



**MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO) and
ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO)**

JOINT TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

Hosted by the Martin Metropolitan Planning Organization

Martin County Building Department Conference Room

900 Ruhnke Street, Stuart, FL

(772) 221-1498

www.martinmpo.com

Wednesday, November 17, 2010 at 2:30 p.m.

AGENDA

<u>ITEM</u>	<u>ACTION</u>
1. CALL MEETING TO ORDER – 2:30 p.m.	
2. ROLL CALL	
3. APPROVAL OF AGENDA	APPROVE
4. APPROVAL OF MINUTES <ul style="list-style-type: none">• October 07, 2010	APPROVE
5. PUBLIC COMMENTS – NON-AGENDA ITEMS (PLEASE LIMIT YOUR COMMENT TO THREE MINUTES; COMPLETE CARD TO COMMENT)	
6. AGENDA ITEMS <ul style="list-style-type: none">A. REGIONAL 2035 LONG RANGE TRANSPORTATION PLAN (2035 RLRTP) UPDATE MEMO: temp11TACa07.01	RECOMMEND
7. FDOT COMMENTS	
8. NOTES <ul style="list-style-type: none">• Map and directions to our new joint meeting location: Martin County Building Department Conference Room, Stuart, FL, herein attached.	

9. NEXT MEETING

- Only if deemed necessary

10. ADJOURN

NOTE:

Martin County Residents - Assistance for disabled persons may be arranged by calling 1-866-836-7034. Non-English speaking, deaf, or visually impaired persons needing an interpreter should contact the Martin County Administrator's office at 772-288-5420 or (772) 288-5940 for TDD assistance.

St. Lucie County Residents – Anyone with a disability requiring accommodation to access this facility should contact Dan Lutzke, St. Lucie County Risk Manager, at (772) 462-1546 or TDD (772) 462-1428, at least 48 hours prior to the meeting. Anyone with a disability requiring transit accommodation to attend this meeting should contact Community Transit, at (772) 464-7433 (Fort Pierce) or (772) 870-1287 (Port St. Lucie), at least 48 hours prior to the meeting.

An agenda of items to be considered will be available to the public in the Administrator's Office, 2401 SE Monterey Road, Stuart, Florida, or on the **Martin MPO website: www.martinmpo.com**. An agenda of items will also be available through the St. Lucie TPO office on the 2nd Floor of the St. Lucie County Administration Building, 2300 Virginia Avenue, Fort Pierce, Florida or on the **St. Lucie TPO website: www.stlucietpo.org**.

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



**St. Lucie TPO/Martin MPO Joint Technical Advisory Committee (TAC)
Meeting Minutes**

St. Lucie County Administration Building
Conference Room 3
2300 Virginia Avenue
Fort Pierce, Florida
October 7, 2010
10:30 am

Members present:

Samantha Horowitz, Vice-Chair
Lois Bush
Don Donaldson
Bruce Offord
Chon Wong
John Fanticola
Rogelio Gonzalez, Chair
David Carlin
Bridget Kean
Todd Cox
Phil Vitale
David Thompson
Corine Williams
John Frank
Jennifer Gent

Others present:

Peter Buchwald
Marceia Lathou
Neelam Fatima
Ed DeFini
Beth Beltran
Dana Little
Michael Busha
Stewart Robertson
John Finizio
Susan O'Rourke
Brad Currie

Recording Secretary:

Representing:

Martin County Growth Management Department
Florida Department of Transportation (FDOT)
Martin County Engineering Department
Florida Department of Environmental Protection
FDOT
Council on Aging of Martin County
Council on Aging of St. Lucie County
City of Fort Pierce Planning Department
City of Port St. Lucie Planning Department
St. Lucie County Airport
St. Lucie County School Board
St. Lucie County Sheriff's Office
St. Lucie County Transit Manager
St. Lucie County Engineering Department
City of Port St. Lucie Engineering Department

Representing:

St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
Martin MPO
Treasure Coast Regional Planning Council
Treasure Coast Regional Planning Council
Kimley-Horn and Associates, Inc.
City of Port St. Lucie Planning Department
Susan E. O'Rourke P.E., Inc.
Land Design South, Inc.

Sarah Howard

Agenda Item 1, Call to Order: The meeting was called to order at 10:39 am.

