred alignment (Alternative 1) would traverse SFWMD-owned lands within the Oxbow, prompting early coordination to understand ownership, permitting, and long-term operational implications.

### *SFWMD Role, Property Interests, and Approval Requirements*

SFWMD clarified that it is the property owner of lands associated with Alternative 1. Any construction, ground disturbance, or installation of infrastructure within these lands would require formal written approval from SFWMD's Land Development Division through a ROW permit process.

Additionally, SFWMD emphasized the requirement for a Maintenance Agreement that clearly identifies the entity responsible for routine and long-term bridge maintenance. This agreement must extend in perpetuity, regardless of the status of the existing 99-year lease between SFWMD and the St. Lucie County ERD. SFWMD noted that if the lease were revoked for any reason, maintenance obligations would remain enforceable. SFWMD further explained that the Oxbow lands were acquired using Comprehensive Everglades



Oxbow Eco-Center Natural Lands

Restoration Plan (CERP) funds. CERP is a federal-state partnership, authorized in 2000, designated to restore, protect, and preserve the south Florida ecosystem. It aims to improve quality, quantity, timing, and distribution of water for the environment while enhancing water supply and flood protection for residents.<sup>3</sup>

As a result, these properties remain subject to future restoration needs. Should USACE or SFWMD pursue additional re-watering or restoration projects within the Oxbow, SFWMD retains the authority to request removal of any non-essential infrastructure, including a pedestrian bridge, if it conflicts with restoration objectives.



Citrus Hammock Preserve

### ***Planned Projects***

At the time of the meeting, SFWMD reported no planned capital projects within the immediate study area. However, staff reiterated that future restoration initiatives remain possible due to the CERP designation of the property.

### ***Key Considerations and Alternative Preferences***

From SFWMD's perspective, Alternative 2 (FPL Transmission Corridor) is the preferred alignment. Staff indicated that this Alternative would likely result in the least environmental impact, avoid direct disturbance to SFWMD conservation lands, and reduce long-term risks associated with restoration conflicts. However, SFWMD cautioned that implementation of Alternative 2 would still require coordination with FPL, including potential easements for construction staging and equipment access within the transmission corridor.

For trail connections near Citrus Hammock Preserve, SFWMD highlighted that eastern portions of the project area are particularly wet, and any trail approach in this area would likely require boardwalk construction to minimize impacts to wetlands and hydrology. This condition further reinforces the importance of selecting an alignment that limits disturbance to sensitive natural resources.

### ***Next Steps and Ongoing Coordination***

SFWMD requested that the St. Lucie TPO continue to provide project updates and share findings from the final feasibility study report. Ongoing coordination will be necessary should any alternative involving SFWMD land remain under consideration, particularly to address property rights, permitting pathways, and long-term maintenance responsibilities.

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<sup>3</sup> National Park Service



### Florida Power & Light Meeting:

On Thursday, October 2, 2025, the project team met with a representative from the FPL Distribution Team, to gather input regarding the potential proposed alignment along the FPL ROW.

The representative explained the process for requesting access to FPL corridors and provided the project team with official guidelines for review. (FPL and St. Lucie County already share an easement that allows the community to the south, River Place, to cross through the FPL ROW to enter the Oxbow Preserve.)

### FPL's Right-Of-Way Use Guidelines

“The following activities **may** be allowable, on a case-by-case basis and will require an FPL Right-of-Way Consent Agreement and be conditioned on written approval from FPL prior to performing such activities or placing such items:”

“(10.) Walking or multi-use paths provided slope and access requirements are met and which do not encourage recreational activity near FPL facilities.”

Based on additional feedback from the representative, FPL prefers to keep their corridors free of non-FPL staff and activities, particularly along their transmission corridors. Additionally, **FPL does not allow the placement of structures, plants, or other materials that exceed a height of 14 feet above existing grade.** The project team reviewed a study from the City of Port Orange, Florida that highlighted a potential agreement between the City and FPL to access a portion of their ROW for a multi-use trail. The study was



FPL Transmission Corridor



Trailhead between FPL and Oxbow Properties

written in 2006, and to date, there is no trail existing within the FPL ROW in the City of Port Orange. Furthermore, a bridge exceeding the height requirement would make Alternative 2 infeasible.

#### North St. Lucie River Water Control District

PROVIDING DRAINAGE, FLOOD CONTROL AND WATER MANAGEMENT SINCE 1918

#### North St. Lucie River Water Control District Meeting

The project team met with the NSLRWCD on Wednesday, November 19, 2025, to review the Study and to discuss drainage, jurisdictional, and operational considerations relevant to a future bridge crossing. The discussion focused on the physical and operational characteristics of the district's managed systems, the hydrological context of the study area, and potential implications for bridge construction and design study area, and potential implications for bridge construction and design.

#### *NSLRWCD System Overview and Responsibilities*

NSLRWCD staff provided an overview of the district's responsibilities, which cover approximately 65,000 acres of land. The district is actively engaged in the development of a Stormwater Treatment Area (STA) located west of the study area, while also managing the hydrology of several key waterways including Ten Mile Creek and Five Mile Creek. Staff noted that a previously planned reservoir at Ten Mile Creek failed to maintain its intended 18-foot storage capacity and today provides only about four feet of water control elevation. As a result, flood management within the interconnected creek system remains challenging.

Within and around the project study area, NSLRWCD highlighted the following conditions:



Canal 106 Looking East



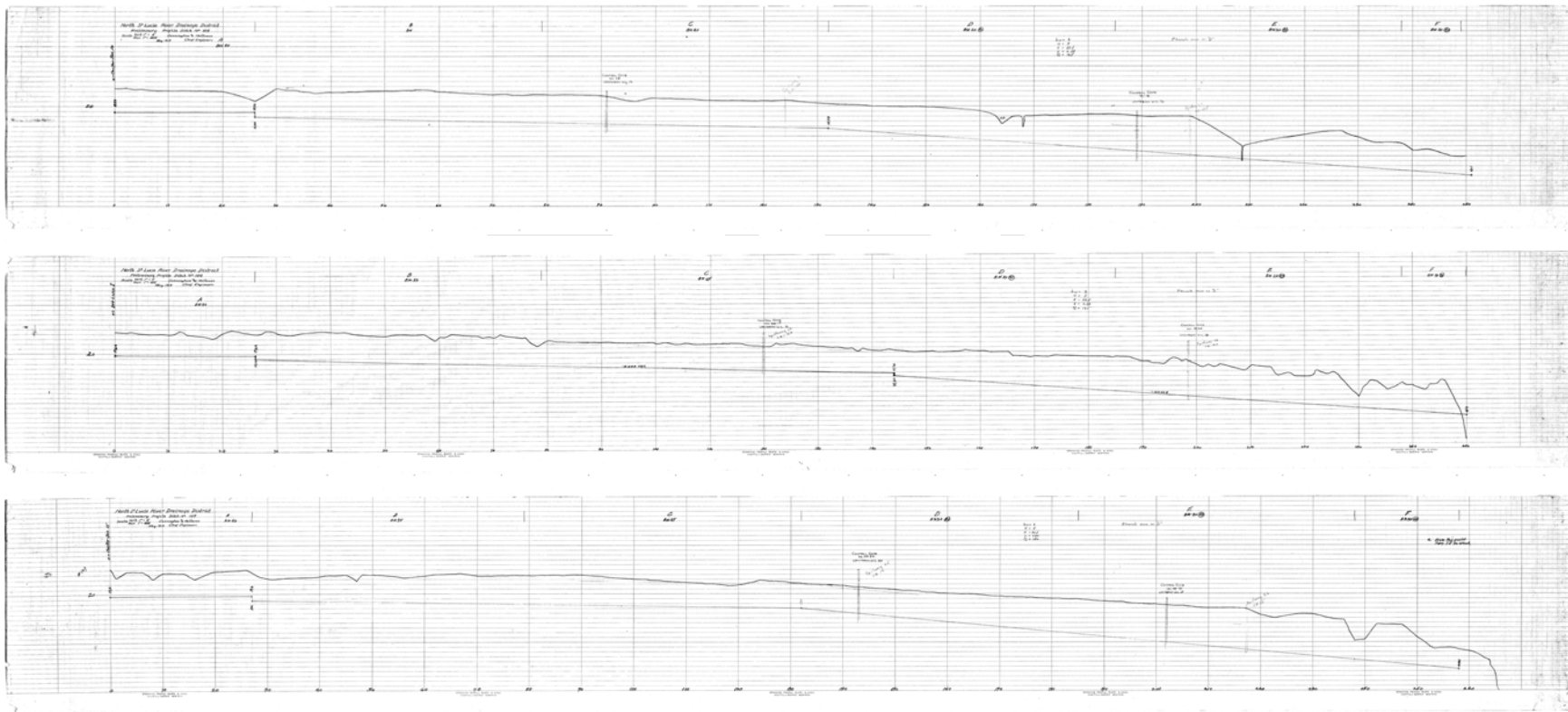
Canal 106 Looking West

- The district maintains the Gordy Road Water Control Structure but does not dredge east of this location; areas downstream are natural and overgrown, with no aquatic vegetation spraying or maintenance.
- Five Mile Creek, historically a tidal system, now flows freely due to inactive water control infrastructure at SR-70 and ultimately discharges into Ten Mile Creek and the North Fork of the St. Lucie River, an area prone to periodic flooding.
- Several canals previously under district management (Canals 105–107) have been transferred to the City of Port St. Lucie, which now maintains these canals.
- Canal 106, located within the broader study area, includes an active water control structure and is currently maintained by the City of Port St. Lucie.
- The district confirmed that it does not control canal ROW within the immediate study area for the proposed bridge; however, **canal segments east of the study corridor may require review should project impacts extend into those areas.**
- Stormwater ponds east of the study area are county-owned and discharge to the North Fork; these facilities were constructed as part of the SR-5/U.S. 1 roadway expansion.
- Canal 22, which serves as the planned alignment for the SUN Trail, is under NSLRWCD's jurisdiction. The district is currently addressing erosion issues along the canal bank and is evaluating riprap stabilization.
- Additional structures, such as the discharge from Canal 28 into the river, contribute to the complex hydrology influencing the project area.

NSLRWCD clarified that its operating budget is funded through property taxes and supports ongoing operations and maintenance. Larger capital improvements rely on grants or partnership funding, including support from the SFWMD. The district also noted that canals situated west of the study area sit at higher elevations, while the North Fork is tidally influenced, creating dynamic water-level conditions that may be relevant for bridge design and environmental review.

### *Related and Ongoing Hydrological Efforts*

While NSLRWCD does not have planned projects within the immediate study area, staff described several ongoing and upcoming initiatives that may inform the feasibility analysis. St. Lucie County is evaluating potential expansion of joint stormwater ponds east of the study area for water quality enhancement. Additionally, the County's Stormwater Master Plan is currently underway and may offer insights into regional drainage constraints. SFWMD continues hydrological modeling associated with the western STA and broader CERP activities, including development of future operating plans. NSLRWCD also has temporary water-stage monitoring equipment installed at Midway Road to collect elevation data and assess park water conditions. Staff offered to share available monitoring data with the project team to support bridge elevation and clearance evaluations, see **Figure 3**.



**Figure 3: Canal 105 (Top), Canal 106 (Middle), Canal 107 (Bottom) Tidal Elevation Data**

### ***Bridge Considerations Relevant to NSLRWCD***

Although the water control district does not have jurisdiction over the main river channel where the proposed bridge would be located, NSLRWCD noted that any impacts to canals east of the corridor would trigger review and approval from the district. Staff indicated that linear interpolation between the navigation clearances of the Midway Road and Prima Vista Boulevard bridges may serve as a reasonable initial assumption in estimating the required height for a new pedestrian crossing. However, additional verification, such as vessel traffic data and hydrological inputs, will be necessary as alternatives advance toward conceptual design.



Prima Vista Bridge over St. Lucie River

### ***Next Steps and Coordination Needs***

NSLRWCD recommended that the project team obtain bridge plans for the Midway Road and Prima Vista Boulevard bridge structures to assist with developing an appropriate bridge height and clearance methodology. The district also advised checking with St. Lucie County to determine whether any vessel traffic data exists for waterways within or adjacent to the study area. NSLRWCD committed to sharing available monitoring data that may aid in refining hydrological assumptions during the feasibility evaluation.

### **Florida Department of Environmental Protection (FDEP) Meeting**

As part of the agency coordination effort the project team held a focused meeting with the FDEP on Thursday, November 20, 2025. The meeting provided an opportunity to review the project purpose, discuss regulatory considerations, and identify early permitting and design factors relevant to a future pedestrian and bicycle bridge across the North Fork of the St. Lucie River.



Oxbow Eco-Center Trails and Interpretive Signage



### *FDEP's Role and Regulatory Responsibilities*

FDEP staff outlined the agency's responsibilities related to the review of projects occurring within Aquatic Preserves and other environmentally sensitive lands. As the proposed crossing lies within the St. Lucie Aquatic Preserve, any future bridge or trail development **must align with the Aquatic Preserve Management Plan** and comply with applicable state regulations. FDEP emphasized that a full permit review would be required for this project and would be administered by the Southeast District Office under the **Environmental Resource Permit Program**. The permitting process includes three major components:

1. **Regulatory Authority**, which ensures consistency with applicable statutes and environmental regulations;
2. **Proprietary Authority**, governing the use of sovereign submerged lands and requiring an easement for any overwater structure; and
3. **Federal Authorization**, coordinated with U.S. Army Corps of Engineers (USACE).

Given the scale of the proposed crossing, additional layers of review are expected. FDEP advised that permit processing typically takes a minimum of one month, although complex applications may require more extensive time frames. As a reference, staff noted a prior County pedestrian bridge project (the Petravis Bridge) and offered to share files that may support the project team's understanding of similar permitting paths.

### *Environmental Context and Related Initiatives*

FDEP staff reported no current or planned projects directly within the immediate study area. However, they referenced an ongoing collaborative effort between St. Lucie County and USACE to rehydrate wetlands north of the broken oxbow near the canoe and kayak launch. This restoration initiative aims to reconnect portions of the southeastern Oxbow property to the main river channel, which is currently obstructed by sediment and silt accumulation. Understanding the extent and timing of this restoration project will be important as design concepts for the bridge crossing are further refined.



Oxbow Eco-Center wildlife



St. Lucie river at River Park Marina

### *Bridge Design and Environmental Considerations*

During the meeting, FDEP staff identified several key factors that would influence the feasibility of a pedestrian/bicycle bridge across the St. Lucie River. **Bridge height will be regulated under USCG navigational requirements to ensure that upstream vessel movements are not impeded.** The team was advised that FDEP would share guidelines related to water-dependent structures under the Aquatic Preserve Rule to help ensure early design concepts are aligned with state policy.

**Any structure involving footers, pilings, or in-water components would require a hydrological review to evaluate potential impacts on water flow, aquatic habitat, and sedimentation patterns.** The placement of abutments or support structures also warrants careful consideration due to the area's susceptibility to erosion, particularly given the presence of boating activity. FDEP highlighted the importance of evaluating navigational safety, erosion potential, and compatibility with Aquatic Preserve goals early in the design process.

### *Coordination Needs and Permitting Partners*

FDEP identified several agencies that would need to participate in future coordination or permitting activities. These include:

- **U.S. Coast Guard (USCG)** for bridge height, bridge permitting, and navigation-related requirements.
- **US Army Corps of Engineers (USACE)**, with whom a pre-application meeting is strongly recommended prior to permit submission.
- **Florida Fish and Wildlife Conservation Commission (FWC)** for review of wayfinding and signage standards within managed waterways.
- **Florida Inland Navigation District (FIND)**, which oversees regional dredging activities and local waterway navigation.



**US Army Corps  
of Engineers®**





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### US Army Corps of Engineers Meeting

The project team met with the USACE on Tuesday, November 25, 2025, to review federal regulatory considerations, discuss ongoing ecosystem restoration initiatives in the region, and clarify how future phases of the Oxbow Eco-Center Pedestrian/Bicycle Link Connector project may intersect with current and planned federal activities.

#### *USACE Role and Responsibilities in the Region*

USACE described its role as the federal partner to the SFWMD, which serves as the non-federal sponsor for key restoration activities under CERP. Several CERP-related improvements in the area will incorporate recreational features, such as canoe launches and parking areas, funded through a 50/50 cost-share between USACE and SFWMD. USACE staff noted that approximately 300 acres of floodplain are currently being acquired to support these restoration efforts, and that ongoing design and siting decisions are being led by agency staff.

USACE also discussed the long-term plan to remove accumulated muck from the North Fork of the St. Lucie River. This large-scale dredging initiative, anticipated around 2030, will establish sediment traps to manage future accumulation and improve river health. Additionally, the agency highlighted its Continuing Authorities Program (CAP), which supports small-scale survey and restoration projects and may serve as a potential funding source for related ecological enhancements.

#### *Planned Environmental Improvements Near the Study Area*

USACE noted that a SFWMD-led effort to rehydrate wetlands north of the study corridor is planned and will restore historical hydrologic connections in the floodplain. While these activities do not directly overlap with the preferred alignment alternatives, they represent important context for understanding future landscape conditions and ensuring compatibility between restoration and recreational objectives.



Midway Bridge at White City Park

### *Bridge Feasibility, Requirements, and Permitting Pathways*

USACE clarified that its jurisdiction over the proposed pedestrian/bicycle bridge would be limited to any in-water components, such as footers or pilings placed within waters of the United States. While the bridge structure itself falls outside of direct USACE authority, selection of the least environmentally damaging location is a key expectation under federal environmental standards. The agency reviewed its permitting processes and outlined several pathways that would apply depending on project impacts:

- USACE and FDEP permitting can occur concurrently, streamlining regulatory review.
- An **Environmental Resource Permit (ERP)**, overseen by FDEP, will be required and serve as the foundational permit for USACE evaluation.
- **Section 408 Review** may be triggered if the project alters a federally authorized civil works project. This engineering-based review considers potential impacts on:
  - Public safety
  - Functional integrity of federal infrastructure
  - Environmental resources
  - Real estate interests
  - Legal and policy compliance



USACE also described how federal regulatory review processes vary based on the scale and nature of impacts. For example, FDEP, not USACE, would permit any proposed boardwalk structures, although federal input would still occur where aquatic resources are affected.

### *Environmental and Cultural Resource Considerations*

USACE identified several environmental topics that must be evaluated as the feasibility study advances. While no in-water protected species are currently known in the project area, **manatee considerations remain important for any overwater structure**. Out-of-water impacts are likely to be of greater concern. USACE advised that **Cultural Resource Assessments and Wildlife Surveys may be required**,

especially if bridge approaches or trail connections disturb upland vegetation or tree canopy that could provide roosting habitat for protected bat species, including:

- Florida Bonneted Bat (Listed Protected Species)
- Tricolored Bat (Pending Protected Status)

These surveys can be cost-intensive and require seasonal timing, emphasizing the value of early coordination to avoid schedule delays.

USACE also explained that **Section 404 Impacts**, defined as adverse effects on aquatic ecosystems from the discharge of dredged or fill material into U.S. waters, will be a key consideration. To minimize such impacts, USACE suggested that **boardwalk-style structures** may be an effective alternative to traditional trail fill sections, especially in sensitive wetland areas where footprint minimization is required.



#### U.S. Coast Guard Meeting

The project team met with representatives of the USCG on Tuesday, December 9, 2025, to discuss navigational considerations, regulatory responsibilities, and the federal permitting process associated with a potential pedestrian and bicycle bridge over the North Fork of the St. Lucie River. The discussion focused on ensuring the proposed crossing

preserves safe navigation both under existing conditions and for future waterway use. USCG staff described their role as the federal authority responsible for reviewing bridge projects to ensure that navigation is preserved today and in the future. The agency oversees bridge permitting, modifications, and compliance with regulations governing structures over navigable waters.

#### Bridge Height and Navigational Considerations

USCG explained that the bridge permitting process allows the applicant to propose a **range of potential bridge heights**, including both minimum and maximum clearances. These proposed elevations are evaluated in the context of existing navigation patterns, upstream and downstream constraints, and comparable bridge structures in the vicinity.



Florida Bonneted Bat



Tricolored Bat

The agency advised reviewing bridge clearances north of the project site as reference points during the feasibility and design process. USCG noted that the **proximity of the proposed bridge location to an existing boat ramp** increases the importance of careful review, as vessel maneuvering, launch activity, and future growth in boating demand must be fully considered when evaluating navigational impacts.

### *Permitting Process and NEPA Review*

USCG outlined the steps required to advance bridge permitting under the **National Environmental Policy Act (NEPA)** framework. The applicant is responsible for gathering necessary supporting information and submitting **90 percent design plans** to USCG for formal review. As part of the process, a **Section 401 Water Quality Certification** application must also be submitted through the appropriate Water Management District.



St. Lucie River Looking North from Midway Bridge

Following submittal, the bridge permit application is issued for **Public Notice** by the agency. USCG will post the notice on its website, and the applicant is required to place a legal advertisement in a local newspaper. During the public comment period, USCG will respond to questions related to navigable waters, while the project team is responsible for addressing all other technical, environmental, or project-specific inquiries.

### *Coordination and Known Constraints*

USCG indicated that it is **not currently aware of any planned projects** that would directly impact the proposed bridge location. The agency reiterated that early coordination and thorough documentation of navigational conditions will be critical to ensure an efficient permit review process.

### *Next Steps*

USCG encouraged the project team to continue refining bridge concepts and gathering vessel usage information to support the permitting process. As the project advances, coordination with USCG will focus on confirming appropriate bridge height ranges, completing required environmental documentation, and preparing materials for public notice and review.



### Florida Inland Navigation District Meeting

The project team met with FIND on Tuesday, December 16, 2025, to discuss navigational considerations, bridge clearance requirements, and potential funding opportunities associated with the Study. The discussion focused on ensuring compatibility between a future pedestrian/bicycle bridge and existing and anticipated navigation activity on the North Fork of the St. Lucie River.

### Project Overview

The St. Lucie TPO provided an overview of the feasibility study, which seeks to identify an optimal and least-impactful location for a pedestrian and bicycle bridge connecting the Oxbow Eco-Center and the Citrus Hammock Preserve. **FIND staff acknowledged the importance of improving public access to waterways while maintaining safe and functional navigation corridors.**

### FIND Role and Responsibilities

FIND explained that its primary role is to support safe navigation and vessel movement within Florida's inland waterways. The district also administers Phase 1 and Phase 2 Grant Programs that fund public access improvements such as boat ramps, waterfront parks, and other water-dependent recreational facilities. **FIND noted that projects enhancing multimodal access to waterways, including pedestrian and bicycle facilities, may be eligible for funding consideration.**

### Planned and Funded Projects in the Region

FIND highlighted several funded public access projects in the region that reflect ongoing investment in recreational boating and waterfront access, including:

- White City Boat Ramp and Launch (anticipated 2026)
- River Park Marina Boat Ramp (anticipated 2026)

FIND staff indicated that a summary of additional funded projects would be shared with the project team. They also noted the



St. Lucie River at River Park Marina

potential availability of boating traffic data, which may inform bridge height and clearance decisions, and committed to following up if such data can be provided.

### *Bridge Clearance Requirements and Navigation Considerations*

FIND emphasized that its **primary concern** regarding the proposed pedestrian/bicycle bridge is **vertical clearance** to ensure continued navigability of the North Fork of the St. Lucie River. Staff referenced nearby bridge clearances as benchmarks for the feasibility analysis:

- **Prima Vista Boulevard Bridge:** approximately 12.8 feet
- **Crosstown Parkway Bridge:** approximately 23 feet
- **Midway Road Bridge:** approximately 9 feet

Based on these comparisons, FIND recommended a **minimum vertical clearance of 12 feet** for any new pedestrian bridge to accommodate recreational vessels and maintain navigational continuity. FIND clarified that the district does not issue permits for bridge construction; however, its clearance guidance is an important input for design coordination with other regulatory agencies, including FDEP, USACE and the USCG.

### *Funding Considerations*

FIND noted that the proposed bridge and associated trail connection could be eligible for funding if framed as part of a broader waterfront park or public access enhancement. This potential funding pathway reinforces the project's alignment with FIND's mission to expand safe, equitable public access to Florida's navigable waterways.

### **City of Port St. Lucie Meeting**



The project team met with representatives from the City of Port St. Lucie Public Works Department on Tuesday, January 6, 2026, to discuss local planning initiatives, ROW considerations, and potential multimodal connections associated with the Oxbow Eco-Center. The meeting focused on how the proposed bridge and associated trail connections could integrate with planned mobility improvements and existing infrastructure along Canal 106 and St. James Drive.

### *City of Port St. Lucie Planned Projects and Mobility Initiatives*

City staff shared information on several ongoing and planned mobility projects that may influence or complement the feasibility study. The City's *Mobility Plan* includes a planned SUP along St. James Drive, which is currently in the planning phase. Additionally, the city

has a separate project underway along Peachtree Boulevard. These initiatives indicate a broader interest in expanding bicycle and pedestrian infrastructure and improving non-motorized connectivity within the area.

### ***Canal 106 Shared-Use Path and Bridge Access Discussion***

A significant portion of the meeting focused on the feasibility of using the south side of Canal 106 as a multimodal connection between St. James Drive and the proposed pedestrian/bicycle bridge. The project team and City staff discussed the potential for a SUP along the canal's south bank to accommodate both bicyclists and pedestrians, while the north side of the canal would continue to function as an access road used by the Oxbow Eco-Center and City operations. City staff indicated support for a multi-use configuration on the south side of the canal, potentially incorporating:

- Bollards to manage access,
- A stabilized base suitable for maintenance and emergency access, and
- A 10-foot-wide asphalt path designed to meet SUP standards while also accommodating utility and service vehicles as needed.

City representatives noted that the city is exploring similar multi-functional corridor designs in other parts of the city, suggesting precedent for this type of approach for people walking, biking and rolling.

### ***Land Use, Permitting, and Coordination Considerations***

City staff raised several land use and regulatory considerations that will require further coordination as the project advances. Existing land use designations, including Open Space Conservation (OSC) Zoning, may limit certain types of development and could necessitate additional review or modifications to support a SUP. City staff also noted that water control structures can sometimes be considered a security asset or risk, and that internal coordination with the City's Stormwater Division would be necessary to evaluate implications. The city identified several key contacts who may be involved in future coordination:

- Stormwater Division Head, who may provide guidance on stormwater-related permits or approvals;
- Planning Division, who can assist with zoning, land use, and site planning considerations; and

City staff also indicated that there may be existing easement access along the canal, which could support the proposed alignment, though this would require verification. Depending on final design and alignment decisions, a city ROW Permit may be required to implement the proposed SUP along Canal 106.

### Next Steps

The city committed to providing relevant staff contacts to support follow-up discussions related to planning, zoning, and stormwater considerations. The project team will continue to evaluate the Canal 106 SUP concept as part of the overall feasibility analysis, incorporating City input related to access, design standards, land use constraints, and permitting requirements.

### Earth Day Community Event 2026

The project team attended the **22<sup>nd</sup> Annual St. Lucie Earth Day Festival** at the Oxbow Eco-Center on Saturday, April 18, 2026, from 10:00 AM to 4:00 PM to showcase the project and gather feedback from the community. The project team spoke to over 100 community members about the project with over 98% supporting the project. When the project team asked community members what types of features they would like to see as part of the proposed improvements, the following items were mentioned:

- Shade trees (7)
- Water fountains (7)
- Restrooms (7)
- Lighting (4)
- Bat houses (4)
- Butterfly gardens (4)
- Distance markers (3)
- Trash cans (3)
- Pet waste stations (3)
- Pollinators (3)
- Signage for natural habitats (3)
- Seating (2)
- No motorized mobility devices (2)
- Recycling (2)
- Environmentally friendly materials (2)
- Environmentally friendly construction practices (2)
- Fishing/observation pier (2)
- Bicycle and pedestrian separation
- Security
- Emergency response access



Earth Day Festival Flyer

There were two community members who were not in favor of the project.

Their main concerns were related to e-bikes/e-motos/dirt bikes using the facility and accessing their neighborhoods in addition to electronic mobility devices and their users not following the rules.

Other concerns included trash, noise pollution, poaching, and destruction of native habitat.

All comments and boards from Earth Day can be found in **Appendix C**.

**Figure 4** includes a collage of photos from the event.



**Figure 4: April 2026 Earth Day Photos**

## 2. Summary of Existing Conditions

A geographic analysis of the study area was conducted to document existing conditions of the study area. Available data on socio-demographics, land use, property ownership, utilities, and environmental features were compiled and reviewed.

### Background

The North Fork of the St. Lucie River is part of the St. Lucie Aquatic Preserve, established in 1972, is bounded to the north by Midway Road in White City and the southern boundary extends to just west of the Roosevelt Bridge (SR-5/US-1) in Martin County. The Aquatic Preserve is 2,972 acres and is west of the Intracoastal Waterway. The St. Lucie Aquatic Preserve is managed by the FDEP's Office of Coastal and Aquatic Managed Areas (CAMA).

The St. Lucie Aquatic Preserve supports a diversity of species and serves as an important nursery ground for a variety of fish and wildlife. There is a diversity of habitats within the preserve, including freshwater tidal swamps to estuarine mangrove forests and oyster reefs. Most of the preserve is between one- and five-foot elevation and consists of wetland communities including tidal and floodplain swamp and forest. The area is also subject to water quality issues from stormwater discharge and agricultural runoff.

Within the study area, there were sections of the North Fork St. Lucie River that was straightened between the 1920s and 1940s by the NSLWCD and USACE for navigation and flood control purposes. The associated spoil was piled as much as 25-foot high and 50-foot wide along the newly created channel, creating a non-contiguous berm that has isolated historic floodplains and cut off old riverbeds. Today part of the berm is used as a boardwalk along the western bank of the St. Lucie River at the site of the Oxbow Eco-Center. The County is currently working with USACE to rehydrate the area north of the study area's broken oxbow.

The North Fork of the St. Lucie River has four public boat ramps, with the study area falling in between White City Park and River Park Marina's, along with three public canoe stopovers along the river, including one at the Oxbow Eco-Center, which also connects



Oxbow Trailhead and Amenities

into a hiking trail. There are six bridges that cross the aquatic preserve within St. Lucie County:

1. Midway Road (CR-712), at the northern boundary
2. Prima Vista Boulevard
3. Crosstown Parkway
4. Port St. Lucie Boulevard
5. Mapp Road, and
6. Murphy Road, at the southern boundary.

The study area falls between Midway Road and Prima Vista Boulevard Bridges, 1.5-to-2-miles respectively, from the study area.



Citrus Hammock Trailhead and Amenities

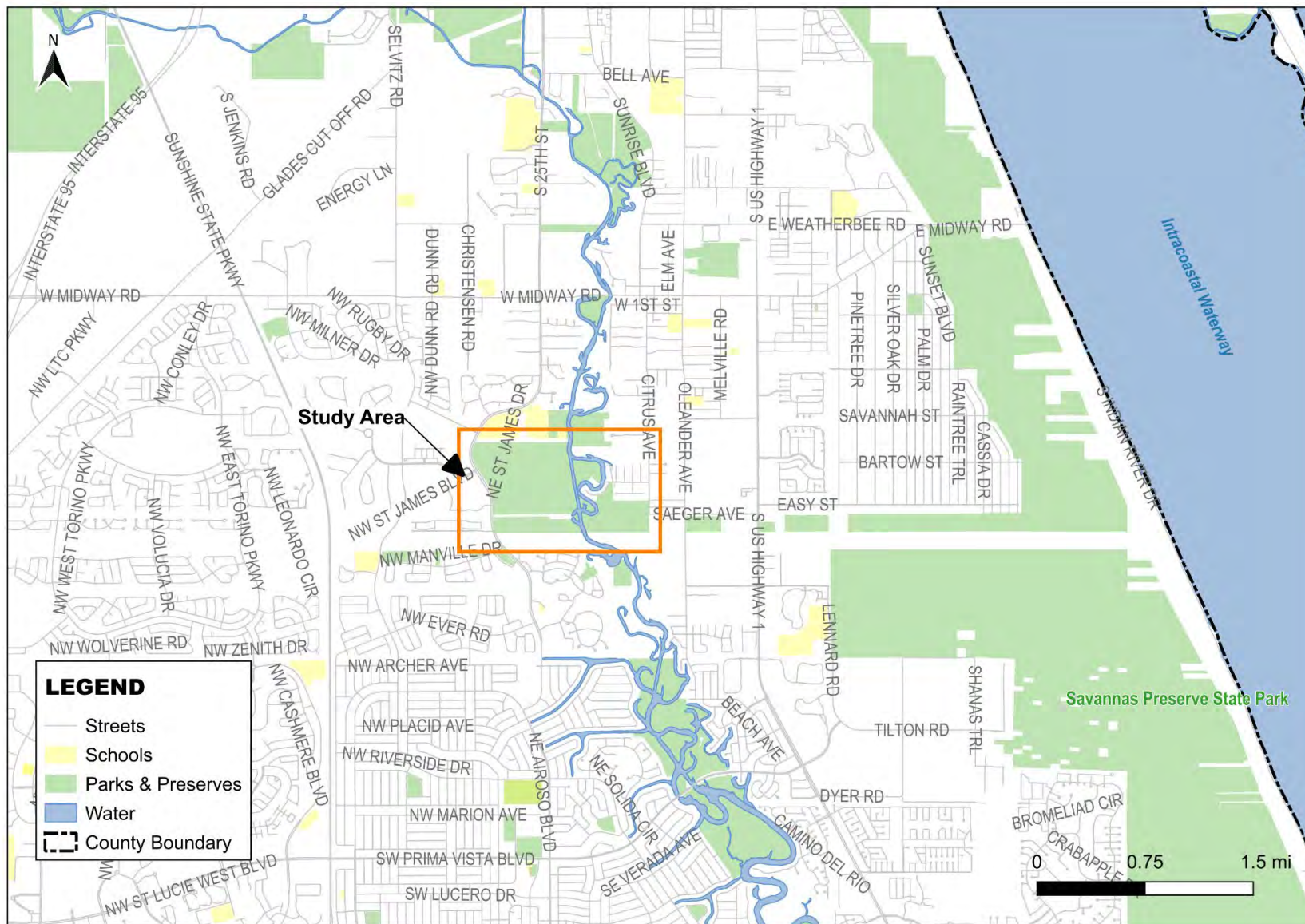


Figure 5: Study Area

## Study Area

The study area encompasses the Oxbow Eco-Center and Citrus Hammock Preserve, **Figure 5**, which is characterized by rich natural environments and several existing infrastructure features that influence potential trail development. Both are part of the North Fork St. Lucie River Greenway, serving as critical wildlife corridors for the region.

The Oxbow Eco-Center, **Figure 6**, is a 225-acre preserve located west of the St. Lucie River and is accessible via St. James Drive, it is managed by St. Lucie County. The Eco-Center features pine flatwoods, floodplain forests, and seasonal wetland ecosystems, nature trails, and environmental education facilities. Wildlife at the center includes gopher tortoises, sandhill cranes, wading birds, and manatees. There are over 3.5 miles of hiking trails, an observation tower, boardwalks, and a canoe/kayak landing dock. The center itself includes solar panels, passive lighting, and rainwater cisterns. The Eco-Center has planned improvements, **Appendix D**, which include a new education building, an outdoor classroom, new trailhead, and 250 feet extension of the boardwalk in addition to a rebuilding of the existing boardwalk, and trail markers. Additional projects include footbridge, redesign and rebuilding of the canoe dock, rebuilding of the platform, and a pavilion for school field trips.

Citrus Hammock Preserve, **Figure 7**, is a 64-acre preserve located east of the St. Lucie River and is accessible via Citrus Avenue, protecting native habitat and providing opportunities for passive recreation. The preserve is dominated by a mature hydric hammock or wet forest and floodplain forest which includes ancient live oaks, laurel oaks, cabbage palms, red maples, and pond apple trees. There is a four-acre man-made pond designed to filter stormwater runoff from local streets before reaching the river. Wildlife at the preserve includes woodland birds such as Pileated Woodpeckers, Red-bellied Woodpeckers, and Cardinals. The pond attracts wading birds and other waterfowls. There is a ½-mile self-guided interpretive trail, fishing, and a stop-over for paddlers.

**Figure 8** includes a map of property boundaries, outlining the parcels under review for this study. The St. Lucie River is managed by multiple agencies, including St. Lucie County, SFWMD, US Fish and Wildlife (FWC), USCG, and USACE. FPL is the owner of the Transmission Powerline Corridor south of the Oxbow Center and Citrus Hammock Preserve, the FPL Transmission Corridor has been identified as a conservation easement and wildlife corridor by the *North Fork St. Lucie Aquatic Preserve Management Plan*. Residential subdivisions are established to the west and east of the river near the preserves. Feasibility studies of similar trails prioritize routing on public parcels where it is possible to reduce costs and permit complexities.

In the area south of the broken oxbow, the North Fork of the St. Lucie River spans approximately 130 to 150 feet in width. North of the broken oxbow, the North Fork of the St. Lucie River splits in two, before meeting again into one river for the span of the Oxbow Eco-Center. At this split, the width of the river is between 640 to 725 feet in width, which includes Idabelle Island Marsh.

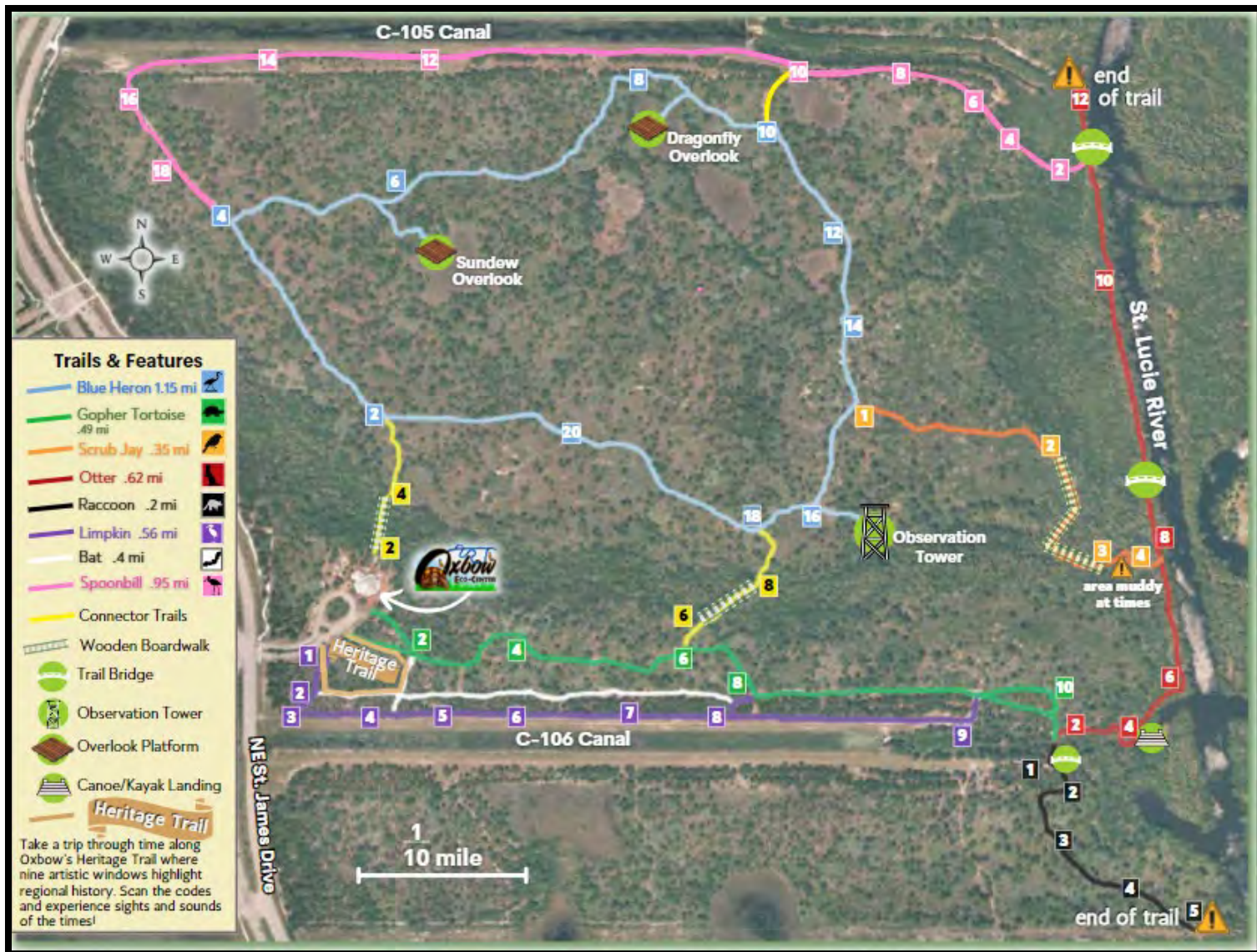


Figure 6: Oxbow Trail & Features Map

# Citrus Hammock Preserve

**Map Key**

- Hiking Trail
- Future Hiking Trail
- Wildlife Viewing Areas
- Kayak/Canoe Stopover
- Trailside Bench
- Trailhead
- Parking
- Picnic Areas
- Trailside Bench

### Welcome to Citrus Hammock Preserve

This 84-acre preserve is located within the historic boundaries of White City, Citrus Hammock Preserve is an integral part of the North Fork St. Lucie River (NFSLR) the state designated paddling trail and acts as a green space for plants and wildlife.

Deep within this site lies a remnant of the historic floodplain forests like those that once lined the banks of the entire St. Lucie River. The half-mile interpretive trail weaves through the area once dominated by George Venters' citrus groves and tomato fields. Hike to see how the natural plant communities are steady.

**Restoration Efforts:**  
**Importance of Preservation:** Citrus Hammock Preserve was purchased with funds from the St. Lucie County Environmentally Significant Lands Bond Program, a local voter approved bond, and matched with Florida Communities' Trust Program, a State funding program to preserve and provide passive public access to Florida's remaining natural treasures. Acquisition of this site allowed for the continuation of the ecological corridor that runs along the NFSLR which was designated as an aquatic preserve in 1972.

**Stormwater Pond:** The 4-acre man-made pond provides habitat for wildlife such as wading birds and waterfowl, helps offset historic wetland habitat loss in St. Lucie County, and provides water quality and flood protection for stormwater runoff. Pollutants such as sediments, fertilizers, pesticides, heavy metals, oils and grease historically drained directly into the river; this pond now functions like a filter-system helping to trap and treat these harmful pollutants.

**Plants and Wildlife:**  
 Citrus Hammock is home to many rare varieties of plants and wildlife. In fact, 13 of the species living in this preserve are listed as threatened or endangered. Commonly seen wildlife include: aquatic turtle species, barred owls, anhinga, raccoons, cormorants, great egret, bobcats, wild hogs, and many species of snakes. Unique plants include: shoestring fern, pond apple, red maple, large historic slash pine, live oak, and many more.

**The Pleasant Side of Poison Ivy:** Believe it or not, the poison ivy (*Toxicodendron radicans*) growing within Citrus Hammock Preserve is an important food source for raccoon, rabbits, native bees and over sixty species of birds, many of which depend on this plant during migration. Although the roots, leaves, stems and fruits of this plant contain urushiol, a chemical that causes a severe and painful rash in humans, most wildlife is unaffected by poison ivy. This plant grows as a vine as seen in the image to the right, or as ground cover and shrub with alternate leaves which are pointed and usually shiny leaflets of three.

**Take only photos and leave only footprints!**  
 Please observe all wildlife from a safe distance.

Shoestring Fern  
*Vittaria lineata*

Peninsula Cooter  
*Pseudemys peninsularis*

Raccoon  
*Procyon lotor*

Halloween Pennant Dragonfly  
*Callibaetis sponia*

**Preserve Etiquette:**

Enjoy: Hiking, birding, photography, picnicking, other wildlife viewing or a peaceful retreat. Use Citrus Hammock Preserve at your own risk. Be prepared for the Florida heat, sudden thunderstorms/lightning & wildlife.

Call 911 in case of an emergency.

To ensure public safety and environmental protection, the following are NOT allowed:

- Motorized vehicles;
- Littering/destruction of property;
- Trapping, hunting, feeding, disturbing, or releasing wildlife;
- Removal of plants, animals, archeological or cultural resources.

**Attention Pet Owners:** Keep pets on a leash and pick-up pet waste, it's the law.

Fishing on site is catch and release only.

Pack: water, snacks, sunscreen, insect repellent, and a cell phone when venturing onto trails.

This site is open from **Sunrise to Sunset**.

For more information about this conservation area or other lands managed by St. Lucie County Environmental Resources, please contact:

**St. Lucie County Environmental Resources Department**  
 2300 Virginia Avenue  
 Ft. Pierce, FL 34982  
 (772) 462-2526

Please help keep this area clean — Pack trash out with you! It takes your tax dollars to clean up vandalism and litter on public lands.