Agenda Item 2, Roll Call: The sign-in sheet was passed around in lieu of the roll call, and it was determined that a quorum was present.

Agenda Item 3, Approval of the Agenda: Mr. Offord moved approval of the agenda, seconded by Mr. Cox, which passed unanimously.

Agenda Item 4, Approval of Minutes: Ms. Bush requested the addition of her name to the "Others in Attendance". Ms. Bush also explained a question from the last meeting regarding the 2035 revenue forecast the Department provided and whether Turnpike expenses were reflected. Ms. Bush also offered the regional map as a suggestion as a supplemental item that could be included in the regional long range transportation plan.

Mr. Donaldson moved approval of the September 1, 2010 minutes with the addition of Lois Bush being credited as attended, seconded by Ms. Gent, which passed unanimously.

Agenda Item 5, Comments from the Public: Ms. Susan O'Rourke provided comments on the Regional Long Range Transportation Plan pertaining to the Transfer of Development Rights, the priorities reflecting the Historical Trend or the Alternative Trend, the roadway network of the Northwest Annexation Area of Port St. Lucie, Policy 2.1.1, and the Martin County Comprehensive Plan. Mr. Brad Currie provided comments on the Regional Long Range Transportation Plan pertaining to the roadway network of the Northwest Annexation Area of Port St. Lucie.

Agenda Item 6, 2035 Regional Long Range Transportation Plan (RLRTP) Update Goals, Objectives, and Policies (GOPs): Mr. Busha and Mr. Robertson presented a review of the GOPs of the 2035 RLRTP Update and the differences between the Historical Trend and Infill Alternative Needs Plans for both Martin and St. Lucie. *A copy of this presentation is available upon request.*

Discussion ensued regarding the CR 609 regional corridor, the tri-county PACE study, and CR 609's emerging SIS status; the Village Parkway Extension Statement of Intent finding the Martin County Comprehensive Plan Amendment in compliance and the challenge period, the Village Parkway Extension as one of the conditions of the Martin County adopted Ag/Tech Comprehensive Plan Amendment, that it is located west of I-95 and north of CR 714 Martin Highway and connects to Becker Road in Port St. Lucie, its affect on travel demand modeling as a transportation alternative which was requested by the Joint TPO/MPO board, and its 5 year term; that the Inland Port project is not an adopted City of Port St. Lucie Comprehensive Plan Amendment; the inclusion in the RLRTP of plans or amendments that are approved without commitments to fund the connected infrastructure and the lack of funds at the state and federal level; industrial and freight/rail network development depending on I-95; the long range plan becoming a critical element in the DCA review and comprehensive plan amendment process; identifying many roads in the

Cost Feasible Plan as "unfunded"; the differences in the 2030 long range plan BEBR projections and the 2010 BEBR projections; the long range plan process beginning again in 3 years; the granting of final site plan approval depending on developer funded roadway improvements; listing projects as "unfunded" in the Needs Plan in anticipation for future funding opportunities; the process for creating the Needs Plan; amending all the plans when new development arrives; alternatives to I-95; the City of Port St. Lucie northwest annexation area roadway network being excluded from the long range plan because of the lack of funding commitments, the existing annexation agreements and developer-funded commitments for portions of this network, the right-of-way protection plan, adding the network to the Needs Plan and the Cost Feasible Plan as developer funded similar to the southwest annexation area, and running the model with the network; contacting the St. Lucie County Planning and Development Services Department regarding the status of the County sections of the northwest annexation roads, especially McCarty Road; Paar Road Bridge is a City of Port St. Lucie requirement and responsibility and the interchange was developer funded but is now city funded; the 2030 RL RTP bicycle and pedestrian facilities, constrained corridors, freight/passenger, and intercity/commuter passenger rail maps, and the transit goals and the Needs Assessment showing a full picture; CMS strategies on the roadway needs assessment maps are highlighted in yellow; the US-1 Corridor Transit Retrofit project; the Federal Livable Communities Initiative; traffic signal priority and queue jumping congestion management strategies; the Oct 21, 2010 TPO/MPO Joint Board agenda item including the Joint TAC recommendations and that the Board has not yet seen the bike/ped/transit needs; whether the GOPs reflect the Needs Plan as a vision for the future based on prioritizing projects or recommendations; whether the GOPs are based on the Infill Alternative; whether the Needs and Cost Feasible Plan drive the GOPs, the GOPs support the Needs and Cost Feasible Plan, and the new overview section in the GOPs that explains that the GOPs and RL RTP are not regulatory; the revised GOPs have incorporated earlier comments and establishes a framework for accomplishing multi-modal strategies and encouraging local municipalities to amend their comprehensive plans; reviewing the additions and revisions to the GOPs; the second paragraph of the GOPs recognizes the differences in cities, towns, counties, and platted and existing areas and the difficulty that exists and the good judgment that is needed to retrofit them; communities working together to share in the benefits of regional projects; the City of Port St. Lucie comments regarding the revised GOPs and switching mobility fees and the tiered impact fee structure, adding more bicycle facilities, rewording Policy 1.1.10 which states "should include a land use analysis with an urban design element" by adding "as applicable", new urbanism and lack of local level support, and the completion of a transportation land use analysis prior to the widening of a road and the PD&E process; different conditions between the City of Fort Pierce and Port St. Lucie with Port St. Lucie having several city centers and not a central one; the Cost Feasible Plan, project prioritizing, and applying the GOPs; and the need for multijurisdictional traffic analyses and TDR programs.

Ms. Bush distributed the 2030 RL RTP Regional Goals, Objectives and Performance Measures for the Joint MPOs, the Treasure Coast Regional Multimodal

Transportation System map, and the 2030 Southeast Florida Transportation Council Regional Goals; recommended renaming the GOPs as the "GOPs for Martin MPO and St. Lucie TPO"; reiterated reviewing the LRTP requirements and checklist to ensure the RL RTP is comprehensive; suggested adding numbers in addition to percentages for the Indicators, wordsmithing Indicator #17 to indicate all TIP projects are to be consistent with the LRTP and deleting #20 as counties are not eligible for regional TRIP fund allocations.

Mr. Cox moved approval of Goals, Objectives and Policies to include the corrections to the benchmarks, adding the percentages, and other additions to that section and also the addition to Goal 1.1.10 of the words "as applicable" as recommended, seconded by David Carlin, and under discussion.

Discussion continued regarding the ranking intent and the MPO/TPO Joint Board's use of the GOPs for decision making; the Cost Feasible Plan ranking process; linking the Cost Feasible Plan to the GOPs; and how these policies direct ranking.

Ms. Bush, Mr. Wong, Mr. Frank and Ms. Kean voted opposed, and the motion passed by majority vote.

Ms. Horowitz moved to recommend the Infill Needs Plan as amended with the additions of the City developer committed projects, seconded by Mr. Donaldson, opposed by Ms. Bush and Mr. Wong, and the motion passed by majority vote.

Agenda Item 7, 2035 RL RTP Update Needs Plans and Draft Cost Feasible Plan: A review of the Needs Plans and the Draft Cost Feasible Plan of the 2035 RL RTP Update. Mr. Robertson presented the review of the Draft Cost Feasible Plan. The Needs Plans were reviewed under the previous Agenda Item #6. *A copy of this presentation is available upon request.*

Discussion ensued regarding the unfunded SIS corridor projects identified for illustrative purposes and separating the unfunded projects from the cost feasible projects based on the State's SIS Cost Feasible Plan; completely deleting SIS projects from the Cost Feasible Plan and RL RTP; whether the St. Lucie TPO desires any funding to be allocated to the SIS facilities; identifying the revenue flow; that the Palm Beach MPO has prioritized SIS improvements on SR 80 and SR 710; the developer-funded SIS improvements; that the projects are dependent upon funding mechanisms for that particular cycle year; the lack of description in the text of how cost estimates were calculated and whether they are based on FDOT's per mile roadway construction costs or local knowledge; whether the estimates include right-of-way, bridge costs, and PD&E studies; the 2008 TPO Board resolution for the Crosstown Parkway Bridge funded portion that is identified, its local bond funding and the identification of the total cost of projects; Year of Expenditure cost estimates for each project in 5-year increments and identifying funded phases; the gap between total cost of all needs versus estimated revenue; the Towns, Villages,

& Countryside settlement negotiations, I-95 flyovers in the developer funded list and the St. Lucie Boulevard interchange; the developer and St. Lucie County currently discussing the connection between the Turnpike and I-95 near Johnston Road; the need to describe the prioritization process because it needs to be technically sound, the steps followed and the criteria used, and how the GOPs were applied; the St. Lucie portion of the Cost Feasible Plan will be presented to the Port St. Lucie City Council at their October 18, 2010 meeting; and including a project such as the US-1 Corridor Retrofit Project that suggests improving pedestrian/sidewalk/bike/transit and does not include roadway expansion.