Figure 7: Citrus Hammock Preserve

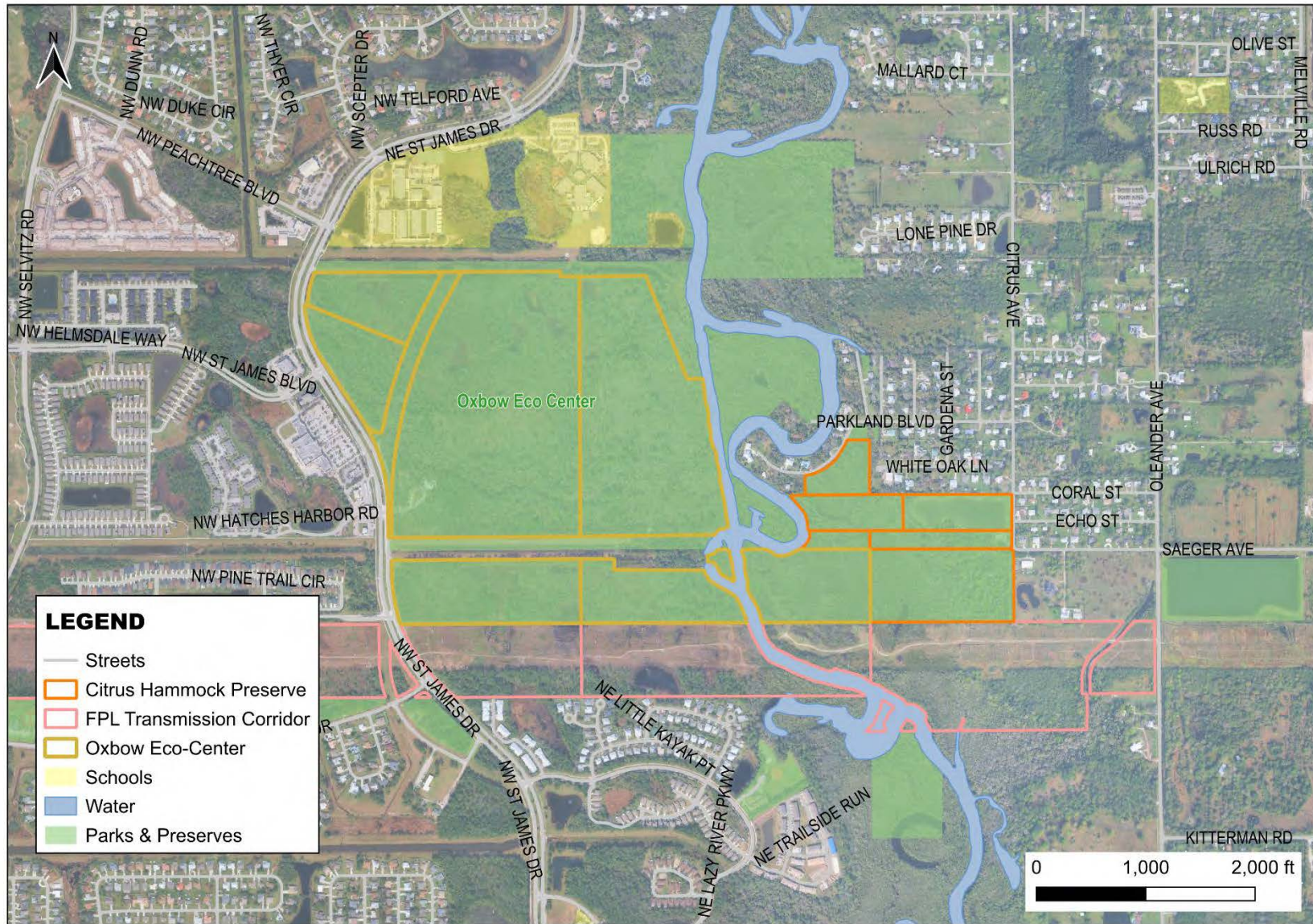


Figure 8: Property Boundaries Map

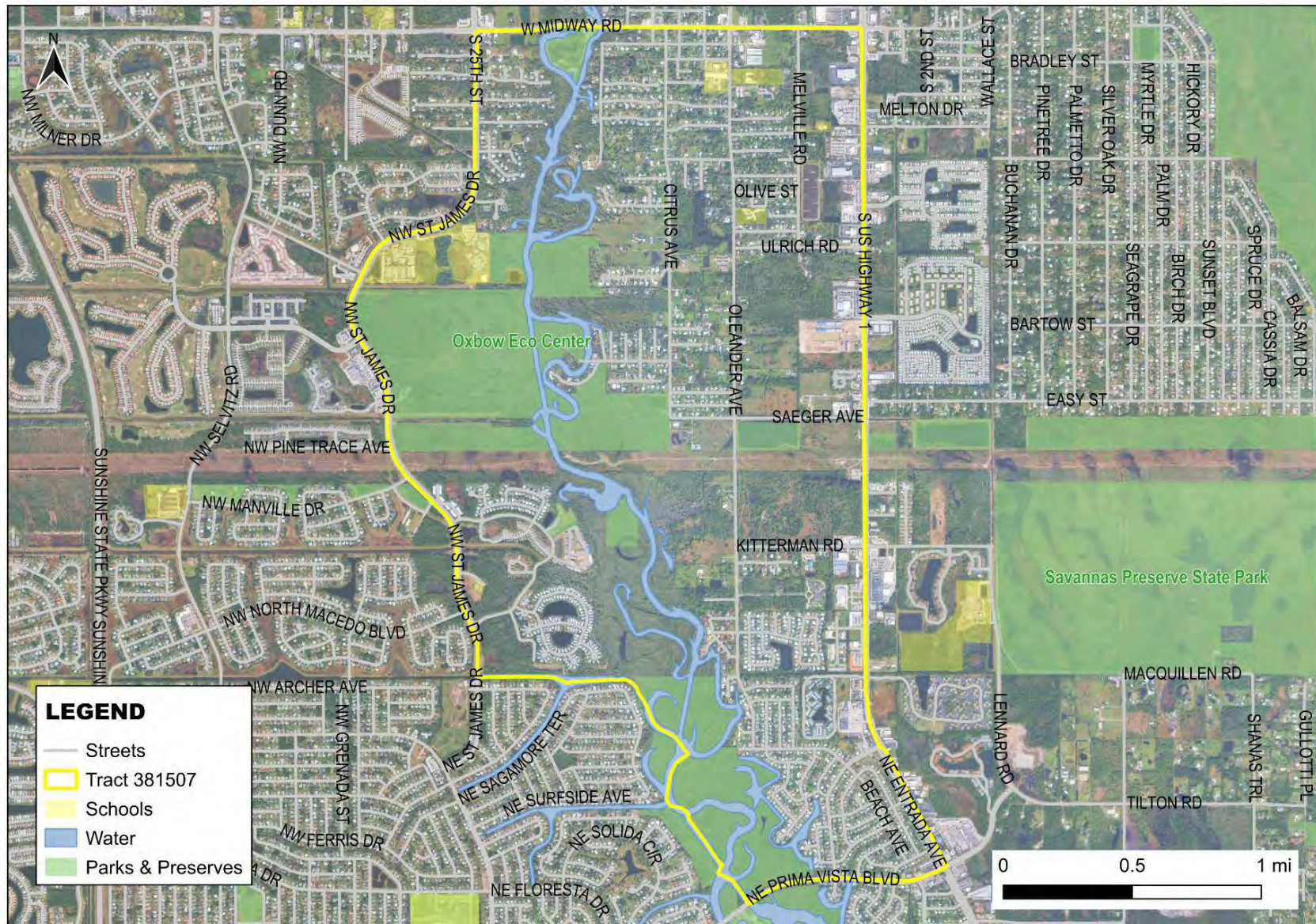


Figure 9: Study Area Census Tract

### Socio-Demographic Summary

The study area sits within Census Tract 12111381507, which encompasses much of the surrounding Port St. Lucie suburban neighborhoods, see **Figure 9**. According to the American Community Survey or ACS, this tract has an estimated population of 6,406 residents over an area of 4.9 square miles.



The population in this community is older compared to the county, with a median age of 57.6 years versus the countywide median age of 45 years. Household incomes in the tract are higher compared to the county average, with a median household income of \$71,120 (compared to \$66,530 countywide). Per capita income is \$46,243 with a poverty rate of 4%, which is less than the county's 9.5% poverty rate. Education levels in the tract reflect higher attainment compared to the county average: 21.3% of adults hold a bachelor's degree or higher, compared to 16.6% across St. Lucie County.

The median travel time to work is 25.1 minutes, which is also consistent for the region. Within this census tract, average commute times are consistent with countywide averages (~30 minutes), indicating residents rely heavily on automobile travel to employment centers outside their immediate neighborhoods.

Regional commuting patterns in St. Lucie County shows that a large majority of residents commute by automobile to work, reflecting the suburban context. However, there is growing policy emphasis on diversifying travel options; the City of Port St. Lucie's *Mobility Plan* identifies multi-use trails, side paths, and bicycle / pedestrian facilities as critical investments to support safe, sustainable commuting.



Midway Road Approaching Midway Bridge Over the North Fork St. Lucie River



## Study Area Trail Connectivity

The proposed connector would close a direct east-west gap across the river of approximately 0.2–0.6 miles (depending on landing locations and geometry) between existing trailheads/parking areas at the Oxbow Eco-Center and Citrus Hammock Preserve, thereby linking local trail assets with planned county and regional corridors. By connecting two managed preserves and tying them into the North Fork Trail and the ECG / SUN Trail can increase recreational ridership, foster ecotourism, and provide residents and visitors with safe access to long-distance trail routes. The ECG / SUN Trail system includes approximately 27-miles of regional trail connectivity within St. Lucie County which includes the 85-miles of trails and greenways envisioned by county plans.

By learning from these precedents, this Study has been tailored to not only find a technically feasible solution, but one that is environmentally responsible, publicly supported, and strategically significant for the region's trail system. These lessons will continue to guide the project as it moves beyond feasibility into implementation.



Educational Trail Signage



Trail Marker

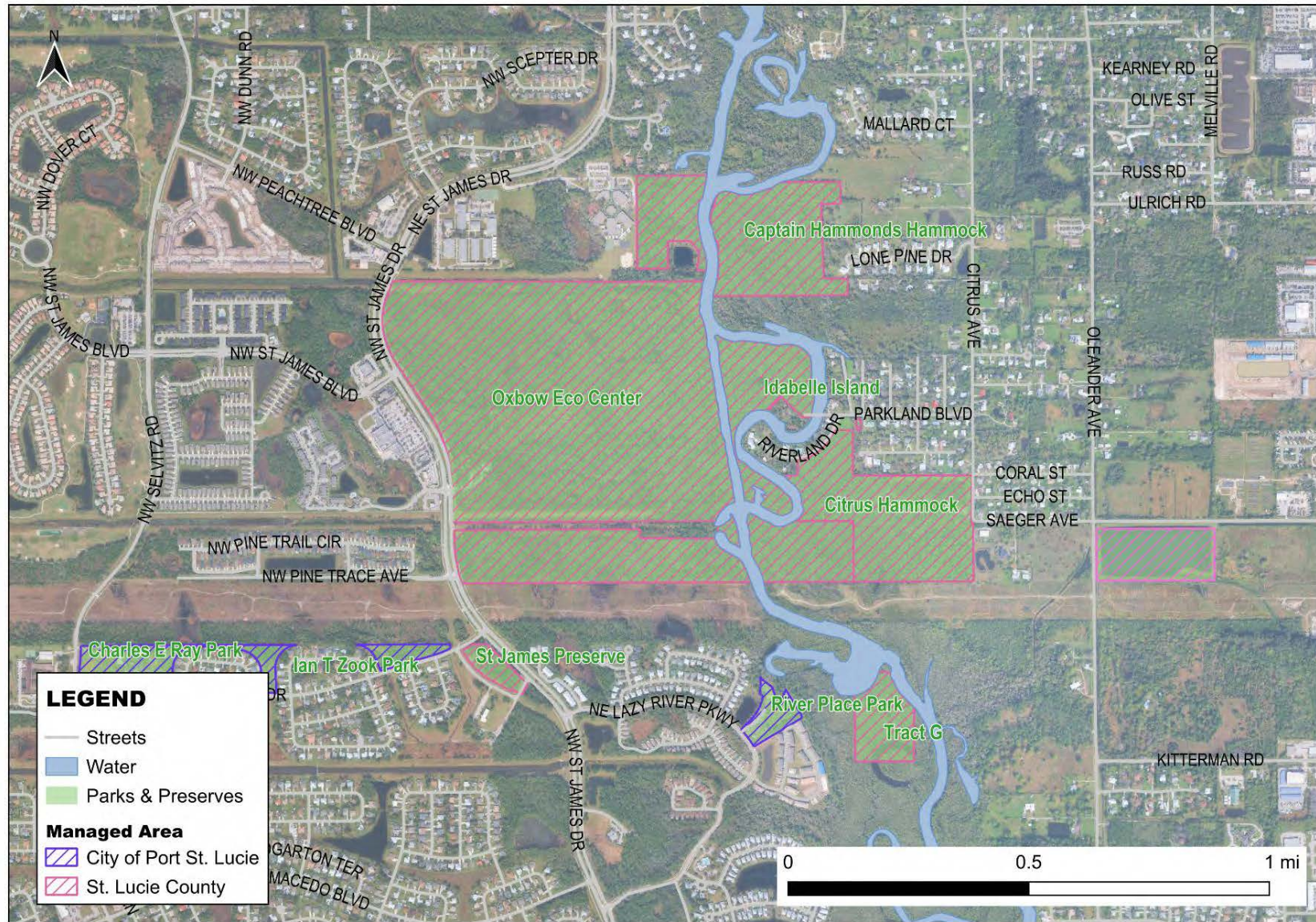


Figure 11: Managed Areas

## Managed Areas

The proposed Oxbow Connector link runs east–west and effectively provides a straight-line alignment between the Oxbow Eco-Center and the Citrus Hammock Preserve. The study area is managed by various public and private entities, **Figure 11**, notably Oxbow Eco-Center and Citrus Hammock preserve, which are both managed by St. Lucie County. The Oxbow Eco-Center is operated and maintained by St. Lucie County ERD via a 99-year lease with the SFWMD, who is the property owner. Citrus Hammock Preserve is owned and operated by St. Lucie County ERD.



Citrus Hammock Preserve

Adjacent properties include the FPL Transmission Corridor to the south, as well as numerous residential neighborhoods surrounding the preserves, on both sides of the river. In addition to the property owners, there are several agencies responsible for various activities related to the St. Lucie River and preserved lands. These stakeholders include:

- **US Coast Guard (USCG)** is responsible for the safety, security, and stewardship of U.S. navigable waters.
- **US Army Corp of Engineers (USACE)** is responsible for managing, maintaining and regulating the nation’s navigable water resources, including dredging to maintain channel depths in the St. Lucie Inlet and authorizing construction activities to protect navigation.
- **Florida Department of Environmental Protection (FDEP)** is the state’s leading environmental regulatory agency.
- **Florida Fish and Wildlife Conservation Commission (FWC)** manages fish and wildlife resources and is responsible for boating safety regulations, including signage within the waterway.
- **South Florida Water Management District (SFWMD)** is responsible for managing and protecting water resources from Orlando to the Florida Keys.
- **North St. Lucie Water Control District (NSLRWCD)** is responsible for managing and maintaining the surface water drainage and flood control infrastructure in the area.
- **St. Lucie County** is responsible for policy, budget, land use, health, safety, and development in the county.
- **St. Lucie TPO** is responsible for allocating federal funds and long-range transportation planning within the county.
- **Oxbow Eco-Center** is both a nature preserve and an environmental learning center in Port St. Lucie, Florida and is also the Environmental Education and Community Outreach Division of St. Lucie County’s ERD.



Figure 12: Study Area Recreational Features

### Recreational Features



Oxbow Seating Along a Trail

Within the Oxbow Eco-Center, there are existing unpaved nature trails and boardwalks that approach the river’s edge, offering scenic overlooks of the North Fork St. Lucie River. Nature trails within the Oxbow Eco-Center currently lack direct connectivity across the St. Lucie River. The absence of a river crossing for pedestrians and bicyclists represents a critical gap between these natural assets. Filling this gap would significantly enhance the functionality and connectivity of the region’s active transportation network. The North Fork St. Lucie River itself is a designated Blueway, with paddling routes providing recreational opportunities for kayaking and canoeing.

On the Oxbow Eco-Center side (west), the primary access is via St. James Drive, there is an existing parking area and trailhead at the Oxbow Eco-Center. On the Citrus Hammock Preserve side (east), access is from Citrus Avenue; a small gravel parking area and kiosk exist at the preserve entrance. A new trail connector should be tied into these access points. ROW ownership along prospective alignments varies, much of the land is County-owned preserve or private utility, but there may be private parcels adjacent to the corridor (i.e., residential properties or undeveloped land) that must be identified to avoid trespass or to explore easement or acquisition, if necessary.

The project team was informed that the Oxbow Eco-Center managed a pedestrian counter on the Raccoon hiking trail leading toward the proposed trail alignments. Pedestrian counts show the access point receiving steady activity throughout the year with the most active time usage during the cooler and dryer parts of the year, see **Figure 13**.

Pedestrian Counts

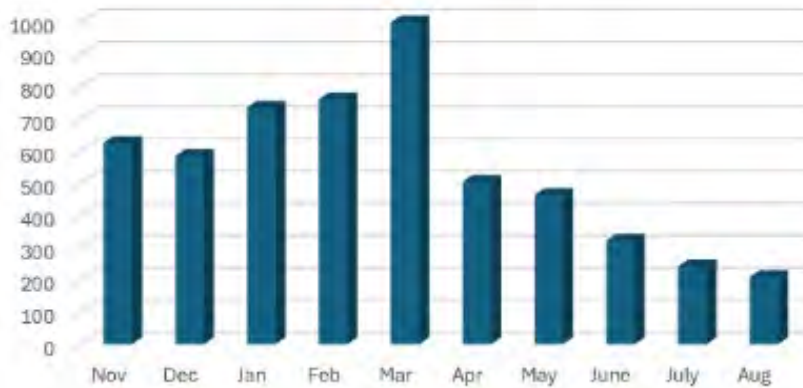


Figure 13: Raccoon Trail Pedestrian Counter (2025)



## Land Cover

On the east side, the Citrus Hammock Preserve primarily comprises of Mixed Wetland Hardwoods, Mixed Shrubs and Brazilian Pepper, with a notable four-acre retention pond in the interior of the preserve which collects and treats stormwater discharge. At this location, the river is an oxbow, a bend in the North Fork River, which contributes to scenic views but also indicates possible deeper channels or unique hydrological conditions to consider for bridge support.

The west end of the corridor at the Oxbow Eco-Center consists of Pine Flatwoods, Mixed Wetland Hardwoods, some Freshwater Marshes, and some Mixed Shrubs. The terrain on both sides of the river is low-lying and periodically inundated, reflecting the river's floodplain. This presents both ecological value and engineering challenges for a trail connection, such as the potential need for elevated boardwalks or bridging over wetlands.

These wetlands provide valuable wildlife habitat and water quality benefits, as noted in the preserve's management plan. The presence of wetlands means any trail or bridge construction must be sensitive to minimizing fill or dredge impacts. Elevated structures such as boardwalks on pilings will likely be used where the trail crosses wetland areas.



Citrus Hammock Wetlands



Citrus Hammock Trail seating



River Park Marina Wildlife

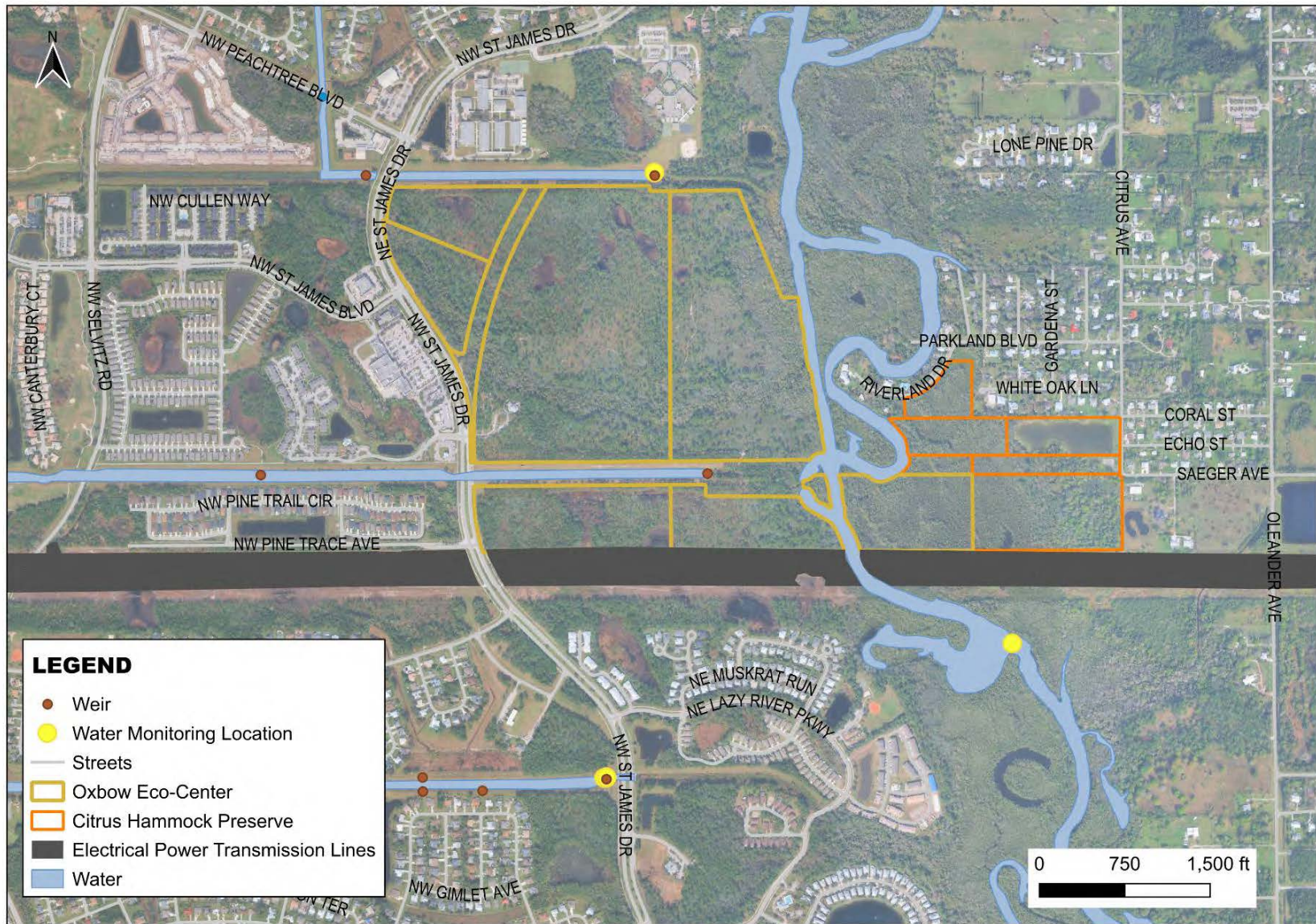


Figure 15: Study Area Utilities

## Utilities

A significant existing feature in the corridor is the FPL utility corridor spanning east and west, crossing the river, south of the Oxbow Eco-Center and Citrus Hammock Preserve, **Figure 15**. The FPL Transmission Corridor is a clear linear path containing high-voltage power transmission lines on tall towers from the nuclear power plant on Hutchinson Island westward across the Indian River Lagoon and our study area and ending just west of I-95. The *North Fork St. Lucie Aquatic Preserve Management Plan* highlights it as one of two wildlife corridors connecting Savannas Preserve State Park and the North Fork St. Lucie Aquatic Preserve.

The FPL Transmission Corridor initially presents a potentially feasible route for locating the trail and bridge. However, use of the FPL ROW would require coordination with the private utility company and careful design to ensure safety clearances under the power lines.

Although the corridor itself has been cleared, a bridge would still be required to span the river along this alignment. Such a structure would need to be newly constructed for pedestrian use, as there is no service bridge currently extending across the water. Any proposed structure could not exceed 14-foot vertical clearance from the existing grade.

St. Lucie County has obtained an easement access agreement with FPL for a 10-foot pedestrian accessway to/from the Oxbow Eco-Center and the River Place Community, a single-family residential neighborhood south of the Oxbow Eco-Center and FPL Transmission corridor, see **Appendix E**.

In addition to the transmission lines, there are various weirs, indicated by the red dots on **Figure 15** within the study area that the team is aware of. It is important to note that the project team does not anticipate impacts to existing weirs and will note if there are potential impacts upon further investigation. There are no other known utilities without a field review of the study area.



FPL Transmission Corridor



## Flood Zones

The North Fork of the St. Lucie River and adjacent floodplain wetlands create complex hydrology. Any crossing (bridge or boardwalk) must be designed for tidal flows and wet seasonal high water. USACE in partnership with St. Lucie County has a planned project to rehydrate the west riverbanks north of the broken oxbow. This project may provide an opportunity to coordinate planning efforts for public access.

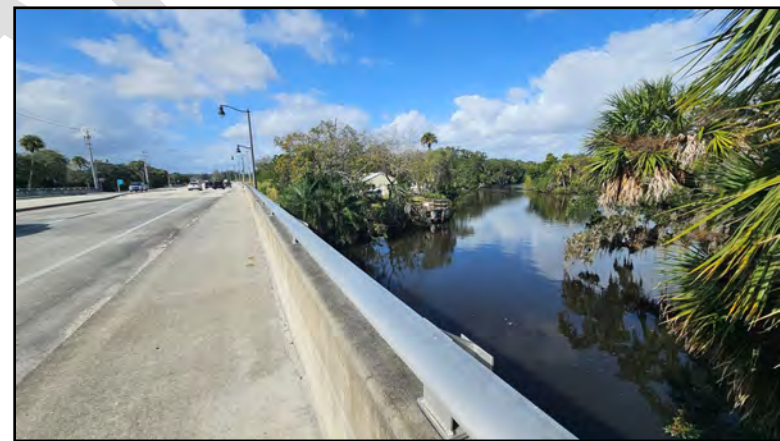
Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs), **Figure 16**, indicate that portions of the project area, particularly adjacent to the North Fork of the St. Lucie River, lie within the 100-year and 500-year floodplains. Any connector alignment must therefore account for flood resilience, structural design requirements, and potential permitting challenges associated with water crossings.

Regional planning documents (St. Lucie TPO LRTP and Florida Greenways guidance) emphasize resilience, designing trail and bridge features to accommodate future changes in flood frequency and water levels. Elevated trail approaches, longer spans to avoid placing fill in floodways; and low-maintenance, corrosion-resistant materials are recommended.

In addition to flooding, the Southeast Florida Regional Climate Change Compact recommends planning for 92 to 136 inches of sea level rise for projects that have an expected design life of 50 years or more.



Citrus Hammock Preserve Water Retention Area



Midway Bridge Looking West

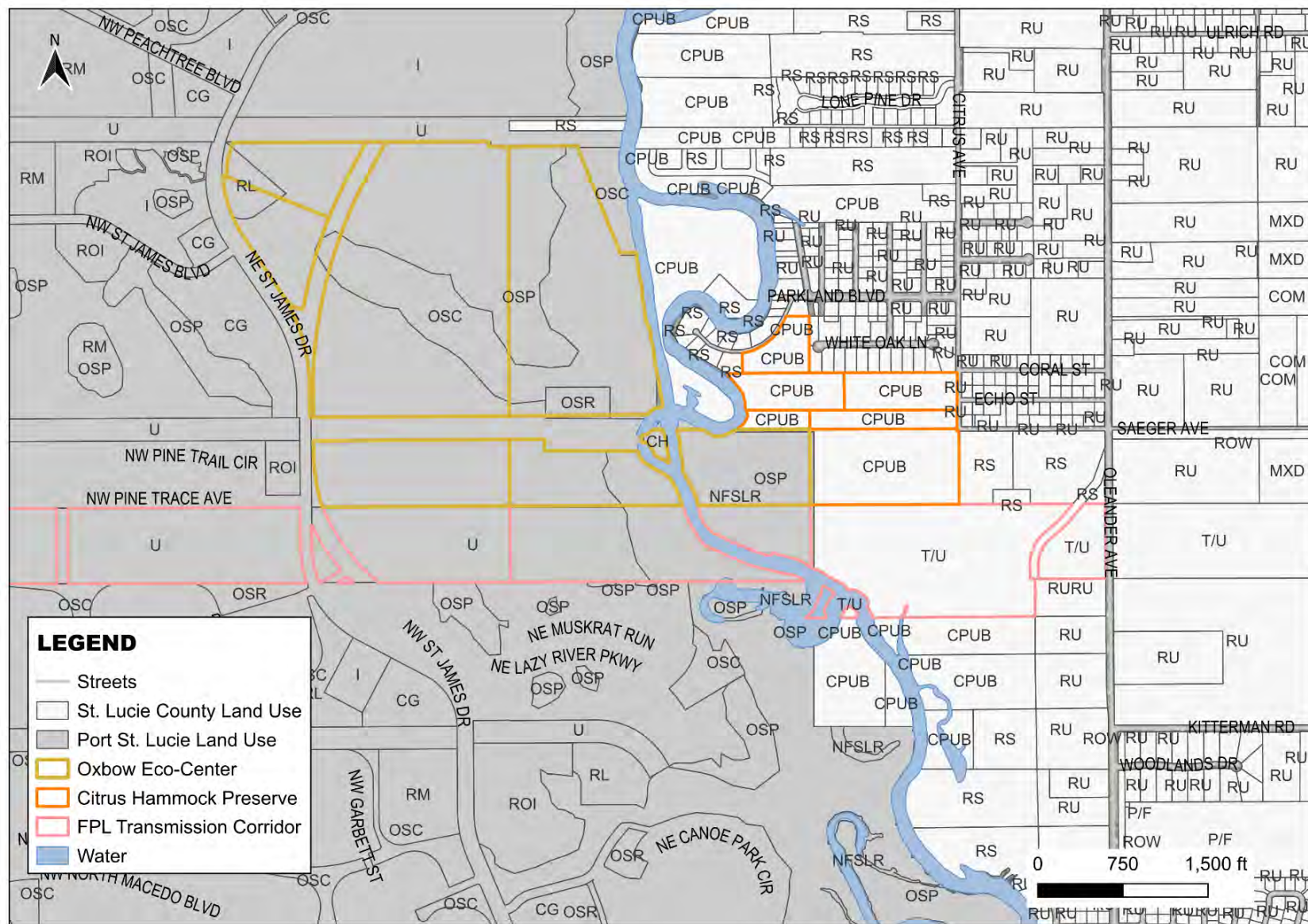


Figure 17: St. Lucie Future Land Use

## Future Land Use

The study area falls within the boundaries of St. Lucie County to the east and the City of Port St. Lucie to the west. According to the County's Future Land Use Map, the study area land uses include Conservation Public (CPUB), Residential Suburban (RS), Residential Urban (RU), and Transportation/Utilities (T/U). The City of Port St. Lucie Land Use Map includes North Fork St. Lucie River (NFSLR), Open Space Conservation (OSC), Open Space Preservation (OSP), and Utilities (U).

According to the Future Land Use Map for Port St. Lucie and surrounding unincorporated areas, the neighborhoods around the Oxbow Eco-Center and Citrus Hammock Preserve are designated predominantly as Residential and Preservation/Conservation lands along the river corridor. These residential zones are car-dependent suburban neighborhoods, with limited pedestrian or bicycle connections across the North Fork. Existing roadways, such as St. James Drive (west side) and Citrus Avenue (east side), provide vehicular access to individual preserves but do provide viable connectivity for non-motorized users.

This underscores the benefit for local connections that reduces auto reliance for short trips, such as walking or biking, to a nearby preserve, park, or school. The Oxbow Connector would thus serve both recreational and functional commuting purposes. By creating a low stress, safe, and comfortable pedestrian/bicycle link across the river, the project would shorten travel distances between residential areas and natural/recreational amenities. In the longer term, integration with the North Fork Greenway and ECG / SUN Trail network will enhance non-motorized commuting options, tying the local neighborhood network to regional active transportation systems. This reflects the vision of balancing suburban residential growth with environmentally sensitive, multimodal infrastructure.



Bike Parking Near the Oxbow Eco-Center Educational Center and Trailhead

## Findings

Overall, the project's purpose is to identify a pedestrian/bicycle connection that balances natural resource stewardship with non-motorized connectivity at the local and regional scale. The study area can be summarized as an ecologically sensitive landscape with high-value habitat; current crossings are located at Prima Vista Boulevard (~2 miles south) and/or Midway Road (~1.5 miles north). The groundwork laid in this phase, understanding environmental and socio-cultural conditions directly informed the development of feasible alignments.

The study's existing conditions assessment identified the general span length needed for a bridge (on the order of +/-140 to +/-175 feet, based on mapping) and the potential need for intermediate support or landing areas in the floodplain. The assessment considers all available utility data for the area (e.g. underground pipelines, overhead transmission lines, and outfalls) and any cultural or historical features (none were registered within the direct corridor, as the preserves are primarily natural lands).

From a planning perspective, demographics suggest a trail connection would serve a family-oriented and older population base with a mix of middle- and higher income households. The relatively high share of working-age residents and older families underscores the potential for strong demand for accessible recreational trails, safe active transportation routes, and educational amenities linked to the study area. The demographic composition reinforces how the Oxbow Connector could provide meaningful community health and recreational benefits while enhancing access to nature-based resources and conservation.

### Existing Conditions Key Takeaways:

- The Oxbow Eco-Center is operated and maintained by St. Lucie County via a 99-year lease with the SFWMD, who is the property owner. The Citrus Hammock Preserve is owned and operated by St. Lucie County, both are public lands.
- The FPL Transmission Corridor is owned and operated by FPL, a private company.
- USACE has planned a project to rehydrate riverbanks north of the broken oxbow. This may provide opportunities to coordinate planning efforts for public access.
- The County has an easement agreement with FPL for pedestrian access to/from Oxbow Center and River Place community.
- SFWMD provided the current engineering standard for a pedestrian bridge, which is currently being revised.
- The FWC oversees signage within the waterway, this project will need coordination with FWC at later stages.
- The USCG oversees navigable waters and bridge permitting, this project will need early coordination for a bridge.
- Existing boat traffic will determine the height for the bridge.
- Design standards fall under FDOT, American Association of State Highway and Transportation Officials (AASHTO), and Florida Building Code standards.

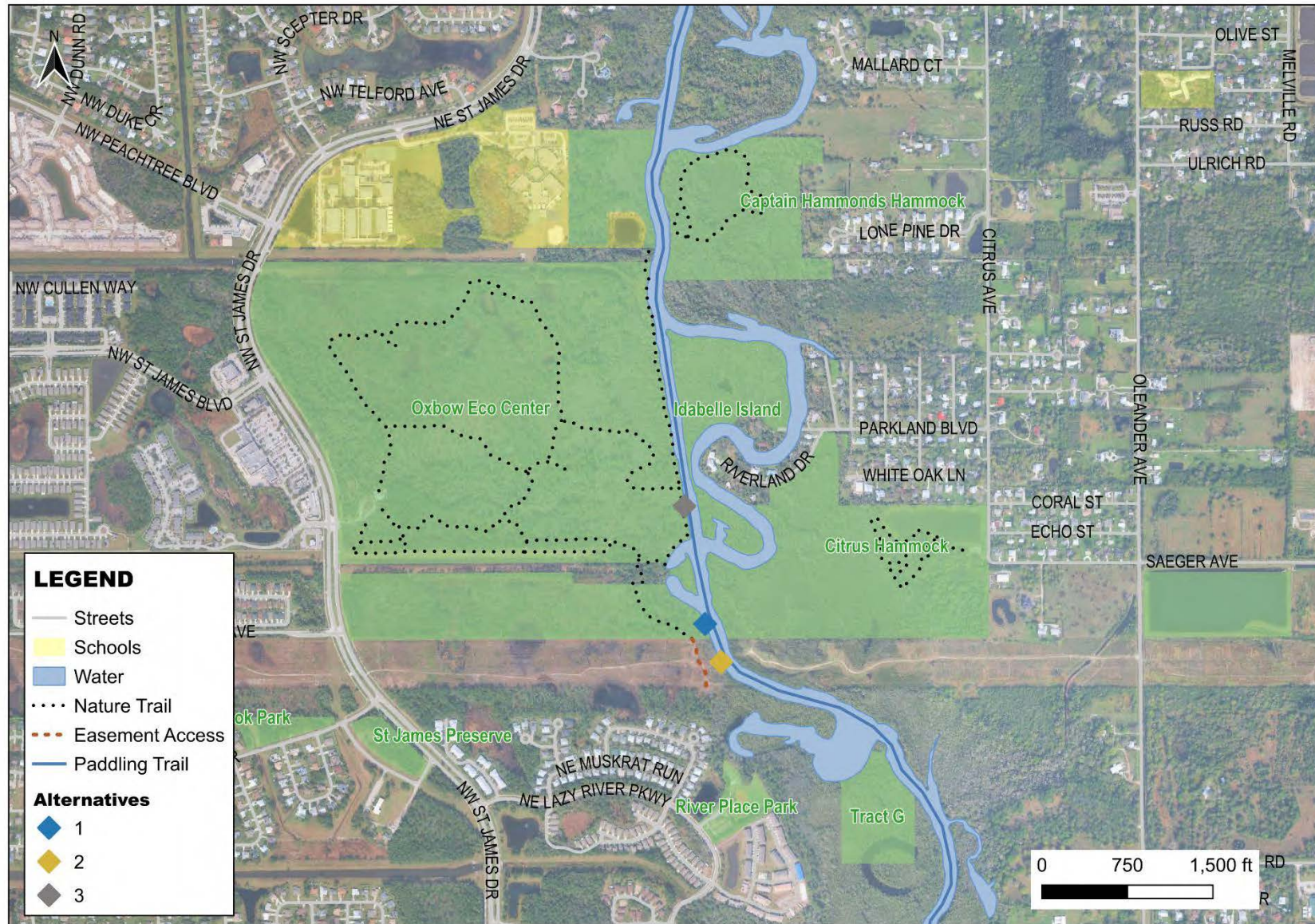


Figure 18: Bridge Location Alternatives

### 3. Route Alignment Alternatives

Using the collected data and stakeholder input, the project team developed three alternatives for the pedestrian/bicycle link. These included one option utilizing the area south of the broken oxbow, along Oxbow Eco-Center Lands, owned by SFWMD (Alternative 1); a second option using the existing FPL Transmission Corridor (Alternative 2), as well as a third option, north of the broken oxbow, along Oxbow Eco-Center Lands, owned by SFWMD (Alternative 3), **Figure 18**.

Each route alternative was examined at a planning level for feasibility factors such as land ownership and ROW availability, constructability (the need for bridge or boardwalk structures), connectivity to existing trails, user safety, and potential fatal flaws (e.g., insurmountable environmental or engineering constraints). A qualitative matrix of pros and cons was developed to summarize the findings for each option, including an assessment of impacts on social, natural, physical, and cultural features and then shared with stakeholders for feedback.

**Project goals** for this study were developed with stakeholders and are aligned with the County's Comprehensive Plan:

- Use county-owned preserve land to minimize acquisition;
- Limit disturbance of critical high-quality habitat;
- Provide direct, high-value connections between the two preserves; and
- Avoid fragmenting managed parcels or crossing private parcels unnecessarily.



Oxbow Eco-Center Trail Bridge, Educational Signage & Trail Marker

**Alternative 1: SFWMD/Oxbow Eco-Center Property**

**Table 1** provides an overall summary of Alternative 1 proposed on the land owned by the SFWMD but is maintained via a 99-year lease by St. Lucie County. Some impacts to natural lands and wetlands are expected but would be mitigated with the opportunity to remove any existing invasive vegetation. This alternative would provide a direct link between the Oxbow Eco-Center and Citrus Hammock Preserve and future greenways and trails, in addition to providing a more direct route to ECG / SUN Trail Network and U.S. Bike Route 1. Furthermore, construction staging and equipment may pose a challenge, soil testing would be required to determine stabilization needs for the bridge structure. Riverbed borings to support a bridge, if needed. Wildlife surveys are also expected due to clearing needs for the pathway and bridge, in addition to the proposed boardwalk through Citrus Hammock Preserve wetlands. Maintenance requirements will include maintenance of a paved pathway, bridge structure, boardwalk, and amenities.

**Table 1: Alternative 1 Assessment**

Factor	Pros	Cons
<b>Ownership &amp; Access</b>	County currently operates and maintains Oxbow Eco-Center property. City of Port St. Lucie owns parcels east and west of the broken oxbow.	SFWMD land subject to conservation restriction and potential future CERP needs, proposed infrastructure may need to be vacated if property is used for future CERP needs.
<b>User Experience</b>	Scenic, immersive natural experience and wildlife viewing; direct tie to Oxbow Eco-Center programming and education.	Bicycles are not currently permitted on Oxbow Eco-Center Trails, creating potential policy and operational conflicts.
<b>Environmental Impact</b>	Opportunity to highlight wetlands and habitats through education, provide scenic views of the North Fork of the New River and wildlife.	Sensitive and protected habitats, wetlands, marshes and floodplain areas present permitting and construction challenges. Impacts will require mitigation. Would require wildlife surveys. Clearing and land stabilization required for trail and bridge approach on the west side, wetlands will have impacts as a result of a boardwalk on the east side.
<b>Construction Feasibility</b>	Potential synergy with planned Oxbow Eco-Center improvements (e.g. boardwalks, new facilities). Potential to access and stage equipment within FPL corridor.	Bridges will require longer spans to account for ADA access. A boardwalk will be required for access to Citrus Hammock Preserve. Limited access for construction staging and equipment.
<b>Connectivity</b>	Direct link to the Oxbow Eco-Center, Citrus Hammock Preserve, future Greenways & Trails. Access to the ECG / SUN Trail and US Bike Route 1.	More recreational than commuter-oriented non-motorized travel.
<b>Maintenance</b>	Oxbow Eco-Center presence may support stewardship and monitoring.	Boardwalk structures are vulnerable to flooding, storm damage, and long-term maintenance costs. Bridge subject to maintenance and regular inspections.

**Alternative 2: FPL Transmission Corridor**

**Table 2** includes a summary of Alternative 2 proposed on the FPL Transmission Corridor, which is owned and maintained by FPL, a private utility company. Coordination with the property owner would be required and include a maintenance and access agreement. Environmental impacts would be minimal since the land has already been cleared and stabilized. Construction would be a challenge due to existing transmission infrastructure (e.g., high-voltage power lines, towers, substations, and wires). This alternative would link both the Oxbow Eco-Center and Citrus Hammock Preserve and future greenways and trails, in addition to providing a more direct path to the ECG / SUN Trail Network and US Bike Route 1. Maintenance requirements include an agreement with the private property owner which includes, and may not be limited to, pathways, bridges, and amenities.

**Table 2: Alternative 2 Assessment**

Factor	Pros	Cons/Constraints
<b>Ownership &amp; Access</b>	Existing FPL corridor has already been cleared, and there is a reduced need for land clearing. County currently has access agreement for 10'-wide pedestrian pathway.	Private property owned and maintained by FPL. County would require an access and maintenance agreement. Recreational access to transmission corridor.
<b>User Experience</b>	Wide sightlines, open, perceived safety, commuter-friendly alignment.	Less scenic and aesthetics are impacted by the overhead transmission lines. Lack of shade/canopy.
<b>Environmental Impact</b>	Minimal - land has already been cleared and stabilized.	Impacts (if any) would require mitigation.
<b>Construction Feasibility</b>	Surface is stabilized. At-grade trail is feasible, reduced need for a boardwalk.	Staging and equipment access for bridge construction will be challenging due to existing infrastructure.
<b>Connectivity</b>	Strong link to regional network and proposed trails.	Prohibited from utilizing existing access roads.
<b>Maintenance</b>	FPL maintains current infrastructure, landscaping, and access road(s).	County would require access and maintenance agreement for trails, bridge, and any additional infrastructure.

**Alternative 3: North of the Broken Oxbow**

**Table 3** includes a summary of Alternative 3 proposed on land owned by the SFWMD and St. Lucie County. Environmental impacts are not fully realized but expected to be moderate to severe due to the width of the river at this point. Impacts are expected at Idabelle Island Marsh and Citrus Hammock Preserve wetlands. Careful consideration would also be required to avoid property owners along Riverland Drive. This location would connect to the existing Oxbow Eco-Center Boardwalk Otter Trail, which needs replacement. Construction may pose a challenge since the area would be difficult to access with construction equipment, although construction may most likely occur on the water utilizing a barge. This area would require more in-depth analysis. Maintenance includes pathways, bridges, boardwalk, and any amenities.

**Table 3: Alternative 3 Assessment**

Factor	Pros	Cons/Constraints
<b>Ownership &amp; Access</b>	County maintains Oxbow Eco-Center. The County owns Idabelle Island.	SFWMD owns the Oxbow Eco-Center property. Idabelle Island is zoned for Conservation.
<b>User Experience</b>	Scenic, immersive natural experience and wildlife viewing; direct tie to Oxbow Eco-Center programming and education.	Bicycles are not currently permitted on Oxbow Eco-Center Trails, creating potential policy and operational conflicts.
<b>Environmental Impact</b>	Opportunity to highlight wetlands and habitats through education, provide scenic views of the North Fork of the New River and wildlife.	Sensitive and protected habitats, wetlands, marshes and floodplain areas present permitting and construction challenges. Impacts will require mitigation. Would require wildlife surveys. Clearing and land stabilization required for trail and bridge approach on the west side, wetlands and Idabelle Island will have impacts as a result of a boardwalk on the east side.
<b>Construction Feasibility</b>	Potential synergy with planned Oxbow Eco-Center improvements (e.g. boardwalks, new facilities) and USACE rehydration project.	Two bridges would be required in addition to a boardwalk on both sides. Limited access for construction staging and equipment.
<b>Connectivity</b>	Direct link to the Oxbow Eco-Center, Citrus Hammock Preserve, future Greenways & Trails. Access to the ECG / SUN Trail and US Bike Route 1.	More recreational than commuter-oriented non-motorized travel.
<b>Maintenance</b>	Oxbow Eco-Center presence may support stewardship and monitoring.	Boardwalk structures are vulnerable to flooding, storm damage, and long-term maintenance costs. Bridge subject to maintenance and regular inspections. Would require maintaining two bridge structures.

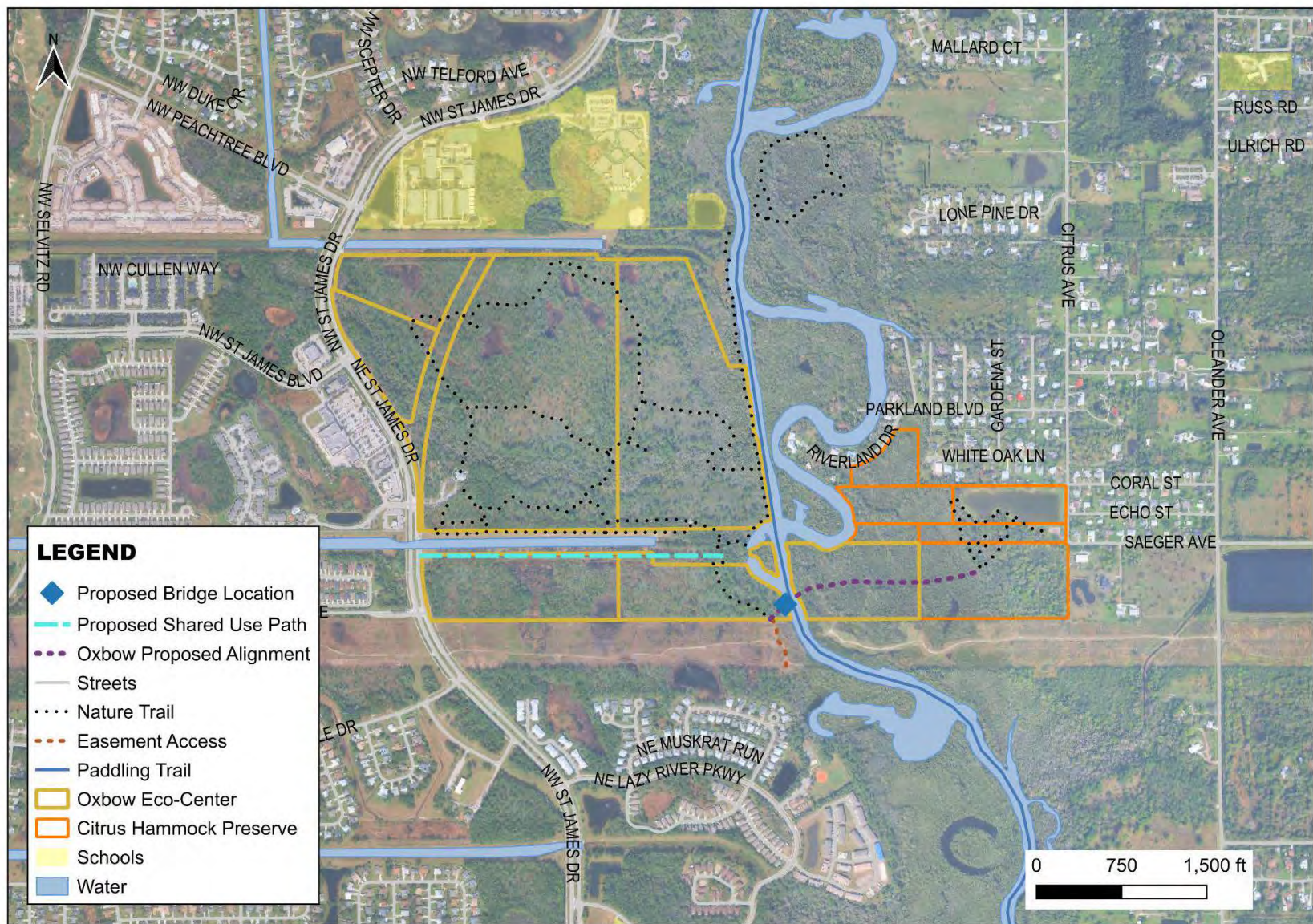


Figure 19: Proposed Alignments

## 4. Selection of Proposed Alignment

The selection of the preferred route alignment (**Figure 19**) and bridge location was determined from a review of existing conditions and input from stakeholders. Alternative 3 was eliminated early on due to several factors, including future projects to rehydrate wetlands and the need for more than one bridge or a very long bridge since the river splits in two in this section. There would also be impacts to Idabelle Island. Additionally, Alternative 2 was eliminated later due to restrictions within the FPL ROW and minimum height requirement for the bridge. **Table 4** provides an assessment of all three alternatives, goals of the project, and overall feasibility.

**Table 4: Overall Alternative Assessment**

Goals	Alternative 1	Alternative 2	Alternative 3
<b>Overall Feasibility</b>	Moderate	Fatal Flaw Exists	Difficult
<b>Environmental Impacts</b>	Minimal to Moderate	Minimal	Moderate to Severe
<b>Connectivity</b>	Yes	Yes	Yes
<b>Avoids Fragmentation</b>	Minimal to Moderate	Yes	Moderate to Severe
<b>Private or Public Property</b>	Public Lands	Private Property	Public Lands

Stakeholder input and involvement had originally selected Alternative 1, within the existing SFWMD property, and later research and discussions with stakeholders identified challenges with the other alternatives. The FPL Transmission Corridor is privately owned, there are restrictions on the public use of their lands, especially among the transmission corridors, including a 14-foot height restriction within the property make building a bridge a fatal flaw.

**Figure 19** provides proposed routes connecting the Oxbow Eco-Center and Citrus Hammock Preserve for a potential bicycle/pedestrian bridge crossing. In addition to a proposed SUP along Canal 106 and boardwalk into Citrus Hammock Preserve. The area between the FPL Transmission Corridor and the broken oxbow will need to be further evaluated for a bridge connection. Further evaluation of the selected alternative will include and not be limited to:

- Site visit of the area
- Verification of utilities
- Soil testing/Riverbed boring
- Waterway traffic
- Habitat evaluation/impacts
- Wildlife surveys
- Corridor analysis

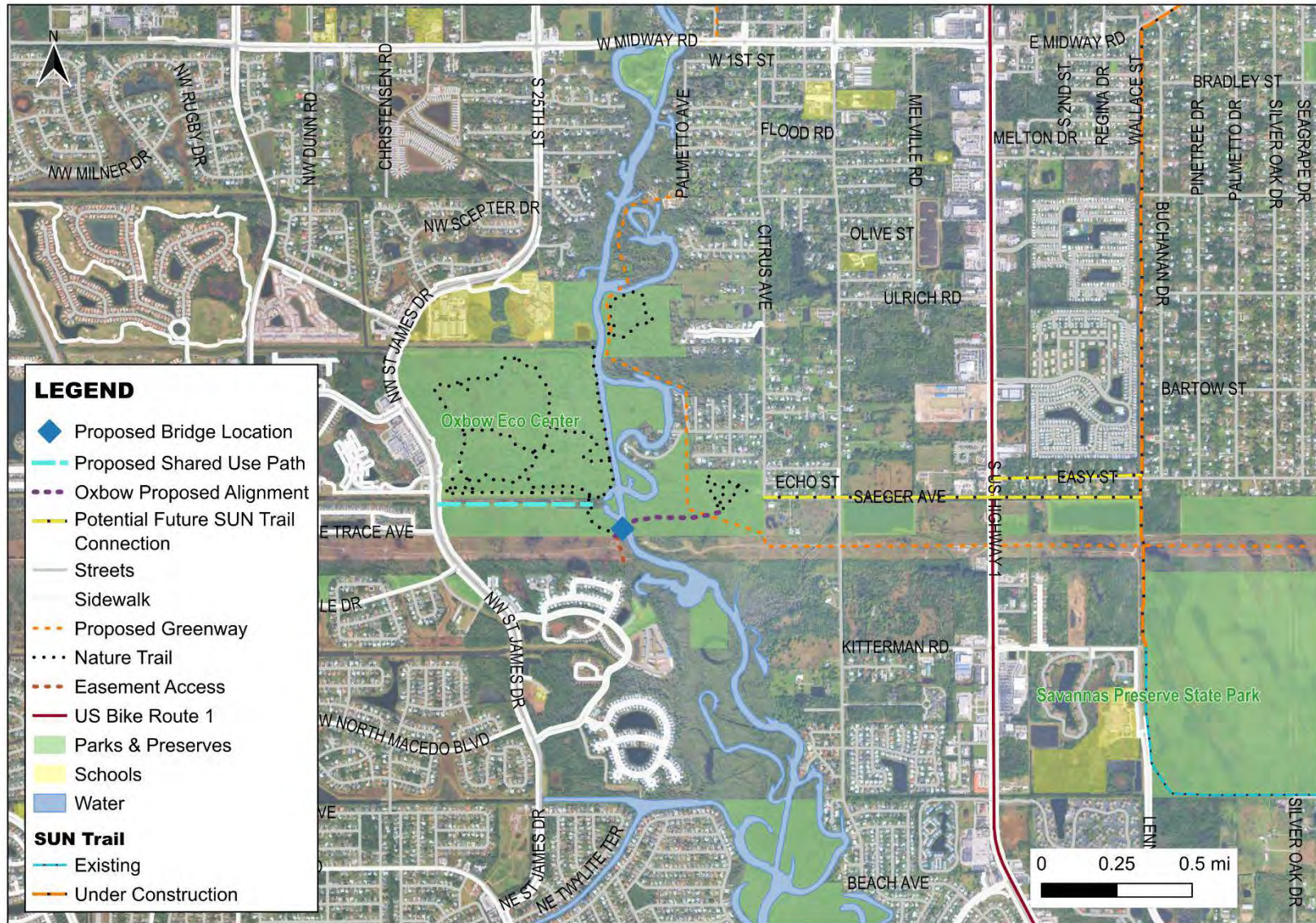


Figure 20: Connectivity & Network Integration Map

### Connectivity & Network Integration

Connectivity and network integration is provided in **Figure 20**, illustrating the location of the existing street network, ECG/ SUN Trail, which is currently under construction, US Bike Route 1, St. James Drive, and Citrus Avenue. In addition to proposed greenways and trails.

This study identified Canal 106 for potential SUP which would connect to St. James Drive to the pedestrian/bridge connection, this route also avoids bicycle entry into the Oxbow Eco-Center. Other proposed pathways include a boardwalk connecting the proposed bicycle/pedestrian bridge to the Citrus Hammock Preserve along with a potential route to connect to US Bike Route 1 and future ECG / SUN Trail, this proposal would require additional review and analysis. The proposed improvements provide a critical link between:

- St. James Drive (planned shared-use improvements),
- The proposed pedestrian/bicycle bridge over the St. Lucie River
- The Oxbow Eco-Center trail network
- The broader regional trail system including the ECG / SUN Trail Network.

By utilizing an existing canal bank, the concept minimizes property acquisition needs while enhancing regional connectivity.

### Supporting Features

When planning for a trail or pathway, it is important to consider supporting features which include, but are not limited to:

- Seating
- Shelter
- Trail Heads
- Trail Markers
- Educational Signage
- Lighting
- Emergency Access/Security
- Restrooms
- Water Fountains
- Waste/Pet Waste Receptacles
- Signage
- Bicycle Parking
- Bicycle Repair Stations
- Observation Areas/Outlook
- Habitat Restoration
- Safe, Comfortable, & Convenient Crossings

These items are sometimes considered amenities but are integral to use of recreational and transportation assets and increasing the safety, comfort, and connectivity of a pedestrian/bicycle facility.

## Potential Impacts

When conducting the review of all alternative's, impacts were taken into consideration as part of the evaluation. This is outlined in the previous chapter. This section highlights potential impacts of the preferred alternative and route as it relates to social, natural, physical, and cultural features.

### Social

Social impacts include connectivity of the surrounding neighborhoods, which could increase social cohesion and coordination. The St. Lucie River currently acts as a barrier between the two sides of the river; the proposed project would improve connectivity and access to natural features. The connectivity would improve access to parks, preserves, and schools, but it may also improve access to jobs and services. Furthermore, the recommendations take people with disabilities into consideration, which may improve access to individuals who do not drive. The pathway also has the potential to increase health outcomes including increased access to walking/biking trails/facilities and the known mental health benefits of being exposed to nature.

Adverse impacts may include land use changes, increased property values, which in turn may result in displacement of individuals. Taking the necessary policy actions to reduce displacement is recommended. Additional items to consider include security of the pathway/trail and access to natural areas for potential illegal activities such as wildlife trading, catching, poaching. Police members discussed issues with this occurring on the FPL Transmission Corridor at the Earth Day event; therefore, careful consideration should be taken to limit illegal use and activities occurring on natural lands and public assets.

### Natural

Key considerations to natural resources include wildlife and biodiversity habitat, water quality, air quality, noise pollution, environmental hazards, and resource degradation. Construction causes habitat destruction and fragmentation, noise and air pollution. Ensuring construction practices are the least invasive and taking the precautions necessary to the natural area will be paramount, especially around water quality and pollution. Furthermore, connecting two preserves may cause increased movement of wildlife between the two preserves, understanding the benefits and challenges of this will be critical to ensure wildlife habitat and biodiversity is not negatively impacted.

Soil testing will be required to understand the soil composition to reduce erosion and ensure the existing areas can support a bridge structure. Protecting against erosion will also be key to ensure aquatic habitats and water bodies are not adversely impacted. In addition to soil testing, water quality monitoring, and surveys for species and water habitats will be critical to avoid adverse impacts. Because much of the project will be near or around the St. Lucie River, manatees, birds, fishes, and other land and aquatic species will

need to be monitored and considered during and after construction. Citrus Hammock includes a large area of wetlands, if a boardwalk is to be constructed, identifying an area that will be the least impactful to the wetlands is key. Wetland mitigation may be required.

Climate change and environmental hazards must be accounted for as hurricanes become stronger and more frequent and flooding becomes more regular. Ensuring structures meet the latest Florida Building Code standards will be crucial, considerations should be taken to the shoreline with living shoreline treatments taking precedent over hardening and the expectation of wet trails during periods of flooding or heavy rains. Materials within and along the pathway should be environmentally friendly and non-toxic. The bridge height should also take sea level rise into account.

Finally, heavy use of natural areas can result in degradation of the land, careful considerations should be considered for trash, regular use, and protected species. Ensuring the path does not cross important landscapes, species habitats or nesting grounds will ensure impacts are minimal. The area should also be surveyed to account for any invasive species and removal planned during construction of the pathway/trail and bridge.

### Physical

Physical impacts include traffic and mobility, traffic safety, accessibility and connectivity. The proposed projects are separate facilities for walking, biking or rolling. These facilities will be considered a Level of Traffic Stress or LTS 1, level of traffic stress is a methodology to evaluate the level of stress a person may feel when walking, biking or rolling on a walking or biking facility. Since the facility is not located next to a motor vehicle roadway, this facility will be safe and comfortable for people of all ages and abilities. Furthermore, the St. Lucie River acts as a barrier between the two sides of the river, the proposed bridge will connect communities for people walking, biking, and rolling, providing several key benefits discussed under the social section above.

An important consideration will be access and connectivity to St. James Drive and Citrus Avenue. Ensuring pedestrian/bicycle crossings are marked with high visibility pavement markings and signage will ensure a safe and comfortable crossing for access to the proposed bridge, boardwalk, and trail. Further evaluation will be needed to determine the exact location of the crossing on St. James Drive and Citrus Avenue, in addition to treatment type (e.g., raised crossing, standard crossing, or signalized crossing). The project has the potential to increase walking and biking trips, especially between the two preserves.

Additional impacts to consider are the impacts of electronic mobility devices, including e-bikes, e-scooters, e-motos, e-unicycles, etc. During discussions with community residents, several residents discussed their concerns with these devices and their adverse impacts to the community and disregard to the current rules. As the Florida Legislature continues regulating these devices, it will be important

to not only educate the community, but monitor uses and trends related to electronic mobility devices. Furthermore, the county may want to consider the utilization of technology (e.g. sensors, cameras, drones) to mitigate illegal activities.

### Cultural

During the existing conditions phase and discussions with stakeholders, there were no known cultural sites identified within the study area. There are no known historic structures, archaeological sites, or resources within the study area. The project has the potential to connect community, add gathering spaces, and provide community cohesion. The North Fork of the St. Lucie River is a protected Aquatic Preserve, and the necessary precautions and protections will need to be followed to ensure this rare and unique habitat is protected. Impacts, because of a bridge, pathway or boardwalk, are expected and mitigation should be planned and accounted for.



Citrus Hammock Preserve

## 5. Design, Permit Requirements, and Cost Estimates

This section provides preliminary overview of the design standards, permit requirements, and cost estimates for design and implementation of proposed improvements.

### Design Standards

The conceptual design of the proposed pedestrian and bicycle bridge will be guided by nationally recognized engineering standards and applicable state and local regulations to ensure safety, durability, accessibility, and long-term functionality.

Bridge design will be developed in accordance with **AASHTO Guidelines** for SUP facilities and the bridge. Under AASHTO recommendations, pedestrian and bicycle bridges typically range from 8 to 12 feet in clear width, depending on projected usage and operational considerations. For this project, a minimum clear width of 10 feet is recommended to safely accommodate two-way pedestrian and bicycle traffic, with 12 feet representing best practice to support comfortable passing movements and increased user volumes. AASHTO standards also require that bridge railings for bicycle and pedestrian facilities have a minimum height of 54 inches to ensure user safety. Where bridge width exceeds seven feet, the structure must be designed to accommodate a maintenance vehicle, which influences structural loading requirements and overall bridge design. This will also be required for emergency access.

Because the project is in Florida and subject to regional environmental conditions, including high wind loads, storm exposure, and corrosive coastal environments, the bridge will also be designed consistently with the **FDOT Structures Design Guidelines**. These guidelines address Florida-specific material durability, environmental exposure considerations, and structural resilience requirements.

At the local level, the St. Lucie County Land Development Code (LDC) will guide connectivity requirements to ensure the bridge and associated approaches integrate with planned and existing pedestrian and bicycle networks. This coordination is critical to ensuring the crossing functions as part of a broader mobility system rather than as an isolated facility.

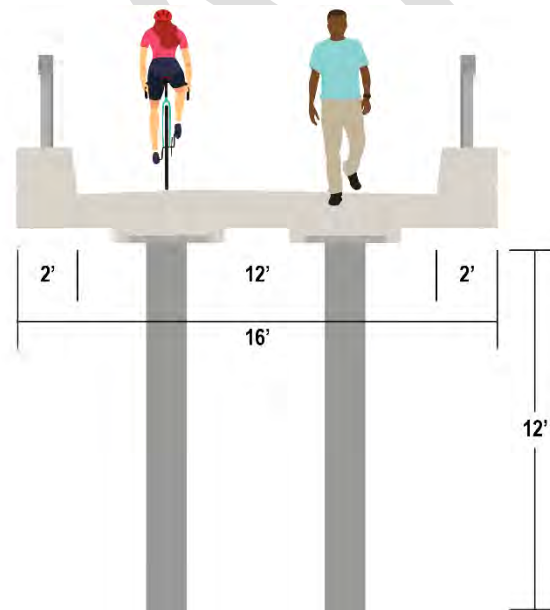
Accessibility will be governed by the **2023 Florida Building Code**, including applicable **Americans with Disabilities Act (ADA) standards**. Best practices for ADA access are now found in the Federal Highway Administration's (FHWA) [Public Right-of-Way Accessibility Guidelines](#) also known as PROWAG. it is important to note These requirements address ADA best practices, including maximum allowable slopes, landing intervals, handrail specifications, surface textures, and other accessibility elements to ensure the facility **accommodates users of all ages and abilities**.

Lastly, **vertical clearance requirements will be established in coordination with the U.S. Coast Guard** to preserve navigational capacity along the North Fork of the St. Lucie River. Based on preliminary discussions and the clearance of the existing Prima Vista Boulevard Bridge, a **minimum vertical clearance of approximately 12 feet is assumed for planning purposes**. Final bridge height will be confirmed through the USCG permitting process and supporting navigational analysis.

Together, these standards form the technical framework guiding the conceptual development of the proposed pedestrian and bicycle bridge, ensuring compliance with federal, state, and local requirements while supporting safe and durable infrastructure design.

### Bridge Design Typical Section

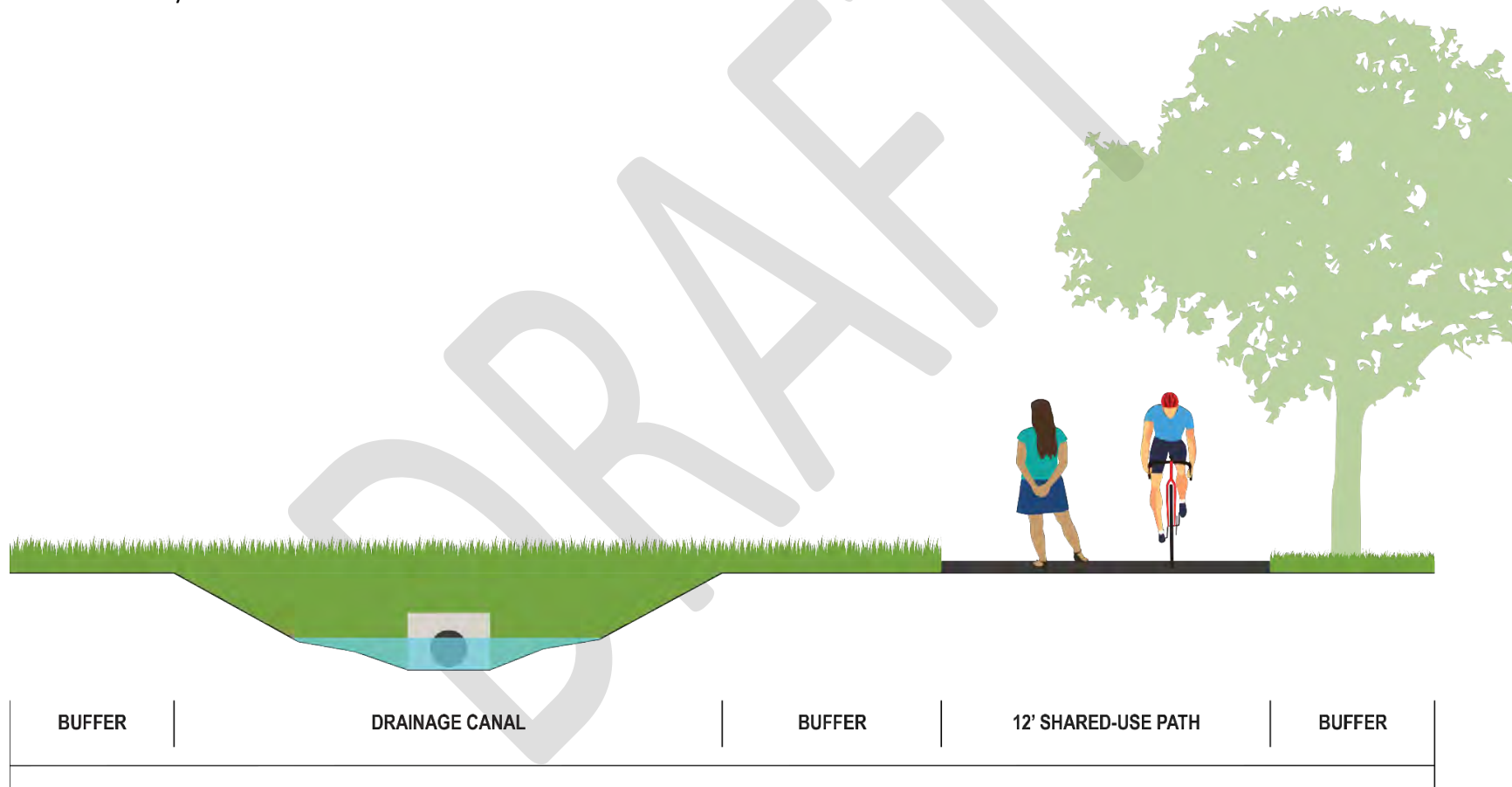
**Figure 21** illustrates a conceptual multi-use bridge configuration typical section; however, final design will be driven by navigational clearance requirements, environmental permitting constraints, structural loading demands, and long-term maintenance considerations. Early coordination with regulatory agencies and adherence to AASHTO, FDOT, and Florida Building Code standards will be critical to advancing the project from feasibility to implementation.



**Figure 21: Bridge Design Typical Section**

**Shared-Use Path Typical Section**

The Canal 106 SUP concept, **Figure 22**, represents a feasible and context-sensitive solution for improving bicycle and pedestrian connectivity in the study area. With appropriate attention to drainage constraints, ROW coordination, and ADA compliance, the corridor can function as a safe, durable, and regionally significant non-motorized connection linking St. James Drive to the Oxbow Eco-Center and future bridge crossing. The SUP should also be able to accommodate maintenance vehicles at the request of the City of Port St. Lucie. Green Infrastructure treatments should be considered for stormwater treatment, aesthetics, and other environmental/social benefits.



**Figure 22: Shared-Use Path Typical Section**

**Permit Process**

Advancement of the proposed pedestrian and bicycle bridge will require coordination with multiple federal, state, and local agencies. Based on preliminary agency discussions, a structured and proactive permitting approach will be essential to streamline review and minimize delays.

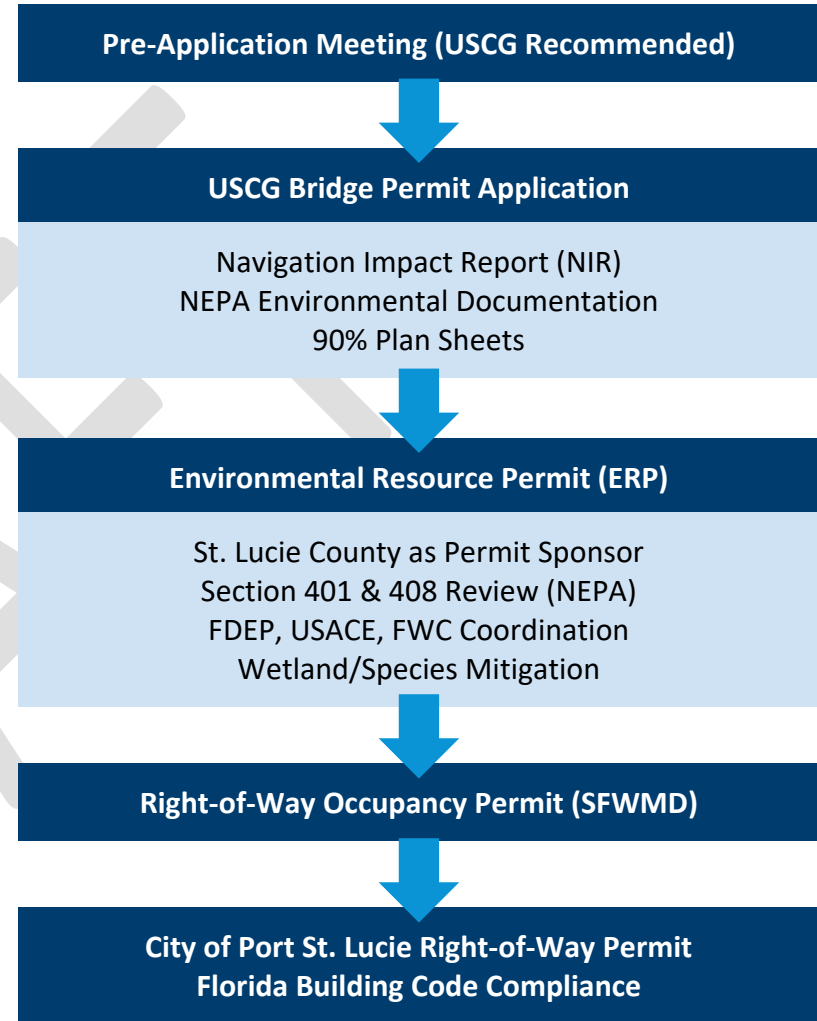
**U.S. Coast Guard Bridge Permit**

A **pre-application meeting** with the USCG is strongly recommended prior to formal permit submission. Early coordination will allow the project team to confirm navigational data requirements, clarify bridge height assumptions, and align documentation with federal review expectations.

The formal USCG Bridge Permit application will require submission of materials consistent with the agency’s **Bridge Permit Application Guide, Appendix F**. Key components of this submittal will include:

- **A Navigation Impact Report (NIR)** documenting existing and projected vessel traffic, navigational patterns, and potential impacts to marine operations;
- Environmental documentation in accordance with the **NEPA**; and
- **Detailed plan sheets** reflecting approximately 90 percent design development.

USCG review will focus primarily on preserving safe navigation and confirming appropriate vertical clearance and structural configuration. USGC does not charge an application fee. However, there are costs associated with the technical studies required as part of the permit package.



### Environmental Resource Permit

In addition to the federal bridge permit, **the project will require an Environmental Resource Permit (ERP)**. Because SFWMD owns the property where the bridge is proposed, St. Lucie County would serve as the permit sponsor. The ERP process will trigger additional federal coordination, including:

- A Section 401 Water Quality Certification review,
- A Section 404 Review Process; and
- A Section 408 Review Process (where applicable), conducted under NEPA for any impacts to federally authorized civil works projects.

The ERP review will include coordination with multiple resource agencies, including FDEP, USACE, and FWC. Impacts to wetlands, surface waters, or protected species habitats will likely require mitigation measures, which may include avoidance, minimization, compensatory mitigation, or habitat restoration strategies as determined during agency review. Mitigation for any impact on mangroves or seagrasses can cost between \$50,000 - \$150,000 per acre of impact.

The permit fee associated with an ERP permit can range from \$1,500 to \$5,000 in addition to the fees associated with mitigation. Furthermore, because the proposed bridge would occupy a state-owned riverbed, there is a **Sovereignty Submerged Lands Easement** of approximately \$800.

Additionally, 404 impacts to mangroves or wetlands may require the purchase of credits at \$100,000 per acre of impact. The purchasing of credits is only made once a determination has been made that impacts cannot be avoided or minimized. If future findings find that mitigation will be required, some things to consider:

- Can the bridge be moved to an area with no wetlands?
- Can the bridge be narrower or use a longer span to avoid putting pilings in seagrass?

### Right-of-Way and Local Permits

Because SFWMD is the underlying landowner, a **Right-of-Way Occupancy Permit** will be required from SFWMD to authorize construction activities and long-term infrastructure placement within their property. Additionally, a **Right-of-Way Permit from Public Works** will be required from the City of Port St. Lucie to ensure compliance with applicable provisions of the Florida Building Code and to confirm adherence to local construction standards, access requirements, and inspection protocols.

Collectively, these permitting steps underscore the importance of early coordination and phased submittals. A coordinated strategy involving federal, state, and local agencies will be critical to advancing the project from feasibility to implementation while ensuring full regulatory compliance. A City ROW Permit from Public Works can range between \$100 - \$500+ depending on the level of review and complexity required.

### Additional Fee Considerations

A \$250 fee is required for a **Generic Permit** for Stormwater Discharge from Construction Activities from FDEP. There is a high probability that a **Benthic Survey** (to check for seagrasses) and a **Manatee Impact Study** will also be required.

For the design of the bridge foundation, **boring of the riverbed will be required**. This typically requires a temporary permit to have a barge in the water, adding \$5,000 - \$15,000 in specialized mobilization costs.

For items such as lighting or emergency callboxes, there may be utility connection fees to consider, which can be \$5,000 - \$15,000 depending on the number of fixtures.

Finally, **Engineering/Design is typically 10 - 15% of the construction costs**, permit coordination can cost between \$10,000 - \$25,000, depending on the level of complexity.

### Cost Estimate

Based on FDOT's Historic Cost Estimates in the Treasure Coast and current market trends **Tables 5** through **Tables 8** include cost estimates for the proposed pedestrian/bicycle bridge, 12-foot SUP, +/-1,500-foot boardwalk, and potential amenities that are typically associated with trails.

**Table 5** includes an estimated price for the proposed bridge, foundation, and mobilization. The figures assume a prefabricated steel truss or concrete girder system. High-end aesthetic finishes (e.g. decorative lighting, custom railings) can increase these costs by 15% - 20%.

**Table 6** includes a cost estimate for the proposed SUP. The use of permeable pavement can increase this cost by 25% - 50% and require special equipment and maintenance.

**Table 7** includes the estimate for a proposed +/-1,500-foot boardwalk through Citrus Hammock Preserve and **Table 8** includes a breakdown of additional items to consider for the proposed pathway, including amenities, signage, landscaping, etc.

**Table 5: Pedestrian Bridge Cost Estimate**

Cost Component	Estimated Unit Price (2026)	Estimated Subtotal
Bridge Superstructure	\$550 - \$850 per Sq. Ft.	\$1,276,000 - \$1,972,000
Substructure / Foundations	25% 30% of the superstructure	\$319,000 - \$591,600
Mobilization	10 - 15% of Construction Cost	\$159,500 - \$384,540
<b>Total Construction Cost</b>	<b>Rough Order of Magnitude</b>	<b>\$1.75 M - \$2.95 M</b>

Furthermore, there are several factors which can impact the bridge cost estimate, this includes:

- **Foundation Type:** If the soil near the river is “muck”, deep piling (60 - 80 feet) will be required, pushing costs toward the high end of the estimate.
- **Clearance vs. Approach:** A 12-foot clearance over the water requires long ADA-compliant ramps (1:12 slope) on either side to reach the boardwalk, which may add another 50 - 100 feet of the bridge structure not included in the estimated 145-foot span.
- **Environmental Mitigation:** State and Federal agencies may require “turbidity curtains” and manatee observers during construction, which are standard pay items, but can add-up quickly.

**Table 6: Canal 106 Shared Use Pathway Cost Estimate**

Cost Component	Estimated Unit Price (2026)	Estimated Cost
Clearing & Grubbing	\$15,000 - \$25,000 per acre	\$12,000 - \$20,000
Earthwork / Grading	\$25 - \$45 per linear foot	\$50,000 - \$90,000
Sub-Base (6” Limerock)	\$15 - \$22 per Sq. Yd.	\$40,000 - \$58,600
Asphalt (1.5” – 2” Type SP)	\$18 - \$28 per Sq. Yd.	\$48,000 - \$74,600
Mobilization/MOT/Administration	15% - 20% of Construction Cost	\$22,500 - \$48,600
<b>Total Estimated Cost</b>	<b>Rough Order of Magnitude</b>	<b>\$172,500 - \$291,800</b>

The SUP cost estimate is based on an asphalt pathway which requires a sealcoat every 5 years and resurfacing every 15 years. If a concrete pathway is preferred, this can increase the estimated cost by approximately \$40,000 - \$60,000 but can last 30+ years with minimal maintenance.

**Table 7: Boardwalk Cost Estimate**

Cost Component	Estimated Cost Per Sq. Ft. (2026)	Estimated Cost
<b>Timber (Pressure Treated)</b>	\$110 - \$160	\$1.98 M - \$2.88 M
<b>Composite</b>	\$150 - \$210	\$2.70 M - \$3.78 M
<b>Concrete</b>	\$190 - \$260	\$3.42 M - \$4.68 M

Considering the Florida weather, **Timber is not recommended** as deck board replacement would be required every 10 - 12 years. While concrete has the highest installation cost up front, **there is little maintenance involved and concrete has a lifespan of 50+ years**. In addition to the above estimated construction cost of an elevated boardwalk, there are additional costs that should be considered, this includes:

- **Handrails:** These are requested in stainless steel or cable-stay railings which can add an additional \$300,000 to the above-mentioned totals.
- **Lighting:** The addition of low-profile rail lighting or bollards every 30 feet can add \$150,000 to \$250,000 in electrical and conduit costs. Lighting should be “Dark Sky” compliant to protect wildlife and the night sky. Therefore, lighting should be orange or red to minimize disruptions to wildlife and communities.
- **Bump-outs/Observation Decks:** Are popular in natural areas for wildlife viewing, these are also called “scenic overlooks.” Standard size bump-outs are typically 10’ x 15’ or 150 square feet and can cost between \$25,000 - \$45,000 per bump-out.

**Table 8: Estimated Cost for Miscellaneous Pathway Components**

Cost Component	Estimated Price (2026)	Notes
<b>Mid-Block Crossing</b>	\$125,000 - \$250,000 per location	Includes paint, RRFP, and ADA Ramps
<b>Environmental Surveys</b>	\$25,000 - \$50,000 per survey	Minimum 2 surveys will be required. May need additional surveys depending on future findings.
<b>Contamination Screening</b>	\$15,000 - \$30,000	If required, for soil and groundwater testing for hazardous materials.
<b>Bench</b>	\$1,500 - \$3,000 each	This includes concrete pads and stainless steel or powder coated aluminum. Marine grade materials are recommended due to the proximity to the sea water.
<b>Trash/Recycling Receptacles</b>	\$1,200 - \$2,200 per unit	This includes animal resistant lids.
<b>Shade Trees</b>	\$850 - \$1,500 per tree	Standard trees are typically a 2.5" to 3" caliper.
<b>Community Wayfinding Sign</b>	\$2,500 - \$7,500 per sign	Price includes decorative post and blade.
<b>Water Fountain (ADA/Bottle Filler)</b>	\$6,000 - \$10,00 per station	Price includes water line tie-in and dedicated drainage connection.
<b>Post-Top Pedestrian Light (LED)</b>	\$8,000 - \$15,000 per pole	Price includes the concrete base, pull boxes, fixture, and conduit.
<b>Solar Pedestrian Light</b>	\$6,000 - \$9,000 per pole	No trenching or wiring needed, but there is a higher maintenance cost due to the battery requiring replacement every 5 years.
<b>Bike Racks (U-Loop or Inverted U)</b>	\$800 - \$1,500 per rack	Price includes installation, concrete thickener, and high-strength stainless steel bolts.
<b>Bike Repair Station</b>	\$2,500 - \$4,500 per station	Price includes the tools on cables and an integrated air pump.
<b>Solar Cellular Call Box Tower</b>	\$12,000 - \$18,000 per unit	Price includes the 9-foot blue light tower, solar panel, and cellular transmitter.
<b>Post-Mounted Call Box</b>	\$4,000 - \$7,000 per unit	Operational costs include monthly cellular service fee per box of approximately \$50 - \$100 per month.
<b>Automated Pedestrian/Bicycle Counter</b>	\$6,000 - \$10,000 per unit	Price includes permanent sensors installed in the pathway or trail to track 24/7 usage.
<b>Information Kiosk</b>	\$8,000 - \$15,000 each	Price includes the roof, panels, metal frame, and concrete pad.
<b>Covered Pavilion</b>	\$45,000 - \$75,000 each	This is for a standard 20' by 20' pavilion.
<b>CCTV/Security</b>	\$15,000 - \$25,000	Price includes cameras and solar/hardwired connectivity.
<b>Restroom Facilities (Prefabricated Concrete)</b>	\$230,000 - \$350,000	Prices include a standard 2-stall vaulted or plumbed restroom plus utility stub-outs.

The **total cost of the proposed improvements would cost between \$5.3 to \$8 million dollars<sup>4</sup>**, with lower costs available if composite was decided upon rather than concrete for the boardwalk. The estimated price does not include amenities or the cost of additional studies.



Oxbow Eco-Center Trail

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<sup>4</sup> This cost assumes the use of concrete for the boardwalk.

## 6. Implementation

### Funding Strategies

The proposed project touches upon transportation, environmental conservation, outdoor recreation and ecotourism providing several programs and grant strategies available to St. Lucie County for implementation. The following federal, state, and local grant programs are available for implementation of the project.

- **Safe Streets for All (SS4A):** This is a federal grant opportunity focused on safety, since the proposed shared use pathway, bridge, and boardwalk avoid high-traffic crossings, framing this project to avoid fatalities and improving safety of vulnerable users will be key.
- **Land and Water Conservation Fund (LWCF):** This is a federal program administered by the FDEP providing matching grant funds for the acquisition of development of public outdoor recreation areas.
- **Transportation Alternatives (TA) Set-Aside:** This is a federal program managed through the St. Lucie TPO and FDOT. Since the proposed Canal 106 SUP would connect neighborhoods and communities, the SUP would be eligible for TA grant funding.
- **Section 319 Grant Program:** Is a federal grant program for “nonpoint source” pollution. If the proposed facilities include green infrastructure, such as bioswales to filter runoff before it enters the river, green infrastructure improvements can be funded through this program.
- **Florida Recreation Development Assistance Program (FRDAP):** A competitive state-funded grant for local governments to develop land for public outdoor recreation. This program can be used for the proposed boardwalk and any associated bump outs for passive recreation. Applications typically open in the fall (October) for the following fiscal year. Emphasis on alignment with SCORP will be key to receiving funding.
- **State Wildlife Grants (SWG) Program:** Managed by the FWC, this program focuses on implementing *Florida’s State Wildlife Action Plan* or SWAP. If the project is determined to need a significant restoration component of the hydric hammocks or wetlands, funds could be acquired through this program.

- **Florida Boating Improvement Program (FBIP):** A Florida FWC grant program which funds the development of public boating access and related facilities. If the proposed bridge or boardwalk includes a kayak/canoe launch, a small dock for viewing, or boating-related educational signage, it could qualify for funding boarding docks, piers, or upland amenities.
- **Wildlife Foundation of Florida Grants:** The foundation is a non-profit partner which works with the FWC to distribute funds for educational and environmental projects including wildlife viewing platforms, interpretive kiosks, and habitat restoration.
- **Florida Inland Navigation District (FIND):** A key stakeholder during the review of the feasibility of the proposed bicycle/pedestrian bridge connection, FIND provides grants for projects which increase public access to waterways. This grant opportunity could assist in funding the proposed bridge and boardwalk.
- **St. Lucie County Half-Cent Sales Tax:** The county can utilize this bucket as a local match for larger state and federal grants. To qualify, the project must be listed on the Capital Improvement Plan (CIP). Most grants require a 25% to 50% local match, utilizing this sales tax would assist in receiving larger grants.

### Key Insights & Application to this Study

This research and analysis produced significant observations that have a direct impact on the recommendations of this feasibility study. First, early and continual stakeholder engagement is essential, the input gathered via stakeholders, residents and county staff has proven invaluable in shaping the preferred alignment and ensuring community buy-in, mirroring the success seen in other projects that embraced public involvement from the start. The project will require coordination with various federal, state, regional, and local agencies, continued early coordination will be key in ensuring agency and community buy-in.

Comparative case studies have underscored the importance of minimizing environmental impacts as a core criterion for feasibility. Ensuring the required steps, process, and practices are planned for will be vital to reduce adverse impacts to the preserves, St. Lucie River, community, and wildlife. Therefore, additional in-depth analysis of environmental impact will need to be taken as the next step.

Another lesson learned is the value of designing to standards (e.g. aiming for a 12-foot trail width, providing safe bridge railings, using durable materials) which emerged from both the guidelines review and the South Street example; our feasibility plan accordingly includes typical sections that meet these standards, thereby easing the transition to future phases of design.

Finally, and importantly, this study recognizes that aligning with broader plans and visions greatly enhances a project's viability.

### Next Steps

The County has coordinated meetings with USACE regarding the wetland restoration/rehydration project, which includes potential removal of a berm and reconstruction of the Oxbow Eco-Center boardwalk. This project could provide additional opportunities for inspection, soil testing, habitat impacts, and wildlife monitoring in the study area. This project could also provide opportunities for coordinating improvements to the area for public access.

Currently, bicycles are not permitted on existing Oxbow trails due to erosion concerns, pedestrian conflicts, and the sensitivity of natural areas. However, no formal County ordinance prohibits bicycle use; rather, this is an internal land management decision. To address connectivity needs while minimizing impacts. The project team discussed a SUP along the south side of Canal 106 to provide bicycle and pedestrian access to the proposed bridge. This path would avoid the Oxbow Eco-Center's sensitive habitats and trails, providing a safe and comfortable pathway to the bridge and future trail. The north side of the canal is currently used for overflow parking for the Oxbow Eco-Center. While future development may expand parking availability for the Oxbow Eco-Center, the south side of the canal was identified as a potential location for an SUP connecting to the proposed bridge. Both ERD and the Oxbow Eco-Center expressed support for this approach.

Additional discussions included the possibility of a future land swap or acquisition of Oxbow Center property currently owned by SFWMD. Although the lands CERP status may conflict with a potential land swap, discussions with SFWMD should begin to address any potential conflicts with both agency goals and objectives. It is important to note this project does not impede future CERP use of the land but identifies recreational uses and access to the land.

Furthermore, a study to evaluate existing vessel traffic between Midway Road and Prima Vista Boulevard would be required to understand existing boat traffic, boat heights, and requirements to satisfy FIND and USCG goals. This information was not available during the project's team research and information gathering but will be critical to future design of the bridge.

Finally, the next phase of this study should include a more detailed environmental assessment, including identification of the exact location of the bridge and boardwalk location, in addition to identification of impacts as a result of the bridge structure and proposed boardwalk.

## 7. Conclusion

The methodology used in this project ensured that the study is comprehensive and collaborative, consistent with the project's scope of services. By combining technical analysis with stakeholder engagement at each step, the study develops a well-vetted preferred solution ready for advancement toward design and funding. The proposed recommendations will provide connectivity to the planned 85-miles of greenways and trails identified by St. Lucie County, including the North Fork Greenway Trail. In addition to providing access to two unique preserves in St. Lucie County, the proposed recommendations can provide social, cultural, recreational, and mobility benefits to the community.

The study included one-on-one meetings with stakeholders to understand each agency's role, responsibilities, planning projects and considerations for the proposed project. Each meeting provided valuable insight into understanding the permit process, requirements, and needs to move forward with the proposed concept. A review of existing conditions provided an overview of the North Fork St. Lucie Aquatic Preserve and its importance to Everglades Restoration, the community, water quality, and aquatic life. It also provided an understanding of the existing conditions as it relates socially, recreationally, environmentally, and future considerations. The review of alternatives provided a cursory review of three alternatives which led to the development of a preferred alternative, Alternative 1, located south of the broken oxbow on lands owned by SFWMD and managed by St. Lucie County ERD. This alternative was recommended due to several factors including flaws identified with the other alternatives. Furthermore, a summary of potential impacts as it relates to social, natural, physical and cultural features was examined.

Recommendations include moving forward with Alternative 1, SFWMD/Oxbow Eco-Center for the location of the bridge, including a 12-foot SUP connecting the bridge and St. James Drive to provide access to pedestrian, bicycles, and people with disabilities. Additional recommendations included constructing a +/-1,500-foot boardwalk connecting the bridge to Citrus Hammock Preserve. The proposed SUP, bridge, and boardwalk is estimated between \$5.3 to \$8 million dollars for construction (in 2026 dollars). Additional research related to the North Fork St. Lucie River vessel traffic and impacts as a result of the proposed bridge will be required. The County will also need to determine a policy and how it will treat and regulate electronic mobility devices along with the proposed features. Lastly, St. Lucie County and the St. Lucie TPO should also consider a traffic study to identify locations for midblock crossings on St. James Drive and Citrus Avenue to connect to the proposed trail once the location has been determined, in addition to a study to identify a feasible alignment to connect the proposed alignment to the ECG/SUN Trail Network.

Next steps include environmental assessment and surveys, coordination with agency partners and moving forward with design for the proposed recommendations.



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## AGENDA ITEM SUMMARY

Board/Committee:	Technical Advisory Committee (TAC)
Meeting Date:	May 19, 2026
Item Number:	6c
Item Title:	St. Lucie Advanced Transportation Management System (ATMS) Master Plan Update
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.4 - Congestion Management Process (CMP)
Requested Action:	Recommend adoption of the draft St. Lucie ATMS Master Plan Update, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Because the draft St. Lucie ATMS Master Plan Update serves as a comprehensive roadmap for the St. Lucie TPO's vision of connecting all the traffic signals in the TPO area, incorporates all of the local agency preferences for the latest technology and strategies to address their needs, and develops projects that can be prioritized in the St. Lucie TPO CMP LOPP for funding and implementation, it is recommended that the draft Update be recommended for adoption by the TPO Board.

### Attachments

- Staff Report
- Draft St. Lucie ATMS Master Plan Update



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## MEMORANDUM

TO: Technical Advisory Committee (TAC)

FROM: Peter Buchwald  
 Executive Director

DATE: May 13, 2026

SUBJECT: St. Lucie Advanced Transportation Management System (ATMS) Master Plan Update

---

### BACKGROUND

The FY 2024/25 – FY 2025/26 Unified Planning Work Program (UPWP) was amended in April 2025 to include an update to the St. Lucie ATMS Master Plan that was adopted by the Board in 2013. The ATMS Master Plan provides recommendations for improving the existing traffic control system in the TPO area to increase transportation system efficiency, enhance mobility, and improve safety through the installation of the latest technology and infrastructure. In addition, projects in the ATMS Master Plan can be prioritized in the St. Lucie TPO List of Priority Projects (LOPP) for funding with the St. Lucie TPO's annual allocation of \$300,000 to \$600,000 of Surface Transportation Block Grant funds to Congestion Management Process (CMP) projects.

The Scope of Services for the St. Lucie ATMS Master Plan Update was developed and subsequently approved by the TPO Board in August 2026. The draft St. Lucie ATMS Master Plan Update has been completed and is ready for review and recommendation by the TPO Advisory Committees.

### ANALYSIS

The draft St. Lucie ATMS Master Plan Update was completed by Kimley-Horn which is one of the TPO's General Planning Consultants. The updated ATMS Master Plan serves as a roadmap for the St. Lucie TPO's vision of connecting all the traffic signals across the various signal maintaining agencies in the TPO area and allowing for remote operations and monitoring of the signals

and regional traffic management. Cloud-Based Arterial Management (CBAM), which utilizes the latest technology and infrastructure to connect the traffic signals, was incorporated into the Master Plan as part of the Update. The local governments in the St. Lucie TPO area have started to implement CBAM with support and funding assistance from the Florida Department of Transportation (FDOT), and the TPO continues the support through the Master Plan Update.

In addition, the updated ATMS Master Plan expands the use of a connected traffic control system to employ the following strategies across the TPO area:

- Arterial management
- Emergency management
- Traffic incident management
- Traveler information system
- Freight and rail management
- Traffic signal preemption

As part of developing the Update, an inventory of the existing traffic control systems within each local agency jurisdiction, as summarized in Section 1, and a review of the latest traffic control system technology and strategies that are available, as summarized in Section 2, were conducted. Subsequently, a Visioning/Partnership Workshop was conducted in November 2025 with FDOT and all of the local government staffs in the TPO area responsible for the existing traffic control systems as summarized in Section 3.

As a result of the Workshop and other continuous and comprehensive agency outreach efforts, an update of the system requirements and local agency preferences for the latest technology and strategies to address their needs was conducted as summarized in Section 4, and the following applications were selected to move forward for implementation across the TPO area:

- Regional signal connectivity (cloud-based)
- Uninterruptible Power Supply (UPS)
- Detection and monitoring cameras
- Travel time detectors
- Freight signal priority
- Speed feedback warning signs
- Pedestrian flashing beacons
- Flood detection system
- Probe data service

Specific locations within each local agency jurisdiction for each of the applications were identified, as summarized in Section 4. An Implementation Plan was developed, as summarized in Section 5, that identifies the opportunities for the implementation of the selected applications through

existing plans, programs, and projects culminating in a prioritized list (Table 18) of the applications for inclusion in the TPO's CMP LOPP for funding and implementation.

The Update also provides additional funding options for implementation of the applications, as summarized in Section 6, and develops measures for each of the applications to evaluate the performance of the technology and strategies upon implementation.

### RECOMMENDATION

Because the draft St. Lucie ATMS Master Plan Update serves as a comprehensive roadmap for the St. Lucie TPO's vision of connecting all the traffic signals in the TPO area, incorporates all of the local agency preferences for the latest technology and strategies to address their needs, and develops projects that can be prioritized in the St. Lucie TPO CMP LOPP for funding and implementation, it is recommended that the draft Update be recommended for adoption by the TPO Board.