It was the consensus of the TAC to schedule a Joint TAC meeting on Wednesday, November 17, 2010, in Martin County for consideration of the Draft Cost Feasible Plan.

Agenda Item 8, FDOT Comments: None.

Agenda Item 9, Recommendations/Comments by Members: Mr. Gonzalez announced that the Fort Pierce Intermodal Facility groundbreaking will be conducted at 10:00 am on Friday, October 8, 2010.

Agenda Item 10, TPO/MPO Staff Comments: None.

Agenda Item 11, Next Meeting: The next St. Lucie TPO/Martin MPO Joint TAC meeting will be held at 2:30 pm, Wednesday, November 17, 2010, in Martin County.

Agenda Item 12, Adjournment: The meeting adjourned at 12:57 pm.

Respectfully submitted by:

Approved by:

Sarah Howard
Recording Secretary

Sam Amerson
Martin MPO TAC Chair

Rogelio Gonzalez
St. Lucie TPO TAC Chair

**JOINT MARTIN and ST. LUCIE
TECHNICAL ADVISORY COMMITTEE**

AGENDA ITEM SUMMARY

MEMO: temp11TACa07.01	MEETING DATE: November 17, 2010	DUE DATE: November 10, 2010	UPWP#: 5.2, 5.6
WORDING: REGIONAL 2035 LONG RANGE TRANSPORTATION PLAN (2035 RL RTP) – DRAFT COST FEASIBLE PLAN			5A
REQUESTED BY: MPO & TPO	PREPARED BY: Beth Beltran and Peter Buchwald	DOCUMENT(S) REQUIRING ACTION: Draft Cost Feasible Plan	

BACKGROUND

On October 7, 2010, the 2035 RL RTP Project Team presented the Goals, Objectives, and Policies and the Draft Cost Feasible Plan to the Joint Martin and St. Lucie advisory committees. Although the Goals, Objectives, and Policies were approved by the advisory committee, it was agreed that the Draft Cost Feasible Plan needed more review and discussion. The advisory committee members provided guidance to the Project Team with the recommendation to have another meeting on November 17th to review the revisions and recommend the Plan to the Joint Policy Board.

ISSUES

The Project Team will present the attached DRAFT Cost Feasible Plan for review and to recommend to the Joint Policy Board for approval.

RECOMMENDED ACTION

Recommendation

- a. Approve 2035 RL RTP-DRAFT Cost Feasible Plan

FISCAL IMPACT

The contract for this update is supported with \$700,000 in FHWA PL funds shared on a proportionate basis by both agencies.

APPROVAL

MPO/TPO

ATTACHMENTS

- a. DRAFT Cost Feasible Plan

2035 Regional Long Range Transportation Plan (RLRTP) Update

Draft Cost Feasible Plan

**Developed by:
Kimley-Horn and Associates, Inc.
as a technical sub-consultant to Treasure Coast Regional
Planning Council (TCRPC)**

**Prepared for:
Treasure Coast Regional Planning Council (TCRPC)
St. Lucie Transportation Planning Organization (TPO)
Martin Metropolitan Planning Organization (MPO)**

This narrative documents the development of the Draft Cost Feasible Plan (CFP) performed as part of the Treasure Coast's (Martin and St. Lucie Counties) *2035 Regional Long Range Transportation Plan Update* (2035 RLRTP Update). The Cost Feasible Plan builds upon the discussion of the Deficiencies Maps; Needs Plan; Financial Resources Analysis; and Goals, Objectives, and Policies presented at the October meeting of the Martin / St. Lucie Joint TAC and Martin / St. Lucie Joint CAC.

This narrative includes Multimodal Needs Plans for Transit and Non-Motorized (Pedestrian and Bicycle) Transportation:

- Martin/St. Lucie Draft Future Transit Network (11x17 color map)
- Martin/St. Lucie Draft Proposed Bicycle, Pedestrian, Greenways, and Trails Network (8.5x11 color map)

This narrative accompanies the following Draft Cost Feasible Plan tables and maps attached at the end of this document.