*Draft Submittal to the St. Lucie TPO*

# St. Lucie TPO Advanced Transportation Management System (ATMS) Master Plan

*Prepared for:*

**St. Lucie TPO**



*Prepared by:*

**Kimley-Horn and Associates, Inc.**

**Kimley»»Horn**

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## 0. Introduction

The previous version of St. Lucie Transportation Planning Organization (TPO) Advanced Transportation Management System (ATMS) Master Plan was published in February 2013. This document is developed as the updated ATMS Master Plan to provide recommendations for improving the existing traffic control system in the TPO area to increase transportation system efficiency, enhance mobility, and improve safety through the installation of the latest technology and infrastructure. The purpose of the updated ATMS Master Plan is to serve as a roadmap to the St. Lucie TPO's vision of connecting all the traffic signals across various signal maintaining agencies in the TPO, and allowing for remote operations and monitoring of the signals and regional traffic management. This document includes the following sections:

- Existing Traffic Control System Inventory
- Review of the Latest TSM&O Applications and Strategies
- Visioning/Partnership Workshop
- System Requirements Update
- Implementation Plan
- Funding Guidance
- Performance Measures

## 1. Existing Traffic Control System Inventory

The existing ATMS inventory are operated and maintained by the following agencies within the St. Lucie TPO area:

- St. Lucie County
- City of Fort Pierce
- City of Port St. Lucie
- Florida Department of Transportation (FDOT) District 4
- Florida's Turnpike Enterprise (FTE)

### 1.1. Existing ATMS Overview

The existing ATMS inventory reviewed includes the following infrastructure on arterials and freeways within the St. Lucie TPO area: traffic signals and associate equipment, vehicle detection systems, intersection control beacons, pedestrian flashing beacons (including school zone flashers), emergency fire department signals, traffic warning beacons, travel time detectors, uninterruptible power supply (UPS), signal preemption, Adaptive Signal Control Technology (ASCT), Closed-Circuit Television (CCTV) cameras, Dynamic Message Signs (DMS), Highway

Advisory Radio (HAR), Road Weather Information System (RWIS), Truck Parking Availability System (TPAS), Wrong Way Vehicle Detection System (WWVDS), communications systems, and transportation operations centers.

Additionally, FDOT District 4 is currently deploying the Cloud-Based Arterial Management (CBAM) Program in collaboration with the Treasure Coast agencies. The purpose of the CBAM program is for FDOT District 4 to provide remote arterial management support for the Treasure Coast Signal Maintaining Agencies (SMAs) using existing communications infrastructure. The CBAM program aims to promote coordination, collaboration, and resource sharing between SMAs and FDOT to enhance the traffic signal system and arterial management program by providing cost-effective management services for all agencies. The CBAM program upgrades and expands the existing ATMS by providing signal connectivity via cloud data, deploying supporting infrastructure, and developing a consensus for common platforms and systems. The ATMS devices and software currently being deployed in the St. Lucie TPO area under the CBAM Program are included and accounted for in this document.

## 1.2. Ownership, Operations and Maintenance Responsibilities

For the existing freeway ATMS, FTE owns, operates and maintains the infrastructure located on SR 91/Florida's Turnpike, while FDOT District 4 owns, operates and maintains the infrastructure located on I-95/SR 9.

For the existing arterial ATMS on the State Highway System (SHS), FDOT District 4 owns the infrastructure and compensates the SMAs, including St. Lucie County, City of Fort Pierce and City of Port St. Lucie, for operations and maintenance under their respective Traffic Signals Maintenance and Compensation Agreement (TSMCA). The current SHS within the St. Lucie TPO area includes the following roadways: SR 716, SR 70, SR A1A, SR 608, SR 615 (to be transferred off SHS), SR 91, SR 713, SR 5, SR 607 (to be transferred off SHS), SR 614, SR 68, and SR 9.

Additionally, FDOT District 4 deployed ATMS infrastructure along US 1/SR 5 and SR 70/Virginia Avenue under the FDOT St. Lucie County ATMS Project, of which the operations and maintenance responsibilities are further discussed in Section 5.

For the existing arterial ATMS located off SHS, St. Lucie County owns, operates and maintains the infrastructure within the County boundary outside of the City of Fort Pierce and City of Port St. Lucie boundaries, whereas the City of Fort Pierce and City of Port St. Lucie own, operate and maintain the infrastructure within their respective jurisdictions. See inventory maps in **Appendix A** for the ownership of the roadways.

Note that there is an ongoing roadway transfer effort between FDOT and St. Lucie County with the expected execution date in Spring 2026 (subject to change). The roadway transfer, once executed, will impact the ownership and the operations and maintenance responsibilities of the existing and future ATMS infrastructure. The detailed roadway transfer limits are as follows:

- Roadways to be transferred from St. Lucie County to FDOT (Onto the SHS)
  - CR 614/Indrio Road from SR 713/Kings Highway to US 1/SR 5

- CR 712/Midway Road from I-95/SR 9 to US 1/SR 5
- Roadways to be transferred from FDOT to St. Lucie County (Off the SHS)
  - SR 607/Emerson Avenue from SR 614/Indrio Road to Indian River County Line
  - SR 615/N 25th Street from CR 611B/Edwards Road to US 1/SR 5

The detailed ATMS inventory and quantities are summarized by the current operating and maintaining agencies in the following sections.

### 1.3.Existing ATMS Operated and Maintained by St. Lucie County

**Table 1** below summarizes the existing ATMS inventory operated and maintained by St. Lucie County. Most of these devices are interconnected via cellular to the County communications network. The County Traffic Section staff is responsible for the operations and maintenance of these ATMS devices and associate infrastructure from the traffic operations center located within St. Lucie County Public Works Department, Road and Bridge Division located at 3071 Oleander Ave, Fort Pierce, FL 34982. The existing ATMS software includes Econolite Centracs central control ATMS software, Econolite video management system, Glance preemption system, and other necessary software for the County staff to monitor the real-time traffic conditions on the arterials within the County jurisdiction. See **Map 1** in **Appendix A** for the locations of the existing inventory.

*Table 1: Existing ATMS inventory operated and maintained by St. Lucie County*

ATMS Devices	On SHS*	Off SHS	Total Quantity
Traffic Signal (Not Interconnected)	5	0	5
Interconnected & Monitored Traffic Signal	44	14	58
Intersection Control Beacon	0	5	5
Pedestrian Flashing Beacon	6	8	14
Emergency Fire Department Signal	0	0	0
Traffic Warning Beacon	5	3	8
Travel Time Detectors	23	0	23
UPS	12	0	12
Signal Preemption	2	0	2
CCTV Cameras	23	3	26
ASCT	None		

\* including 8 CCTV cameras, 8 Travel Time detectors, and 9 UPS procured under CBAM project, deployment locations to be determined.

### 1.4. Existing ATMS Operated and Maintained by City of Fort Pierce

**Table 1** below summarizes the existing ATMS inventory operated and maintained by the City of Fort Pierce. Most of these devices are interconnected via the City’s fiber optic network to the traffic operations center managed by the City’s Engineering Department located at 100 N. US 1, Fort Pierce, FL 34950. The City Traffic Operations staff is responsible for the operations and maintenance of these ATMS devices and associate infrastructure. The ATMS software includes Econolite Centracs ATMS software, Econolite Edaptive ASCT software, Econolite video management system, Glance preemption system, and other necessary software for the City staff to monitor the real-time traffic conditions on the arterials within the City jurisdiction. See **Map 2** in **Appendix A** for the locations of the existing inventory.

*Table 2: Existing ATMS inventory operated and maintained by City of Fort Pierce*

ATMS Devices	On SHS	Off SHS	Total Quantity
Traffic Signal (Not Interconnected)	15	17	32
Interconnected & Monitored Traffic Signal	31	0	31
Intersection Control Beacon	0	0	0
Pedestrian Flashing Beacon	1	0	1
Emergency Fire Department Signal	0	0	0
Traffic Warning Beacon	3	0	3
Travel Time Detectors	31	0	31
UPS	11	0	11
Signal Preemption	41	5	46
CCTV Cameras	26	0	26
ASCT	11 traffic signals along US 1/SR 5 from Virginia Avenue to Seaway Drive		

### 1.5. Existing ATMS Operated and Maintained by City of Port St. Lucie

**Table 3** below summarizes the existing ATMS inventory operated and maintained by the City of Port St. Lucie. Most of these devices are interconnected via fiber optic network to the traffic operations center managed by the City’s Public Works Department located at 450 SW Thornhill Dr, Port St. Lucie, FL 34984. At the time of developing this document, there are 6 traffic signals located off the SHS currently not interconnected to the fiber optic network, and the City has planned for the fiber optic connection to these locations within fiscal year 2025-2026. The City Traffic Operations staff is responsible for the operations and maintenance of these ATMS devices and associate infrastructure. The fiber optic network and communications infrastructure are managed and maintained by the City’s Information Technology (IT) Department. The ATMS software includes Econolite Centracs ATMS software, Trafficware ATMS.now software, video management system, Rhythm Engineering

Insync ASCT software, Glance preemption system, and other necessary software for the City staff to monitor the real-time traffic condition on the arterials within the City jurisdiction. See **Map 3** in **Appendix A** for the locations of the existing inventory.

*Table 3: Existing ATMS inventory operated and maintained by City of Port St. Lucie*

ATMS Devices	On SHS	Off SHS	Total Quantity
Traffic Signal (Not Interconnected)	0	6	6*
Interconnected & Monitored Traffic Signal	22	82	104
Intersection Control Beacon	0	0	0
Pedestrian Flashing Beacon	0	0	0
Emergency Fire Department Signal	1	2	3
Traffic Warning Beacon	0	0	0
Travel Time Detectors	0	0	0
UPS	23	0	23
Signal Preemption	23	5	28
CCTV Cameras	22	87	109
ASCT	33 traffic signals along Crosstown Parkway, St. Lucie West Boulevard and Gatlin Boulevard		

\* The 6 traffic signals that are pending connection are shown as interconnected type on the map since the connection has been planned and programmed by the City of Port St. Lucie.

### 1.6. Existing ATMS Operated and Maintained by FDOT District 4

For arterial ATMS, three major ATMS projects were deployed or are being deployed by FDOT District 4 in the St. Lucie TPO area in recent years. The quantities of devices deployed under these projects are included in the tables of respective maintaining agencies in previous sections. These projects are reviewed and summarized as follows:

- St. Lucie County ATMS Project
  - FDOT Financial Project ID 435245-1
  - Status: This project was completed in January 2022.
  - Project limits: US 1/SR 5 from Savanna Club Blvd to SR 713/Kings Hwy, and SR 70/Okeechobee Road/Virginia Avenue from SR 713/Kings Hwy to US 1/SR 5
  - Scope: This project deployed fiber optic communications infrastructure connecting the traffic signals within the project limits, the City of Fort Pierce traffic operations center, the St. Lucie County traffic operations center and the FDOT District 4 SunGuide network via the existing FDOT fiber backbone. Additionally, the project installed 26 CCTV cameras and 11 Bluetooth travel time

detectors within City of Fort Pierce jurisdiction, and 15 CCTV cameras and 10 Bluetooth travel time detectors within St. Lucie County jurisdiction.

- Operations: The project was operational upon completion, and the City of Fort Pierce was able to utilize the fiber for signal central control software, and the CCTV cameras for arterial management. However, there have been multiple incidents that caused fiber damage and interrupted the network connection. At the time of this document development, the fiber has not been repaired, therefore, the ATMS devices deployed under this project are not operational. FDOT is working with the responsible parties on fiber repair.
- Maintenance: There is no official interagency maintenance agreement currently in place. According to a letter from FDOT District 4 to the City of Fort Pierce dated August 22, 2019, FDOT is responsible to maintain the fiber optic trunk line on SR 70 and US 1/SR 5, and the City of Fort Pierce is responsible to maintain the CCTV cameras, Bluetooth travel time devices, ancillary equipment and the fiber optic connection between the trunk line and each traffic signal controller cabinet within its jurisdiction. A memorandum of understanding is being developed to depict the official maintenance responsibility.
- St. Lucie County ASCT Project
  - FDOT Financial Project ID 438546-1
  - Status: This project was completed in 2018
  - Project limits: US 1/SR 5 from SR 70/Virginia Avenue to SR A1A/Seaway Drive
  - Scope: The project deployed ASCT at 11 traffic signals within City of Fort Pierce jurisdiction, including ASCT vehicle detection cameras and associate infrastructure.
  - Operations and maintenance: City of Fort Pierce is responsible for operating and maintaining the ASCT under the TSMCA.
- CBAM Program
  - FDOT Financial Project IDs 453821-1, 453824-1, 453825-1 and 453826-1
  - Status: Phase I is currently under deployment with anticipated operational date of December 2025.
  - Project limits: 178 traffic signals on SHS in Treasure Coast area including St. Lucie County, City of Port St. Lucie, Indian River County and Martin County
  - Scope: The project is deploying Econolite Centracs Regional Mobility Platform to provide remote accessibility to FDOT District 4 and SMAs using existing communications infrastructure. The project also includes 3-year license fee for the Regional Mobility Platform and Econolite Edaptive control software, along with the procurement of various ATMS devices to upgrade and expand the agency's existing inventory, which were installed by SMAs with their own effort.

- Operations and maintenance: FDOT is responsible for the 3-year license fee for the 178 traffic signals on the Econolite Centrac Regional Mobility Platform. The SMAs are responsible for the cost incurred for additional traffic signals if they choose to have on the same platform. The SMAs are also responsible for operations and maintenance of the hardware deployed under this project in accordance with the TSMCA. Once the Regional Mobility Platform becomes operational, FDOT District 4 will be able to provide cost-effective management services to support the signal timing and other ATMS strategies in the Treasure Coast area.

For freeway ATMS, FDOT District 4 owns, operates and maintains all the ATMS infrastructures along I-95/SR 9. The existing ATMS inventory on I-95/SR 9 in the St. Lucie TPO area includes fiber optic communications network, CCTV cameras, Microwave Vehicle Detection System (MVDS), DMS, RWIS, WWVDS, TPAS, and the associate infrastructure. These devices are connected to the FDOT District 4 SunGuide network and monitored by the District 4 freeway operators at the Regional Transportation Management Center (RTMC) located at 2300 W Commercial Blvd, Fort Lauderdale, FL 33309. The quantities of these devices are summarized in **Table 4** below.

### 1.7. Existing ATMS Operated and Maintained by FTE

FTE owns, operates and maintains all the ATMS infrastructures along Florida’s Turnpike. The existing ATMS inventory on Florida’s Turnpike in the St. Lucie TPO area includes fiber optic communications network, CCTV cameras, MVDS, Bluetooth travel time detectors, DMS, HARs and wireless communications devices, RWIS, and the associate infrastructure. These devices are connected to the FTE SunGuide network and monitored by the FTE operators at the FTE Pompano Beach Operations Center located at 65 Florida's Turnpike, Pompano Beach, FL 33069. The quantities of these devices and the devices maintained by FDOT District 4 are summarized in **Table 4** below.

*Table 4: Existing ATMS on I-95 and Florida's Turnpike in St. Lucie*

ATMS Devices	I-95/SR 9 (FDOT District 4)	Florida’s Turnpike/SR 91 (FTE)	Total Quantity
CCTV cameras	27	45	72
MVDS	37	82	129
Bluetooth detectors	0	10	10
DMS	9	3	12
HAR	0	3	3
RWIS	1	4	5
WWVDS	4	0	4
TPAS	2	0	2

## 2. Review of the Latest Transportation Systems Management and Operations Applications and Strategies

Transportation Systems Management and Operations (TSM&O) encompasses a broad set of strategies and technologies aimed at optimizing the safety, reliability, and efficiency of transportation networks. For the St. Lucie TPO, adopting the latest TSM&O applications, especially those leveraging cloud-based services, is essential for supporting growing mobility needs and strengthening the transportation network. The following strategies are reviewed and summarized under this section for enhancing the performance and efficiency of the TPO's transportation network:

1. Arterial management
2. Freeway management
3. Work zone management
4. Emergency management
5. Traffic incident management
6. Traveler information system
7. Freight and rail management
8. Transit and multimodal management
9. Connected and Automated vehicles
10. Traffic signal preemption
11. Accessible pedestrian signals
12. Emerging technologies

### 2.1 Arterial Management

Arterial management strategies involve the strategic planning, operation, and optimization of major arterials that carry high volumes of traffic through urban and suburban areas for increased safety, mobility, and efficiency. Arterials typically link freeways to local streets, serving as critical corridors for commuters, freight movement, and transit services, thereby forming the backbone of a transportation network. Implementing arterial management strategies is essential for ensuring improved traffic flow and safety, and the ability to adapt to changing roadway conditions. These strategies can enhance major arterials in the St. Lucie TPO area, such as United States (U.S.) 1/State Road (S.R.) 5/Federal Highway, S.R. 70/Okeechobee Road, S.R. A1A, S.R. 68/Orange Avenue, and S.R. 713/Kings Highway. The recommended arterial management strategies discussed in this section include Adaptive Signal Control Technologies (ASCT), real-time traffic monitoring, centralized control systems, Active Arterial Management (AAM), Automated Traffic Signal Performance Measures (ATSPM), and Integrated Corridor Management (ICM).

### 2.1.1 Adaptive Signal Control Technology

Adaptive Signal Control Technology (ASCT) is an advanced traffic management strategy that continuously modifies traffic signal timings in response to real-time traffic conditions for a signal network. ASCT allows signal timings to be dynamically adjusted during peak travel periods, special events, or unexpected conditions. This improves the traffic flow across both small and large networks, while requiring minimal to no modification to the existing infrastructure, reducing the need for costly upgrades or new hardware along the corridors. These technologies can enhance the arterials in the St. Lucie area, by enabling more responsive signal timings based on real-time road conditions instead of relying on pre-programmed signal plans. The City of Port St. Lucie and City of Fort Pierce have deployed ASCT along key arterials. The following subsections list sample products that can provide ASCT.

#### 2.1.1.1 Adaptive Control Software Lite

Adaptive Control Software (ACS) Lite is a traffic management software developed jointly by the Federal Highway Administration (FHWA) and Siemens Corporation. It leverages data from existing traffic detectors to monitor traffic volumes and patterns, automatically adjusting signal timing plans to optimize traffic flows and reduce congestion.

#### 2.1.1.2 SynchroGreen

SynchroGreen® is a real-time traffic management software developed by Cubic™ | Trafficware. It is designed to dynamically adjust traffic signal timings based on actual traffic conditions, helping cities and agencies optimize traffic flow, reduce delays, and improve overall traffic flow efficiency.

#### 2.1.1.3 Centrac's® Edaptive

Centrac's® Edaptive is a cloud-based adaptive signal control software developed by Econolite. This software provides real-time optimizations of signal cycle, offset and splits to reduce congestion and improve traffic flows using high resolution data. As a cloud-based system, it allows remote access, monitoring, and updates, as well as scalable deployment to accommodate the growth.

### 2.1.2 Centralized Control System

A centralized control system utilizes a central software platform to monitor and manage traffic flow across an entire roadway network. It collects real-time data from various field devices, such as loop detectors, vehicle detection cameras, and active controls devices like signals and switches to analyze traffic conditions from a single command center. This approach allows traffic engineers and operators to efficiently oversee and adjust signal operations throughout the network, optimizing traffic movement, enhancing safety, and improving overall system performance from a single location. An example product is Centrac's® Mobility software, which serves as a centralized traffic management system that is currently used across the St. Lucie TPO area.

### 2.1.3 Active Arterial Management

Active Arterial Management (AAM) relies on the active involvement of traffic engineers and operators to oversee and respond to real-time roadway conditions. While automated systems collect data from sensors and video detection cameras, human oversight is critical for interpreting complex traffic patterns, applying engineering judgement, and responding to incidents or unexpected events that technology alone may not fully address. Operators use real-time monitoring to adjust signal timing, coordinate with emergency services, and manage construction-related impacts. In the St. Lucie TPO area, AAM can improve major corridors by enabling timely interventions that reduce delays and maintain consistent traffic flow.

#### 2.1.3.1 Real-time Monitoring

Real-time monitoring requires continuous observation and analysis of live traffic data collected from sensors such as loop detectors and video detection cameras. Continuous observation relies on pan-tilt-zoom (PTZ) cameras, which can provide operators live visual access to roadway conditions, enabling more informed decision-making during incidents, congestion, or changing traffic patterns. Live traffic data is used to assess traffic volumes, queue lengths, travel times, and detect atypical conditions at intersections or corridors. By leveraging this information, this strategy can dynamically adjust signal timings and alert operators to incidents or congestion, significantly enhancing the effectiveness of arterial management. Some major intersections within the jurisdictions of St. Lucie County and the City of Fort Pierce and all the intersections in the City of Port St. Lucie have existing PTZ cameras deployed.

### 2.1.4 Automated Traffic Signal Performance Measures

Automated Traffic Signal Performance Measures (ATSPM) refers to a set of data-driven tools used to evaluate and improve the performance of traffic signal systems. It collects high-resolution data from signal controllers and detectors to assess corridor operations based on key metrics such as approach delay, split failures, queue lengths, and pedestrian service levels. These insights help traffic engineers identify inefficiencies, optimize signal timing, and enhance overall traffic flow and safety. Some of the software that support ATSPM are summarized in the following subsections. One of the modules provided by Centrac's® is the Centrac's® Signal Performance Measures (SPM) software, which provides real-time system status and indications to improve traffic flow and signal efficiency.

For the St. Lucie TPO area, this strategy can enhance major roadways by allowing traffic signals to adapt instantly to changing conditions, reducing delays and maintaining consistent flow along key corridors such as U.S. 1/S.R. 5/Federal Highway, Crosstown Parkway, and Prima Vista Boulevard.

#### 2.1.4.1 U.S. Department of Transportation's Open-Source ATSPM Platform

The U.S. DOT's Open-Source ATSPM Platform is a traffic management tool developed by the U.S. Department of Transportation (DOT). It functions as an open-source database that collects and analyzes high-resolution traffic signal data, offering insights into signal performance through metrics such as delay, split failures, queue lengths,

and pedestrian service levels. For the St. Lucie TPO area, this platform can be integrated with the existing Centracs® system to support data-driven signal optimization, provide operational transparency, and improve overall traffic efficiency.

#### 2.1.4.2 Miovision TrafficLink

Miovision TrafficLink is a cloud-based software that leverages advanced video detection, real-time data, and Artificial Intelligence (AI) to help cities remotely manage traffic and improve mobility. The system provides detailed performance metrics, safety analytics, and multimodal insights to support smarter, data-driven traffic decisions. The platform can integrate with the existing Centracs® system, enabling a unified and data-driven approach to traffic management.

#### 2.1.4.3 Iteris ClearGuide

Iteris ClearGuide® is a cloud-based traffic analytics platform that leverages transportation data to help agencies improve mobility, optimize signal operations, and enhance roadway safety. The software offers features such as congestion monitoring, incident management, and detailed reporting to support data-driven decision-making. ClearGuide® enables proactive traffic management during special events and construction zones without relying on manual data collection. Its ability to monitor arterial performance and support multimodal coordination makes it effective for managing traffic.

### 2.1.5 Integrated Corridor Management

Integrated Corridor Management (ICM) coordinates operations across multiple travel facilities, such as freeways and arterials, within defined corridors. The idea for ICM lies in real-time data sharing and cross-agency collaboration, allowing transportation operators to manage traffic traveling on roadways through multiple jurisdictions rather than in isolated segments. Through centralized platforms and decision support systems, ICM allows operators to respond to incidents, congestion, or high demand by adjusting signal timings on arterials, activating ramp meters on freeways, and/or disseminating traveler information via Dynamic Message Signs (DMS) or applications. For example, if a crash occurs on I-95, ICM can support traffic rerouting to U.S. 1/S.R. 5/Federal Highway via Crosstown Parkway, or to Florida's Turnpike via Port St. Lucie Boulevard, and adjust signal timings to accommodate the diverted flow and minimize delays. This coordinated strategy helps optimize traffic flow, reduce congestion, and optimize the travel experience for all users on the different roadway facilities within the ICM network.

#### 2.1.5.1 Regional Integrated Corridor Management System

Regional Integrated Corridor Management System (R-ICMS) is an ICM software developed by the Florida Department of Transportation (FDOT) District 5 to support coordinated operations across multiple transportation modes within a corridor. It provides data from freeways, arterials, transit, and emergency vehicles into a single program and uses the real-time data to detect congestion, provide alternative routing, coordinate signal timings, and support multimodal travel.

## 2.2 Freeway Management

Freeway management uses Intelligent Transportation Systems (ITS) to balance freeway capacity and demand, safety, and travel time efficiency. Freeways serve as critical corridors for regional travel, freight movement, and emergency response, forming the backbone of long-distance and high-speed transportation networks. Implementing freeway management strategies is important for maintaining smooth traffic flow, reducing congestion, and responding effectively to incidents. These strategies can improve freeways in the St. Lucie TPO area, such as I-95 and Florida's Turnpike. Possible strategies to implement on freeways to elevate their performance, include, but is not limited to, ramp metering, ICM, managed lanes, wrong-way vehicle detection, and Truck Parking Availability Systems (TPAS).

### 2.2.1 Ramp Metering

Ramp metering uses traffic signals at the entrances of freeway on-ramps to regulate the flow of vehicles entering the freeway. This strategy helps prevent congestion and maintain free-flow traffic by spacing out the vehicles that are merging onto the freeway during peak periods. This reduces bottlenecks and improves traffic flow by minimizing merging and lane change maneuvers. In the St. Lucie TPO area, ramp metering can benefit freeways by minimizing stop-and-go conditions and rear-end collisions when merging during peak periods.

### 2.2.2 Integrated Corridor Management

Refer to Section 2.1.5 for ICM benefits and product examples that can be implemented on freeways and arterials.

### 2.2.3 Managed Lanes

Managed lanes are designed to improve traffic flow and regulate access by allowing only specific types of vehicles to use designated lanes. These lanes help reduce congestion and optimize travel efficiency. Common types of managed lanes include:

- Toll lanes for a fee
- Bus-only lanes dedicated exclusively to public transit

Florida's Turnpike uses SunPass<sup>®</sup>, an electronic toll collection system, while I-95 remains toll-free in the St. Lucie TPO area. For many managed lanes, pricing strategies, such as dynamic pricing, are used to manage demand and maintain optimal traffic conditions. Dynamic pricing has been implemented on I-95 to manage traffic demand in express lanes in South Florida. On I-95, the toll amount changes based on the level of service and traffic density throughout the express lanes. As the level of service deteriorates and traffic density increases in the express lanes, the toll rate increases between a maximum and minimum toll amount range to discourage the use of the express lanes.

### 2.2.4 Wrong-Way Vehicle Detection System

Wrong-Way Vehicle Detection System (WWVDS) is designed to detect vehicles that are traveling against the designated direction of traffic. This is typically for highways, ramps, and one-way roads using detection devices such as radar, video detection cameras, and/or thermal sensors to detect wrong-way movements in real time.

Detected wrong-way vehicles will trigger the system to alert the driver with flashing signs and/or warning beacons. Additionally, notifications of wrong-way vehicles are sent to traffic operators and law enforcement to ensure a rapid response in preventing serious crashes. In the St. Lucie TPO area, WWVDS is deployed by FDOT District 4 on the I-95 off-ramps at Midway Road interchange and Gatlin Boulevard interchange. Potential WWVDS locations for future deployment at other ramps should be considered.

### 2.2.5 Truck Parking Availability Systems

Truck Parking Availability Systems (TPAS) help commercial drivers locate available parking spaces in real time. These systems typically use in-ground sensors or video detectors to monitor parking space occupancy at rest areas and truck stops along freeways. The collected data is then communicated to drivers through dynamic roadside signs and/or mobile applications, allowing them to plan stops more efficiently and avoid parking on freeway shoulders. These improvements may reduce crashes related to driving fatigue on major freeways, enhancing safety, and reducing illegal parking. Existing TPAS was deployed by FDOT District 4 at the St. Lucie County Rest Areas both northbound and southbound along I-95 at Mile Marker 106. Other potential locations for TPAS to be considered include the Florida's Turnpike Port St. Lucie-Fort Pierce Service Plaza and other commercial truck stops such as Love's Travel Stops.

## 2.3 Work Zone Management

Work zone management involves the use of traffic control measures to minimize disruptions caused by construction or maintenance activities. Within construction zones, tools such as clear signage, detour routes, and speed control devices are used to safely guide drivers through or around the work area. Real-time monitoring and communication technologies can provide up-to-date traffic information, allowing agencies to respond quickly to changing conditions. This helps reduce congestion, increase safety for both workers and motorists, and prevent crashes caused by sudden traffic changes or driver confusion.

### 2.3.1 Smart Work Zone

Smart work zone systems utilize real-time data to improve traffic flow within construction areas with DMS and automated speed display signs (ASDS). DMS provide drivers with information on changing roadway conditions based on construction work zones in the area. Additionally, when congestion builds up, ASDS display vehicle speeds to encourage drivers to be aware of their speed during a work zone area. DMS can display warnings such as "Slower Traffic Ahead" and provide drivers with alternative routes and updated arrival times. During a highway resurfacing project, sensors may detect congestion near the work zone and relay this real-time data to the DMS to alert drivers.

### 2.3.2 Variable Speed Limits and Zipper Merges

Variable Speed Limits (VSL) and zipper merges are aimed at enhancing safety and efficiency around work zones. VSL use electronic signs to adjust speed limits in real time based on traffic conditions, weather, or construction activity. Lowering speed limits near work zones helps smooth traffic flow and reduce the risk of crashes. Zipper

merges encourage drivers to use all available lanes up to the merge point and then take turns merging, which helps minimize bottlenecks and aggressive lane changes. For example, during highway construction, VSL signs may reduce speeds approaching the work zone, while zipper merges guide drivers to merge in an orderly fashion at the designated point, promoting safer and more efficient traffic movement.

## 2.4 Emergency Management

Emergency management refers to the response strategies utilized to control unexpected incidents such as crashes, natural disasters, or severe weather events. Typically, collaboration between law enforcement, emergency responders, and traffic operators are involved to ensure quick responses and minimize traffic disruptions. In Florida, this is crucial during hurricane evacuations where the emergency management can guide evacuees, ensure fuel availability, and clear routes efficiently.

### 2.4.1 Dynamic Recovery Plan

Resiliency is the ability of a transportation system to react, respond, and recover from unexpected incidents like severe weather, crashes, natural disasters, and other emergencies. Achieving resilience requires proactive planning, real-time monitoring, and adaptive strategies that maintain traffic flow and ensure public safety during disruptions. A well-developed dynamic recovery plan provides traffic operators with the flexibility to quickly adjust operations, minimize delays, and reduce the likelihood of secondary incidents. Traffic operators can achieve resiliency by using real-time monitoring systems that deploy sensors and video monitoring cameras to analyze roadway conditions, and by using adaptive control measures that enable automated rerouting calculations and signal timing adjustments during emergencies.

### 2.4.2 Centralized Systems for Incident Reporting and Emergency Response

Centralized systems for incident reporting and emergency response enable transportation agencies to manage and coordinate emergency incidents within a roadway network. These systems collect data from sensors, video detection cameras, 911 calls, and field personnel into a single interface. The single interface allows operators to deploy the appropriate resources needed depending on the severity of the incidents. For instance, during a multi-vehicle crash, a centralized system can automatically alert emergency responders, update DMS to warn approaching vehicles, and disseminate traveler information using real-time data.

#### 2.4.2.1 Daupler Response Management System

The Daupler Response Management System is a centralized platform that streamlines incident reporting and emergency responses. This system sends mass notifications and prioritizes and routes incidents to appropriate response teams based on urgency.

### 2.4.3 Emergency Vehicle Preemption

Emergency Vehicle Preemption (EVP) allows emergency vehicles, such as ambulances, fire trucks, and police cars, to override normal traffic signals to receive priority through intersections. When emergency vehicles approach an intersection, the system will detect its presence through technology like Global Positioning System (GPS),

cellular, or radio-based technology to temporarily change the traffic signal to green on the vehicles' direction of travel to allow the emergency vehicle to pass through busy intersections without stopping. As an example, the Applied Information Glance preemption system enables preemption using an in-vehicle cellular unit with cloud-based communication to the traffic signals within a network. Newer systems, like LYT.emergency, rely on centrally enabled technology at traffic management centers and reduce the need for field hardware. EVP is currently deployed in a limited manner across the TPO area, highlighting the need for expansion and technological updates to the EVP systems to better support emergency response and improve traffic operations.

#### 2.4.4 Road Weather Information System

Road Weather Information System (RWIS) is designed to monitor and report real-time weather and pavement conditions along roadway networks. This system uses roadside sensors, video monitoring cameras, and atmospheric instruments to collect data on temperature, humidity, wind speed, precipitation, visibility, and surface conditions such as flooding. The information is then collected into centralized systems such as SunGuide® and shared with traffic management centers to make decisions such as road closures, speed limit reductions, and emergency response coordination. For instance, during a tropical storm, RWIS can detect flooding and wet road conditions to automatically alert traffic management centers. Traffic operators can then use this data to coordinate with emergency services for road closures and detours, enhancing safety and response efficiency.

#### 2.4.5 Zone Based Evacuation Planning

Evacuation routes and signal timing are designed to support the efficient movement of traffic during emergencies that require large-scale evacuations, such as natural disasters or major incidents. Evacuation routes are pre-identified roadways selected based on factors like capacity, connectivity to shelters, and accessibility for emergency vehicles. These routes are supported by adjusted signal timings that prioritize traffic flow along evacuation corridors. For example, during a hurricane evacuation, traffic operators may activate contraflow on major highways and modify signal timings along arterial roads to facilitate faster movement away from the coast.

Zone based evacuation planning helps organize large scale evacuations more efficiently. With this strategy, geographic areas are divided into zones based on population density, road network capacity, access to evacuation routes, and proximity to hazards. For each zone, specific instructions are assigned which outline the designated routes, evacuation departure timing and priority zones during an evacuation. This staggers the departures between the zones to control the flow of traffic. During a hurricane evacuation, the emergency management personnel may activate zone-based evacuation plans where coastal zones evacuate first, followed by inland zones.

In St. Lucie County, the evacuation zones are based on how vulnerable the area is to storm surge and flooding, with Zone A being the most vulnerable and likely to be evacuated first, and Zone F being the least vulnerable and likely to be evacuated last. Traffic signals are then reprogrammed to accommodate major evacuation routes, and law enforcement coordinates with emergency services to manage intersections and traffic flow.

## 2.5 Traffic Incident Management

Traffic incident management coordinates detecting and clearing roadway incidents such as crashes or vehicle breakdowns to restore normal traffic flow as quickly as possible. The operators detect incidents using closed-circuit television (CCTV) cameras and sensors, then alert transportation agencies to deploy the appropriate personnel and equipment for the incident. The goal is to identify the incident as quickly as possible and manage the scene efficiently to minimize traffic disruption.

### 2.5.1 Road Ranger Service Patrols

Road Ranger Service Patrols are specially equipped vehicles operated by personnel who patrol major highways to assist with roadway incidents and improve traffic flow. Their job is to provide quick on-site support for minor crashes and debris removal to reduce risk of secondary crashes. They assist with providing stranded vehicles with fuel or minor mechanical help, setting up traffic control cones, communicating with traffic management centers to report incidents, and support law enforcement. On I-95 and Florida's Turnpike in the St. Lucie TPO area, if a vehicle breaks down in a travel lane, a Road Ranger can help move the vehicle to a safe location and set up warning signs.

### 2.5.2 Rapid Incident Scene Clearance

The Rapid Incident Scene Clearance (RISC) program leverages specialized equipment and trained operators to remove major obstructions like trucks or multi-vehicle crashes from a major roadway. The goal is to restore typical traffic flow within 90 minutes or less to reduce congestion and prevent secondary crashes. Operators are typically dispatched by traffic management centers and are incentivized to meet clearance time goal with performance-based contracts. In Florida, the FDOT RISC program activates when a major crash blocks travel lanes on an interstate like I-95.

### 2.5.3 Severe Incident Response Vehicle

A Severe Incident Response Vehicle (SIRV) is a specialized vehicle that respond to roadway incidents such as crashes, disabled vehicles, debris, and hazardous spills. These vehicles are equipped with specific tools that are used to clear incidents efficiently to minimize traffic disruptions. These vehicles can aid other incident management programs and help manage traffic during larger emergencies.

### 2.5.4 Traffic Incident Management Control Center

The Traffic Incident Management Control Center (TIMCC) is a centralized center where transportation agencies monitor and coordinate roadway incidents in real-time. This center serves as a hub to integrate data from various sources such as video monitoring cameras and sensors from emergency vehicles. Operators in TIMCC use software like SunGuide® to detect incidents quickly to deploy appropriate personnel. In Florida, a TIMCC may get alerts from a sensor detecting congestion on I-95 which the operators can verify through CCTV cameras and dispatch emergency responses. Most Traffic Management Centers can also serve as TIMCCs.

## 2.6 Traveler Information Systems

Traveler Information Systems (TIS) provide real-time data to drivers, helping them make informed decisions about travel routes and travel time. These systems gather information from traffic sensors, CCTV cameras, GPS, and weather monitoring tools, and distribute it through platforms such as DMS, mobile applications, websites, and social media. In Florida, the FL511 system is a key example, offering statewide traffic updates, alerts, and travel times through its application and website, helping drivers navigate safely and efficiently, especially during emergencies or unexpected delays.

### 2.6.1 Real-Time Traveler Information

Real-time traveler information systems provide up-to-date data that helps drivers choose the most efficient and safest routes based on current traffic conditions. This information is delivered through platforms such as mobile apps and websites, allowing users to avoid congestion, reduce travel time, and make informed decisions about their travel path.

#### 2.6.1.1 Cameras

CCTV cameras provide visual, real-time observation on the condition of roadway networks. These cameras are strategically placed along highways and intersections to monitor traffic flow and assess weather-related or incident impacts for drivers. Traffic operators use CCTV cameras to verify alerts and unusual traffic conditions to relay this information to drivers through mobile apps, websites and 511 systems. In Florida, CCTV cameras integrated into the SunGuide® system allow operators to monitor real-time traffic to help drivers route and avoid delays.

#### 2.6.1.2 Dynamic Message Signs

DMS are electronic signs placed along highways and major roads to display information to drivers. These signs are updated remotely by traffic operators to alert the drivers using real-time data collection through sensor and CCTV cameras. Messages displayed on a DMS can be related to crashes, lane closures, severe weather, travel time, detour instructions, evacuation routes, or safety advisories.

#### 2.6.1.3 SunGuide® Software

SunGuide® Software is a traffic management software developed by FDOT and used at all FDOT Regional Traffic Management Centers (RTMCs) across the state to monitor and manage traffic operations in real time. It integrates various ITS devices, including DMS, CCTV cameras, vehicle detection systems, and connected vehicle infrastructure. For the St. Lucie TPO area, SunGuide® provides centralized monitoring and control of ITS devices managed by FDOT, including Florida's Turnpike.

### 2.6.2 Travel Time Detection and Monitoring

Travel time detection and monitoring helps assess roadway performance and provides drivers with real-time travel information. This approach typically uses technologies such as Bluetooth readers, Wi-Fi sensors, and GPS data from vehicles to measure how long it takes to travel between specific points along a roadway network. The

collected data helps identify areas of congestion or delay, which traffic operators use to adjust signal timings to ease traffic flow and activate DMS with updated travel time estimates, helping drivers make informed route choices and reducing overall congestion.

## 2.7 Freight and Rail Management

Freight and rail management focuses on the coordination of rail systems and freight movement to reduce roadway congestion and refine transportation safety. This involves monitoring and optimizing freight routes, rail schedules, and intermodal connections to ensure efficient and uninterrupted operations. Key elements include rail signal coordination to manage traffic impacted by train movements, real-time tracking systems for cargo and rail assets, and data-sharing platforms between public agencies and private operators. Real-time data allows rail preemption devices to adjust signal timing near rail crossings to minimize delays and prevent bottlenecks. In Florida, coordination between FDOT and private rail companies includes managing train schedules, improving crossing safety, and supporting access to ports for freight transport.

### 2.7.1 Virtual Freight Network

The Virtual Freight Network (VFN) utilizes real-time data and data infrastructure to coordinate and optimize the movement of goods across transportation systems. VFN is a freight-focused application that was developed to share data among commercial vehicle operators, freight facilities, shippers, receivers, and public sector. This data is used to provide planning and scheduling of shipments especially during emergencies or disruptions like hurricane evacuations.

### 2.7.2 Freight Signal Priority

Freight Signal Priority (FSP) improves freight movement in urban areas specifically where trucks and trains interact at signalized intersections. Real-time data is used to detect approaching freight vehicles and adjust traffic signals to give them priority passage through intersections. This reduces delays and improves delivery schedules caused by frequent stops. This type of strategy may be deployed near rail crossings, ports, and distribution centers as they are known for having high volumes of freight traffic that can cause congestion for all vehicles along the roadway network. Potential locations of interest in the St. Lucie TPO area include the Port of Fort Pierce and other commercial distribution centers such as Walmart and Amazon.

### 2.7.3 Dynamic Truck Routing and Parking

Dynamic truck routing and parking uses real-time data to optimize truck movements and parking availability across the network. This strategy uses GPS, traffic sensors, and parking occupancy data to provide freight vehicles with the most efficient routes while helping them locate legal parking spaces. Dynamic routing provides truck drivers with current traffic conditions, road closures, or incidents. In Florida, this strategy, supplemented with TPAS, can help guide drivers to open spaces at rest areas along I-95 or Florida's Turnpike.

### 2.7.4 Smart Roadside and Virtual Weigh-In-Motion

Smart Roadside and Virtual Weigh-In-Motion (WIM) systems are used to monitor commercial vehicle activities and ensure they comply with weight regulations without having to stop at a typical weigh station. Smart roadside systems use sensors and CCTV cameras to collect data on vehicle weight, classification, and speed as trucks pass by. The data is processed in real-time to target inspections and improve traffic flow. Virtual WIM systems use sensors embedded in the pavement and measure the axle and gross weight of vehicles to allow for continuous monitoring without disrupting freight movement and allow traffic to continue flowing. These systems can be deployed in corridors like I-95 and Florida's Turnpike to maintain smooth freight operations.

### 2.7.5 Railroad Preemption

Railroad preemption coordinates traffic signals near rail crossings to ensure safe and efficient movement between trains and vehicles. When a train is approaching a railroad crossing, the preemption system temporarily overrides normal traffic signal operations at nearby intersections to clear vehicles from the tracks. In Florida, railroad preemption is used at major intersections near the Florida East Coast (FEC) Railway and other rail crossings. This reduces risks of collisions between trains and roadway vehicles and improves the safety of both operations.

## 2.8 Transit and Multimodal Management

Transit and multimodal management involve the strategic coordination of various transportation modes such as buses, trains, bicycles, and pedestrians to enhance overall mobility and reduce congestion. By leveraging real-time data and integrated technologies, agencies can implement responsive strategies that align transit operations with current demand. These management approaches ensure seamless transitions between modes, promote efficient traffic flow, and minimize delays across the roadway network, ultimately supporting a more reliable, equitable, and accessible transportation system.

### 2.8.1 Real-Time Bus Monitor System

A real-time bus monitoring system provides real-time information on bus locations, arrival times, and service conditions. It uses wireless communication technology to track buses in real time and delivers live updates to riders and transit operators. GPS-based tracking and management of transit vehicles utilizes satellite technology and wireless communication to monitor the real-time location, speed, and operational status of transit fleets. This elevates the rider's experience by offering accurate wait times and reducing uncertainty.

In the St. Lucie TPO area, the Area Regional Transit (ART) has adopted this technology through an interactive map that gives riders access to real-time route information. GPS tracking is integrated into the ART system, allowing the county to efficiently manage its transit operations and support micro transit services. By providing accurate arrival predictions and service alerts through mobile applications and digital signage, the system elevates rider experience and ensures a more responsive and accessible transit network. The system supports ART's fare-free transit service across the City of Fort Pierce, City of Port St. Lucie and the rest of St. Lucie County, helping users

plan their trips more efficiently and avoid delays. By integrating real-time data with on-demand micro transit services, the transit network can remain responsive, accessible, and well-suited to the needs of a growing population.

### 2.8.2 Transit Signal Priority

Transit Signal Priority (TSP) improves bus services by allowing transit vehicles to communicate with traffic signals and request priority at intersections. This involves extending the green light duration or shortening red light duration to reduce delays for buses, especially if they are behind schedule or if there is congestion in the corridor. In the St. Lucie TPO area, the central control system has the capability to provide signal priority for transit vehicles, including those operated by the ART system.

### 2.8.3 Automated Fare Payment Systems for Efficiency and Data Collection

Automated fare payment systems for efficiency and data collection is the process of collecting transit fares through contactless methods such as mobile applications that enhance operational efficiency by speeding up boarding times and reducing fare evasions. This system also generates real-time data on typical ridership patterns which transit agencies can then use to optimize routes and schedules to accommodate the demand. In St. Lucie TPO area, the ART system for the fixed routes and on-demand services operates as a fare-free service and may not benefit from this technology. However, it can be considered if the transit agency chooses to use paid services for future expansion.

### 2.8.4 Automated Systems for Counting Passengers and Ensuring Safety

Automated systems for counting passengers and ensuring safety is technology that monitors public transit ridership and operational safety. This is done using infrared sensors, 3-Dimensional cameras, or AI-powered vision tools to accurately count the riders boarding/alighting transit services. This provides real-time data for route optimizations and service planning. For safety measures, many systems also include video streaming and object detection to monitor vehicle occupancy and boarding safety. In the St. Lucie TPO area, this strategy can be integrated into ART by deploying automated passenger counts to gather ridership data and better adjust the need for service frequencies or to plan future expansions. There are automated tracking systems like Passio Technologies and ETA Transit that can help support this strategy through passenger counting and video streaming.

### 2.8.5 Rideshare

Rideshare connects passengers traveling in similar directions through shared vehicles, helping reduce single-occupancy trips and minimize the number of vehicles on the road. This alleviates congestion and supports more efficient use of transportation infrastructure. When integrated with real-time data systems, rideshare programs can dynamically match riders, improve service reliability and overall mobility. In St. Lucie TPO area, rideshare is already part of the ART system through an on-demand service, which allows residents to book shared rides using

a mobile application. Additionally, partnerships with regional programs like South Florida Commuter Services promote carpooling and vanpooling by offering incentives and emergency ride options.

## 2.9 Connected and Automated Vehicles

Connected and Automated Vehicles (CAVs) use advanced sensors, GPS, and wireless communication to interact with other vehicles or infrastructure, including vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I), and broader networks such as vehicle-to-everything (V2X) to enhance mobility and safety across the transportation network. These technologies enable vehicles to detect hazards, adjust routes dynamically, and communicate with traffic signals, other vehicles and work zones to enhance situational awareness and safety.

In the St. Lucie TPO area, CAVs are part of the long-term transportation vision which includes the development of automated and connected corridors. Integrating CAVs into the transportation system can significantly reduce human error-related crashes, improve traffic flow, and support a safer, more efficient roadway network.

### 2.9.1 Connected Vehicle Infrastructure

Connected vehicle infrastructure refers to the physical and digital systems that enable vehicles to communicate with each other (between two vehicles), other roadway infrastructures (traffic lights, road signs, etc.), and the traffic network. These vehicles can receive alerts for red-light running, speeding in a school zone, or a pedestrian crossing. This includes systems like roadside units (RSU) that communicate between the vehicles, the traffic signal controllers, and centralized data platforms. These components help support real-time data communications to allow for coordinated response and enable communication between vehicles and traffic signals or work zones to provide reduced travel times and more efficient incident management.

#### 2.9.1.1 Deployment of Roadside Units and Onboard Units

RSUs are devices that are installed along roadways like traffic signals or intersections to provide V2I communication and provide data such as signal timings or traffic conditions to the vehicle. Onboard Units (OBUs) are devices installed inside a vehicle to provide V2X communication and allow vehicles to make decisions based on data from RSUs or other vehicles and adjust speed or change lanes accordingly. They provide the connection between vehicles and transportation ecosystems which can lead to better traffic flow as the vehicles and infrastructure will be more coordinated.

### 2.9.2 Autonomous Vehicles

Autonomous vehicles (AVs) are designed to continuously communicate with central systems, adjust routes based on traffic, weather, and demand, and self-coordinate with other vehicles to avoid congestion. Self-driving trucks, buses, and delivery vehicles can reduce human error and optimize logistics. AVs will have the ability to operate 24/7 without driver fatigue, reduce labor costs and increase delivery speed. In preparation for the AVs, the transportation system will need to provide supporting infrastructure including embedded sensors and communication systems, dedicated lanes or zones for AVs, and charging stations and maintenance hubs for

electric AVs. Transportation management agencies will need to consider a more tech-centric and policy-driven approach for adapting the AVs in the near future.

## 2.10 Traffic Signal Preemption

Traffic signal preemption allows vehicles to temporarily override normal traffic signal operations to receive a green light. This is typically used for emergency vehicles, and transit buses to allow them to remain on schedule and not be delayed by congestion. This system uses technologies like GPS, radio signals, and transmitters to detect when a vehicle is approaching with preemption capabilities. Refer to Section 2.4.3 for EVP, Section 2.8.2 for TSP, Section 2.7.2 for FSP, and Section 2.7.5 for railroad preemption.

## 2.11 Accessible Pedestrian Signals

Accessible Pedestrian Signals (APS) are designed to assist pedestrians with visual or hearing impairment to safely cross streets. These signals provide non-visual cues like audio tones and verbal messages that indicate when it is safe to cross the street and are synchronized with the traffic signal phases to provide the appropriate information. This allows all pedestrians to navigate an intersection safely and independently.

In St. Lucie County, APS has been integrated into the existing and planned infrastructure. The City of Port St. Lucie has made strives to providing accessible facilities and programs in compliance with the American with Disabilities Act (ADA).

### 2.11.1 Passive Pedestrian Detection

Passive pedestrian detection is used to detect a pedestrian at an intersection without needing push button actuation. This strategy uses sensors like infrared, microwave, video analytics, and thermal imaging to identify when a pedestrian is waiting to cross the street. Once the pedestrian is detected by the system, it will adjust the signal timing to provide time for the walk phase to turn on, allowing a pedestrian to cross based on real-time conditions. Software, such as the Cubic® Transportation System, uses computer vision and traffic networks to track pedestrian movements and adjust clearance times for pedestrians to cross.

### 2.11.2 Pedestrian Real-Time Analytics

Pedestrian real-time analytics systems use sensors and CCTV cameras to analyze pedestrian movements and behaviors in real-time. They collect data like pedestrian volumes, crossing patterns, wait times, and vehicles in intersections to help agencies optimize signal timing accordingly and design pedestrian friendly environments. Real-time data can also detect abnormal behaviors such as jaywalking and alert traffic management centers for further evaluations. This data helps agencies locate the needs for crosswalks and identify the improvements needed to make them more pedestrian friendly. Some software like Streetlight Data offer pedestrian and bicycle activity across the region and provide real-time information to identify high-risk areas.

### 2.11.3 Pushbutton Locator Tones and Vibrotactile Indicator

A push button locator tone is an audible signal that comes from the pedestrian push button device to help visually impaired pedestrians find the button. These tones are soft and consistent to guide pedestrians to the correct location without disrupting the surroundings. A vibrotactile indicator is a mechanism built into the push button that when activated, the push button vibrates such that a deaf and/or blind pedestrian can know when it is safe to cross. The Manual on Uniform Traffic Control Devices (MUTCD) requires APS with standardized locator tones that repeat every second and recommends volume adjustments based on the ambient noise.

### 2.11.4 Audible and Tactile Feedback

Audible feedback are sounds such as beeps or spoken messages that indicate to pedestrians when it is safe to cross the street and in what direction. Tactile feedback is physical sensations such as push-button vibrations that indicate to pedestrians when it is safe to cross. Audible feedback is helpful to pedestrians who are blind or have low vision whereas tactile feedback is helpful to pedestrians that are deaf or have trouble hearing. There is software like the Polara Audible Beacons System that support audible and tactile feedback as part of APS.

## 2.12 Emerging Technologies

In preparation for the emerging technologies that will reshape the transportation system in the next 20 years, it is important to understand the concepts and their potential impacts to the overall transportation management and develop long-range plans for the supporting infrastructure. This section introduces a few examples of emerging technologies to be considered.

### 2.12.1 Artificial Intelligence (AI) Uses in Advanced Traffic Management Systems

AI plays a vital role in enhancing ATMS by enabling real-time monitoring, analysis, and response to traffic conditions. AI is used across various ATMS functions to improve traffic management strategies, including traffic flow optimization, incident detection and response, emergency vehicle prioritization, and predictive analytics. These capabilities support traffic operators in making informed decisions and adapting to changing roadway conditions. For the St. Lucie TPO area, examples of AI applications that may be considered include AI-powered ASCT to improve algorithmic decision-making and corridor optimization, real-time incident or near-miss detection and automated alert systems using AI video analytics, and predictive analytics using AI algorithms to analyze historical and real-time data for demand modeling and resource allocation.

### 2.12.2 Advanced Air Mobility

Advanced Air Mobility (AAM) uses electric vertical takeoff and landing (eVTOL) aircraft and other next generation aviation technologies to move people and goods through urban, suburban, and regional airspace. AAM offers urban congestion relief by providing an aerial alternative to the congested roadways, especially in megacities, and can bypass traffic, reduce commute times and improve efficiency. AAM can support rapid medical transport, disaster response, and delivery of supplies to remote areas.

AAM will require new traffic management systems that integrate air and ground mobility and new infrastructure such as vertiports, charging stations, and detection and communication systems.

FDOT recently announced that the construction of the first AAM vertiport of the state has started at the FDOT's SunTrax testing facility, which will be expanded to a statewide network of interconnected commercial vertiports. This facility will establish the nation's first-ever AAM aerial test bed and dedicated airspace, driving innovative research and development for this emerging technology.

### 2.12.3 Other Transportation Modes

Hyperloop, a transportation system using capsules supported by an air-bearing surface within a low-pressure tube, and magnetic levitation trains will revolutionize intercity travel. Autonomous drones and ground-based robots will handle urban deliveries, reduce congestion and improve speed. These new modes should be considered when developing the long-range transportation plans for supporting infrastructure needs.

### 2.12.4 Digital Twins

Digital twins are virtual replicas of physical systems that continuously mirror real-world conditions using real-time data. A digital twin for a transportation system integrates sensor data from vehicles, infrastructure, and traffic systems, uses AI and machine learning for predictive modeling, and leverages simulation engines and cloud and edge computing to test scenarios and optimize decisions for real-time responsiveness. Transportation networks will be mirrored in virtual environments for testing, planning, and optimization. Cities can simulate traffic flows, infrastructure changes, and emergency scenarios before implementation

## 3. Visioning and Partnering Workshop

A visioning and partnering workshop was held on Wednesday, November 19<sup>th</sup>, 2025, at the St. Lucie TPO Board Room. Representatives from the following agencies attended the workshop: the City of Port St. Lucie, the City of Fort Pierce, St. Lucie County, the St. Lucie TPO, FDOT District 4, and Kimley-Horn (project consultant).

The workshop began with an overview of the St. Lucie ATMS Master Plan Update presented by the St. Lucie TPO. This introduction reviewed the current version developed in 2013, and outlined the vision for the future of St. Lucie ATMS, which is to connect all the traffic signals across various signal maintaining agencies in the TPO, allowing for remote operations and monitoring of the signals and regional traffic management. The St. Lucie TPO also provided updates on the completed and programmed projects based on the 2013 Master Plan.

Following this, Kimley-Horn presented the timeline for the ATMS Master Plan Update tasks, and summarized the existing ATMS inventory reviewed among various agencies in the St. Lucie TPO area. Building on this inventory, the workshop included a discussion of the latest strategies and applications reviewed. Proposed ATMS strategies were discussed and summarized in the following section, including recommendations for expanding existing network, improving cross-agency connectivity, and adopting new technologies.

### 3.1 ATMS Needs Discussion

Discussions of the agency specific ATMS needs throughout the St. Lucie TPO area occurred in the following topics:

- **Fiber vs Cellular:** The County noted that the preferred communication method for the signals maintained by the County is via cellular. The County emphasized that all proposed ATMS should be on cloud. There are some arterials with trunk line fiber deployed but not connected to the traffic signals. The County would like to explore the option to keep the fiber and cellular networks separate while providing interconnectivity. An example shared was Prima Vista Boulevard that the fiber exists but is not connected to the signals due to lack of funds. The City of Port St. Lucie noted that the ATMS should be separated from the City’s fiber network.
- **Speed management:** The City of Fort Pierce would like to explore speed detection methods to improve speed management. They inquired about using Bluetooth travel time detectors to monitor speeding concerns. Kimley-Horn advised that, for certain roadway segments, other detection methods such as microwave detection would provide a more accurate solution than Bluetooth detection for managing speeds.
- **Probe Data:** The County mentioned the use of the StreetLight data for speed and traffic analysis. The City of Port St. Lucie indicated that they utilizes StreetLight for traffic counts and traffic calming strategies. There was discussion about expanding the StreetLight platform to incorporate the connected vehicle data. The St. Lucie TPO expressed interest in identifying a data source that can be adopted by all jurisdictions in the St. Lucie area. FDOT noted that the RITIS is another probe data source available for local agencies’ use for free via the FDOT license with RITIS. The City of Fort Pierce indicated they would like to explore the available data sources without having to pay for a third-party data subscription.
- **Signal Connectivity:** The City of Fort Pierce expressed interest in proposing signal connectivity across multiple agencies. FDOT stated that the goal of the ongoing Cloud-Based Arterial Management (CBAM) program is to provide remote connectivity for the signals among all agencies. The future phase of CBAM will consider incorporating the City of Fort Pierce traffic signals. Another focus of CBAM is to establish common performance measures for the ATMS investments. FDOT noted that information sharing often faces resistance due to cybersecurity concerns and potential hacking risks.
- **Detection and Monitoring Cameras:** The City of Port St. Lucie noted the use of Axon Fusus platform by the City’s Police Department to enable video streaming of surveillance cameras. It was noted that the Centracs Mobility is better suited for ATMS data and is not designed for video integration. FDOT emphasized that the preference is to install both surveillance cameras and vehicle detection cameras at intersections. The County suggested exploring the use of fisheye cameras that can provide both surveillance and vehicle detection capabilities with a single camera.
- **Multimodal and Safety:** The St. Lucie TPO inquired about the need for transit and pedestrian safety. The County’s Transit Department expressed interest in deploying Transit Signal Priority along US 1. The

County is interested in the idea of incorporating the bus lane with Bus Rapid Transit (BRT) signal control (Blue diamond lane). FDOT inquired the needs of Freight Signal Priority, in particular for mitigating the acceleration and deceleration time loss along US 1. The County is interested in identifying the potential locations for freight signal priority needs based on truck volume data. The City of Fort Pierce indicated the needs for pedestrian/bike safety as well as park-n-ride for SunTrails.

- **Freeway Management:** The City of Port St. Lucie is interested in special event traffic management, in particular, a special timing plan to be developed for the stadium to be built on US 1.
- **Artificial Intelligence (AI):** The City of Port St. Lucie has its AI policy and is interested in how AI can be used in ATMS. The studies conducted by the Broward Metropolitan Planning Organization (MPO) and the North Florida TPO were mentioned.
- **Emergency Evacuation:** The City of Fort Pierce would like to review the current Emergency Evacuation zones and routes developed by St. Lucie County and update as needed. Signal timing coordination along emergency evacuation routes across jurisdiction and the damage repair process was another concern. The St. Lucie TPO would like to look at how the evacuation routes were determined and how CBAM can assist cross-jurisdiction signal timing. The County brought up the need for how to collect incident and road closure information for locals to view, and to have timing plans in place for the cities to implement and active when needed. The City of Fort Pierce would like to take advantage of the FDOT 24/7 operations for unplanned event management.
- **Flood Detection:** The City of Port St. Lucie identified the need for flood detection along Indian River Drive and other arterials. Flood maps and elevation data can be used for identifying the locations for flood detection deployment.
- **Police Department:** The City of Port St. Lucie Police Department is concerned with accidents and school zones speeding management. They are currently deploying the Fusus platform. The City's Police Department currently does not have access to the traffic surveillance cameras, but would like to explore the possibility. St. Lucie County indicated that the school zone speeding cameras are ready to be deployed.
- **Uninterruptible Power Supply (UPS):** St. Lucie County would like for FDOT to provide direction and/or regulation on the duration of UPS need to be running at traffic signals. The St. Lucie TPO would like to identify gaps on the current UPS deployment and propose expansion in the ATMS Master Plan Update.
- **Special Consideration:** St. Lucie County brought up the needs to upgrade the traffic signals along 25<sup>th</sup> Street. The ownership of this corridor is being transferred from FDOT to St. Lucie County, and the signal maintenance responsibility is being transferred from the City of Fort Pierce to St. Lucie County. The County would like to deploy cameras, UPS, preemption, etc. to meet the County standards.

## 4. System Requirements

Transportation Systems Management and Operations (TSM&O) encompasses a broad set of strategies and technologies aimed at optimizing the safety, reliability, and efficiency of transportation networks. For the St. Lucie TPO, adopting the latest TSM&O applications, especially those leveraging cloud-based services, is essential for supporting growing mobility needs and strengthening the transportation network. The following TSM&O strategies and the applications reviewed under Section 2 were further assessed for enhancement of the performance and efficiency of the TPO's transportation network in this section:

- Arterial management
- Emergency management
- Traffic incident management
- Traveler information system
- Freight and rail management
- Traffic signal preemption

The Advanced Transportation Management System (ATMS) focuses on optimizing the performance of existing transportation infrastructure through the strategic application of operational strategies, technologies, and interagency coordination. Each strategy was evaluated based on factors such as existing infrastructure gaps, safety and operational performance, crash data, freight activity, emergency management considerations, and consistency with the adopted plans, including the St. Lucie County Storm Evacuation Plan and the Florida Department of Transportation (FDOT) District 4 TSM&O Master Plan. The recommended improvements are intended to enhance situational awareness, improve incident and emergency response, promote safer travel for all users, and support the long-term operational efficiency of the St. Lucie transportation system.

The recommended TSM&O strategies and applications were built upon the prioritized strategies identified through coordination with local and regional agencies. To identify the needs and recommendations of all the agencies, a visioning workshop was conducted with the St. Lucie TPO and the stakeholder agencies on November 19<sup>th</sup>, 2025, to discuss proposed strategies and applications. The following agencies were present at the workshop to discuss their ATMS needs:

- City of Port St. Lucie
- City of Fort Pierce
- St. Lucie County
- St. Lucie TPO
- FDOT District 4

Through this collaborative process, specific ATMS needs were identified and prioritized for implementation throughout the St. Lucie TPO region. The following applications were selected to move forward as part of the recommended system requirements update:

- Regional signal connectivity (cloud-based)
- Uninterruptible Power Supply (UPS)
- Detection and monitoring cameras
- Travel time detectors
- Freight signal priority
- Speed feedback warning signs
- Pedestrian flashing beacons
- Flood detection system
- Probe data service

#### 4.1 Regional Signal Connectivity

A centralized traffic signal control system utilizes a central software platform to monitor and manage traffic flow across an entire roadway network. It collects real-time data from various field devices, such as loop detectors, vehicle detection cameras, and active controls devices like signals and switches to analyze traffic conditions from a single command center. This approach allows traffic engineers and operators to efficiently oversee and adjust signal operations throughout the network, optimizing traffic movement, enhancing safety, and improving overall system performance from a single location. **Table 5** and **Figure 1** below provide a summary of signalized locations that are currently not interconnected within the existing traffic signal communications network. These locations identified require connectivity upgrades to support coordinated operations, system monitoring, and future ATMS functionality. Connectivity at these intersections is proposed to be achieved either through cellular communication to the County's communications network or via fiber-optic connection to the maintaining City's network, depending on jurisdiction, available infrastructure, and feasibility.

Furthermore, an expansion of the regional cloud-based ATMS platform is recommended for a full-scale implementation across stakeholder agencies. As part of the ongoing Cloud-Based Arterial Management (CBAM) program led by FDOT District 4, the signal maintaining agencies in Treasure Coast have deployed the Econolite Regional Mobility software, covering 31 signals operated by St. Lucie County and 18 signals operated by the City of Port St. Lucie for the initial integration and 3-year license fee. See lists of the current CBAM locations under **4.1.1** and **4.1.2**. Through the Regional Mobility software, the CBAM program provides agencies comprehensive remote arterial management support and accessibility, enhancing the efficiency and reliability of the regional traffic signal systems via cloud data. With the expansion and continuity of the CBAM platform at all signal locations, a fully connected cloud-based signal system can provide regional mobility and foster collaboration and coordination among all stakeholders, ensuring seamless integration and operation within the Treasure Coast

using common platforms and systems, and optimizing resource usage, increasing operational capabilities, reducing manual intervention and improving automated responses.

#### 4.1.1 Current CBAM Signal Regional Mobility Deployment Locations in St. Lucie County

- |  |   |
|--|---|
| 1. U.S. 1 and Savanna Club               | 17. Midway Road and I-95 SB                           |
| 2. U.S. 1 and Mediterranean Boulevard    | 18. Midway Road and I-95 NB                           |
| 3. U.S. 1 and Prima Vista Boulevard      | 19. Midway Road and LTC Parkway                       |
| 4. U.S. 1 and Riomar Drive               | 20. Midway Road and Glades Cut Off Road               |
| 5. U.S. 1 and Lake Vista Trail           | 21. Midway Road and East Torino Parkway               |
| 6. U.S. 1 and Kitterman Road             | 22. Midway Road and Selvitz Road                      |
| 7. U.S. 1 and Easy Street                | 23. Midway Road and N 25 <sup>th</sup> Street         |
| 8. U.S. 1 and Ulrich Road                | 24. Midway Road and Sunrise Boulevard                 |
| 9. U.S. 1 and Midway Road                | 25. Midway Road and Oleander Avenue                   |
| 10. U.S. 1 and Weatherbee Road           | 26. N 25 <sup>th</sup> Street and St. Lucie Boulevard |
| 11. U.S. 1 and North A1A                 | 27. Orange Avenue and Kings Highway                   |
| 12. U.S. 1 and Juanita Avenue            | 28. Orange Avenue and I-95 SB                         |
| 13. U.S. 1 and St. Lucie Boulevard       | 29. Orange Avenue and I-95 NB                         |
| 14. U.S. 1 and N 25 <sup>th</sup> Street | 30. Orange Avenue and Jenkins Road                    |
| 15. U.S. 1 and Indrio Road               | 31. Orange Avenue and Hartman Road                    |
| 16. U.S. 1 and Kings Highway             |   |

#### 4.1.2 Current CBAM Signal Regional Mobility Deployment Locations in the City of Port St. Lucie

- |   |   |
|---|---|
| 1. U.S. 1 and Lennard Road                                  | 10. S.R. 716/Port St. Lucie Boulevard and Veterans Memorial Parkway /Westmoreland Boulevard |
| 2. U.S. 1 and Port St. Lucie Boulevard (PSL BLVD)           |   |
| 3. U.S. 1 and Jennings Road                                 | 11. S.R. 716/Port St. Lucie Boulevard and Morningside Boulevard                             |
| 4. U.S. 1 and Lyngate Drive/Tiffany Avenue                  |   |
| 5. U.S. 1 and Veterans Memorial Parkway/Walton Road         | 12. S.R. 716/Port St. Lucie Boulevard and Gowin Drive                                       |
| 6. U.S. 1 and Village Green Drive                           | 13. Crosstown Parkway and I-95 NB On/Off  |
| 7. S.R. 716/Port St. Lucie Boulevard and Bayshore Boulevard | 14. Crosstown Parkway and I-95 SB On/Off  |
| 8. S.R. 716/Port St. Lucie Boulevard and Airoso Boulevard   | 15. Gatlin Boulevard and I-95 NB On/Off   |
| 9. S.R. 716/Port St. Lucie Boulevard and Floresta Drive     | 16. Gatlin Boulevard and I-95 SB On/Off   |
|   | 17. St. Lucie West Boulevard and I-95 NB On/Off   |
|   | 18. St. Lucie West Boulevard and I-95 SB On/Off   |

Table 5. Proposed traffic signal connectivity

Maintaining Agency	Location	Cellular or Fiber	Fiber Length (feet)	Existing Fiber Location for Tie-in
St. Lucie County	Ocean Harbor and North A1A	Cellular	N/A	N/A
	Angelfish Drive and North A1A			
	Atlantic View Beach Club and North A1A			
	Breakers and North A1A			
	Ocean Harbor Villas and North A1A			
City of Fort Pierce	S.R. 68 and 5 <sup>th</sup> Street	Fiber to tie into existing network, cellular to be considered as an alternate by the City	10,410	Intersection at N Federal Highway and Orange Avenue
	S.R. 68 and 7 <sup>th</sup> Street			
	S.R. 68 and 10 <sup>th</sup> Street			
	S.R. 68 and 13 <sup>th</sup> Street			
	S.R. 68 and 17 <sup>th</sup> Street			
	S.R. 68 and 25 <sup>th</sup> Street			
	S.R. 68 and 33 <sup>rd</sup> Street			
	Orange Avenue and Indian River Drive		1,050	
	Delaware Avenue and 33 <sup>rd</sup> Street		1,365	
	Avenue A and 7 <sup>th</sup> Street		170	
	Avenue D and 7 <sup>th</sup> Street		8,700	Intersection at N Federal Highway and Avenue D
	Avenue D and 13 <sup>th</sup> Street			
	Avenue D and 17 <sup>th</sup> Street			
	Avenue D and 29 <sup>th</sup> Street			
	S.R. 615 and Avenue D			
	S.R. 615 and Avenue I		6,666	
	S.R. 615 and Avenue M			
	S.R. 615 and Avenue Q			
	Okeechobee Road and Hardman Road		10,922	Intersection at Okeechobee Road and Virginia Avenue
	Okeechobee Road and 33 <sup>rd</sup> Street			
	S.R. 615 and Okeechobee Road			
	Georgia Avenue and Okeechobee Road		3,726	Intersection at S.R. A1A and Delaware Avenue
	S.R. 615 and Delaware Avenue			
	Delaware Avenue and 7 <sup>th</sup> Street			
	Delaware Avenue and 10 <sup>th</sup> Street			
	Delaware Avenue and 13 <sup>th</sup> Street			
	Delaware Avenue and 17 <sup>th</sup> Street			
Georgia Avenue and 7 <sup>th</sup> Street				
Georgia Avenue and 13 <sup>th</sup> Street	1,330			
S.R. A1A and Indian River Drive	Cellular	N/A	N/A	
S.R. A1A and Binney Drive	Cellular	N/A	N/A	
City of Port St. Lucie	The ones currently not interconnected will be connected by the City of Port St. Lucie			
<b>Total cellular modems</b>			<b>7 (36 if including all City of Fort Pierce signals)</b>	
<b>Total fiber length + 20% slack</b>			<b>61,643</b>	

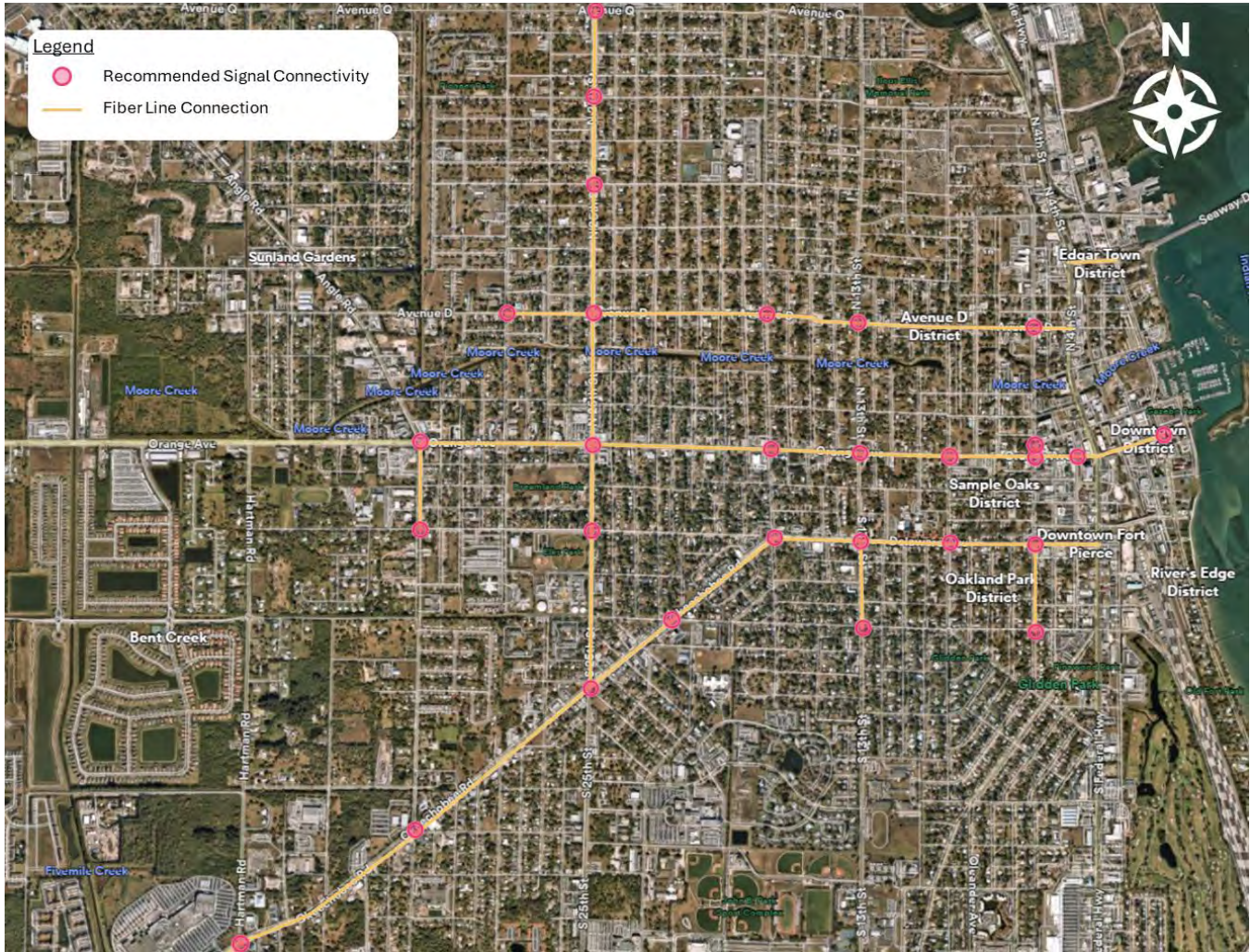


Figure 1. City of Fort Pierce Recommended Signal Connectivity Locations

## 4.2 Uninterruptible Power Supply

An uninterruptible power supply (UPS) is a backup power system that provides electrical power to traffic signal equipment during utility power outages or voltage fluctuations. UPS systems are designed to maintain signal operations without interruption, allowing traffic signals, pedestrian indications, and associated communications equipment to remain operational during short-term outages. The installation of UPS equipment enhances intersection safety by reducing the likelihood of signals entering flash or dark conditions, supports emergency response and evacuation routes, and improves overall system reliability and resilience. The intersections that currently lack UPS equipment and have been identified for installation are listed below. These locations represent gaps in the existing UPS deployment and present opportunities to expand and strengthen the overall network. Note that the assumed cost for UPS is based on a unit cost of \$15,184 per unit, referenced from FDOT’s Approved Product List Contract DOT-ITB-24-9098-SJ.

#### 4.2.1 Recommended UPS Locations in St. Lucie County

1. Ocean Harbor and North A1A
2. Angelfish Drive and North A1A
3. Atlantic View Beach Club and North A1A
4. Breakers and North A1A
5. Ocean Harbor Villas and North A1A
6. 25<sup>th</sup> Street and Forest Grove
7. 25<sup>th</sup> Street and Cortez Boulevard
8. 25<sup>th</sup> Street and Bell Avenue
9. 25<sup>th</sup> Street and Edwards Road
10. 25<sup>th</sup> Street and Ft Pierce Central
11. 25<sup>th</sup> Street and Juanita Avenue
12. 25<sup>th</sup> Street and St. Lucie Boulevard
13. S.R. A1A and Old Dixie Highway
14. Angle Road and Avenue Q
15. Edwards Road and Oleander Avenue
16. Edwards Road and Selvitz Road
17. Edwards Road and Sunrise Boulevard
18. Harbor Branch and Old Dixie Highway
19. Indrio Road and Johnston Road
20. Kings Highway and Angle Road
21. Kings Highway and St. Lucie Boulevard
22. Kings Highway and Winter Garden Parkway
23. Midway Road and 25<sup>th</sup> Street
24. Midway Road and Glades Cut Off
25. Midway Road and I-95 NB Ramp
26. Midway Road and I-95 SB Ramp
27. Midway Road and Oleander Avenue
28. Midway Road and Selvitz Road
29. Midway Road and Torino Parkway
30. Nettles Boulevard and S.R. A1A
31. Orange Avenue and I-95 NB Ramp
32. Orange Avenue and I-95 SB Ramp
33. Prima Vista Boulevard and Naranja Avenue
34. Prima Vista Boulevard and Airoso Boulevard
35. Prima Vista Boulevard and Floresta Boulevard
36. U.S. 1 and 25<sup>th</sup> Street
37. U.S. 1 and S.R. A1A
38. U.S. 1 and Easy Street
39. U.S. 1 and Indrio Road
40. U.S. 1 and Kings Highway
41. U.S. 1 and Lake Vista Trace
42. U.S. 1 and Prima Vista Boulevard
43. U.S. 1 and Rio Mar Drive

44. U.S. 1 and Savannah Boulevard
45. U.S. 1 and Mediterranean Boulevard
46. U.S. 1 and Street Lucie Boulevard
47. U.S. 1 and Ulrich Road
48. Weatherbee Road and Weatherbee Elementary School
49. Midway Road and Sunrise Boulevard
50. Indrio Road and I-95 NB & SB Ramp
51. Indrio Road and Spanish Lakes Boulevard
52. Indrio Road and Emerson Avenue
53. Midway Road and Okeechobee Road

Note that the following UPS locations have been deployed as part of the current CBAM:

- S.R. A1A and Atlantic Beach Boulevard
- Kings Highway and Indrio Road
- Orange Avenue and Hartman Road
- Prima Vista Boulevard and Rio Mar Drive
- U.S. 1 and Kitterman Road
- U.S. 1 and Midway Road
- U.S. 1 and Weatherbee Road
- Orange Avenue and Jenkins Road

#### 4.2.2 Recommended UPS Locations in the City of Port St. Lucie

1. Walton Road and Village Green Drive
2. Walton Road and Lennard Road
3. Port Saint Lucie Boulevard and Cameo Boulevard
4. Port Saint Lucie Boulevard and Del Rio Boulevard
5. Port Saint Lucie Boulevard and Dalton Avenue
6. Port Saint Lucie Boulevard and Gatlin Boulevard
7. Port Saint Lucie Boulevard and Darwin Boulevard
8. Prima Vista Boulevard. and Bayshore Boulevard
9. Vet Mem Parkway (Midport) and Lyngate Drive
10. Airoso Boulevard and Street James Drive
11. Saint Lucie West Boulevard and Cashmere Boulevard
12. Saint Lucie West Boulevard and Bethany Drive

13. Saint Lucie West Boulevard and Country Club Drive
14. Bayshore Boulevard and Thornhill Drive
15. Gatlin Boulevard and Savona Boulevard
16. Saint Lucie West and Peacock Boulevard.
17. Airoso Boulevard and Floresta Drive
18. California Boulevard and Del Rio Boulevard
19. Saint Lucie West Boulevard and California Boulevard
20. Del Rio Boulevard. and Cashmere Boulevard
21. Crosstown Parkway and Cashmere Boulevard
22. Prima Vista Boulevard and Irving Street
23. Mariposa Avenue and Lennard Road
24. Tiffany Avenue and Hillmoor Drive
25. Airoso Boulevard and Thornhill Drive
26. Airoso Boulevard and Crosstown Parkway
27. Floresta Drive and Thornhill Drive
28. Gatlin Boulevard and Rosser Boulevard
29. Gatlin Boulevard and Import Drive
30. Gatlin Boulevard and Savage Boulevard
31. Saint Lucie West Boulevard and Lake Charles Boulevard
32. Saint Lucie West Boulevard and Kings Isle Boulevard
33. Savona Boulevard and California Boulevard
34. Becker Road and Southbend Boulevard
35. Lennard Road. and Melaleuca Boulevard
36. Lennard Road. and Hillmoor Drive
37. Lennard Road and Tiffany Drive
38. Port Saint Lucie Boulevard and Paar Drive
39. Darwin Boulevard and Tulip Boulevard.
40. Tradition Parkway and Village Parkway
41. Village Parkway and Meeting Street
42. Village Parkway and Ashlyn Way
43. Village Parkway and Academic Way
44. Gatlin Boulevard and Brescia Street
45. Heatherwood Boulevard and Cashmere Boulevard
46. Heatherwood Boulevard and California Boulevard
47. Peacock Boulevard and University Drive
48. Peacock Boulevard and Lake Whitney Road
49. Peacock Boulevard and Courtyard Circle
50. Becker Road and Via Tesoro
51. Crosstown Parkway and Cameo Boulevard
52. Crosstown Parkway and Bayshore Boulevard
53. Rosser Boulevard and Aledo Drive
54. Crosstown Parkway and Sandia Drive
55. Westmoreland Boulevard and Botanical Gardens
56. Village Parkway and Discovery Way (E/W 1)
57. Walton Road and Main Street
58. Crosstown Parkway and Commerce Boulevard (Visconti Way)
59. Crosstown Parkway and California Boulevard
60. Becker Road and Village Pkwy
61. St. James Boulevard (Private) and Selvitz Road
62. Becker Road and Darwin Boulevard
63. Becker Road and Port Saint Lucie Boulevard
64. Becker Road and Savona Boulevard
65. Becker Road and Hallmark Street
66. St. James Drive (Private) and St. James Boulevard
67. Vet. Mem Parkway and Post Office
68. Airoso Boulevard and Lakehurst Drive
69. Port Saint Lucie Boulevard and Tunis Avenue
70. Becker Road and Kestor Avenue
71. Village Parkway and Innovation Way
72. Crosstown Parkway and Fairgreen Road
73. Darwin Boulevard and Landale Boulevard
74. Darwin Boulevard and Belmont Circle
75. Tunis Avenue and Chartwell Street
76. Port St. Lucie Boulevard and Aurelia Avenue
77. California Boulevard and Delrio West
78. Savona Boulevard. and Paar Drive
79. Crosstown Parkway and Floresta Drive (West)
80. Crosstown Parkway and Floresta Drive (Central)
81. Crosstown Parkway and Floresta Drive (East)
82. St. Lucie West Boulevard and Palm Drive
83. Village Parkway and Paar Drive
84. Becker Road and Anthony Sansone Boulevard
85. Crosstown Parkway and Village Parkway
86. Bayshore Boulevard and Lakehurst Drive
87. Village Parkway and Mashall Parkway
88. Village Parkway and Legacy Way

#### 4.2.3 Recommended UPS Locations in the City of Fort Pierce

1. U.S. 1 and Edwards Road

2. U.S. 1 and Emil Avenue
3. U.S. 1 and Gardenia Avenue
4. U.S. 1 and Parkway Drive
5. U.S. 1 and Georgia Avenue
6. U.S. 1 and Citrus Avenue
7. U.S. 1 and Avenue A
8. U.S. 1 and Avenue C
9. U.S. 1 and Avenue D
10. U.S. 1 and Avenue H
11. S.R. 70 and Oleander Avenue
12. S.R. 70 and Sunrise Boulevard
13. S.R. 70 and 13<sup>th</sup> Street
14. S.R. 70 and 25<sup>th</sup> Street
15. S.R. 70 and 35<sup>th</sup> Street
16. S.R. 70 and Okeechobee Road
17. S.R. 70 and Central Mall Entrance
18. S.R. 70 and West Mall Entrance
19. S.R. 70 and McNeill Road
20. S.R. 70 and Kings Highway
21. S.R. 68 and 5<sup>th</sup> Street
22. S.R. 68 and 7<sup>th</sup> Street
23. S.R. 68 and 10<sup>th</sup> Street
24. S.R. 68 and 13<sup>th</sup> Street
25. S.R. 68 and 17<sup>th</sup> Street
26. S.R. 68 and 25<sup>th</sup> Street
27. S.R. 68 and 33<sup>rd</sup> Street
28. Orange Avenue and Indian River Drive
29. Delaware Avenue and 33<sup>rd</sup> Street
30. Avenue A and 7<sup>th</sup> Street
31. S.R. A1A and Indian River Drive
32. Avenue D and 7<sup>th</sup> Street
33. Avenue D and 13<sup>th</sup> Street
34. Avenue D and 17<sup>th</sup> Street
35. Avenue D and 29<sup>th</sup> Street
36. S.R. 615 and Avenue D
37. S.R. 615 and Avenue I
38. S.R. 615 and Avenue M
39. S.R. 615 and Avenue Q
40. Okeechobee Road and Hartman Road
41. Okeechobee Road and 33<sup>rd</sup> Street
42. S.R. 615 and Okeechobee Road
43. Georgia Avenue and Okeechobee Road
44. S.R. 615 and Delaware Avenue
45. Delaware Avenue and 7<sup>th</sup> Street
46. Delaware Avenue and 10<sup>th</sup> Street
47. Delaware Avenue and 13<sup>th</sup> Street
48. Delaware Avenue and 17<sup>th</sup> Street
49. Georgia Avenue and 7<sup>th</sup> Street
50. Georgia Avenue and 13<sup>th</sup> Street

## 4.3 Detection and Monitoring Cameras

Detection and monitoring cameras provide visual, real-time observation on the condition of roadway networks. Monitoring cameras, such as closed-circuit television (CCTV), provide visuals of traffic conditions and are used by operators to observe traffic flow, assess weather-related impacts, and verify incidents. Detection cameras are equipped with advanced sensing and video analytics capabilities to automatically collect traffic data such as vehicle counts, speeds, and occupancy, and to identify congestion or abnormal traffic patterns. These cameras are strategically placed along highways and intersections to support both operational awareness and data-driven decision-making. Traffic operators use CCTV cameras to verify alerts and unusual traffic conditions to relay this information to drivers through mobile apps, websites, and 511 system. At FDOT traffic management centers, CCTV cameras integrated into the SunGuide® system allow operators to monitor real-time traffic to help drivers reroute and avoid delays. Detection cameras are used by the operators to collect operational traffic data and identify conditions such as congestion, queue formation, incidents, and abnormal traffic patterns through analytical processing.

Recent advancements in camera technology allow a single camera that supports both detection and monitoring functions through embedded video analytics, reducing the need for separate detection devices. These cameras can automatically detect incidents, measure traffic volumes, and identify speed patterns while still offering live video feeds for operator verification. The intersections that currently lack CCTV monitoring cameras within the transportation network are listed below. These locations have been identified as candidates for detection and monitoring cameras deployment to enhance real-time traffic monitoring, incident detection, and system performance evaluation. Note that the assumed cost for CCTV cameras is based on a unit cost of \$24,450 per intersection, referenced from FDOT's Approved Product List Contract DOT-ITB-24-9098-SJ.

### 4.3.1 Recommended St. Lucie County Camera Locations

1. Ocean Harbor and North A1A
2. Angelfish Drive and North A1A
3. Atlantic View Beach Club and North A1A
4. Breakers Landing and North A1A
5. Ocean Harbor Villas and North A1A
6. 25<sup>th</sup> Street and Forest Grove
7. 25<sup>th</sup> Street and Cortez Boulevard
8. 25<sup>th</sup> Street and Bell Avenue
9. 25<sup>th</sup> Street and Edwards Road
10. 25<sup>th</sup> Street and Ft. Pierce Central
11. 25<sup>th</sup> Street and Juanita Avenue
12. 25<sup>th</sup> Street and St Lucie Boulevard
13. S.R. A1A and Old Dixie Highway
14. S.R. A1A and Atlantic Beach Boulevard
15. Angle Road and Avenue Q
16. Edwards Road and Selvitz Road
17. Edwards Road and Sunrise Boulevard
18. Harbor Branch and Old Dixie Highway
19. Kings Highway and Angle Road
20. Kings Highway and Indrio Road
21. Kings Highway and Orange Avenue
22. Kings Highway and St Lucie Boulevard
23. Kings Highway and Winter Garden Parkway
24. Midway Road and 25<sup>th</sup> Street
25. Midway Road and Glades Cut Off
26. Midway Road and I-95 NB Ramp
27. Midway Road and I-95 SB Ramp
28. Midway Road and Oleander Avenue
29. Midway Road and Selvitz Road
30. Midway Road and Torino Parkway

31. Nettles Boulevard and S.R. AIA
32. Orange Avenue and Hartman Road
33. Orange Avenue and I-95 NB Ramp
34. Orange Avenue and I-95 SB Ramp
35. Prima Vista Boulevard and Naranja Avenue
36. Prima Vista Boulevard and Rio Mar Drive
37. Prima Vista Boulevard and Airoso Boulevard
38. Prima Vista Boulevard and Floresta Boulevard
39. U.S. 1 and Midway Road
40. U.S. 1 and Weatherbee Road
41. Weatherbee Road and Weatherbee Elementary School
42. Midway Road and Sunrise Boulevard
43. Indrio Road and I-95 NB & SB Ramp
44. Indrio Road and Spanish Lakes Boulevard
45. Indrio Road and Emerson Avenue
46. Orange Avenue and Jenkins Road
47. Midway Road and Okeechobee Road
48. Orange Avenue and Kings Highway
49. Kings Highway and Loves Gas Station

#### 4.4 Travel Time Detectors

Travel time detection (TTD) and monitoring helps assess roadway performance and provides drivers with real-time travel information. This approach typically uses technologies such as Bluetooth readers, Wi-Fi sensors, and global positioning system (GPS) data from vehicles to measure how long it takes to travel between specific points along a roadway network. The collected data helps identify areas of congestion or delay, which traffic operators use to adjust signal timings to ease traffic flow and display on dynamic message signs (DMS) with updated travel time estimates. These actions help drivers make informed route choices and reduce overall congestion. **Table 6** and **Figures 2** and **3** summarize the intersections recommended for the installation of travel time detectors. The locations are recommended based on major origin-destination pairs and diverging routes. Note that the assumed cost for TTD is based on a unit cost of \$7,500 per unit, referenced from FDOT's Procurement Contract DOT-ITB-25-4007-CO.

#### 4.3.2 Recommended City of Port St. Lucie Camera Locations

1. Savona Blvd and Paar Drive
2. Becker Road and Anthony Sansone Boulevard
3. Village Parkway and Mashall Parkway
4. Village Parkway and Legacy Way
5. Bayshore Boulevard and Lakehurst Drive
6. Village Parkway and Paar Drive

Note that the following CCTV locations have been deployed as part of the current CBAM:

- Beckers Road and Florida's Turnpike West
- Beckers Road and Florida's Turnpike East

#### 4.3.3 Recommended City of Fort Pierce Camera Locations

1. U.S. 1 and Emil Avenue
2. U.S. 1 and Citrus Avenue
3. S.R. 70 and 35<sup>th</sup> Street
4. S.R. 70 and West Mall Entrance

Table 6. Travel Time Detector Location Recommendations

Maintaining Agency	Travel Time Detector Locations
St. Lucie County	U.S. 1 and S.R. A1A
	Indrio Road and Spanish Lakes Boulevard
	Midway Road and LTC Parkway
	Midway Road and 25 <sup>th</sup> Street
	Orange Avenue and Jenkins Road
	25 <sup>th</sup> Street and St. Lucie Boulevard
City of Fort Pierce	U.S. 1 and Georgia Avenue
	U.S. 1 and Virginia Avenue
	U.S. 1 and Edwards Road
	S.R. 70 and 25 <sup>th</sup> Street
	S.R. 70 and S Jenkins Road
	S.R. 68 and 25 <sup>th</sup> Street
City of Port St. Lucie	U.S. 1 and SE Veteran Memorial Parkway
	U.S. 1 and SE Port St. Lucie Boulevard
	Port St. Lucie Boulevard and SW Bayshore Boulevard
	SW Gatlin Boulevard and SE Brescia Street
	Crosstown Parkway and California Boulevard

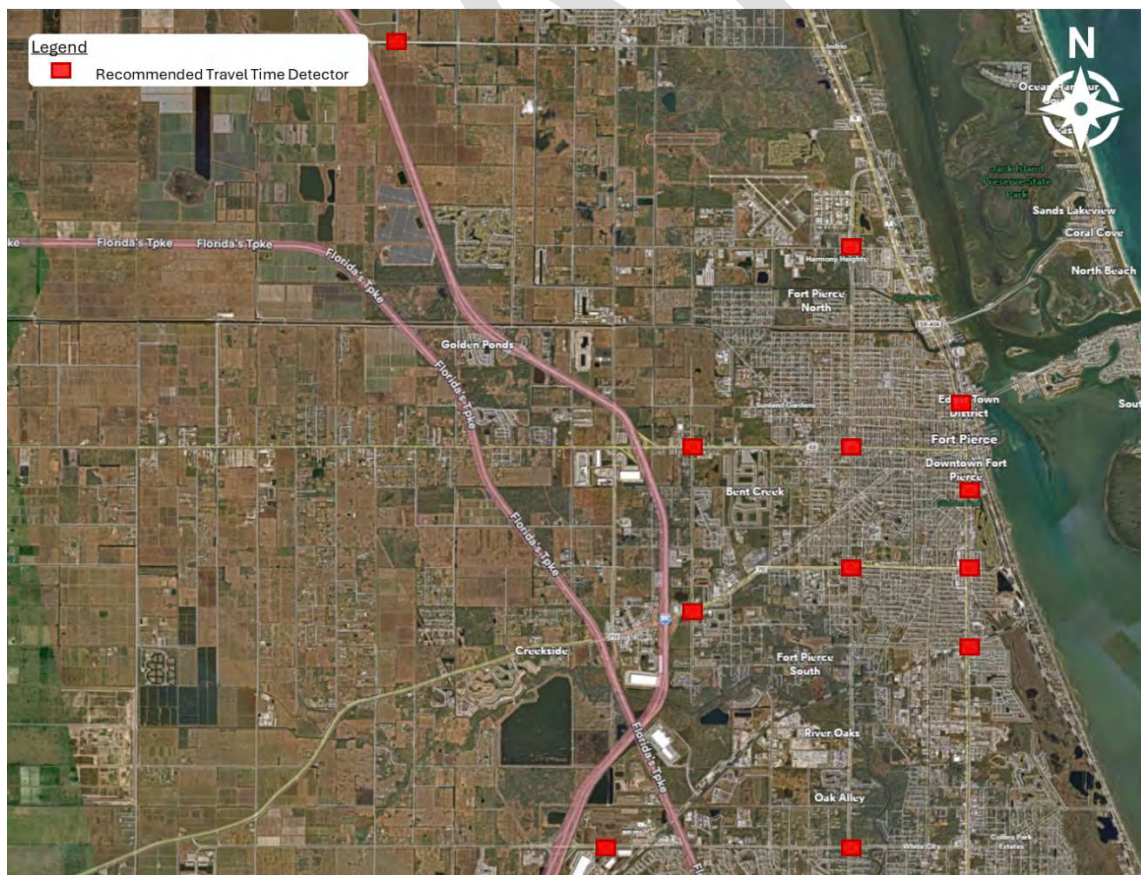


Figure 2. City of Fort Pierce Recommended Travel Time Detector Locations

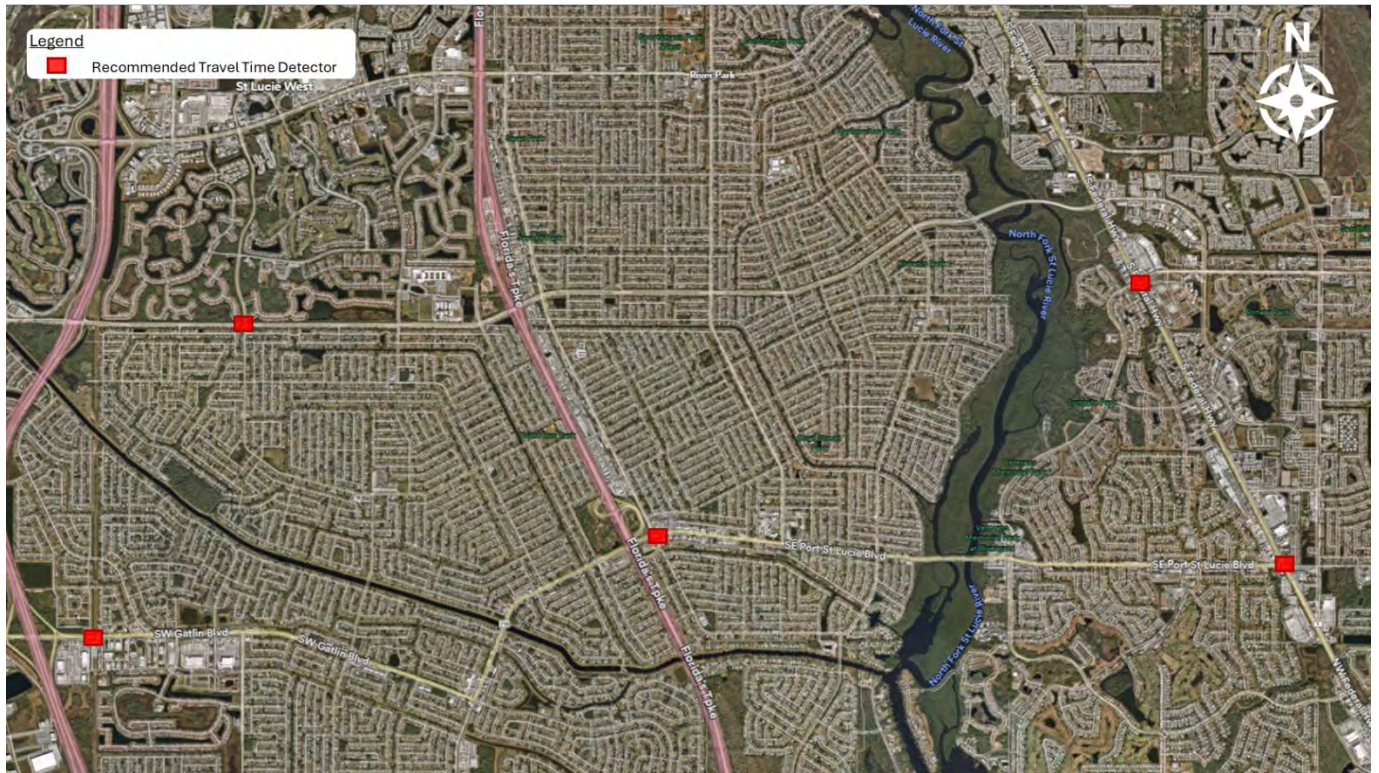


Figure 3. City of Port St. Lucie Recommended Travel Time Detector Locations

## 4.5 Freight Signal Priority

Freight signal priority (FSP) improves freight movement in urban areas specifically where trucks and trains interact at signalized intersections. Real-time data is used to detect approaching freight vehicles and adjust traffic signals to give them priority passage through intersections. This reduces delays and improves delivery schedules caused by frequent stops. This type of strategy may be deployed near rail crossings, ports, and distribution centers as they are known for having high volumes of freight traffic that can cause congestion for vehicles along the roadway network. Potential locations of interest in the St. Lucie TPO area includes the Florida East Coast (FEC) Railway (253 Florida Avenue, Fort Pierce) and other commercial distribution centers such as Midway Business Park (W Midway Rd, Fort Pierce, FL 34981) and Amazon (7600 LTC Pkwy, Fort Pierce, FL 34981). Freight signal locations were prioritized based on the volume of trucks that use the roadway segment based on 2025 Annual Average Daily Truck Traffic (AADT) data from FDOT open data hub. Additionally, the St. Lucie Freight Network as identified in the St. Lucie Long Range Transportation Plan, *Reimagine Mobility 2050*, is also referenced and in alignment with the identified improvements. **Table 7** and **Figures 4** and **5** summarize the signalized intersections recommended for the implementation of FSP. Note that the assumed cost for FSP preemption is based on a unit cost of \$6,456 per unit using the signal preemption product, referenced from FDOT’s Approved Product List Contract DOT-ITB-24-9098-SJ.