- Martin MPO 2035 LRTP Update – Draft Cost Feasible Plan
- Martin MPO Cost Feasible Plan – Financial Analysis Summary
- Martin MPO 2035 LRTP Update – YOE Cost of Needs Plan Projects
- St. Lucie TPO 2035 LRTP Update – Draft Cost Feasible Plan

- St. Lucie TPO Cost Feasible Plan – Financial Analysis Summary
- St. Lucie TPO 2035 LRTP Update – YOE Cost of Needs Plan Projects
- Martin MPO 2035 Cost Feasible Plan Map – color 11x17 map
- St. Lucie TPO 2035 Cost Feasible Plan Map – color 11x17 map

Summary of Methodology

In long range transportation planning, a CFP identifies financially viable improvements to an area's transportation network. The CFP is refined from the Needs Plan, which identifies transportation improvements necessary to maintain satisfactory mobility conditions to the year 2035, without consideration of project costs or potential revenue streams available to fund the improvements. The CFP is fiscally constrained; therefore, both *costs* of transportation improvements and *revenues* expected to be available to fund transportation improvements are considered.

Multimodal Needs Plans

Multimodal Needs Plans for both Transit and Non-Motorized (Pedestrian and Bicycle) Transportation were developed for the 2035 RL RTP.

Future Transit Network

The Future Transit Network was developed based on the *Martin/St. Lucie Transit Development Plan (TDP)*. A few key regional projects were added to the Future Transit Network map including the U.S. 1 Corridor Retrofit project, Passenger Rail along the Florida East Coast (FEC) Railroad corridor, and an Indian River Connector route along U.S. 1. A brief description of the U.S. 1 Corridor Retrofit project is provided in this Narrative. The Future Transit Network map (11x17 color map) is displayed as page 4.

Bicycle and Pedestrian Network

The Martin/St. Lucie Draft Proposed Bicycle, Pedestrian, Greenways, and Trails Network was developed based on input from local government and M/TPO staff, reviewing and identifying M/TPO project priorities from the Transportation Improvement Programs (TIPs), reviewing and identifying projects from the 2030 Regional Long Range Transportation Plan, and reviewing the St. Lucie County Countywide Bicycle, Pedestrian, Greenways, and Trails Master Plan. Projects

were also added from a holistic perspective for future non-motorized network connectivity. The Draft Proposed Bicycle, Pedestrian, Greenways, and Trails Network map (8.5x11 color map) is displayed on page 5. In addition, it is anticipated that all roadway projects on non-limited access facilities will include pedestrian and bicycle components consistent with FDOT and local government design guidelines and policies.