Table 7. Recommended Roadway Segments and Signals for FSP

Recommended Roadway Segment	Signals Along Segment	Maintaining agencies
Southwest Gatlin Boulevard from I-95 to Southwest Savona Boulevard	Southwest Gatlin Boulevard and I-95 Off-Ramp (SB)	City of Port St. Lucie
	Southwest Gatlin Boulevard and I-95 Off-Ramp (NB)	
	Southwest Gatlin Boulevard and SW Brescia Street	
	Southwest Gatlin Boulevard and SW Savage Boulevard	
	Southwest Gatlin Boulevard and SW Import Drive	
	Southwest Gatlin Boulevard and SW Rosser Boulevard	
Okeechobee Road from I-95 to McNeil Road	Southwest Gatlin Boulevard and SW Savona Boulevard	City of Fort Pierce
	Okeechobee Road and I-95 Off-Ramp (SB)	
	Okeechobee Road and I-95 Off-Ramp (NB)	
	Okeechobee Road and S Jenkins Road	
U.S. Highway 1 from Citrus Avenue to Florida Avenue	Okeechobee Road and McNeil Road	St. Lucie County
	U.S. Highway 1 and Citrus Avenue	
	U.S. Highway 1 and Delaware Avenue	
West Midway Road from I-95 to Glades Cut Off Road	U.S. Highway 1 and Georgia Avenue	St. Lucie County
	W Midway Road and I-95 Off-ramp (NB)	
	W Midway Road and LTC Parkway	
	W Midway Road and Glades Cut Off Road	

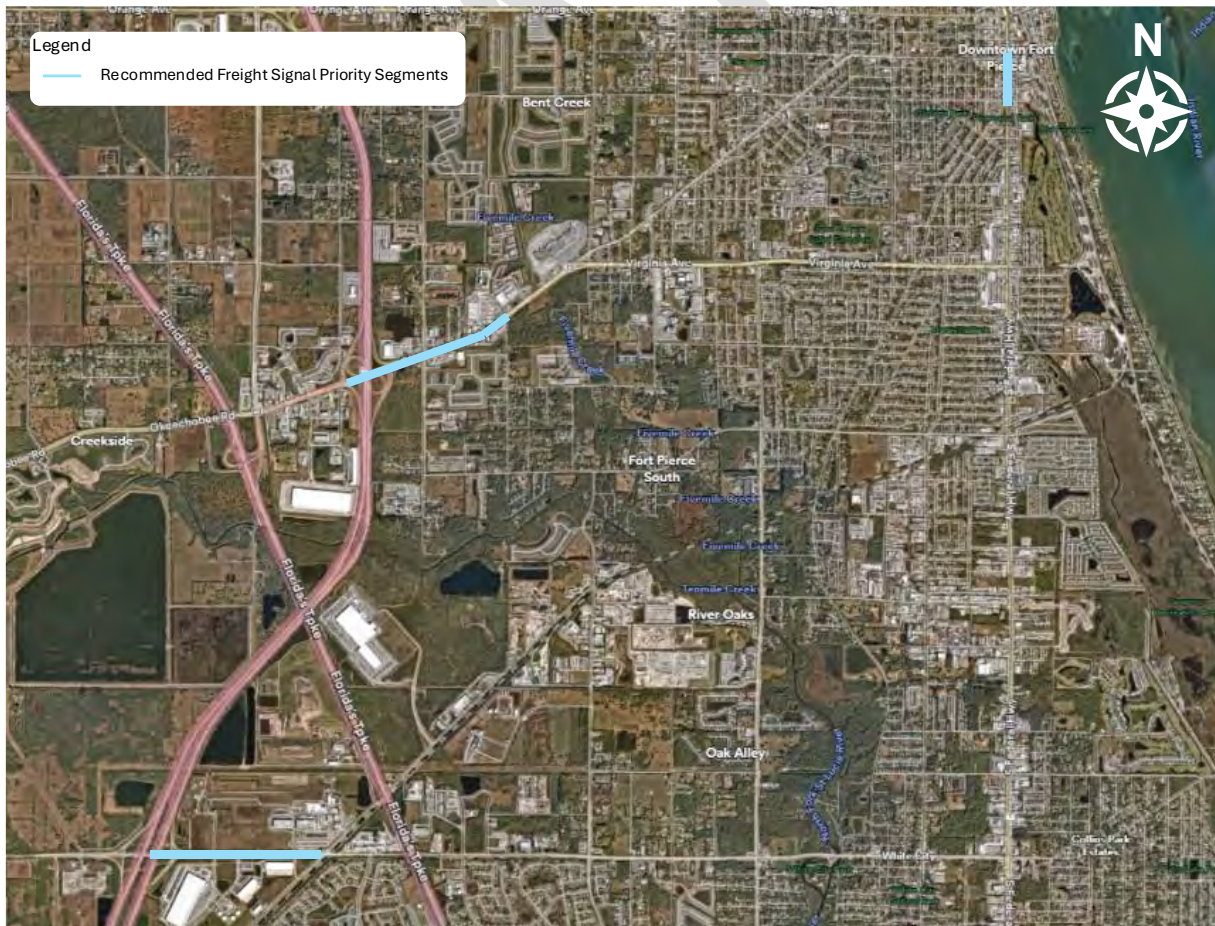


Figure 4. City of Fort Pierce Recommended Freight Signal Priority Locations



*Figure 5. City of Port St. Lucie Recommended Freight Signal Priority Locations*

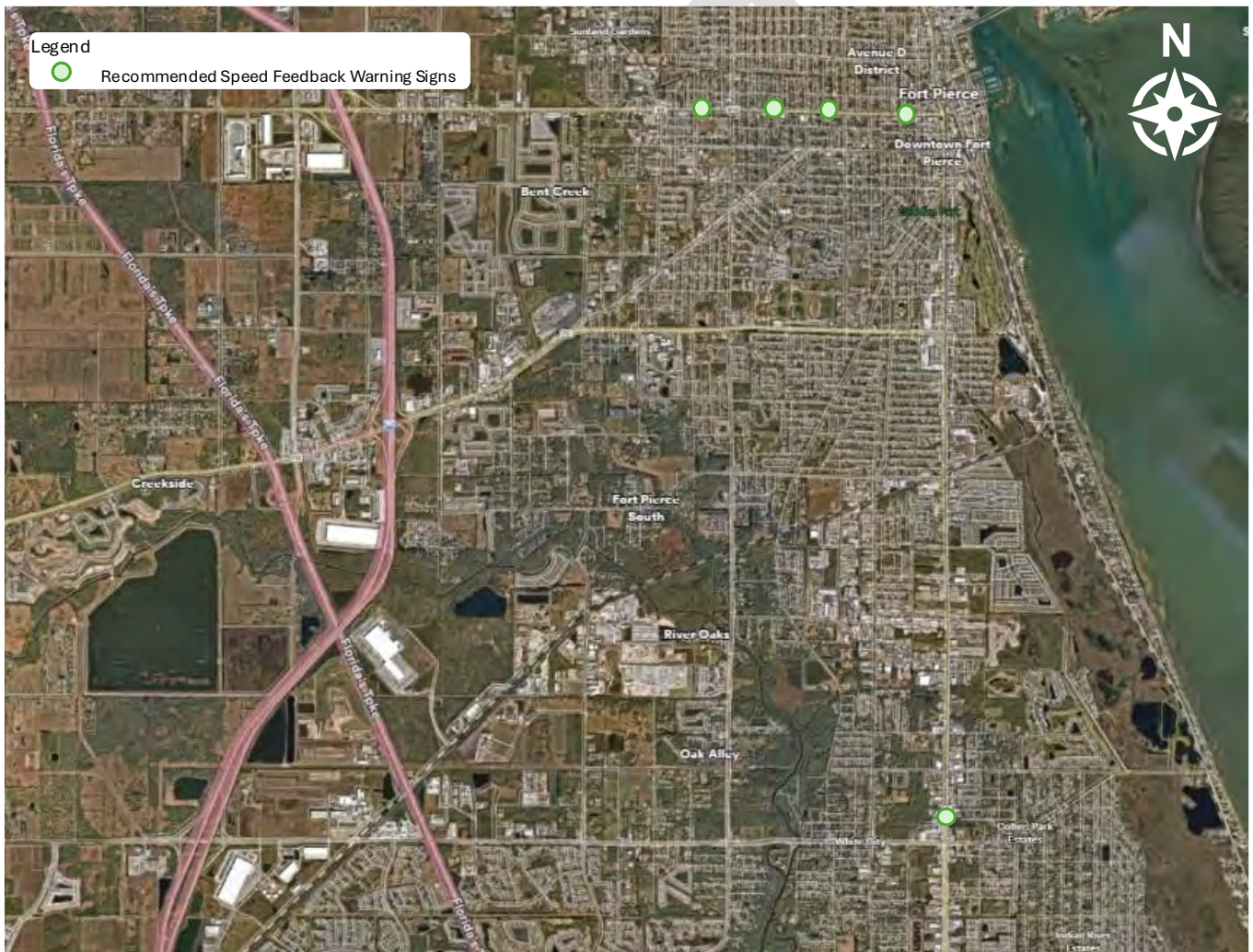
## 4.6 Speed Feedback Warning Signs

Speed feedback warning signs serve as an effective traffic calming measure by increasing driver awareness of their operating speed and encourages voluntary speed compliance. **Table 8** and **Figure 6** summarize the intersections recommended for the implementation of speed feedback warning signs. These locations were evaluated and prioritized based on an analysis of countywide crash data, with particular emphasis on two identified roadway segments experiencing higher frequencies of speed-related crashes. Crash data from January 1, 2021 through December 31, 2025 was obtained from the University of Florida’s Signal Four Analytics (S4A) database within the City of Fort Pierce. Pedestrian and bicycle crashes occurring on FDOT-maintained roadways were reviewed to identify locations with the highest crash densities. Based on the crash analysis, the highest concentration of pedestrian-involved crashes was 11 crashes which occurred along Orange Avenue between Angle Road and U.S. 1. The second-highest concentration was four (4) crashes which occurred along U.S. 1 between Midway Road and Weatherbee Road. These segments were used to determine candidate locations for speed warning feedback signs. Note that the

assumed cost for speed feedback warning signs is based on a unit cost of \$13,777 per unit, referenced from FDOT’s Historical Item Average Unit Cost, Market 11, Pay Item: 700-142-111.

*Table 8. Recommended speed feedback warning sign locations*

Roadway Segments	Speed Feedback Warning Sign Locations	Maintaining Agency
Orange Avenue between Angle Road and US-1	Between N 21 <sup>st</sup> Street and N 20 <sup>th</sup> Street	St. Lucie County
	Between N 29 <sup>th</sup> Street3 and N 28 <sup>th</sup> Street	
	Between N 15 <sup>th</sup> Street and N 14 <sup>th</sup> Street	
	Between N 8 <sup>th</sup> Street and N 7 <sup>th</sup> Street	
U.S. 1 between Midway Road and Weatherbee Road	Approximately 1,275 feet south of Weatherbee Road	



*Figure 6. Recommended Speed Feedback Warning Sign Locations*

## 4.7 Pedestrian Flashing Beacons

Pedestrian flashing beacons (PFBs) are traffic control devices designed to enhance pedestrian visibility at crossings by using high-intensity, flashing lights activated by pedestrians to alert approaching drivers of a crossing action. The PFBs have shown to improve driver yielding behavior, reduce vehicle speeds near crossings, and increase pedestrian compliance and confidence. **Table 9** and **Figure 7** summarize the intersections recommended for the implementation of PFBs. Crash data from January 1, 2020 through December 31, 2024 were obtained from the University of Florida’s Signal Four Analytics (S4A) database within the St. Lucie TPO area. Pedestrian and bicycle crashes occurring on FDOT-maintained roadways were reviewed to identify locations with the highest crash densities. The evaluation and prioritization of these locations were based on an analysis of countywide pedestrian crash data along the U.S. 1 corridor, which was identified by the County as the primary focus. Note that the assumed cost for pedestrian flashing beacons is based on a unit cost of \$13,777 per unit, referenced from FDOT’s Historical Item Average Unit Cost, Market 11, Pay Item: 700-142-111.

*Table 9. Pedestrian flashing beacon locations*

Maintaining Agency	Roadway Segments	Pedestrian Flashing Beacon Location
St. Lucie County	Along U.S. 1	Between Prima Vista Boulevard and Spanish Lakes Road
		Between Spanish Lakes Road and Mediterranean Boulevard S
		Between Mediterranean Boulevard and Savanna Club Boulevard
		Between Midway Road and Weatherbee Road

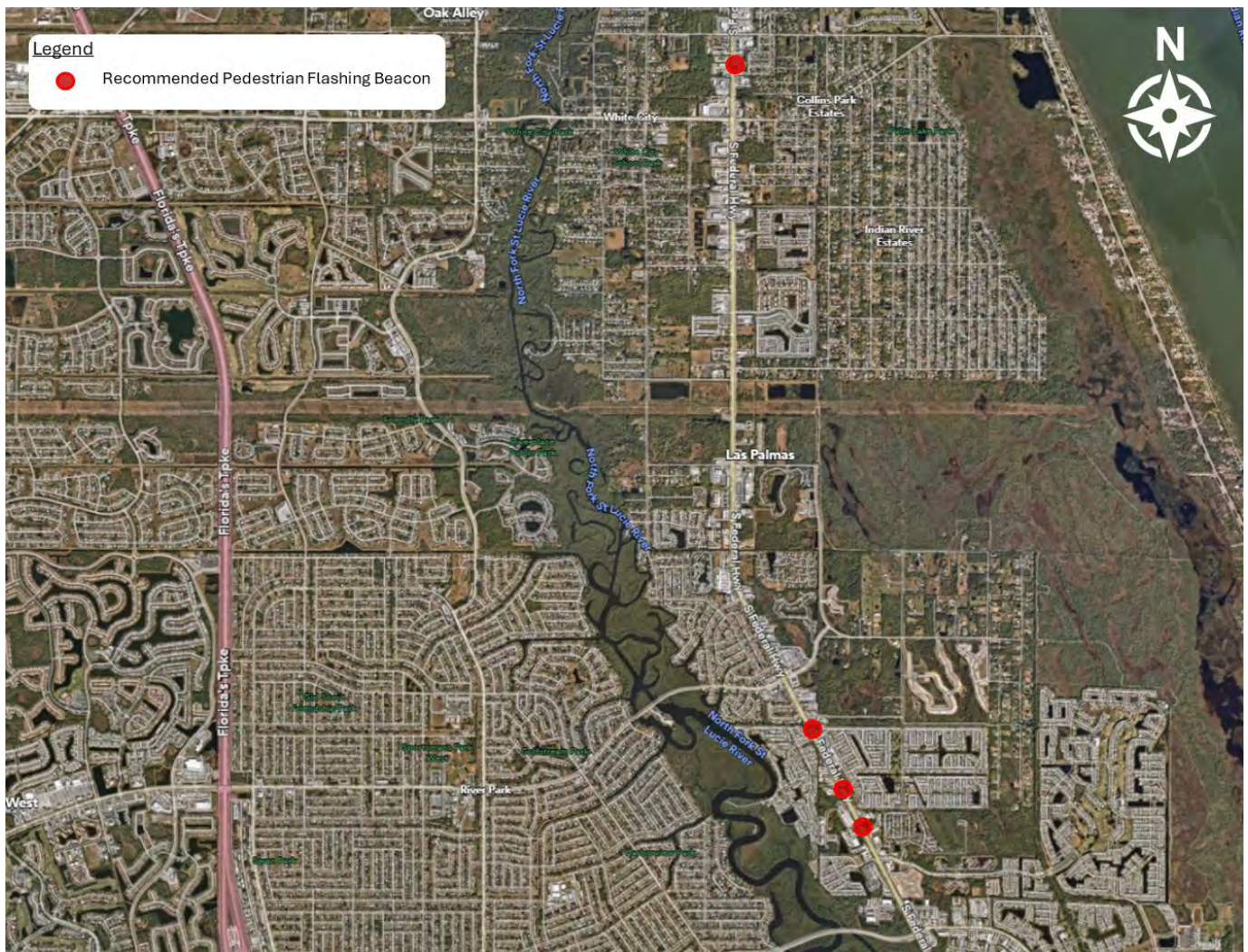


Figure 7. Recommended Speed Pedestrian Flashing Beacon Locations

### 4.8 Flood Detection System

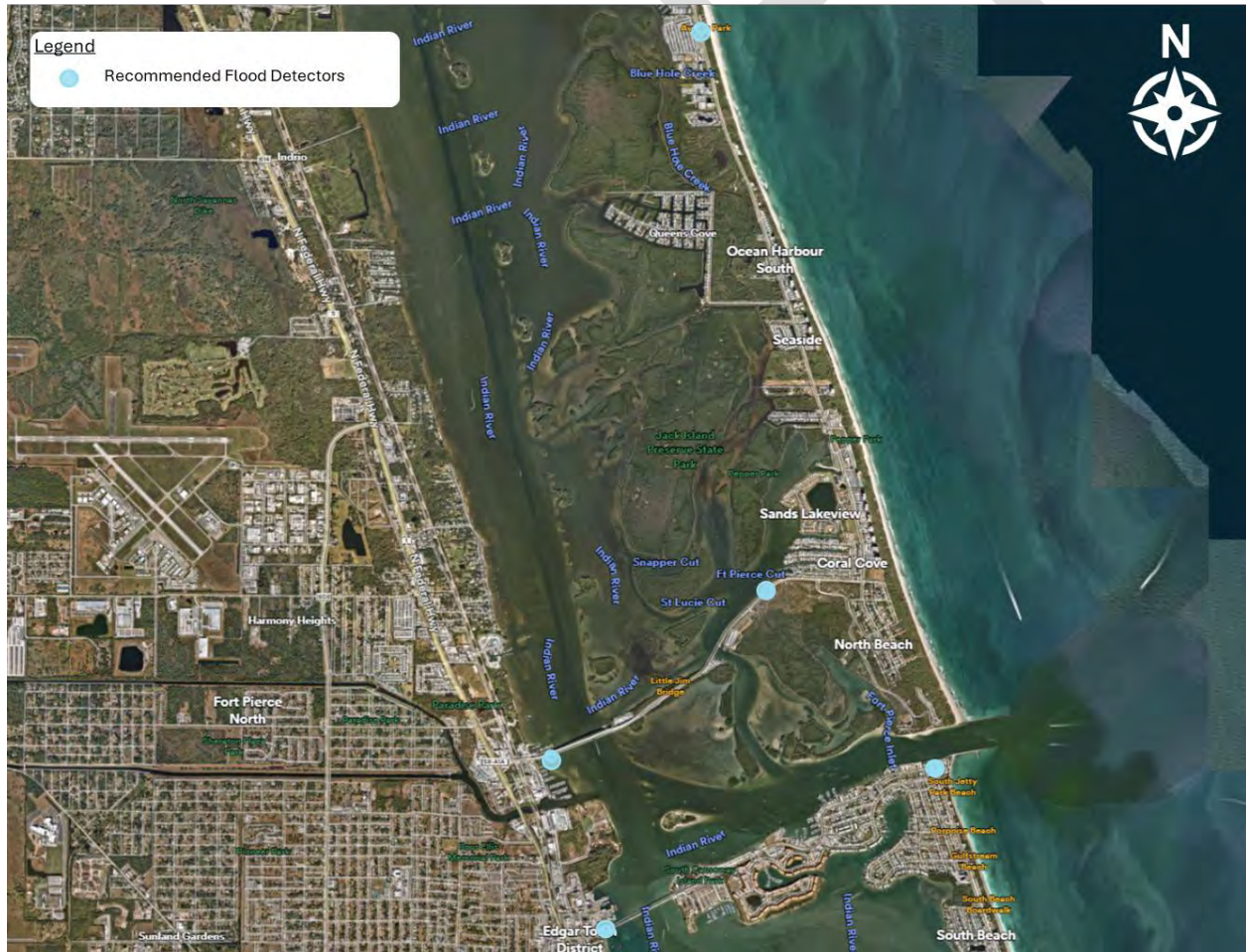
Flood detection systems are roadway monitoring systems that provide real-time detection of water presence and depth at flood-prone locations during heavy rainfall events. These systems are designed to continuously monitor roadway conditions and generate alerts when water levels reach predefined thresholds, allowing agencies to quickly implement operational responses such as activating warning devices, deploying dynamic message signs, or initiating temporary lane or roadway closures. The installation of flood detectors enhances roadway safety by reducing the likelihood of vehicles entering hazardous flooded segments, supports timely emergency and maintenance response, and improves overall system resilience. **Table 10** and **Figures 8** and **9** summarize the locations recommended for implementation of flood detection systems. The identified locations were evaluated and prioritized based on their proximity to flood-related zones delineated in the St. Lucie County Storm Evacuation Plan December 2024, supporting enhanced flood monitoring and emergency response capabilities.

Based on vendor outreach conducted to develop flood detector cost estimates, the hardware with first year costs are estimated to range from approximately \$6,000 to \$14,000 per site, depending on whether

radar or ultrasonic sensors are used. Ongoing annual software and services costs are estimated at \$2,000 per site to cover connectivity, hosting, monitoring, and support. For a 10-site network, this equates to an estimated \$60,000 to \$140,000 in the first year, with approximately \$20,000 per year thereafter. (Source: Hohonu, March 2026)

*Table 10. Recommended flood detection system locations*

Maintaining Agency	Location	Latitude	Longitude
City of Fort Pierce	North Causeway Over Indian River	27.47055	80.32853
	Seaway Dive Over Indian River	27.455767	80.32331
	Seaway Drive at S.R. A1A	27.46952	80.29217
St. Lucie County	Shorewinds Drive over Fort Pierce Inlet	27.48427	80.30815
	S.R. A1A at Angelfish Drive	27.53148	80.31436
	S Ocean Drive Over Blind Creek	27.36317	80.24877
	Midway Road over North Fork St. Lucie River	27.37443	80.34257
	E Prima Vista Boulevard over North Fork St. Lucie River	27.32498	80.33332
City of Port St. Lucie	Port St. Lucie Boulevard over North Fork St. Lucie River	27.27178	80.32335



*Figure 8. Recommended Flood Detector Locations*

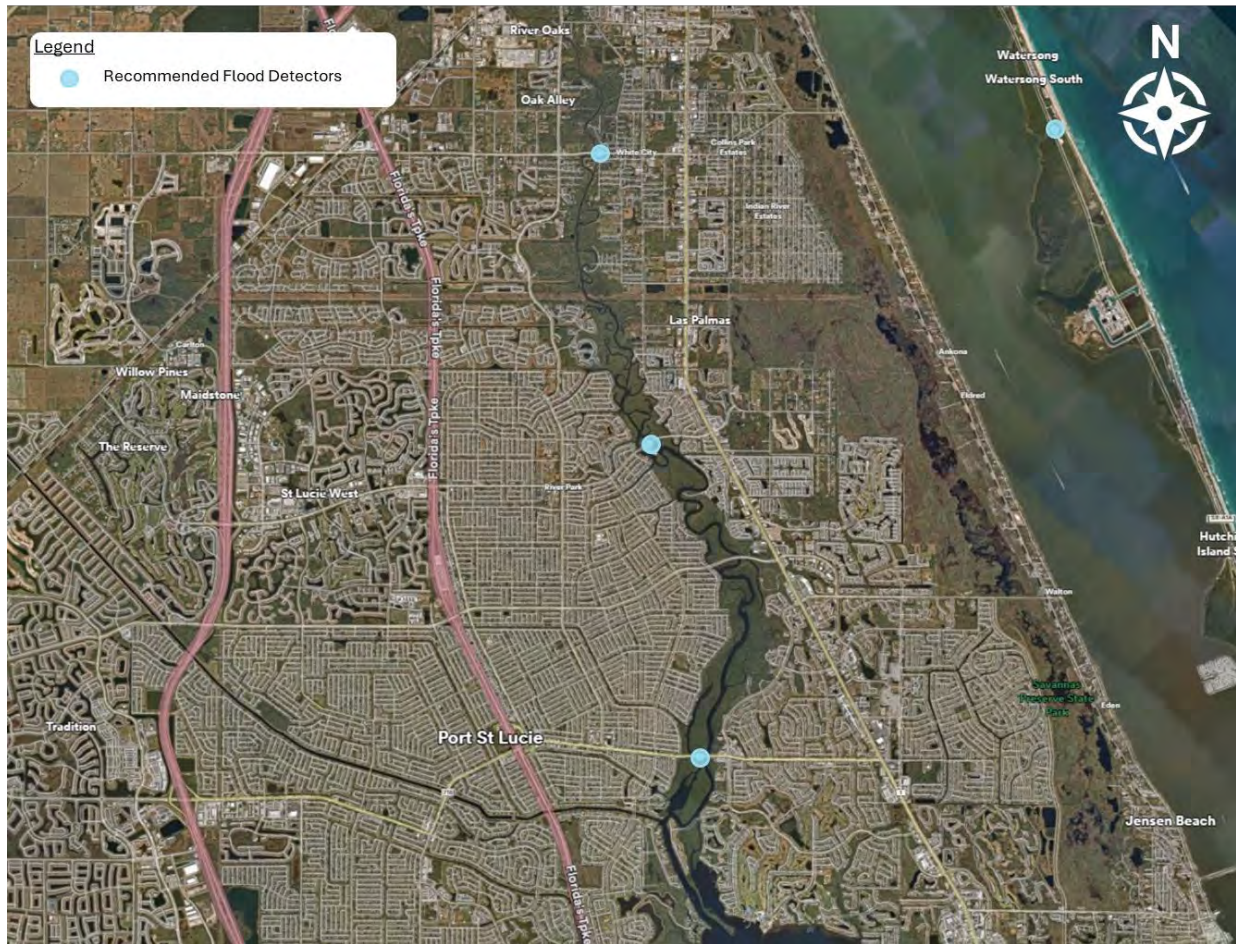


Figure 9. Recommended Flood Detector Locations (continued)

## 4.9 Probe Data Service

The probe data service provides a comprehensive, subscription-based analytics platform that supports transportation planning, traffic operations, and performance monitoring using aggregated and anonymized location-based data. One of the probe providers reviewed under this section is StreetLight Data. The proposed annual subscription options for the St. Lucie County effort include access to key metrics such as traffic volumes, speeds, travel times, origin-destination patterns, turning movement counts, and multimodal activity, with unlimited analyses within the defined project scope. Based on the StreetLight proposal from March 2026, estimated annual costs range from \$45,000 for a Network Performance-only subscription to \$60,000 for the Traffic and Intersections subscription, with an additional option of \$50,000 for a 250-zone planning subscription that includes all available metrics. Under a Network Performance subscription, the data received includes speeds, volumes and travel times. Under the Traffic and Intersection subscription, the data received includes speed, volumes, turning movement counts, ADT, and origin-destination data.

## 5. Implementation Plan

The ATMS implementation plan for St. Lucie TPO area has been developed using information from the previous sections, supplemented with additional data prepared specifically to support implementation. The plan reflects the identified needs, priorities, and operational objectives of St. Lucie County and the associated maintaining agencies. In addition, the implementation plan evaluates the compatibility, coordination, and potential impacts of planned and programmed transportation projects to ensure consistency with regional and local initiatives. These considerations include projects and policies identified in the following adopted planning documents and programs:

- 2045 Treasure Coast Regional Long Range Transportation Plan
- City of Fort Pierce Capital Improvement Plan (FY 2023/2024 – 2027/2028)
- City of Port St. Lucie Adopted Budget (FY 2025/2026)
- St. Lucie TPO Long Range Transportation Plan Reimagine Mobility 2050
- St. Lucie TPO Transportation Improvement Program (FY 2025/2026 – 2029/2030)
- FDOT Five-Year Work Program FY 2025-26
- St. Lucie TPO Congestion Management Process 2024
- Cloud-Based Arterial Management (CBAM) program Phase I (March 2026)

The implementation plan also includes a high-level budgetary estimate for the implementation, operation, and maintenance of the recommended ATMS improvements. Note that the cost of labor, materials, equipment, or services furnished by others; methods of determining prices; and competitive bidding or market conditions are outside the control of the project team. Accordingly, any opinions rendered as to costs, including but not limited to construction and materials, are based on professional experience and judgment as an experienced and qualified transportation planning and engineering team familiar with industry standards. No guarantee is made that proposals, bids, or actual costs will not vary from these opinions.

### 5.1 Planned Improvements

Select planned improvement strategies identified in this report are intended to be implemented in coordination with planned and programmed transportation projects throughout St. Lucie County to maximize opportunities for system integration. These improvements were reviewed alongside adopted plans and programs, including local capital improvement plans, the TPO Long Range Transportation Plan, and the FDOT Work Program, to identify locations where ATMS strategies can be incorporated into future roadway, resurfacing, or reconstruction projects. By aligning ATMS deployments with upcoming projects, the local governments can reduce implementation costs, minimize construction-related disruptions, and ensure that recommended strategies, such as signal connectivity, UPS, travel time detection, monitoring cameras, and flood detectors, are implemented in a phased and coordinated manner that supports long-

term operational objectives and system resiliency. Several future improvement projects are currently planned across multiple corridors within the St. Lucie TPO area. **Tables 11** through **17** summarize these planned improvements and highlight opportunities to incorporate the ATMS recommendations and strategies identified in this report.

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Table 11. 2045 Treasure Coast Regional Long Range Transportation Plan Improvement Projects

2045 Treasure Coast Regional Long Range Transportation Plan			Proposed ATMS Improvements	
Project Roadway	Project Limit	Project Description	Strategy Identified	Budgetary Estimate
Kings Highway	South of Indrio Road to South of U.S. 1	Widen 2 to 4 lanes	1 UPS 2 CCTV	\$76,900
Kings Highway	St. Lucie Boulevard to South of Indrio Road	Widen 2 to 4 lanes	1 UPS 2 CCTV	\$76,900
Kings Highway	Okeechobee Road to Indrio Road	Bicycle Facility	2 UPS 4 CCTV	\$172,022
California Boulevard	Savona Boulevard to Del Rio Boulevard	Widen 2 to 4 lanes	2 UPS	\$36,441
California Boulevard	Del Rio Boulevard to Crosstown Parkway	Widen 2 to 4 lanes	2 UPS 1 TTD	\$45,441
Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4 lanes	3 UPS 3 CCTV 1 FSP signal	\$150,429
Midway Road	Arterial A to I-95	Widen 2 to 4 lanes	2 UPS 2 CCTV 1 FSP signal	\$102,868
Port St. Lucie Boulevard	Gatlin Boulevard to U.S. 1	Bicycle Facility	5 UPS 1 CCTV 2 TTD	\$138,444
St. Lucie Boulevard	Kings Highway to N 25 <sup>th</sup> Street	Pedestrian Enhancement	2 UPS 2 CCTV	\$95,121
Orange Avenue	Kings Highway to U.S. 1	Bicycle Facility	9 UPS 5 CCTV Fiber (approx. 12,492 feet) 4 SWF Signs 2 TTD	\$394,816
Selvitz Road	South of Devine Road to Edwards Road	Pedestrian Enhancement	1 UPS 1 CCTV	\$47,560
Indrio Road	Johnston Road to Kings Highway	Bicycle Facility	2 UPS 2 CCTV	\$95,121
U.S. 1	North Causeway Bridge to St. Lucie County/Indian River County	Pedestrian Enhancement	2 UPS	\$36,441
Village Parkway	Becker Road to SW Discovery Way	Widen 4 to 6 lanes	4 UPS 5 CCTV	\$219,583
Bayshore Boulevard	Prima Vista Boulevard to Floresta Drive	Bicycle Facility	4 UPS 2 CCTV	\$131,563
Angle Road	Kings Highway to N 53 <sup>rd</sup> Street	Pedestrian Enhancement	1 UPS 1 CCTV	\$47,560
Airosa Boulevard	Port St. Lucie Boulevard to St. James Drive	Bicycle Facility	6 UPS 1 CCTV	\$138,664

*Table 12. City of Fort Pierce Capital Improvement Plan Fiscal Years 2023/2024 – 2027/2028 Improvement Projects*

City of Fort Pierce Capital Improvement Plan Fiscal Years 2023/2024 – 2027/2028				Proposed ATMS Improvements	
Project ID	Project Roadway	Project Limit	Project Description	Strategy identified	Budgetary Estimate
T-3	13 <sup>th</sup> Street	Georgia Avenue to Orange Avenue	Project includes reconstruction of roadway, drainage, sidewalk, limited landscaping and Street lighting	2 UPS Fiber (approx. 1,600 feet)	\$36,441
T-9	Indian River Drive	Avenue A to Seaway Drive	Reconstruction of roadway, drainage, sidewalks, street lighting, and landscaping	1 UPS Fiber (approx. 840 feet)	\$18,220
T-17	33 <sup>rd</sup> Street	Delaware Avenue to Orange Avenue	Complete roadway reconstruction, underground utilities, water/sewer replacement	1UPS Fiber (approx. 1,638 feet)	\$18,220
T-19	U.S. 1	Avenue A	Intersection improvements will include the removal of north and southbound left turn lanes to provide a pedestrian gateway to Downtown Fort Pierce and improve east-west connectivity	1 UPS	\$18,220

*Table 13. City of Port St. Lucie Adopted Budget Fiscal Years 2025/2026 Improvement Projects*

City of Port St. Lucie Adopted Budget Fiscal Years 2025/2026			Proposed ATMS Improvements	
Project Roadway	Project Limit	Project Description	Strategy identified	Budgetary Estimate
NW Bayshore Boulevard	Prima Vista to Selvitz Road	Widening and multimodal improvements	1 UPS	\$18,220
Gatlin/Savona Phase II	Girard Avenue to Dalton Avenue	Widening	1 UPS 1 FSP signal	\$25,968
Port St. Lucie Boulevard South	Paar Drive to Alcantarra Boulevard	Roadway Improvements	1 UPS	\$18,220
St. Lucie West Boulevard	Peacock Boulevard to Cashmere Boulevard	Widening	8 UPS	\$145,766
Port St. Lucie Boulevard South	Becker Road to Paar Drive	Roadway Improvements	2 UPS	\$36,441
SW California Boulevard	St. Lucie West Boulevard to Crosstown Parkway	Widening	3 UPS 1 TTD	\$63,662
California Boulevard	St. Lucie West Boulevard	Intersection Improvements	1 UPS	\$18,220
Midway Road	Jenkins Road to Glades Cut-Off Road	N/A	2 UPS 2 CCTV 1 FSP signal	\$102,868

Table 14. St. Lucie TPO Long Range Transportation Plan Smart Moves 2050 Improvement Projects

St. Lucie TPO Long Range Transportation Plan Smart Moves 2050				Proposed ATMS Improvements	
Project ID	Project Roadway	Project Limit	Project Description	Strategy identified	Budgetary Estimate
1012	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Widen 2 to 4 lanes	2 UPS 1 TTD	\$45,441
1118A	Edwards Road	Selvitz Road	Jenkins Road	1 UPS 1 CCTV	\$47,560
1039A	Glades Cut-Off Road	Midway Road to Selvitz Road	Widen 2 to 4 lanes	1 UPS 1 CCTV 1 FSP Signal	\$55,308
1039B	Glades Cut-Off Road	Midway Road to I-95	Widen 2 to 4 lanes	1 UPS 1 CCTV 1 FSP Signal	\$55,308
1042	Jenkins Road	Orange Avenue to Okeechobee Road	Widen 2 to 4 lanes	1 CCTV 1 TTD	\$38,340
1081	St. Lucie West Boulevard	E of I-95 to Cashmere Boulevard	Widen 4 to 6 lanes	8 UPS	\$145,766

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*Table 15. St. Lucie TPO Transportation Improvement Program Fiscal Years 2025/2026 – 2029/2030 Improvement Projects*

St. Lucie TPO Transportation Improvement Program Fiscal Years 2025/2026 – 2029/2030				Proposed ATMS Improvements	
Project ID	Project Roadway	Project Limit	Project Description	Strategy identified	Budgetary Estimate
4226816	I-95	Martin County Line to Okeechobee Road	PD&E/EMO Study	4 UPS 4 CCTV	\$190,243
4463311	Jenkins Road	Glades Cut-Off Road to Orange Avenue	PD&E/EMO Study	1 CCTV 2 TTD	\$47,340
4383792	Kings Highway	North of Commercial Circle to St. Lucie Boulevard	Add Lanes and Reconstruction	1 UPS 1 CCTV	\$47,560
4383791	Kings Highway	S.R. 9/I-95 Overpass to north of Commercial Circle	Add Lanes and Reconstruction	1 UPS 1 CCTV	\$47,560
2314404	Midway Road	Jenkins Road to Glades Cut-Off Road	Add Lanes and Reconstruction	2 UPS 2 CCTV 1 FSP Signal	\$102,868
4461681	Orange Avenue	Kings Highway to E of I-95 SB Ramp	Interchange – Add Lanes	1 UPS 2 CCTV	\$76,900
4496961	Orange Avenue	Kings Highway to U.S. 1	ATMS – Arterial Traffic Management	9 UPS 5 CCTV Fiber (approx. 12,492 feet) 4 SWF signs 2 TTD	\$394,816
4484481	Orange Avenue	Lamont Road and 32 <sup>nd</sup> Street	Resurfacing	3 UPS 2 CCTV Fiber (approx. 12,492 feet) 1 TTD	\$122,342
4476531	S.R. 70/ Okeechobee Road	Ideal Holding Road and Rock Road	Resurfacing	1 UPS 1 CCTV	\$47,560
4484491	St. Lucie Boulevard	East of N 25 <sup>th</sup> Street and west of U.S. 1	Resurfacing	2 UPS 1 CCTV 1 TTD	\$74,781
4510811	Turnpike Feeder Road	Indrio Road and U.S. 1	Lighting	2 UPS 1 CCTV	\$64,781
4484501	U.S. 1	South of Juanita Avenue to north of Kings Highway	Resurfacing	4 UPS	\$72,883
4510801	U.S. 1	Midway Road and Edwards Road	Lighting	1 UPS 2 CCTV 1 SWF Sign 2 PFB 1 TTD	\$135,498

Table 16. FDOT Five-Year Work Program FY 2025-26 Projects

FDOT Five-Year Work Program FY 2025-26				Proposed ATMS Improvements	
Project ID	Project Roadway	Project Limit	Project Description	Strategy identified	Budgetary Estimate
438379-2	Kings Highway	Commercial Circle to St. Lucie Boulevard	Add Lanes and Reconstruction	1 UPS 1 CCTV	\$47,560
438379-5	Kings Highway	Angle Road to Commercial Circle	Add Lanes and Reconstruction	1 UPS 1 CCTV	\$47,560
441714-1	U.S. 1	Edwards Road to Tennessee Avenue	Drainage Improvements	3 UPS 1 CCTV 2 TTD	\$102,002
443506-1	S.R. A1A	Ft. Pierce Inlet State Park to Indian River County Line	Bike Path/Trail	4 UPS 5 CCTV 2 Flood Detectors 5 Modems	\$296,719
446168-1	Orange Avenue	Kings Highway to I-95 SB Ramp	Interchange – Add Lanes	2 UPS 2 CCTV	\$95,121
446331-1	Jenkins Road	Midway Road to Orange Avenue	PD&E EMO Study	1 UPS 1 CCTV 1 FSP Signal 1 TTD	\$64,308
448448-1	Orange Avenue	Lamont Road to N 32 <sup>nd</sup> Street	Resurfacing	3 UPS 2 CCTV Fiber (approx. 12,492 feet) 1 TTD	\$122,342
449696-1	Orange Avenue	Kings Highway to U.S. 1	ATMS	9 UPS 5 CCTV Fiber (approx. 12,492 feet) 4 SWF signs 2 TTD	\$394,816
451081-1	Turnpike Feeder Road	Indrio Road to U.S. 1	Lighting	2 UPS 1 CCTV	\$65,781
453110-1	S.R. A1A	Peter J. Cobb Bridge over Indian River	Bridge Repair	1 Flood Detector	\$19,200

Table 17. St. Lucie TPO Congestion Management Process 2024 Implementation Projects

St. Lucie TPO Congestion Management Process 2024				Proposed ATMS Improvements	
Project ID	Project Roadway	Project Limit	Project Description	Strategy identified	Budgetary Estimate
2	29 <sup>th</sup> Street	Orange Avenue to Avenue Q	Install two to three speed tables between Avenue D and Avenue Q for traffic calming	Fiber (approx. 10,440) 1 SWF	\$16,532
5	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Multi-use path along segment from Del Rio Boulevard to Crosstown Parkway. Midblock flashing beacon crosswalks.	2 UPS 1 TTD	\$45,441
6	Bayshore Boulevard	Crosstown Parkway to Prima Vista Boulevard	TSM&O/ATMS real time monitoring and adaptive traffic control for mid-segment traffic metering.	3 UPS 1 CCTV	\$84,002

## 5.2 Priority Projects by Application

**Table 18** summarizes the recommended applications for each application discussed in Section 4, with prioritization level indicators assigned based on the importance of the application. The high priority projects should be considered for the current and future St. Lucie TPO Congested Management Process funds.

Table 18 Priority Projects By Application

Priority Level	Application to be Implemented	Project Description	High-level Budgetary Estimate*
High	Regional signal connectivity	Deploy signal connectivity at 36 signal locations with the St. Lucie TPO area that currently do not have communications, and integrate 187 signals onto the Regional Mobility Platform	\$420,000
Mid-High	Speed feedback warning signs	Deploy speed feedback warning signs at 5 locations	\$69,000
Mid-High	Pedestrian flashing beacons	Deploy pedestrian flashing beacons at 4 locations	\$56,000
Mid	UPS	Deploy UPS at 191 signal locations	\$2,900,000
Mid	Detection and monitoring cameras	Deploy fisheye detection cameras at 59 locations	\$1,443,000
Mid-Low	Probe data service	Provide probe data subscription	\$60,000 per year
Mid-Low	Travel time detectors	Deploy travel time detectors at 17 locations	\$128,000
Low	Freight signal priority	Deploy freight signal priority at 17 locations	\$110,000
Low	Flood detection system	Deploy flood detection system at 9 locations	\$126,000

\* The estimate includes the hardware procurement costs, and does not include annual license fee (unless indicated), installation, operations and maintenance cost. The amount shown is in 2026 value.

## 6. Funding Guidance

Transportation Systems Management and Operations (TSM&O) is a capability-driven approach to operating and managing a multimodal transportation network using strategies, business processes, and technology. TSM&O is implemented with defined performance measures to improve safety, reliability, and system efficiency. As TSM&O becomes more fully integrated into transportation planning and project delivery in Florida, agencies have an opportunity to further institutionalize this approach at the regional and local level. Given increasing travel demand, constrained funding, right-of-way limitations, and growing resilience needs, long-term mobility and congestion objectives cannot be achieved solely through capacity expansion; they also require active operations strategies and sustained program support.

In the St. Lucie TPO area, key TSM&O themes include integrating operations considerations throughout the project development lifecycle and coordinating resources across partners (FDOT District 4, St. Lucie TPO, St. Lucie County, and municipal agencies). Funding availability is a primary constraint on advancing recommended strategies from concept through deployment and sustaining operations and maintenance (O&M). This Funding Guidance summarizes potential funding pathways and typical eligibility considerations to support TSM&O projects across all lifecycle phases (planning, design, construction, operations, and maintenance) within the St. Lucie TPO area.

This Funding Guidance is divided into two subsections:

- Funding and programming protocol
- Funding eligibility

This section summarizes a practical funding and programming protocol used by FDOT District 4, the St. Lucie TPO, and local partners, and provides a consolidated reference of notable federal, state, and local funding sources, with emphasis on typical eligibility across TSM&O lifecycle phases and long-term O&M considerations.