Strategic Intermodal System (SIS) Needs

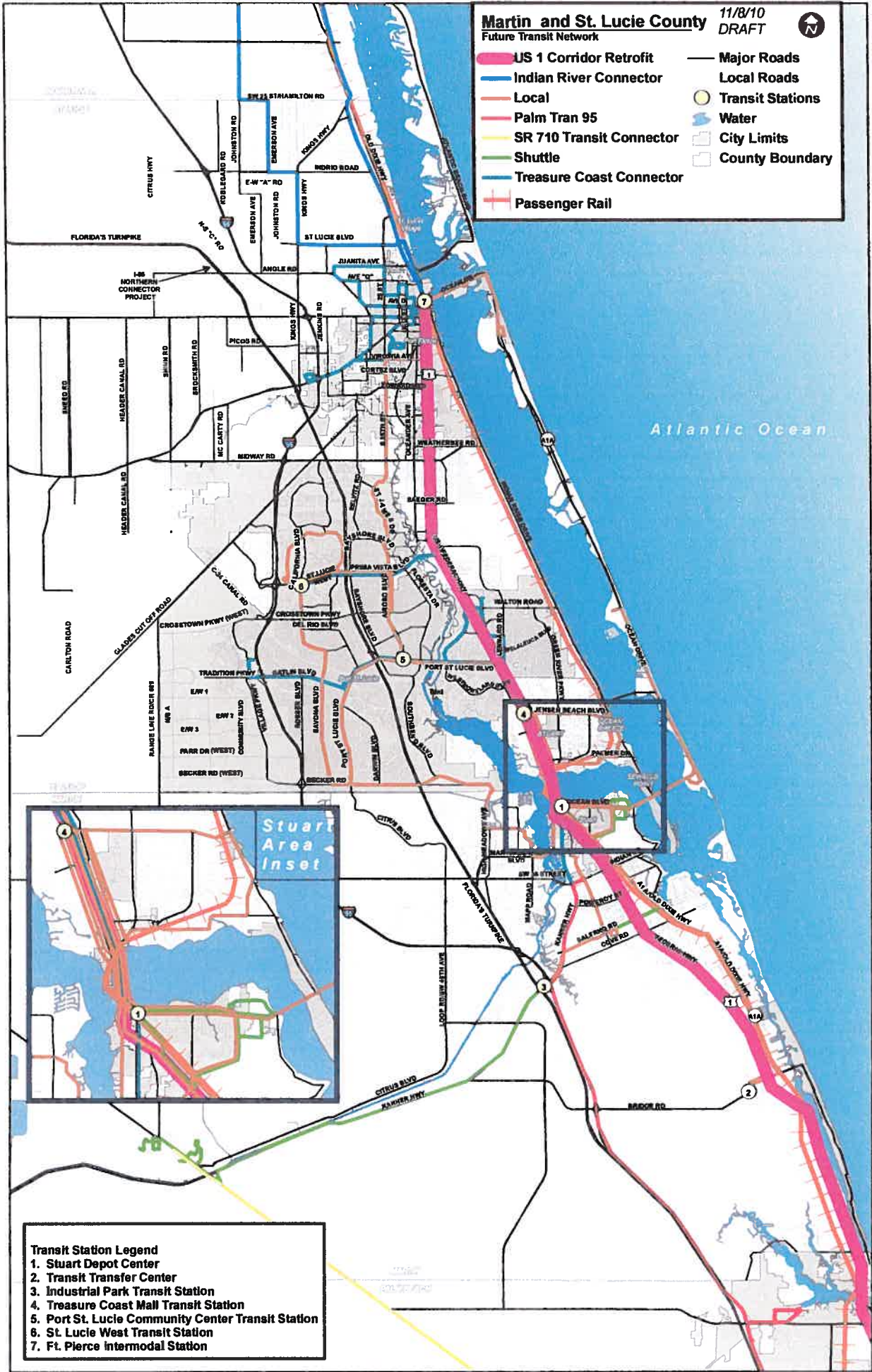
The Martin/St. Lucie 2035 Needs Plan identifies the need to widen I-95 and the Florida's Turnpike in Martin and St. Lucie Counties. However, FDOT's current *SIS/FIHS Long Range Highway Capacity Plan Cost Feasible Plan* only includes funding for the widening of I-95 from SR 70 to the Indian River County Line. Therefore, the remaining sections are considered Unfunded Needs for the purposes of this 2035 RL RTP.

Martin and St. Lucie County
Future Transit Network

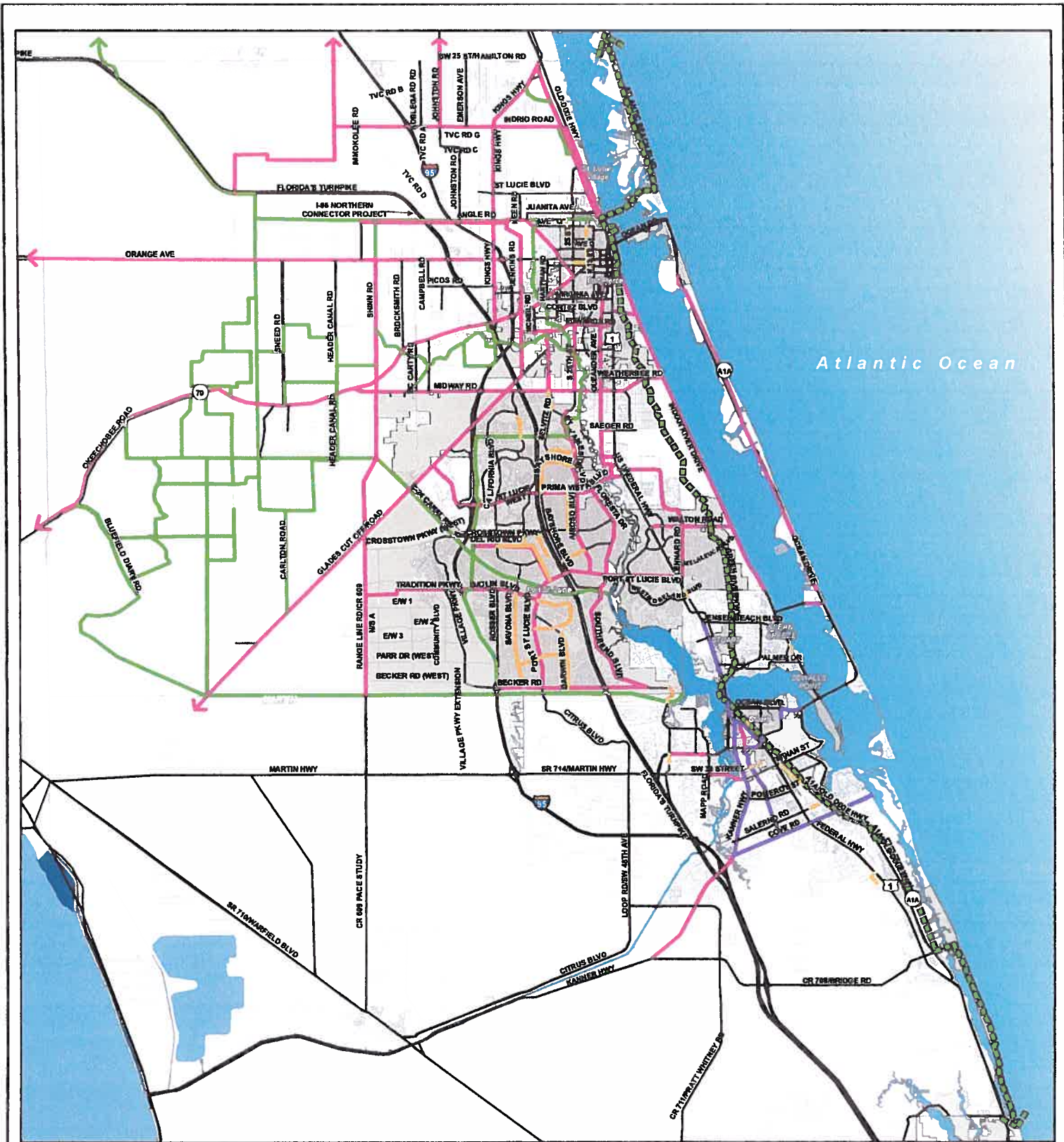
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 DRAFT



- █ US 1 Corridor Retrofit
- █ Indian River Connector
- █ Local
- █ Palm Tran 95
- █ SR 710 Transit Connector
- █ Shuttle
- █ Treasure Coast Connector
- █ Passenger Rail
- Major Roads
- Local Roads
- Transit Stations
- █ Water
- City Limits
- County Boundary

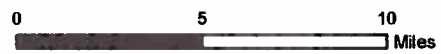


- Transit Station Legend**
1. Stuart Depot Center
 2. Transit Transfer Center
 3. Industrial Park Transit Station
 4. Treasure Coast Mall Transit Station
 5. Port St. Lucie Community Center Transit Station
 6. St. Lucie West Transit Station
 7. Ft. Pierce Intermodal Station



Martin and St. Lucie County
Proposed Bicycle, Pedestrian, Greenways and Trails

11/4/10
 DRAFT



- | | |
|--|-----------------|
| Florida East Coast Greenway | Major Roads |
| Priority Sidewalk | Local Roads |
| Priority Bike Corridor | Water |
| Proposed Greenways and Recreational Trails | City Limits |
| Proposed Multi-Purpose Trail | County Boundary |

*Additional funding is anticipated to be available from FDOT for CRA sidewalks and transit accessibility.

U.S. 1 Corridor Retrofit

The 2035 Martin/St. Lucie Needs Plan identifies the need for additional travel capacity along the U.S. 1 corridor. However, U.S. 1 is a significantly constrained roadway in many areas and was determined to be cost infeasible for roadway widening. Therefore, a context sensitive approach was developed to combine rapid bus transit service along U.S. 1 with other corridor-wide improvements to achieve viable transportation options and enhanced efficiency. The U.S. 1 Corridor Retrofit project is envisioned to comprise many elements including but not limited to the following.