### 6.1. Funding and Programming Protocols

These protocols summarize typical practices and coordination steps among FDOT District 4, the St. Lucie TPO, and local agencies. In general, TSM&O needs are identified through coordinated review of traffic operations, safety, incident response, transit, and freight conditions and objectives. Common implementation partners include FDOT District 4, the Florida Turnpike Enterprise (as applicable), the St. Lucie TPO, St. Lucie County, the Cities of Fort Pierce and Port St. Lucie, transit providers, emergency management and public safety partners, and other relevant local agencies.

FDOT's Ten-Year ITS Cost Feasible Plan (CFP) guides ITS investments on FIHS corridors and Florida's Turnpike and is developed by FDOT Districts in coordination with the Florida Turnpike Enterprise (as

applicable). In addition, Florida's Strategic Intermodal System (SIS) planning and programming processes may incorporate ITS/TSM&O strategies within projects of statewide and interregional significance.<sup>11</sup>

FDOT District 4 and agencies within the St. Lucie TPO planning area have advanced a range of arterial management and signal system initiatives. TSM&O projects on arterials may be proposed by FDOT District 4, local agencies, or the St. Lucie TPO, and each agency's roles and responsibilities for operations and maintenance (O&M) may vary by system type, project location, existing agreements, and end-user benefits.

Once identified, TSM&O projects are evaluated and prioritized alongside other regional transportation needs. The St. Lucie TPO and FDOT District 4 coordinate to align candidate projects with adopted plans, like the LRTP or TIP, and available resources, and to program eligible projects into the TIP and FDOT Work Program. Funding packages may include federal, state, and local sources; local partners often contribute match and/or long-term O&M through interlocal agreements or maintenance agreements.

Depending on the project, funding can come from federal, state, and/or local sources. As funds are made available, FDOT District 4, the St. Lucie TPO, and local partners coordinate to determine how funds will be allocated and programmed. The St. Lucie TPO makes recommendations through the TIP for federally funded projects and programs and coordinates with FDOT on project selection and scheduling. Local agencies may provide matching funds and/or long-term O&M support as part of interlocal agreements or other arrangements.

Funding and responsibility models vary by facility type. Limited-access corridor deployments are often supported through statewide and district programs while arterial TSM&O initiatives typically require inter-agency collaboration on scope, architecture/standards, and O&M responsibilities. Identifying O&M funding early is critical; although some statewide and district sources may support eligible O&M, needs often exceed available set-asides, requiring a blended approach using eligible state, federal (where allowable), and local funds.

District Dedicated Revenue (DDR) and other district maintenance/operations resources (including DIH and other district funds, as applicable) commonly support operations and maintenance for TSM&O components on the State Highway System, including arterials. Because state resources are constrained, agencies may also consider eligible federal-aid formula programs for TSM&O capital and certain operations activities, coordinated through the St. Lucie TPO TIP process and FDOT Work Program development.

## 6.2. Funds and Eligibility

This subsection summarizes federal, state, and local funding options as well as their eligibility and typical requirements for applying to various phases of TSM&O projects. Due to competing demands, the amount of an eligible fund available for TSM&O may be limited. Therefore, a combination of several funds is usually needed to provide sufficient support across a TSM&O project’s lifecycle phases: planning, design, construction, operations, and maintenance.

### 6.2.1 Federal Funds

**Table 19** provides an overview of notable federal funding sources commonly used for TSM&O projects, followed by the detailed descriptions.

*Table 19 Federal Funds for TSM&O projects*

Federal Funding Program	Eligible Facilities	Planning & Design	Capital & Construction	Operations	Maintenance
Surface Transportation Block Grant Program (STBG)	May not be on local roads or rural minor collectors	✓	✓	✓	×
National Highway Performance Program (NHPP)	National Highway System	✓	✓	✓	×
Highway Safety Improvement Program (HSIP)	All Public Roads	✓	✓	×	×

#### 6.2.1.1 Surface Transportation Block Grant Program (STBG)

STBG is a flexible Federal-aid highway program that supports a range of state and local transportation priorities. In general, STBG is not used on functionally classified local roads or rural minor collectors unless the roadway is on a Federal-aid highway system (with limited statutory exceptions). For TSM&O, STBG is commonly applied to eligible capital deployment and, where allowable, certain operating costs.

- Infrastructure-based ITS capital improvements, including deployment of vehicle-to-infrastructure (V2I) communications equipment.
- Operational improvements and eligible capital and operating costs for traffic monitoring, management, and control facilities and programs.
- Congestion pricing strategies, including eligible electronic toll collection and travel demand management strategies and programs.

### 6.2.1.2 National Highway Performance Program (NHPP)

NHPP supports National Highway System (NHS) investments to achieve performance targets established in a state's NHS asset management plan. Projects generally must be located on the NHS (with limited exceptions). For TSM&O, eligible costs can include both capital and certain operating costs when they support NHS performance objectives. [FAST Act § 1106; 23 U.S.C. 119]

Both capital and operating cost of TSM&O projects may be eligible for NHPP. Examples of eligible activities include:

- ITS/TSM&O capital improvements, including vehicle-to-infrastructure (V2I) communications equipment.
- Eligible capital and operating costs for traffic monitoring, management, control, and traveler information facilities and programs.
- Certain operational improvements on a Federal-aid highway not on the NHS, and certain eligible transit projects, may be funded if all of the following apply:
  - Project is in the same corridor as, and in proximity to, a fully access-controlled NHS highway.
  - Project reduces delay/produces travel time savings on the fully access-controlled NHS highway and improves regional traffic flow.
  - Benefit-cost analysis indicates the project is more cost-effective than improving the fully access-controlled NHS highway. [FAST Act § 1106; 23 U.S.C. 119]

### 6.2.1.3 Highway Safety Improvement Program (HSIP)

HSIP funds projects intended to reduce traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. HSIP projects must be consistent with the State's Strategic Highway Safety Plan (SHSP) and address a hazardous location/feature or highway safety problem. [FAST Act § 1113; 23 U.S.C. 148]

In contrast to the non-exhaustive eligibility list under MAP-21, the FAST Act limits HSIP eligibility to items explicitly listed in statute, most of which are infrastructure safety countermeasures. Operations and maintenance costs for TSM&O programs are generally not eligible for HSIP. Examples of eligible activities include:

- Installation of a priority control system for emergency vehicles at signalized intersections.
- Installation of vehicle-to-infrastructure communication equipment.
- Pedestrian hybrid beacons.
- Construction and operational improvements on high-risk rural roads. [FAST Act § 1113; 23 U.S.C. 148]

- The FAST Act continues the prohibition on the use of HSIP funds for the purchase, operation, or maintenance of an automated traffic enforcement system (except in a school zones). [FAST Act § 1401]

### 6.2.2 State Funds

**Table 20** provides an overview of notable state funding sources commonly used for TSM&O projects, followed by the detailed descriptions.

*Table 20 State Funds for TSM&O projects*

State Funding Program	Eligible Facilities	Planning and Design	Capital / Construction	Operations	Maintenance
Statewide ITS Set Aside Funds (DITS)	State Highway System (in ITS plan or on SIS)	✓	✓	✓	✓
District Dedicated Revenue (DDR)	State Highway System	✓	✓	✓	✓
State Primary Fund for Highways and Public Transit (DS)	State Highway System	✓	✓	✓	✗
Unrestricted State Primary (D)	State Highway System	✓	✗	✓	✓
Statewide Primary Matching Funds for Inter/Intrastate Highways (DI)	State Highway System	✓	✓	✓	✗
Advance Construction Funds (ACNP, ACCM, ACSA, ACSU)	State Highway System	✓	✓	✓	✗

#### 6.2.2.1 Statewide ITS Set Aside Funds (DITS)

FDOT’s Ten-Year ITS Cost Feasible Plan (CFP) guides ITS deployment on FIHS corridors and Florida’s Turnpike and has historically included a statewide ITS set-aside (DITS) to support eligible ITS investments. DITS may support eligible capital, certain operations, and periodic replacement consistent with FDOT programming guidance. While the CFP emphasizes major corridors, other ITS/TSM&O projects may be eligible where they meet FDOT criteria.

- The project is on a SIS facility/corridor (or otherwise meets SIS-related eligibility requirements)
- The project is consistent with an eligible program category and is supported by FDOT programming guidance

- CFP priorities, Quick Fix/operational improvements, or other eligible capacity/operations programs as defined by FDOT

The Work Program Instructions list the following examples of eligible projects:

- Capital projects
  - Eligible capital: ITS infrastructure and devices, communications, software, TMC/RTMC facilities, systems engineering/architecture, inspection/testing/acceptance, and deployment evaluations.
- Operation contracts
  - Eligible operations contracts: TMC operations; incident management; traveler information; and other ITS program management services.
- Periodic maintenance
  - Eligible periodic maintenance: major ITS upgrades or equipment replacement. Routine day-to-day field/TMC/communications hardware replacement and software maintenance are typically not eligible under DITS and are generally funded through district maintenance resources.

#### 6.2.2.2 District Dedicated Revenue (DDR)

The district dedicated revenue, statutorily known as the “State Comprehensive Enhanced Transportation Systems Tax”, is collected pursuant to Chapter 206.608 FS<sup>1</sup> and allocated to the district. It is required that the DDR funds be spent in the district, and to the maximum extent feasible, in the county where the fund was collected. The DDR funds may be used to support planning and design, capital or construction, operations, and maintenance cost of ITS projects on the state highway system.

#### 6.2.2.3 State Primary Matching Fund for Highways and Public Transit (DS/DPTO)

Florida Statutes Section 206.46(3) requires a minimum of 15% of all state revenues deposited into the State Transportation Trust Fund to be committed to Public Transportation programs and the remainder for any legitimate state transportation purpose. The DS fund may be used to support planning and design, capital or construction, and operations cost of ITS projects on the state highway system.

#### 6.2.2.4 Unrestricted State Primary (D)

Unrestricted State Primary funds can be used to support projects on the state highway system. The D fund may be used to support planning and design, capital or construction, operations, and maintenance cost of ITS projects. ITS routine maintenance (M&O contract) projects may be funded by D fund.

### 6.2.2.5 Statewide Inter/Intrastate Highways (DI)

Statewide Inter/Intrastate Highways funds are usually applied to projects on the Inter/Intrastate highways for planning, construction, and operation.

### 6.2.3 Local Funds

**Table 21** provides an overview of notable state funding sources commonly used for TSM&O projects, followed by the detailed descriptions.

*Table 21 Local Funds for TSM&O projects*

Funding Source	Eligible Facilities	Planning and Design	Capital / Construction	Operations	Maintenance
Fuel Tax	All Public Roads	✓	✓	✓	✓
Sales Tax/Surtax	All Public Roads	✓	✓	✓	✓
Signal Operation & Maintenance Agreement	All Public Roads	×	×	✓	✓
Impact Fee	All Public Roads	✓	✓	×	×
Mobility Fee	All Public Roads	✓	✓	✓	×
General Revenue	All Public Roads	✓	✓	✓	✓
Tax Increment Financing (TIF) / Community Redevelopment Agencies (CRA)	All Public Roads	✓	✓	✓	✓
Public Private Partnership	All Public Roads	✓	✓	✓	✓
Downtown Development Authority (DDA) / Special District	All Public Roads	✓	✓	✓	✓
Transportation Management Association (TMA)	All Public Roads	✓	✓	✓	✓
Parking and Other Fees	All Public Roads	✓	✓	✓	✓

#### 6.2.3.1 Fuel Tax

Fuel taxes are significant local revenue sources for transportation in Florida, including the Ninth-Cent Fuel Tax (s. 336.021, F.S.) and Local Option Fuel Tax/Local Option Gas Tax (s. 336.025, F.S.). Revenues are restricted to transportation purposes and may support a range of eligible expenditures including roadway and bridge maintenance, drainage, traffic engineering, transit operations, and transportation capital

projects. For TSM&O, fuel tax proceeds are commonly used as match and/or as a local source to support ongoing operations and maintenance when other sources are capital-restricted.

#### 6.2.3.2 Discretionary Sales Surtax

The discretionary sales surtax authorized in Florida Statutes (including s. 212.055, F.S.) can be a significant local revenue source for transportation and infrastructure improvements when adopted by voters. In St. Lucie County, a voter-approved half-cent local government infrastructure surtax has been used to fund a range of infrastructure needs, including roadway improvements, congestion reduction, drainage and stormwater improvements, and other eligible public facilities. This type of surtax can be an important complementary source for TSM&O capital deployment for signal upgrades, communications, detection; where allowed by local policy, associated supporting infrastructure.

For project development, agencies should confirm:

- Eligible uses under the adopted local referendum and implementing ordinances
- Distribution formulas among the County and municipalities
- Any oversight or reporting requirements
- Whether funds may be applied to operations and maintenance versus capital-only investments.

If the local surtax is restricted to capital purposes, it may still help advance TSM&O by funding deployable assets while other sources cover ongoing O&M.

Discretionary sales surtaxes can provide substantial local match and capital funding for transportation and related infrastructure, subject to voter approval and local implementing ordinances. For TSM&O, surtax proceeds are typically most applicable to deployable capital assets for signal system upgrades, detection, communications, power improvements. Other funding sources may be needed for ongoing O&M if the surtax is capital-restricted.

#### 6.2.3.3 Traffic Signal Maintenance and Compensation Agreement

Signal operation and maintenance agreements define responsibilities between FDOT and local agencies and are commonly used to reimburse local agencies for eligible signal maintenance on State Highway System facilities. Reimbursement rates and covered scope may not fully offset local costs, particularly for complex urban signal systems.

Agencies should confirm the specific agreement terms and plan for any local funding needed to close gaps between reimbursed and actual maintenance costs.

#### 6.2.3.4 Impact Fees and Mobility Fees

Florida local governments use impact fees and, in some jurisdictions, mobility fees to help ensure that new development contributes to the transportation capacity and multimodal investments needed to

serve growth. These programs are governed by Florida law and local ordinances, and they are typically supported by periodic technical studies to establish and update fee schedules.

In St. Lucie, road impact fees have been used for decades to help fund transportation improvements associated with growth, and the County updates impact fee schedules periodically based on updated studies. Impact fees are most commonly applied to capital improvements (planning, design, and construction) rather than ongoing operations. However, TSM&O capital improvements, like signal system upgrades, detection, and communications infrastructure may be eligible when they are part of the adopted impact fee program and capital improvement plan.

Within the St. Lucie TPO area, the City of Port St. Lucie has also advanced mobility planning and related fee concepts to support a multimodal network. Where mobility fee approaches are used, they may allow broader application across multimodal projects beyond traditional roadway widening, potentially supporting TSM&O-capable investments. Agencies should confirm local eligibility, nexus requirements, and whether operations and maintenance costs are allowable under the adopted program.

#### 6.2.3.5 General Revenue

Local governments heavily rely on general revenue to sustain transportation projects, drawing from a variety of sources including intergovernmental transfers, property taxes, sales taxes, and miscellaneous charges and incomes. Although intergovernmental transfers from state and federal entities constitute the largest portion of local governments' general revenue, property taxes stand out as the most frequently utilized and flexible funding source for local transportation initiatives (Urban-Brookings Tax Policy Center, 2014).

#### 6.2.3.6 Tax Increment Financing (TIF)/Community redevelopment agencies (CRA)

Public investment in infrastructure, particularly transportation facilities, has the potential to boost adjacent land values and generate additional property tax revenues. Tax Increment Financing (TIF) emerges as a valuable mechanism for capturing this increased property tax revenue and directing it towards improvements in distressed, underdeveloped, or underutilized areas of a community where development may otherwise stagnate (Various, 2001).

In Florida, Chapter 163, Part III of the state law empowers county governments or local municipalities to establish Community Redevelopment Areas (CRAs) utilizing Tax Increment Financing. These CRAs designate a specific area or district for redevelopment activities, with a "frozen value" determined for properties within the area before redevelopment efforts commence. Tax revenues generated from properties based on these frozen values continue to support general government purposes. However, any incremental increase in property tax revenue resulting from enhanced property values, known as the "increment," is earmarked to fund redevelopment projects within the CRA. These projects encompass

various endeavors such as transportation infrastructure updates, building renovations, congestion management, public transit services, and affordable housing initiatives.

Currently, there are 220 Community Redevelopment Areas established across the State of Florida. TIF/CRA mechanisms hold the potential to provide critical support for Transportation Systems Management & Operations (TSM&O) projects throughout their lifecycle, including planning, construction, operation, and maintenance.

#### 6.2.3.7 Public-Private Partnership

Public-private partnerships (P3s) are contractual arrangements between public agencies and private entities that can support financing, delivery, and/or operation of transportation projects. For TSM&O and Smart City initiatives, P3s may be used to leverage communications, data, and technology capabilities, subject to procurement requirements, cybersecurity/data governance considerations, and clearly defined roles for long-term operations and maintenance.

#### 6.2.3.8 Special Districts

Special districts (including community development districts and other statutory districts) may finance transportation-related infrastructure within defined geographic areas, depending on their enabling authority and adopted budgets. While these funding mechanisms are typically oriented toward capital improvements, they may provide opportunities to advance TSM&O-supportive assets. This may include signals, communications conduits, fiber, or power upgrades when those assets are part of eligible public infrastructure investments. Coordination with the St. Lucie TPO, local governments, and FDOT is important to ensure interoperability, maintenance responsibility clarity, and consistency with regional architecture and standards.

#### 6.2.3.9 Transportation Management Association (TMA)

Transportation Management Associations (TMAs) and Transportation Management Initiatives (TMIs) are non-profit organizations that provide transportation services in a particular area through employer sponsorships and local government support.

#### 6.2.3.10 Parking and other fees

User fees, including parking fees, congestion fees, and vehicle miles traveled fees, may also provide good funding for TSM&O projects. If these user fees are considered, it will be important for TSM&O practitioners to be engaged in the policy discussions to ensure the use of revenue is available for capacity, operations, and maintenance activities.

### 6.2.4 Grants and Third-Party Funding

Federal discretionary grants and third-party funding can complement formula funds and local revenue for TSM&O initiatives, particularly for capital deployment and demonstrations. Competitive applications typically require a clearly defined scope, quantified benefits related to safety, reliability, travel time,

incident response. Other factors include deliverability or project readiness, and a sustainable O&M plan that includes governance, staffing, and funding.

When applying for federal grants, local governments should confirm program requirements, evaluation criteria, and deadlines, and develop applications that clearly define scope, benefits, and deliverability. Public-private partnerships (P3s) may also provide supplemental financing and implementation mechanisms where appropriate. Identifying non-federal match sources and coordinating with neighboring jurisdictions or regional planning organizations can strengthen competitiveness for certain discretionary programs. Agencies should also monitor changes in federal and state guidance that affect eligibility, cost share, and allowable uses. Establishing a track record of delivery and continuously refining funding strategies can improve an agency's ability to secure and leverage funding for future transportation initiatives.

Examples of programs that may be applicable to transportation technology and TSM&O initiatives include USDOT discretionary programs focused on multimodal infrastructure (BUILD/RAISE, INFRA), technology deployment (ATTAIN), safety (SS4A), and resilience (PROTECT), as well as select FTA innovation programs. Program availability, selection criteria, and application requirements vary by year; agencies should verify current NOFO requirements and coordinate with FDOT and the St. Lucie TPO as appropriate.

#### 6.2.4.1 BUILD (formerly RAISE) Discretionary Grants

BUILD/RAISE is a USDOT discretionary program that funds surface transportation projects with significant local or regional impact. For TSM&O, the program is most often used to support capital deployment as part of an eligible broader project; applications should clearly document operational and safety benefits and identify how O&M will be sustained after deployment.

#### 6.2.4.2 Infrastructure for Rebuilding America (INFRA)

INFRA grants support large-scale transportation infrastructure projects that address critical infrastructure needs and improve the efficiency, safety, and reliability of the transportation system. Eligible projects include highway and bridge improvements, freight rail enhancements, port infrastructure upgrades, and intermodal freight facilities. Projects are evaluated based on criteria such as economic vitality, safety, environmental sustainability, innovation, and project readiness. INFRA grants are awarded competitively, and funding levels vary depending on congressional appropriations.

#### 6.2.4.3 Regional Infrastructure Accelerators (RIA)

Regional Infrastructure Accelerators (RIA) provide technical assistance and/or funding support to help regions plan, finance, and advance complex infrastructure projects. For TSM&O, RIA-type assistance can help structure multi-jurisdictional programs, develop implementation plans, and improve readiness for future capital or technology-deployment funding opportunities (as applicable to the current solicitation).

#### 6.2.4.4 Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative

The ROUTES Initiative focuses on improving access to discretionary funding and technical assistance for rural transportation priorities. Where applicable, ROUTES-related opportunities may help advance rural TSM&O deployments when aligned with program eligibility and selection criteria.

#### 6.2.4.5 Advanced Transportation Technology and Innovation (ATTAIN) Program

The Advanced Transportation Technology and Innovation (ATTAIN) program (formerly ATCMTD) provides competitive grants to deploy, install, and operate advanced transportation technologies that improve safety, mobility, efficiency, system performance, and return on investment. Eligible activities can include ITS deployment, integrated corridor management, real-time operations tools, and other technology-enabled strategies aligned with TSM&O. This could potentially include eligible operations and maintenance costs consistent with the applicable notice of funding. Applicants typically include state and local governments, MPOs, transit agencies, and other eligible public entities, often with a required partnership approach.

#### 6.2.4.6 Automated Driving System (ADS) Demonstration Grants

ADS Demonstration Grants support pilot projects to test automated driving system technologies and associated enabling infrastructure in real-world environments. For TSM&O, these programs may be relevant where deployments include roadway/infrastructure readiness elements, data exchange, and operational integration, subject to current eligibility and funding availability.

#### 6.2.4.7 Strengthening Mobility and Revolutionizing Transportation (SMART)

The Strengthening Mobility and Revolutionizing Transportation (SMART) program (authorized by the Infrastructure Investment and Jobs Act) funded demonstration projects that deployed smart community technologies to improve transportation efficiency and safety. USDOT has indicated that no new SMART notices of funding opportunity (NOFOs) will be issued and that existing SMART grant agreements will continue to be administered. Accordingly, SMART is included here for reference and lessons learned; agencies should monitor USDOT's discretionary grant dashboard for any future technology demonstration opportunities that may replace or succeed SMART.

#### 6.2.4.8 Safe Streets and Roads for All (SS4A)

SS4A is a USDOT competitive grant program that funds local and regional initiatives to prevent roadway fatalities and serious injuries using a Safe System Approach. Counties are eligible applicants. For transportation technology projects, SS4A can support development of a Comprehensive Safety Action Plan (Planning and Demonstration grants) and implementation of strategies identified in an eligible Action Plan (Implementation grants). Technology-focused applications are typically strongest when paired with clearly defined safety outcomes and a data-driven approach (crash analysis, systemic risk screening, before/after evaluation plan). Applicants should confirm the current NOFO requirements, match, and eligible use cases for technology and operational strategies.

#### 6.2.4.9 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)

FHWA's PROTECT discretionary grants support projects that improve the resilience of surface transportation assets to natural hazards through planning and resilience improvements. Local governments are eligible applicants. While PROTECT is not a technology-only program, it can support transportation-technology components when they are integral to an eligible resilience scope. This may include systems like flood monitoring sensors and data platforms, weather-responsive traffic management strategies, evacuation route operations improvements, communications and power resiliency for critical signals/ITS, and decision-support tools that improve continuity of operations. Applicants should confirm whether a benefit-cost analysis (BCA) is required for the selected grant type and ensure the project scope is grounded in documented risk/vulnerability and produces measurable resilience outcomes.

#### 6.2.4.10 Federal Transit Administration (FTA) Enhancing Mobility Innovation (EMI)

FTA's Enhancing Mobility Innovation (EMI) program provides competitive funding to advance emerging technologies, strategies, and innovations that improve transit rider experience and accessibility. Eligible applicants have included state and local governments, transit agencies, MPOs, tribes, and other eligible entities, depending on the NOFO. For St. Lucie County, EMI may be relevant when pursuing technology projects that integrate transit operations with broader TSM&O objectives like multimodal traveler information, integrated fare/payment solutions with regional partners, demand-response optimization, and data integration to improve reliability. Applicants should confirm the current NOFO eligibility categories, required partnerships, and whether the proposed effort is primarily research/pilot-oriented versus capital deployment.

## 7. Performance Measures

The purpose of this performance measures section is to establish a framework for evaluating the effectiveness of the recommended ATMS improvements identified in Sections 4 and 5 of this document. This section identifies possible performance measurement criteria to reflect recommended technologies and the operational objectives of the maintaining agencies including St. Lucie County, the City of Fort Pierce, and the City of Port St. Lucie.

Performance measures demonstrate how well the transportation system is meeting public goals and expectations of the transportation network. Many agencies monitor how public goals and expectations are met by using performance measures like tracking average speed and crash rate data. To evaluate the success of recommended improvements such as travel time detectors or signal connectivity, measurable and data-driven performance criteria must be established both before and after implementation.

The performance measures presented are focused on three categories: transportation efficiency, mobility, and safety. Mobility is defined as the ease with which people and goods move, providing access to jobs, services, and markets. Transportation system efficiency reflects how well the overall network operates, including the reliable movement of traffic and the effective use of infrastructure and technology. Safety encompasses the protection of all users including drivers, pedestrians, and cyclists from crashes, conflicts, and hazards within the transportation network. By measuring the performance of these three categories, the users can better understand what impacts the recommended improvements will be made to the St. Lucie TPO area.

In the state of Florida, all transportation systems should adhere to Florida's mobility performance measures described as follows:

- Quantity of Travel - The magnitude of use of a facility or service.
- Quality of Travel - Travel conditions and the effects of congestion.
- Accessibility - The ease with which people can connect to the transportation system.
- Utilization - Whether the transportation system is properly sized and can accommodate growth within the area.

Additionally, consistent with FDOT's established Key Performance Measures (KPMs), the recommended ATMS improvements are evaluated against the following five KPM categories:

1. **Transportation System Safety** - Reduction in crash frequency and severity, particularly at locations with UPS, speed feedback warning signs, pedestrian flashing beacons, and flood detection systems.
2. **Customer and Market Focus** - Improvement in traveler information availability and reliability through enhanced connectivity, probe data services, and camera deployment (CCTV).
3. **Production Performance** - Timely and cost-effective deployment of ATMS improvements in coordination with planned roadway projects.
4. **Transportation System Performance** - Improvements in travel time, speed, delay, and signal coordination across the regional network.
5. **Organizational Performance** - Enhanced interagency coordination and operational efficiency through cloud-based regional signal connectivity.

The following subsections highlight the performance measures recommended for each implementation based on the three performance categories: transportation efficiency, mobility, and safety.

## 7.1 Performance Measures by Implementation

Each implementation will be accompanied by specific performance measures designed to quantify the anticipated improvements and overall benefits that the implementation provides to the transportation network.

### 7.1.1 Regional Signal Connectivity (Cloud-Based)

The expansion of the current Cloud-Based Arterial Management (CBAM) platform and the connectivity of signals across St. Lucie County, the City of Fort Pierce, and the City of Port St. Lucie should be evaluated using the following performance measures:

*Table 22 Performance Measures for Regional Signal Connectivity*

Category	Performance Measure	Metric	Data Source
Transportation System Efficiency	Coordination quality	Number of signals operating in coordinated timing plans	Agency signal management systems
	Reduction in average travel delay	Seconds of average vehicle delay per intersection with average segment speed and free flow speed	Travel time detector data / probe data
	Arterial travel time	Average travel time along key coordinated corridors with speed and distance	Bluetooth/Wi-Fi travel time detectors
	Volume-to-Capacity (v/c) Ratio	Equivalent hourly volume as a proportion of provided capacity	Signal controller data / CBAM platform
	Degree of Intersection Saturation	Overall utilization of capacity across critical phases at connected intersections	Signal controller data / CBAM platform
	Percent on Green	Proportion of vehicle arrivals occurring during green phases (coordination quality indicator)	Signal controller / detector data
	Input-Output Delay	Estimated approach delay based on arrival and departure profiles	Signal controller / detector data
	Detector Failure	Frequency of reported detector failures at connected intersections	Signal controller maintenance logs
Mobility	Signal communication reliability	Percentage of signals with continuous uptime	CBAM / Regional Mobility platform logs
	Effective Cycle Length	Actual time to serve all phases in a cycle, compared to programmed background cycle	CBAM / Regional Mobility platform logs
Safety	Incident detection response time	Average time from anomaly detection to operator response	TMC event logs

**Before/After Approach:** Prior to the expansion of the CBAM platform and connecting intersections, baseline travel time runs and signal timing performance data should be collected along key corridors. Following deployment, the same corridors should be re-evaluated using the Regional Mobility software's

built-in performance monitoring to assess changes in travel time, coordination quality, and delay reduction.

### 7.1.2 Uninterruptible Power Supply (UPS)

The primary benefit of UPS installations is enhanced safety and system reliability during power outages and voltage fluctuations. Performance should be measured as follows:

*Table 23 Performance Measures for UPS*

Category	Performance Measure	Metric	Data Source
Traffic System Efficiency	System uptime during outage events	Number of signals remaining operational during outage events	Agency maintenance records / UPS system logs
Mobility	Emergency evacuation route reliability	Percentage of designated evacuation route signals equipped with UPS	Storm Evacuation Plan compliance tracking
	Response time improvement	Average time to restore signal operations during power-related incidents	Agency maintenance logs
Safety	Reduction in flash/dark signal events	Number of flash or dark signal incidents per year at UPS locations	Maintenance incident reports

**Before/After Approach:** Prior to UPS installation, existing records of signal-related incidents occurring during power outages or voltage fluctuations at the identified intersections should be documented to establish a baseline. Following deployment, incident records at those same locations should be reviewed to assess changes in signal reliability, response times, and the frequency of flash or dark conditions during outage events.

### 7.1.3 Detection and Monitoring Cameras

Detection and monitoring cameras support real-time traffic management, incident verification, and system performance evaluation. Performance should be assessed as follows:

*Table 24 Performance Measures for Detection and Monitoring Cameras*

Category	Performance Measure	Metric	Data Source
Traffic System Efficiency	Operator utilization rate	Frequency of camera access and usage by TMC operators	TMC activity logs
	Detector Failure	Frequency of reported detector failures at camera-equipped intersections	Camera system maintenance logs
Mobility	Data collection accuracy	Accuracy of vehicle counts and speed data relative to manual counts	Field validation studies
	Green Occupancy Ratio (GOR)	Proportion of green time that the detector is occupied, indicating demand levels	Video detection / signal controller data
	Red Occupancy Ratio (ROR)	Proportion of the first 5 seconds of red that the detector is occupied, indicating residual demand	Video detection / signal controller data
	Estimated Queue Length	Estimated queue length based on shockwave analysis and detector occupancy data	Video detection analytics
Safety	Incident detection time	Average time from incident occurrence to operator verification	TMC event logs
	Incident clearance time	Average duration from incident detection to roadway clearance	SunGuide® system logs / Agency TMC records

**Before/After Approach:** Baseline conditions should be documented prior to camera deployment using existing incident records, operator logs, and field observations. Following camera installation, post-deployment data should be collected over a comparable analysis period to document the changes in operator utilization rates, incident detection and clearance times, data accuracy, and observed queue.

### 7.1.4 Travel Time Detectors

Travel time detectors provide the data foundation for measuring corridor performance and informing both operators and the traveling public. Performance measures include:

*Table 25 Performance Measures for Travel Time Detectors*

Category	Performance Measure	Metric	Data Source
Traffic System Efficiency	Data availability	Percentage of time detectors provide valid readings	Detector uptime logs
Mobility	Average corridor travel time	Travel time (minutes) along monitored segments, peak and off-peak	Bluetooth/Wi-Fi detector logs
	Travel time reliability	Buffer Index or Planning Time Index along monitored corridors	Detector data / probe data
	Reduction in corridor delay	Change in average delay per vehicle before and after signal timing adjustments	Before/after travel time studies
Safety	Detection and incident response support	Percentage of reported incidents detected and verified using travel time (e.g., abnormal travel time spikes)	Detector data logs / probe data

**Before/After Approach:** Baseline travel time data should be collected along each corridor recommended for travel time detectors installation prior to deployment. Post-deployment data collected via the

detectors should be compared against baseline conditions to quantify improvements in travel time and reliability.

### 7.1.5 Freight Signal Priority (FSP)

Freight signal priority (FSP) improvements are intended to reduce freight delay and improve delivery reliability along key commercial corridors. Performance measures include:

*Table 26 Performance Measures for Freight Signal Priority*

Category	Performance Measure	Metric	Data Source
Traffic System Efficiency	Number of priority activations	Frequency of FSP system activations per day/week	FSP system event logs
	Preempt Duration	Duration of freight priority events per activation	FSP system event logs
	Priority Time to Green	Time between onset of a freight priority call and beginning of the desired phase or overlap green	FSP system / signal controller logs
Mobility	Freight travel time	Average travel time for trucks along priority corridors before and after FSP	FDOT AADT truck data / probe data
	Intersection delay for freight vehicles	Average vehicle delay at FSP-equipped intersections	Field studies / detector logs
	Spillover impact on general traffic	Change in average delay for non-freight vehicles at FSP intersections	Before/after intersection delay studies
Safety	Reduction in freight-related crashes	Change in the number and rate of truck-involved crashes at FSP-equipped intersections	FDOT CRASH database / local jurisdiction crash records

**Before/After Approach:** Baseline conditions should be established prior to FSP deployment using existing signal timing data, freight travel times, intersection delay, and safety data at FSP corridors and intersections. Following implementation, data should be collected to measure changes in freight travel time, delay, priority activation characteristics, and safety outcomes.

### 7.1.6 Speed Feedback Warning Signs

Speed feedback warning signs serve as a traffic calming measure, with effectiveness tied directly to driver speed compliance. Performance measures include:

*Table 27 Performance Measures for Speed Feedback Warning Signs*

Category	Performance Measure	Metric	Data Source
Traffic System Efficiency	Operating speed reduction	Change in 95 <sup>th</sup> percentile operating speed before and after deployment	Speed studies at sign locations

Mobility	Speed compliance rate	Percentage of vehicles traveling at or below the posted speed limit	Speed feedback sign data logs
Safety	Pedestrian/bicycle crash rate	Change in crash frequency at sign locations	Signal Four Analytics (S4A) crash database

**Before/After Approach:** Speed data should be collected at the two priority crash segments identified — Orange Avenue (Angle Road to U.S. 1) and U.S. 1 (Midway Road to Weatherbee Road) — prior to sign deployment. Post-deployment speed studies using the same methodology should be conducted at 6-month and 12-month intervals to evaluate effectiveness.

### 7.1.7 Pedestrian Flashing Beacons (PFB)

Pedestrian flashing beacons are deployed to improve pedestrian safety along the U.S. 1 corridor. Performance measures include:

*Table 28 Performance Measures for Pedestrian Flashing Beacons*

Category	Performance Measure	Metric	Data Source
Traffic System Efficiency	Beacon activation frequency	Number of daily activations per crossing location	PFB system logs
	Pedestrian Cycle	Indication of whether each signal cycle included a pedestrian phase at nearby signalized intersections	Signal controller logs
Mobility	Vehicle speed near crossings	Change in operating speed within the pedestrian crossing zone	Speed studies
Safety	Pedestrian crash rate	Change in pedestrian crash frequency at PFB locations	S4A crash database

**Before/After Approach:** Baseline conditions should be documented prior to PFB installation using existing pedestrian crash data, vehicle speeds near crossing locations, and observed driver yielding behavior. Following installation, post-deployment data should be collected to see the change in pedestrian crash frequency, vehicle operating speeds within the crossing zone, and beacon activation activity.

### 7.1.8 Flood Detection System

Flood detection systems provide real-time roadway monitoring at flood-prone locations. Performance measures include:

*Table 29 Performance Measures for Flood Detection System*

Category	Performance Measure	Metric	Data Source
Traffic System Efficiency	Warning activation reliability	Percentage of flood events where warning devices and DMS were successfully activated	Agency operational records

Mobility	Detection response time	Average time from flood threshold exceedance to agency alert notification	Flood detection system event logs
Safety	Reduction in flood-related incidents	Change in vehicle-related flood incidents at monitored locations	Law enforcement / agency incident records

**Before/After Approach:** Baseline conditions should be established prior to flood detection system deployment using historical flood event records, roadway closure logs, incident reports, and response timelines at flood-prone locations. Following system implementation, post-deployment data should be collected to document the changes in warning activation reliability, detection response time, and the number of vehicle-related flood incidents.

### 7.1.9 Probe Data Service

The probe data subscription service (StreetLight Data) provides the analytical foundation for ongoing system performance monitoring across all ATMS strategies. Performance measures include:

*Table 30 Performance Measures for Probe Data Service*

Category	Performance Measure	Metric	Data Source
Traffic System Efficiency	Data coverage and completeness	Percentage of roadway segments and intersections within the ATMS network with sufficient probe sample size to support performance monitoring by time of day	Probe data — Network Performance subscription

**Before/After Approach:** Prior to probe data service implementation, baseline conditions should be documented using existing data sources such as permanent count stations, short-term traffic counts, travel time studies, and intersection turning-movement counts. Following implementation of the probe data service, post-deployment conditions should be evaluated based on the expanded ability to monitor system performance across corridors, time periods, and travel modes. Improvements in data coverage, consistency, and the timeliness of performance reporting.

## 7.2 Before-and-After Study Approach

A systematic before-and-after study approach is recommended to evaluate the performance of each ATMS improvement identified in this update. Baseline data should be collected prior to implementation, with follow-up data gathered after system activation. The following steps are recommended:

1. **Establish Baseline Conditions** - Prior to the deployment of each recommended ATMS implementation, collect relevant baseline data using the performance measures identified above. Baseline data sources include FDOT traffic count databases, S4A crash data, agency maintenance records, and manual field studies as needed.

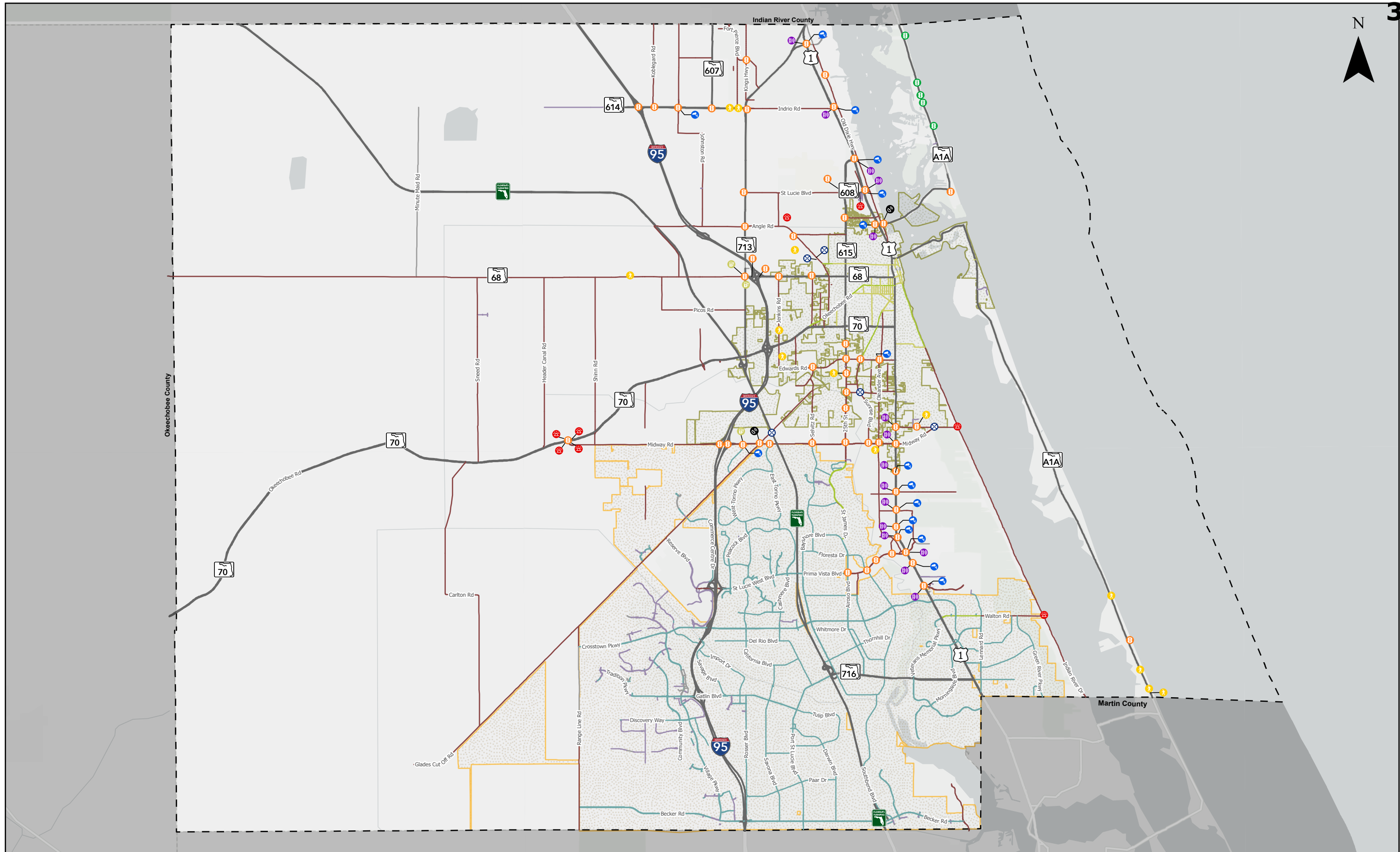
2. **Post-Deployment Data Collection** - Following deployment of new ATMS components, collect post-deployment data using the same methods and locations as the baseline study. An initial evaluation at 6 months and a follow-up at 12 months post-deployment is recommended.
3. **Performance Analysis** - Compare before and after data to quantify changes in key performance measures, including travel time, delay, crash rates, and system reliability.
4. **Performance Reporting** - Document findings in a periodic performance report to be shared with the St. Lucie TPO and maintaining agencies.

The performance measures outlined in this section provide an implementation-specific framework for evaluating the effectiveness of the ATMS improvements recommended in the St. Lucie TPO ATMS Master Plan Update. By aligning performance criteria with Florida's mobility performance measures and FDOT's Key Performance Measures, the maintaining agencies can demonstrate the value of their ATMS implementations, identify areas needed for ongoing improvement, and collect data for future upgrades. The probe data service, travel time detectors, and cameras collectively provide the continuous data infrastructure necessary to sustain long-term performance monitoring across the region. Additionally, performance measures should be integrated into agency dashboards or annual reports to support transparency and accountability.

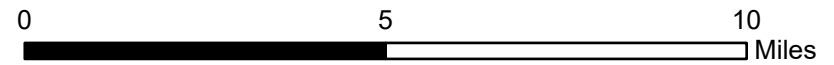
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## Appendix A – Existing ATMS Inventory Maps

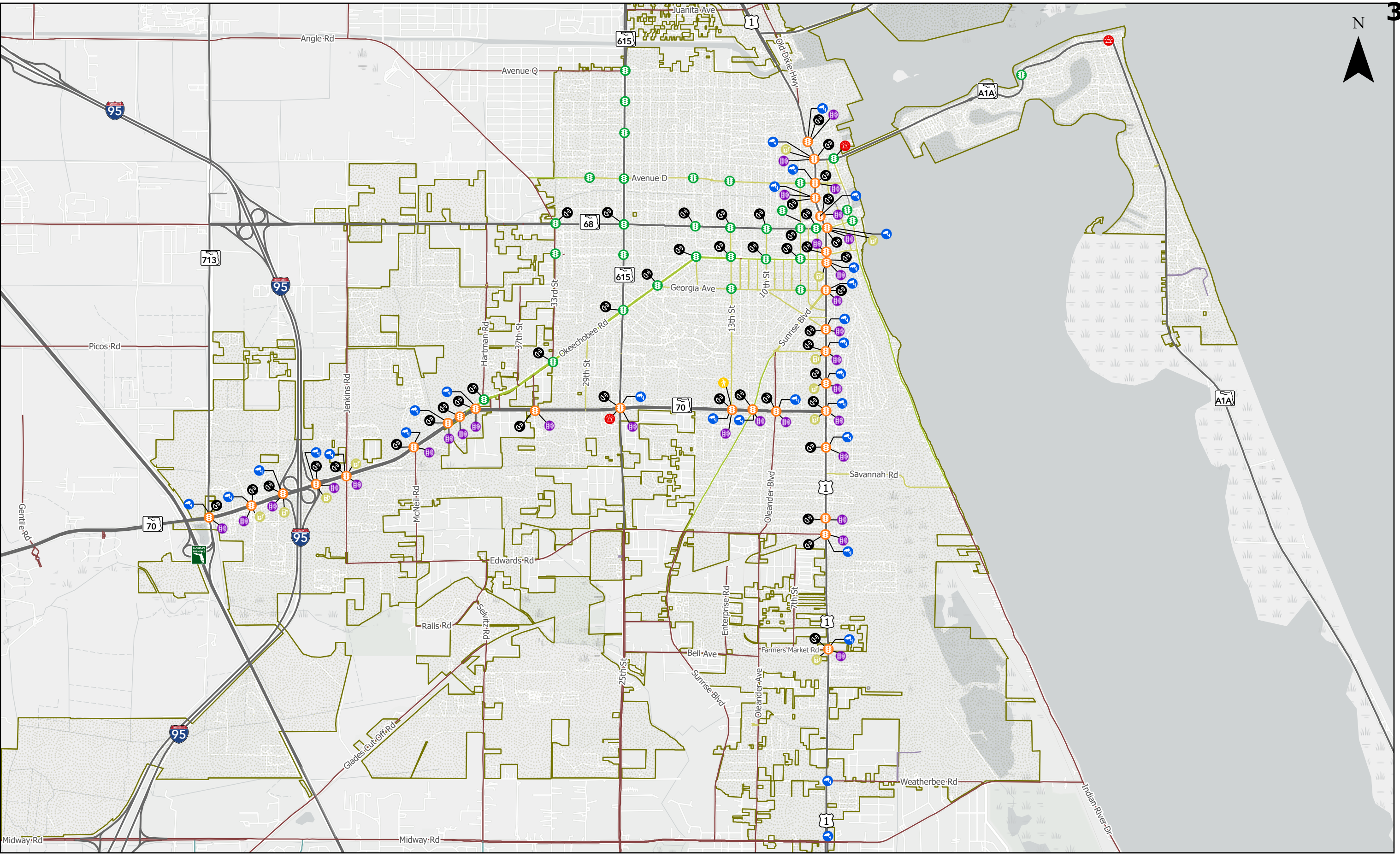
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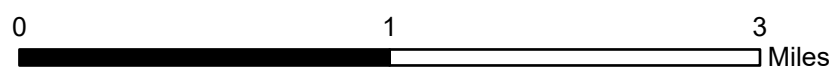
- |                             |                                      |                                    |                        |                  |                |
|-----------------------------|--------------------------------------|------------------------------------|------------------------|------------------|----------------|
| CCTV cameras                | Signal Preemption                    | Traffic Warning Beacon             | City of Fort Pierce    | St. Lucie County | Fort Pierce    |
| Intersection Control Beacon | Traffic Signals (Interconnected)     | Travel Time Detectors              | Interlocal Agreement   | State of Florida | Port St. Lucie |
| Pedestrian Flashing Beacon  | Traffic Signals (Not Interconnected) | Uninterruptible Power Supply (UPS) | City of Port St. Lucie | Unknown          |                |
|                             |                                      |                                    | Private                |                  |                |
- See respective city maps for the ATMS inventory within the city limits



Map Production Date: 11/19/2025  
This data is accurate up to date of production. For further details please reference the general disclaimer found in the front of document.

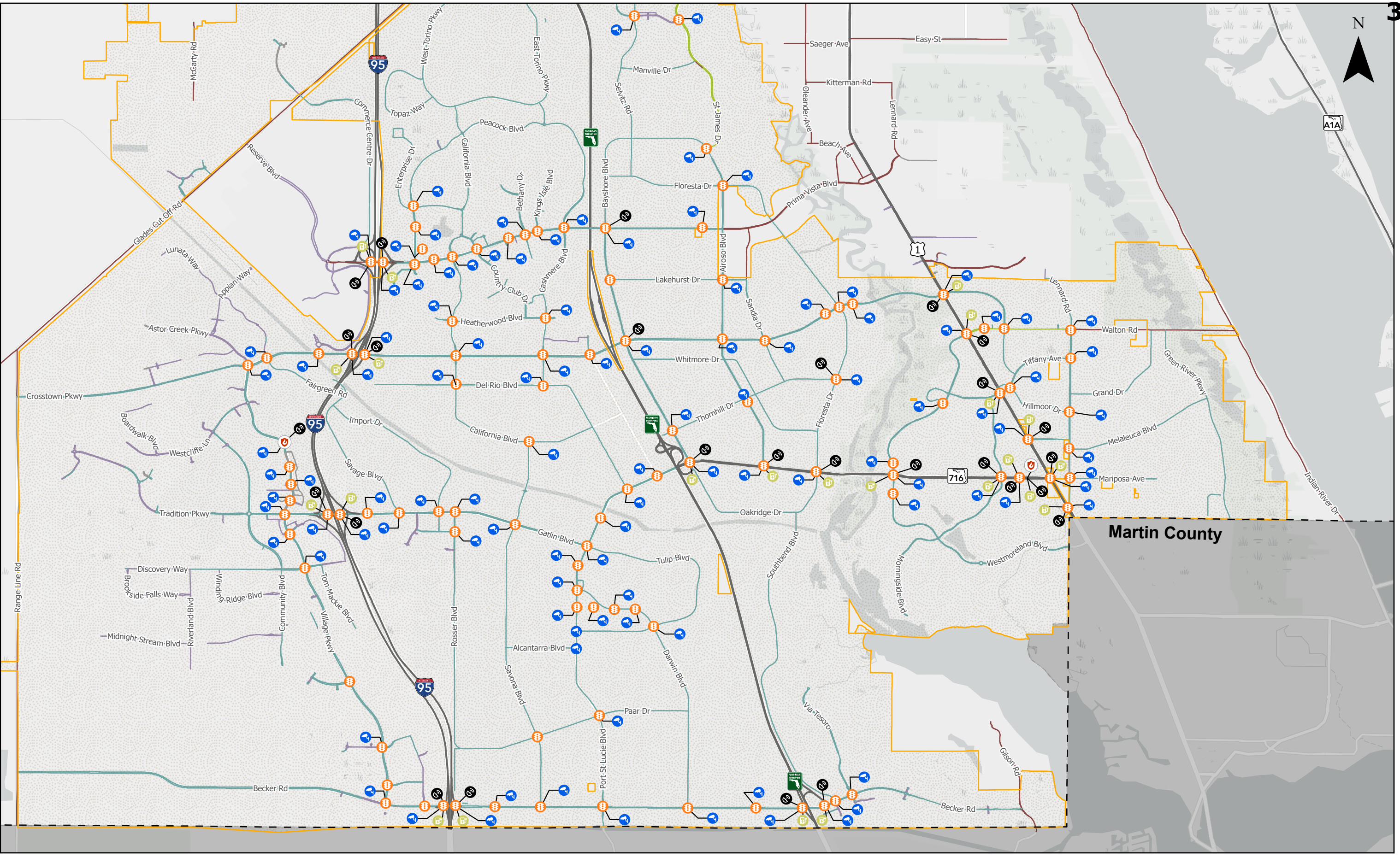


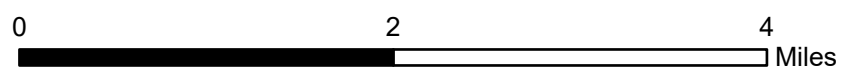
Signal Preemption	Traffic Warning Beacon	CCTV cameras	City of Fort Pierce	St. Lucie County
Traffic Signals (Interconnected)	Travel Time Detectors	Pedestrian Flashing Beacon	City of Port St. Lucie	State of Florida
Traffic Signals (Not Interconnected)	Uninterruptible Power Supply (UPS)	Fort Pierce	Private	Unknown
				ASCT Corridors



**Map Production Date: 11/19/2025**  
 This data is accurate up to date of production.  
 For further details please reference the general disclaimer found in the front of document.

# Existing ATMS Inventory City of Fort Pierce



**Map Production Date: 11/19/2025**  
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## AGENDA ITEM SUMMARY

Board/Committee:	Technical Advisory Committee (TAC)
Meeting Date:	May 19, 2026
Item Number:	6d
Item Title:	2026/27 List of Priority Projects (LOPP)
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.3 – Transportation Improvement Program
Requested Action:	Recommend adoption of the draft 2026/27 LOPP, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Based on the consistency of the projects in the draft 2026/27 LOPP with the Reimagine Mobility 2050 Long Range Transportation Plan and the prioritization of the projects in accordance with the TPO's adopted prioritization methodologies, it is recommended that the draft 2026/27 LOPP be recommended for adoption by the TPO Board.

### Attachments

- Staff Report
- Draft 2026/27 LOPP
- 2025/26 LOPP
- Reimagine Mobility 2050 Long Range Transportation Plan Cost Feasible Plan Long-Range Strategies/Projects



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## MEMORANDUM

TO: Technical Advisory Committee (TAC)

FROM: Peter Buchwald  
 Executive Director

DATE: May 13, 2026

SUBJECT: 2026/27 List of Priority Projects (LOPP)

---

### BACKGROUND

As part of the annual development of the St. Lucie TPO's Transportation Improvement Program (TIP), the LOPP is developed for submittal to the Florida Department of Transportation District 4 (FDOT) for the allocation of funding to projects that are or will be programmed in the TIP. The projects identified in the LOPP subsequently are funded and included in the FDOT Work Program to the maximum extent feasible. The St. Lucie TPO's TIP for FY 2027/28 – FY 2031/32 then will be developed based on the LOPP and the FDOT Work Program. The LOPP is required to be submitted to FDOT by August 1st, and the TPO Advisory Committees are requested to review it, provide input, and develop recommendations for the TPO Board regarding its adoption.

### ANALYSIS

The draft 2026/27 LOPP is attached. The revisions from the 2025/26 LOPP, also attached, are summarized in the following.

Master List: The Master List was revised to reflect the Cost Feasible Plan (CFP) Long-Range Strategies/Projects (attached) from the Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) that was adopted by the TPO this past February. The revisions consist of removing the Treasure Coast Airport Connector Project because it is not included in the CFP Long-Range Strategies/Projects and adding the widening of Edwards Road from Jenkins Road to Selvitz Road because it is included in the first time interval of 2031-35 in the CFP Long-Range Strategies/Projects.

Congestion Management Process (CMP) Projects: This list was revised to remove all of the CMP projects in the 2025/26 CMP LOPP because all of these projects were programmed in the TIP for construction in FY 2030-31. The Regional Signal Connectivity Project from the recently-completed St. Lucie Advanced Transportation Management System Master Plan Update was then added to the list for the CMP funding identified in the CFP Long-Range Strategies/Projects.

Transit Projects: This list was revised based on the transit project priorities of Area Regional Transit which are identified in the Reimagine Transit St. Lucie County Transit Development Plan and the Reimagine Mobility 2050 LRTP. The revisions include combining Express Bus Route 8 between the Port St. Lucie and Fort Pierce Intermodal Hubs with Route 5 that extends to Tradition and connects those Hubs with the Jobs Express Terminal and expanding the hours of service of the Route 8 portion of the New Route 5. The other revisions consist of adding the Airport College Express, which will extend from Downtown Fort Pierce to Tradition with convenient connections to Routes 3 and 6 for faster service to Indian River State College, and the reprioritization of the other transit projects.

Transportation Alternatives (TA) Projects: This list was revised to include all of the TA needs projects identified by the local agencies in the Reimagine Mobility 2050 LRTP and prioritize those projects in accordance with the TA Project Prioritization Methodology.

As identified previously, the projects in the draft 2026/27 LOPP are consistent with the Reimagine Mobility 2050 LRTP and are prioritized, where applicable, in accordance with the prioritization methodologies adopted by the TPO.

### RECOMMENDATION

Based on the consistency of the projects in the draft 2026/27 LOPP with the Reimagine Mobility 2050 LRTP and the prioritization of the projects in accordance with the TPO's adopted prioritization methodologies, it is recommended that the draft 2026/27 LOPP be recommended for adoption by the TPO Board.



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2026/27 List of Priority Projects (LOPP)  
 (Adopted \_\_\_\_\_)

Master List

2026/27 Priority Ranking	Major Gateway Corridor? <sup>1</sup>	Facility	Project Limits		Project Description	Project Status/Notes	In LRTP <sup>2</sup> Cost Feasible Plan?	Estimated Cost	2025/26 Priority Ranking
			From	To					
1	N/A <sup>3</sup>	St. Lucie TPO			Planning/administration as detailed in the Unified Planning Work Program		Yes	\$600,000	1
2 <sup>4</sup>	Yes	Midway Road Turnpike Interchange Phase 2			Addition of southbound off-ramp and northbound on-ramp		Yes	\$20,000,000 <sup>5</sup>	2
3	Yes	Kings Highway (SR-713)	Commercial Circle	Indrio Road (SR-614)	Add 2 lanes, sidewalks, and bicycle lanes	ROW <sup>6</sup> acquisition underway	Yes	\$193,252,000 <sup>7</sup>	3
4	Yes	Jenkins Road	Edwards Road	Orange Avenue (SR-68)	Add 2 lanes to existing segments, construct 4 lanes for new segments, and add pedestrian/bicycle facilities	PD&E <sup>8</sup> underway Design programmed for FY 2029/30	Yes	\$140,000,000 <sup>9</sup>	4
5	Yes	California Boulevard	Crosstown Parkway	Del Rio Boulevard (East Leg)	Add 2 lanes and shared-use paths	PD&E programmed for FY 2026/27	Yes	\$34,080,000 <sup>2</sup>	5
6 <sup>10</sup>	Yes	St. Lucie West Boulevard	Peacock Boulevard	Cashmere Boulevard	Add 2 lanes and shared-use paths	City of Port St. Lucie to complete the design	No	\$22,000,000 <sup>11</sup>	6
7	Yes	Edwards Road	Jenkins Road	Selvitz Road	Add 2 lanes and pedestrian/bicycle facilities	PD&E to be started by St. Lucie County in 2026	Yes	\$12,210,000 <sup>2</sup>	NR <sup>12</sup>

<sup>1</sup>Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy  
<sup>2</sup>LRTP: *Reimagine Mobility 2050 Long Range Transportation Plan*, February 2026  
<sup>3</sup>N/A: Not Applicable  
<sup>4</sup>For Florida's Turnpike Enterprise Funding Only  
<sup>5</sup>Source of Estimated Cost: Draft Strategic Intermodal System Cost Feasible Plan, January 2023  
<sup>6</sup>ROW: Right-of-Way  
<sup>7</sup>Source of Estimated Cost: Florida Department of Transportation District 4, June 2025  
<sup>8</sup>PD&E: Project Development and Environment Study  
<sup>9</sup>Source of Estimated Cost: Florida Department of Transportation District 4, February 2026  
<sup>10</sup>For Transportation Regional Incentive Program (TRIP) Grant Funding Only  
<sup>11</sup>Source of Estimated Cost: City of Port St. Lucie Public Works Department, March 2024  
<sup>12</sup>NR: Not Ranked

Congestion Management Process (CMP) Projects

*(The St. Lucie TPO's allocation of Surface Transportation Block Grant funds to CMP projects is \$300,000 - \$600,000 annually)*

2026/27 Priority Ranking	Facility/Intersection/ Application	Project Limits		Project Description	Project Status/Notes	Estimated Cost <sup>1</sup>	Project Source	2025/26 Priority Ranking
		From	To					
1	Regional Signal Connectivity	TPO Area		Deploy signal connectivity at 36 signal locations that currently do not have communications and integrate 187 signals onto the Regional Mobility Platform		\$600,000	St. Lucie ATMS Master Plan Update	NR <sup>2</sup>

<sup>1</sup>Source of Estimated Cost is from the Project Source unless otherwise noted

<sup>2</sup>NR: Not Ranked

## Transit Projects

2026/27 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is Funding for Capital and/or Operating?	In LRTP <sup>1</sup> or TDP <sup>2</sup> ?	Estimated Cost <sup>3</sup>	2025/26 Priority Ranking
1	Port St. Lucie Intermodal Hub	Phase 1 completed in 2013 - Location is in need of an upgrade. Serves as connection point to four routes and Zones 1 and 2 Micro-Transit Service	Capital	Yes	\$5,600,000	1
2	Transit Operations Center	Centralized operations and maintenance facility to serve the transit system fleet	Capital	Yes	\$35,000,000	3
3	Micro-Transit Zone 1	Sustain service levels in the Tradition/Gatlin Boulevard area beyond expiration of the previous FDOT Service Development Grant	Capital & Operating	Yes	\$1,500,000	7
4	Micro-Transit Zone 2	Sustain the on-demand flex service to augment the fixed-route bus service with first and last mile connectivity to the Torino Boulevard area to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years	Capital & Operating	Yes	\$775,000	8
5	Micro-Transit Zone 3	Continue the on-demand flex service to augment the fixed-route bus service with first and last mile connectivity to the Western Fort Pierce Area	Capital & Operating	Yes	\$605,000	6
6	Lakewood Park Regional Route 7	Continue Lakewood Park Regional Route 7 with connection to Indian River County	Operating	Yes	\$250,000	9
7	New Route 5	Combine Routes 5 and 8 to connect Port St. Lucie and Fort Pierce Intermodal Hubs with the Jobs Express Terminal and expand service hours for Route 8 portion of the New Route 5	Capital & Operating	Yes	\$700,000	11
8	Van Pool Service	Provide Van Pool Service for St. Lucie County residents to St. Lucie County employers	Operating	Yes	\$250,000	5
9	Vehicle Purchases	New/replacement buses as specified in the Transit Asset Management Plan <sup>4</sup>	Capital	Yes	\$650,000-\$2,200,000	2
10	Bus Route Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations	Capital	Yes	\$500,000	4
11	Airport College Express	Service From Downtown Fort Pierce to Tradition with convenient connections to Routes 3 and 6 for faster service to Indian River State College	Operating	Yes	\$350,000	NR <sup>5</sup>
12	Expand Local Services	Improve frequency to 30 minutes on high performing routes	Operating	Yes	\$700,000	10
13	Micro-Transit Fort Pierce	Continue expansion of Freebee services in City of Fort Pierce and continue to provide transportation in transit deserts throughout the County	Capital & Operating	Yes	\$535,000	13
14	Jobs Express Terminal Regional Service	Continue regional bus service to West Palm Beach with express commuter services	Operating	Yes	\$460,500	12

<sup>1</sup>LRTP: *Reimagine Mobility 2050 Long Range Transportation Plan*, February 2026

<sup>2</sup>TDP: *Reimagine Transit , St. Lucie County FY 2025-FY 2034 Transit Development Plan Major Update*, September 2024

<sup>3</sup>Source of Estimated Cost: St. Lucie County Transit Staff, February 2026, unless otherwise noted

<sup>4</sup>*Transit Asset Management Plan*, November 2024

<sup>5</sup>NR: Not Ranked

## Transportation Alternatives (TA) Projects

2026/27 Priority Ranking	Score <sup>1</sup>	Facility	Project Limits		Project Description	Project Source <sup>2</sup> / Notes	Estimated Cost <sup>2</sup>	2025/26 Priority Ranking
			From	To				
1	25.5	Easy Street	Canal 22	Silver Oak Drive	Sidewalk-0.5 miles	2026 TA Grant Application <sup>3</sup>	\$1,428,279 <sup>4</sup>	2
2	50	Florida SUN Trail, Historic Fort Pierce Downtown Retrofit	Georgia Avenue	North State Route A1A	Bicycle Boulevard, Roadway Section Connections, and Railroad Crossing Improvements	TIP, Florida SUN Trail Grant, and St. Lucie WBN <sup>6</sup>	TBD <sup>7</sup>	3
3	42.5	Oleander Avenue	Edwards Road	South Market Avenue	Sidewalk: 1.3 miles	Includes FEC K- Line Rail Crossing that is an issue.	\$1,500,000 <sup>5</sup>	4
3	42.5	Oleander Avenue	Saeger Avenue	Beach Avenue	Sidewalk: 1.4 miles		\$1,650,000 <sup>5</sup>	4
5	42	Midway Road	I-95	Selvitz Road	Sidewalk: 2.7 miles		\$944,638	NR <sup>10</sup>
6	41.5	Indrio Road	U.S. Highway 1	Old Dixie Highway	Sidewalk: 0.2 miles		\$225,000 <sup>5</sup>	6
6	41.5	Midway Road	Wylder Parkway	I-95	Complete Street: 0.88 miles		\$1,040,320	NR <sup>10</sup>
8	41	Avenue O Extension / Sun Trail	US 1	Harbour Pointe Park	Sidewalk: 0.65 miles		\$445,859	NR <sup>10</sup>
8	41	Farmers Market Road	Oleander Avenue	US-1	Sidewalk: 0.5 miles		\$174,211	NR <sup>10</sup>
8	41	Oleander Avenue	Midway Road	Edwards Road	Bicycle Facility: 2.49 miles		\$1,115,201	NR <sup>10</sup>
8	41	Oleander Avenue	Kitterman Road	south of Midway Road	Bicycle Facility: 1.94 miles		\$870,220	NR <sup>10</sup>
12	40.5	Indrio Road	Kings Highway	U.S. Highway 1	Sidewalk: 2.6 miles		\$3,050,790 <sup>5</sup>	7
12	40.5	Indrio Road	Johnston Road	Kings Highway	Sidewalk: 2.04 miles		\$1,388,973	NR <sup>10</sup>
14	40	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk: 1.5 miles		\$1,323,840	8
15	39	SE Calmoso Drive	SE Sandia Drive	Floresta Drive	Sidewalk: 0.61 miles		\$211,802	NR <sup>10</sup>
16	38	Avenue D	US-1	N 13th Street	Bicycle Facility: 0.63 miles		\$282,556	NR <sup>10</sup>
16	38	Fort Pierce Boulevard	Lakeland Drive	Seminole Road	Sidewalk: 0.52 miles		\$180,262	NR <sup>10</sup>
16	38	Fort Pierce Boulevard	Seminole Road	Emerson Avenue	Sidewalk: 0.51 miles		\$176,818	NR <sup>10</sup>
16	38	Savannas Preserve State Park Trail	Weatherbee Road	South of Farmers Market Road	Bicycle Facility: 1.3 miles		\$581,699	NR <sup>10</sup>
16	38	Walton Road	SE Scenic Park Drive	Green River Parkway	Bicycle Facility: 0.72 miles		\$324,524	NR <sup>10</sup>
21	36.5	Angle Road	Kings Highway	North 53rd Street	Sidewalk: 1.3 miles		\$14,615,955	9
21	36.5	McNeil Road	Okeechobee Road	Kirby Loop Road	Sidewalk: 0.41 miles		\$144,401	NR <sup>10</sup>
23	36	17th Street	Georgia Avenue	Delaware Avenue	Sidewalk: 0.3 miles	Design by City of Fort Pierce. Construction in FY 27/28.	\$46,400,013	10
23	36	Boston Avenue	25th Street	13th Street	Sidewalk: 0.8 miles		\$123,200	10

2026/27 Priority Ranking	Score <sup>1</sup>	Facility	Project Limits		Project Description	Project Source <sup>2</sup> / Notes	Estimated Cost <sup>2</sup>	2025/26 Priority Ranking
			From	To				
25	36	Darwin Boulevard	Tulip Boulevard	SW Landale Boulevard	Bicycle Facility: 0.3 miles		\$135,621	NR <sup>10</sup>
26	35.5	Eyerly Avenue	Bayshore Boulevard	Airoso Boulevard	Sidewalk: 1.2 miles	Design by City of Port St. Lucie. Construction in FY 26/27.	\$125,000,012	NR <sup>10</sup>
26	35.5	N 25th Street	Virginia Avenue	Avenue E	Bicycle Facility: 2.02 miles		\$905,412	NR <sup>10</sup>
26	35.5	Seaway Drive	US-1	St. Lucie County Aquarium	Bicycle Facility: 0.94 miles		\$419,020	NR <sup>10</sup>
29	35	Brescia Street	Savage Boulevard	Gatlin Boulevard	Sidewalk: 1.3 miles		\$3,230,008	12
29	35	53rd Street	Angle Road	Juanita Avenue	Sidewalk: 0.29 miles		\$100,575	NR <sup>10</sup>
29	35	Kirby Loop Road	McNeil Road	S 35th Street	Sidewalk: 0.87 miles		\$305,577	NR <sup>10</sup>
29	35	Winter Garden Parkway	Kings Highway	Seminole Road	Sidewalk: 0.56 miles		\$196,263	NR <sup>10</sup>
29	35	Winter Garden Parkway	Pandora Avenue	Kings Highway	Sidewalk: 0.98 miles		\$341,546	NR <sup>10</sup>
34	34	SE Lennard Road	US-1	Cane Slough Road / Mariposa Avenue	Bicycle Facility: 0.76 miles		\$341,577	NR <sup>10</sup>
35	33.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk: 0.5 miles		\$445,220	13
35	33.5	Weatherbee Road	Silver Oaks Drive	Savannas Campground	Sidewalk: 0.22 miles		\$75,428	NR <sup>10</sup>
37	33	Savannah Road	US-1	Indian River Drive	Sidewalk: 0.96 miles		\$336,237	NR <sup>10</sup>
38	32	Florida SUN Trail, Port of Fort Pierce Connector	Old Dixie Highway	North 2nd Street	Shared-Use Path Crossing of FEC Railroad	TIP, Florida SUN Trail, and St. Lucie WBN	\$14,730,000 <sup>9</sup>	14
38	32	Range Line Road	Glades Cut Off Road	Martin County Line	Sidewalk: 6.1 miles		\$5,300,000 <sup>6</sup>	14
38	32	West Midway Road	West of Glades Cut Off Road	Shinn Road Area	Sidewalk: 5.0 miles		\$5,753,580 <sup>6</sup>	14
38	32	Gilson Road	Martin/St. Lucie County Line	Becker Road	Sidewalk: 0.29 miles		\$102,402	NR <sup>10</sup>
38	32	Prima Vista Boulevard	Banyan Drive	US-1	Bicycle Facility: 0.11 miles		\$51,253	NR <sup>10</sup>
43	31.5	St. Lucie Boulevard	Kings Highway	North 25th Street	Sidewalk: 3.0 miles		\$2,600,000 <sup>5</sup>	17
44	31	Delaware Avenue	Hartman Road	S 17th Street	Complete Street: 1.52 miles		\$1,804,881	NR <sup>10</sup>
44	31	Orange Avenue	US-1	Indian River Drive	Bicycle Facility: 0.21 miles		\$92,370	NR <sup>10</sup>
44	31	Sunrise Boulevard	Midway Road	Edwards Road	Sidewalk: 2.71 miles		\$945,122	NR <sup>10</sup>
47	30.5	Sunrise Boulevard	Edwards Road	Midway Road	Sidewalk: 2.8 miles		\$2,250,000 <sup>5</sup>	18
47	30.5	Cortez Boulevard	S 27th Street	S 35th Street	Sidewalk: 0.5 miles		\$174,587	NR <sup>10</sup>
49	30	Cortez Boulevard	Esplanade Avenue	Sunrise Boulevard	Sidewalk: 0.42 miles		\$146,892	NR <sup>10</sup>
50	29.5	Bell Avenue	Oleander Avenue	Sunrise Boulevard	Sidewalk: 0.5 miles		\$411,836 <sup>11</sup>	19
50	29.5	Bell Avenue	25th Street	Oleander Avenue	Sidewalk: 0.99 miles		\$344,808	NR <sup>10</sup>
52	29	Emerson Avenue	Indrio Road	St. Lucie/Indian River County Line	Bicycle Facility: 2.5 miles		\$1,122,002	NR <sup>10</sup>

2026/27 Priority Ranking	Score <sup>1</sup>	Facility	Project Limits		Project Description	Project Source <sup>2</sup> / Notes	Estimated Cost <sup>2</sup>	2025/26 Priority Ranking
			From	To				
52	29	McCarthy Road	Midway Road	Okeechobee Road	Sidewalk: 1.91 miles		\$665,806	NR <sup>10</sup>
54	28.8	Edwards Road	Jenkins Road	S 25th Street	Sidewalk: 2.09 miles		\$730,788	NR <sup>10</sup>
55	28	Berkshire Boulevard	South Blackwell Drive	Melaleuca Boulevard	Sidewalk: 1.31 miles		\$456,062	NR <sup>10</sup>
56	27.5	Quincy Avenue	Okeechobee Road	S 25th Street	Sidewalk: 0.5 miles		\$174,312	NR <sup>10</sup>
57	27	Old Dixie Highway	US-1 Junction	Kings Highway	Sidewalk: 6.42 miles		\$6,066,780 <sup>5</sup>	20
57	27	Glades Cut-Off Road	Range Line Road	C-24 Canal Road	Sidewalk: 2.46 miles		\$859,046	NR <sup>10</sup>
57	27	Kitterman Road	Oleander Avenue	US-1	Sidewalk: 0.5 miles		\$174,894	NR <sup>10</sup>
57	27	S 35th St	Virginia Avenue	Kirby Loop Road	Sidewalk: 0.7 miles		\$244,449	NR <sup>10</sup>
61	26.5	Glades Cut Off Road	Port St. Lucie City Boundary	Range Line Road	Sidewalk: 2.4 miles		\$2,830,390 <sup>5</sup>	21
61	26.5	Keen Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		\$1,160,000 <sup>5</sup>	21
63	25.5	Selvitz Road	Edwards Road	South of Devine Road	Sidewalk: 1.8 miles		\$562,202	23
63	25.5	Easy Street	Yucca Drive	US-1	Complete Street: 1.31 miles		\$1,555,389	NR <sup>10</sup>
63	25.5	Selvitz Road	South of Devine Road	Glades Cut Off Road	Sidewalk: 1.27 miles		\$444,179	NR <sup>10</sup>
66	25	Indian River Drive	Orange Avenue	AE Backus Museum & Gallery	Bicycle Facility: 0.3 miles		\$135,167	NR <sup>10</sup>
67	24.5	Juanita Avenue	North 53rd Street	North 41st Street	Sidewalk: 1.3 miles	Design by St. Lucie County. Construction in FY 27/28.	\$9,000,005	24
67	24.5	NW Volucia Drive	Torino Parkway	Blanton Boulevard	Sidewalk: 1 miles		\$350,458	NR <sup>10</sup>
69	24	Charleston Drive	Berkshire Boulevard	Green River Parkway	Sidewalk: 0.52 miles		\$181,255	NR <sup>10</sup>
69	24	Glades Cut-Off Road	Burnside Drive	Selvitz Road	Sidewalk: 6.78 miles		\$2,366,528	NR <sup>10</sup>
71	22.5	Beach Avenue	Oleander Avenue	Riomar Drive	Sidewalk: 0.39 miles		\$137,675	NR <sup>10</sup>
72	22	Mississippi Avenue	S 11th Street	S 10th Street	Sidewalk: 0.13 miles		\$47,084	NR <sup>10</sup>
72	22	NFSLR Greenway	Gordy Road	Lennard Road	Greenway14.63 miles		\$9,977,747	NR <sup>10</sup>
72	22	Port St. Lucie Boulevard	Gatlin Boulevard	US-1	Bicycle Facility: 5.86 miles		\$2,624,414	NR <sup>10</sup>
75	21.5	Berkshire Boulevard	Melaleuca Boulevard	Earl Boulevard	Sidewalk: 1.14 miles		\$398,685	NR <sup>10</sup>
76	21	Colonial Road	Southern Avenue	Ohio Avenue	Sidewalk: 0.25 miles		\$88,909	NR <sup>10</sup>
77	20.5	SW Dalton Avenue	Savona Boulevard	Port St. Lucie Boulevard	Sidewalk: 0.93 miles		\$324,429	NR <sup>10</sup>
78	20	Juanita Avenue	25th Street	US-1	Bicycle Facility: 0.87 miles		\$387,884	NR <sup>10</sup>
79	19.5	US-1	North Causeway Bridge	Indian River County Line	Sidewalk: 7.43 miles		\$2,595,558	NR <sup>10</sup>
80	19	13th Street	Georgia Avenue	Orange Avenue	Bicycle Facility: 0.51 miles		\$228,521	NR <sup>10</sup>
80	19	Cambridge Drive	Westmoreland Boulevard	Morningside Boulevard	Sidewalk: 1.02 miles		\$355,086	NR <sup>10</sup>
80	19	Graham Road	Kings Highway	Jenkins Road	Sidewalk: 1.01 miles		\$352,028	NR <sup>10</sup>

2026/27 Priority Ranking	Score <sup>1</sup>	Facility	Project Limits		Project Description	Project Source <sup>2</sup> / Notes	Estimated Cost <sup>2</sup>	2025/26 Priority Ranking
			From	To				
80	19	S 11th Street	Mississippi Avenue	Georgia Avenue	Sidewalk: 0.45 miles		\$157,392	NR <sup>10</sup>
84	18.5	Hartman Road	Okeechobee Road	Orange Avenue	Sidewalk: 1.46 miles		\$508,336	NR <sup>10</sup>
85	18	Carter Avenue	Bayshore Boulevard	Airoso Boulevard	Sidewalk: 1.06 miles		\$369,904	NR <sup>10</sup>
86	15.5	Silver Oak Drive	Easy Street	East Midway Road	Sidewalk: 1.8 miles		\$2,076,392 <sup>5</sup>	25
87	15	Taylor Dairy Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		\$1,160,000 <sup>5</sup>	26

<sup>1</sup>Scores are based on the *St. Lucie TPO TA Project Prioritization Methodology*

<sup>2</sup>Project Source and Source of Estimated Cost: *Reimagine Mobility 2050 Long Range Transportation Plan*, February 2026 (2050 LRTP), unless otherwise noted

<sup>3</sup>Project is anticipated to be programmed for construction in the FDOT FY 2027/28 - FY 2031/32 Work Program as a result of the 2026 TA Grant Cycle

<sup>4</sup>Source of Estimated Cost: 2026 TA Grant Application, March 2026

<sup>5</sup>Source of Estimated Cost: St. Lucie County Public Works

<sup>6</sup>WBN: Walk-Bike Network

<sup>7</sup>TBD: To be Determined

<sup>8</sup>Source of Estimated Cost: *City of Port St. Lucie Sidewalk Master Plan (Design and Construction), July 2017*

<sup>9</sup>Source of Estimated Cost: Florida SUN Trail, Port of Fort Pierce Connector Feasibility Study, June 2024

<sup>10</sup>NR: Not Ranked

<sup>11</sup>Source of Estimated Cost: 2019 TA Grant Application

<sup>12</sup>Source of Estimated Cost: City of Port St. Lucie Public Works, March 2026

<sup>13</sup>Source of Estimated Cost: City of Fort Pierce Engineering, March 2026



## 2025/26 List of Priority Projects (LOPP) (Adopted June 4, 2025)

### Master List

2025/26 Priority Ranking	Major Gateway Corridor? <sup>1</sup>	Facility	Project Limits		Project Description	Project Status/Notes	In LRTP <sup>2</sup> Cost Feasible Plan?	Estimated Cost	2024/25 Priority Ranking
			From	To					
1	N/A <sup>3</sup>	St. Lucie TPO			Planning/administration as detailed in the Unified Planning Work Program		Yes	\$600,000	1
2 <sup>4</sup>	Yes	Midway Road Turnpike Interchange Phase 2			Addition of southbound off-ramp and northbound on-ramp		Yes	\$20,000,000 <sup>5</sup>	2
3	Yes	Kings Highway	Commercial Circle	Indrio Road	Add 2 lanes, sidewalks, bicycle lanes	ROW <sup>6</sup> acquisition underway	Yes	\$193,252,000 <sup>7</sup>	3
4	Yes	Jenkins Road	Midway Road	Orange Avenue	Add 2 lanes to existing segments, construct 4 lanes for new segments, and add sidewalks and bicycle lanes	PD&E <sup>8</sup> underway	Yes	\$87,000,000 <sup>9</sup>	4
5	Yes	California Boulevard	Del Rio Boulevard	Savona Boulevard	Add 2 lanes and shared-use paths	PD&E programmed for FY 2026/27	Yes	To be determined by PD&E	5
6 <sup>10</sup>	Yes	St. Lucie West Boulevard	Peacock Boulevard	Cashmere Boulevard	Add 2 lanes and shared-use paths	City of Port St. Lucie to complete the design	Yes	\$22,000,000 <sup>11</sup>	6
7	Yes	Treasure Coast Airport Connector	I-95	Kings Highway	New I-95 interchange and multimodal corridor		Yes	\$96,715,000 <sup>12</sup>	7

<sup>1</sup>Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy

<sup>2</sup>LRTP: *SmartMoves 2045 Long Range Transportation Plan*, February 2021

<sup>3</sup>N/A: Not Applicable

<sup>4</sup>For Florida's Turnpike Enterprise Funding Only

<sup>5</sup>Source of Estimated Cost: Draft Strategic Intermodal System Cost Feasible Plan, January 2023

<sup>6</sup>ROW: Right-of-Way

<sup>7</sup>Source of Estimated Cost: Florida Department of Transportation District 4, June 2025

<sup>8</sup>PD&E: Project Development and Environment Study

<sup>9</sup>Source of Estimated Cost: Florida Department of Transportation District 4, May 2025

<sup>10</sup>For Transportation Regional Incentive Program (TRIP) Grant Funding Only

<sup>11</sup>Source of Estimated Cost: City of Port St. Lucie Public Works Department, March 2024

<sup>12</sup>Source of Estimated Cost: Treasure Coast Airport Connector Feasibility Study, February 2021 and Treasure Coast Airport Connector Alternative Alignment Study, January 2025

Congestion Management Process (CMP) Projects

*(The St. Lucie TPO's allocation of Surface Transportation Block Grant funds to CMP projects is \$300,000 - \$400,000 annually)*

2025/26 Priority Ranking	Facility/Intersection	Project Limits		Project Description	Project Status/Notes	Estimated Cost <sup>1</sup>	Project Source	2024/25 Priority Ranking
		From	To					
1	Oleander Avenue	Bell Avenue	Farmers Market Road	Southbound left-turn lane and northbound right-turn lane at Farmers Market Road. Increase turning radii.		\$350,000	CMP <sup>2</sup>	NR <sup>3</sup>
2	29th Street	Orange Avenue	Avenue Q	Install traffic calming improvements identified in the City of Fort Pierce Comprehensive Safety Action Plan.		\$350,000	CMP	NR
3	Oleander Boulevard	Wisteria Avenue	Gardenia Avenue	Shared-use path along east side from Azalea Avenue to Antilles/Windsor Avenue. Flashing beacon crosswalk, path connections at Roselyn, Antilles, and Azalea Avenues.		\$400,000	CMP	NR
4	Oleander Avenue	Bell Avenue	Farmers Market Road	Southbound right-turn lane and northbound left-turn lane at Bell Avenue. Increase intersection turning radii.		\$380,000	CMP	NR
5	California Boulevard	Del Rio Boulevard	Crosstown Parkway	Shared-use path along west side with midblock flashing beacon crosswalks. Enhanced crosswalks at Del Rio Boulevard intersection.		\$400,000	CMP	NR
6	Bayshore Boulevard	Crosstown Parkway	Prima Vista Boulevard	TSM&O/ATMS <sup>4</sup> real time monitoring and adaptive traffic control for midsegment traffic metering.		\$350,000	CMP	NR

<sup>1</sup>Source of Estimated Cost is from the Project Source unless otherwise noted

<sup>2</sup>CMP: Congestion Management Process Major Update, August 2024

<sup>3</sup>NR: Not Ranked

<sup>4</sup>TSM&O/ATMS: Transportation System Management and Operations/Advanced Transportation Management System

## Transit Projects

2025/26 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is Funding for Capital and/or Operating?	In LRTP <sup>1</sup> or TDP <sup>2</sup> ?	Estimated Cost <sup>3</sup>	2024/25 Priority Ranking
1	Port St. Lucie Intermodal Hub	Phase 1 completed in 2013 - Location is in need of an upgrade. Serves as connection point to four routes and Zones 1 and 2 Micro-Transit Service	Capital	Yes	\$5,000,000	1
2	Vehicle Purchases	New/replacement buses as specified in the Transit Asset Management Plan <sup>4</sup>	Capital	Yes	\$650,000- \$2,200,000	2
3	Transit Operations Center	Centralized operations and maintenance facility to serve the transit system fleet	Capital	Yes	\$35,000,000	4
4	Bus Route Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations	Capital	Yes	\$500,000	5
5	Van Pool Service	Provide Van Pool Service for St. Lucie County residents to St. Lucie County employers	Operating	Yes	\$250,000	6
6	Micro-Transit Zone 3	Continue the on-demand flex service to augment the fixed-route bus service with first and last mile connectivity to the Western Fort Pierce Area	Capital & Operating	Yes	\$325,000-\$450,000	3
7	Micro-Transit Zone 1	Sustain service levels in the Tradition/Gatlin Boulevard area beyond expiration of the previous FDOT Service Development Grant	Capital & Operating	Yes	\$325,000-\$450,000	7
8	Micro-Transit Zone 2	Sustain the on-demand flex service to augment the fixed-route bus service with first and last mile connectivity to the Torino Boulevard area to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years	Capital & Operating	Yes	\$325,000-\$450,000	9
9	Lakewood Park Regional Route 7	Continue Lakewood Park Regional Route 7 with connection to Indian River County	Operating	Yes	\$300,000	NR <sup>5</sup>
10	Expand Local Services	Improve frequency to 30 minutes on high performing routes	Operating	Yes	\$800,000	10
11	Express Route Bus Service	Continue to connect the Port St. Lucie and Fort Pierce Intermodal Hubs and connect the Jobs Express Terminal	Capital & Operating	Yes	\$400,000	11
12	Jobs Express Terminal Regional Service	Continue regional bus service to West Palm Beach with express commuter services	Operating	Yes	\$460,500	12
13	Micro-Transit Fort Pierce	Continue expansion of Freebee services in City of Fort Pierce and continue to provide transportation in transit deserts throughout the County	Capital & Operating	Yes	\$535,000	8

<sup>1</sup>LRTP: *SmartMoves 2045 Long Range Transportation Plan*, February 2021

<sup>2</sup>TDP: *Reimagine Transit , St. Lucie County FY 2025-FY 2034 Transit Development Plan Major Update*, September 2024

<sup>3</sup>Source of Estimated Cost: St. Lucie County Transit Staff, February 2025, unless otherwise noted

<sup>4</sup>*Transit Asset Management Plan*, November 2024

<sup>5</sup>NR: Not Ranked

Transportation Alternatives (TA) Projects

2024/25 Priority Ranking	Score <sup>1</sup>	Facility	Project Limits		Project Description	Project Source <sup>2</sup>	Estimated Cost <sup>2</sup>	2023/24 Priority Ranking
			From	To				
1	25.5	Easy Street	US Highway 1	Canal 22	Sidewalk-0.5 miles	2025 TA Grant Application <sup>3</sup>	\$1,022,815 <sup>4</sup>	
2	25.5	Easy Street	Canal 22	Silver Oak Drive	Sidewalk-0.5 miles		\$1,090,396 <sup>5</sup>	2
3	50.0	Florida SUN Trail, Historic Fort Pierce Downtown Retrofit	Georgia Avenue	North State Route A1A	Bicycle Boulevard, Roadway Section Connections, and Railroad Crossing Improvements	TIP, Florida SUN Trail Grant, and St. Lucie WBN <sup>6</sup>	TBD <sup>7</sup>	3
4	42.5	Oleander Avenue	Edwards Road	South Market Avenue	Sidewalk: 1.3 miles		\$1,500,000 <sup>5</sup>	4
4	42.5	Oleander Avenue	Saeger Avenue	Beach Avenue	Sidewalk: 1.4 miles		\$1,650,000 <sup>5</sup>	4
6	41.5	Indrio Road	U.S. Highway 1	Old Dixie Highway	Sidewalk: 0.2 miles		\$225,000 <sup>5</sup>	6
7	40.5	Indrio Road	Kings Highway	U.S. Highway 1	Sidewalk: 2.6 miles		\$3,050,790 <sup>5</sup>	7
8	40.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk: 1.5 miles		\$1,323,840	8
9	36.5	Angle Road	Kings Highway	North 53rd Street	Sidewalk: 1.3 miles		\$1,461,595 <sup>5</sup>	9
10	36.0	17th Street	Georgia Avenue	Delaware Avenue	Sidewalk: 0.3 miles		\$74,268	10
10	36.0	Boston Avenue	25th Street	13th Street	Sidewalk: 0.8 miles		\$123,200	10
12	35.0	Brescia Street	Savage Boulevard	Gatlin Boulevard	Sidewalk: 1.3 miles		\$323,000 <sup>8</sup>	12
13	33.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk: 0.5 miles		\$445,220	13
14	32.0	Range Line Road	Glades Cut Off Road	Martin County Line	Sidewalk: 6.1 miles		\$5,300,000 <sup>6</sup>	14
14	32.0	West Midway Road	West of Glades Cut Off Road	Shinn Road Area	Sidewalk: 5.0 miles		\$5,753,580 <sup>6</sup>	14
14	32.0	Florida SUN Trail, Port of Fort Pierce Connector	Old Dixie Highway	North 2nd Street	Shared-Use Path Crossing of FEC Railroad	TIP, Florida SUN Trail, and St. Lucie WBN	\$14,730,000 <sup>9</sup>	14
17	31.5	St. Lucie Boulevard	Kings Highway	North 25th Street	Sidewalk: 3.0 miles		\$2,600,000 <sup>5</sup>	17
18	30.5	Sunrise Boulevard	Edwards Road	Midway Road	Sidewalk: 2.8 miles		\$2,250,000 <sup>5</sup>	18
19	29.5	Bell Avenue	Oleander Avenue	Sunrise Boulevard	Sidewalk: 0.5 miles		\$411,836 <sup>11</sup>	19
20	27.0	Old Dixie Highway	St. Lucie Boulevard	Turnpike Feeder Road	Sidewalk: 5.2 miles		\$6,066,780 <sup>5</sup>	20
21	26.5	Glades Cut Off Road	Port St. Lucie City Boundary	Range Line Road	Sidewalk: 2.4 miles		\$2,830,390 <sup>5</sup>	21
21	26.5	Keen Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		\$1,160,000 <sup>5</sup>	21

2024/25 Priority Ranking	Score <sup>1</sup>	Facility	Project Limits		Project Description	Project Source <sup>2</sup>	Estimated Cost <sup>2</sup>	2023/24 Priority Ranking
			From	To				
23	25.5	Selvitz Road	Edwards Road	South of Devine Road	Sidewalk: 1.8 miles		\$562,202	23
24	24.5	Juanita Avenue	North 53rd Street	North 41st Street	Sidewalk: 1.3 miles		\$393,004	24
25	15.5	Silver Oak Drive	Easy Street	East Midway Road	Sidewalk: 1.8 miles		\$2,076,392 <sup>5</sup>	25
26	15.0	Taylor Dairy Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		\$1,160,000 <sup>5</sup>	26

<sup>1</sup>Scores are based on the *St. Lucie TPO TA Project Prioritization Methodology*

<sup>2</sup>Project Source and Source of Estimated Cost: *SmartMoves 2045 Long Range Transportation Plan*, February 2021 (2045 LRTP), unless otherwise noted

<sup>3</sup>Project is anticipated to be programmed for construction in the FDOT FY 2026/27 - FY 2030/31 Work Program as a result of the 2025 TA Grant Cycle

<sup>4</sup>Source of Estimated Cost: 2025 TA Grant Application, March 2025

<sup>5</sup>Source of Estimated Cost: St. Lucie County Engineering

<sup>6</sup>WBN: Walk-Bike Network

<sup>7</sup>TBD: To be Determined

<sup>8</sup>Source of Estimated Cost: *City of Port St. Lucie Sidewalk Master Plan (Design and Construction)*, July 2017

<sup>9</sup>Source of Estimated Cost: Florida SUN Trail, Port of Fort Pierce Connector Feasibility Study, June 2024

<sup>10</sup>NR: Not Ranked

<sup>11</sup>Source of Estimated Cost: 2019 TA Grant Application

Table 6-10: St. Lucie TPO Long-Range Strategies/Projects

ID #	Strategy/Project	From	To	Project Type	Length (miles)	Time Interval 2031-35	Time Interval 2036-40	Time Interval 2041-50	Total Cost	Funding Source
	TA Projects	Tables 5-4 and 5-5		Pedestrian/ Bicycle		\$7.01	\$8.49	\$21.10	\$36.60	Federal (TALU/TALT)
	Transit Projects	Table 5-6		Transit		\$6.25	\$7.90	\$20.04	\$34.19	Federal/State (Transit Formula)
	St. Lucie TPO	Unified Planning Work Program		Planning		\$3.87	\$4.68	\$11.64	\$20.19	Federal STBG (SU)
	CMP Strategy/Projects	St. Lucie TPO CMP and ATMS Master Plan		Congestion/ Safety		\$8.00	\$9.46	\$6.21	\$23.67	Federal STBG (SU)/CRP
<b>Roadway Projects</b>										
1042	Jenkins Road	Orange Avenue	Okeechobee Road	Widen 2L to 4L with Ped/Bike Facilities	2.058	\$33.92			\$33.92	Federal STBG (SU-SA) Federal/State Other Roads
1041	Jenkins Road	Okeechobee Road	Edwards Road	Widen 2L to 4L with Ped/Bike Facilities	0.716	\$11.81			\$11.81	Federal STBG (SU-SA) Federal/State Other Roads
1012	California Boulevard	Crosstown Parkway	Del Rio Boulevard	Widen 2L to 4L with Ped/Bike Facilities	2.474	\$34.08			\$34.08	Federal STBG (SU-SA) Federal/State Other Roads
1118A	Edwards Road	Selvitz Road	Jenkins Road	Widen 2L to 4L with Ped/Bike Facilities	0.984	\$12.21			\$12.21	Federal STBG (SU-SA) Federal/State Other Roads
1039C	Glades Cut Off Road	Commerce Centre Drive	Range Line Road	Widen 2L to 4L with Ped/Bike Facilities	4.614		\$71.19		\$71.19	Federal STBG (SU-SA) Federal/State Other Roads
1039B	Glades Cut Off Road	Midway Road	I-95	Widen 2L to 4L with Ped/Bike Facilities	1.800			\$41.85	\$41.85	Federal STBG (SU-SA) Federal/State Other Roads
1039A	Glades Cut Off Road	Selvitz Road	Midway Road	Widen 2L to 4L with Ped/Bike Facilities	2.268			\$52.73	\$52.73	Federal STBG (SU-SA) Federal/State Other Roads
1100	Range Line Road	Crosstown Parkway	Martin County Line	Widen 2L to 4L with Ped/Bike Facilities	5.576			\$78.99	\$78.99	Federal STBG (SU-SA) Federal/State Other Roads
1101	Marshall Parkway Extension	Tom Mackie Boulevard	I-95	New 2 Lanes	0.698			\$9.89	\$9.89	Federal STBG (SU-SA) Federal/State Other Roads
1111	Interchange at I-95 and Marshall Parkway			New Interchange	-			\$76.34	\$76.34	Federal STBG (SU-SA) Federal/State Other Roads
<b>TOTAL PROJECT COST</b>						<b>\$117.15</b>	<b>\$101.72</b>	<b>\$318.79</b>	<b>\$537.66</b>	
<b>TOTAL FEDERAL/STATE REVENUES FOR ST. LUCIE TPO CFP</b>						<b>\$130.17</b>	<b>\$118.38</b>	<b>\$289.11</b>	<b>\$537.66</b>	

\*\*All costs are in millions of dollars. Detailed cost estimates by phase are provided in Appendix F.