- Rapid bus transit along U.S. 1
- Bus priority treatments including transit signal priority (TSP) and bus queue jumper lanes at key intersection bottlenecks
- Signal coordination improvements including enhanced arterial progression
- Improved grid network of connecting streets following traditional neighborhood design principles
- Context sensitive design solutions that encourage transit accessibility and walkability
- Sustainable redevelopment in the corridor following Livable Communities Initiative principles
- Regional and inter-city passenger rail service in the parallel FEC Railroad corridor



This project is an alternative to roadway widening along U.S. 1. As such, the Cost Feasible Plan assumes an innovative approach where roadway funds are “flexed” to implement transportation components of the U.S. 1 Corridor Retrofit.

Summary of Financial Resources Analysis

The financial resources analysis, which provides a synopsis of the revenues anticipated to be available to fund transportation improvements in the Martin and St. Lucie metropolitan planning area through the year 2035, is a key component of the RL RTP. In addition to the revenue analysis, costs were estimated for the improvement projects included in the Needs Plan. The revenues available to fund improvements were then compared to the project costs in order to prioritize Needs Plan projects in a fiscally constrained scenario.

Year of Expenditure (YOE) Approach

According to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations (Statewide and Metropolitan Planning Rule – 72 Federal Register 7224) adopted in 2007, the RL RTP financial plan must be developed through a year of expenditure (YOE) approach, rather than in a base year approach as was done in the past. The rationale for this requirement is that cost estimates for transportation improvement projects in LRTPs have traditionally understated the costs of the improvements by not taking the effects of inflation into account.

Florida Department of Transportation (FDOT) revenue forecasts are now provided in YOE dollars, and FDOT provides inflation forecasts which can be used to estimate YOE project costs. For several local revenue sources, including gas taxes, local option sales tax, and impact fees, revenue growth rates were developed in consultation with local government staff.

Revenue Forecast

Revenue streams distributed by the State via FDOT include programs for (1) the strategic intermodal system (SIS)/Florida intrastate highway system (FIHS), (2) other state highway system arterial roadways not designated as part of the SIS or FIHS, and (3) technical and operating/capital assistance for transit. There are several additional county level revenue sources for transportation improvements incorporated into the analysis as well including local option gas tax and transportation impact fees. Transportation capital revenue forecasts are incorporated into the Cost Feasible Plan tables presented in this document and are summarized in the tables titled **Martin MPO Cost Feasible Plan – Financial Analysis Summary** and **St. Lucie TPO Cost Feasible Plan – Financial Analysis Summary**.

Cost Estimates

For the improvement projects included in the Needs Plan, base year (2010) cost estimates were developed in present day value. The base year cost estimates were then determined for year of expenditure (YOE) out to year 2035 using inflation factors provided by FDOT. This approach identifies how much the various Needs Plan improvement projects would cost, depending on the timeframe when the projects are implemented. Items considered in the estimates include costs associated with project development and environment (PD&E) studies, preliminary engineering (PE), right-of-way (ROW) acquisition, construction, maintenance of traffic (MOT) during construction, and construction engineering and inspection (CEI). In addition, a 10 percent contingency was added for project unknowns.

Needs Plan cost estimates are summarized in the tables titled **Martin MPO 2035 LRTP Update – YOE Cost of Needs Plan Projects** and **Martin MPO 2035 LRTP Update – YOE Cost of Needs Plan Projects**. The cells marked in blue indicate years in which the project is projected to be funded. These tables illustrate how the YOE methodology accounts for the impacts of inflation to the costs associated with the implementation of the Adopted Needs Plan projects. If, for example, all the Martin Needs Plan Non-SIS State Highway roadway improvement projects were implemented between 2016 and 2020, their cost would be \$138 million. If the same Martin Needs Plan Non-SIS State Highway roadway improvement projects were implemented between 2031 and 2035, their cost would be \$225 million.

Draft Cost Feasible Plan

Given that there is not enough revenue forecast to be available to fund all the Needs Plan projects, a Cost Feasible Plan (CFP) was developed to guide transportation investments in Martin and St. Lucie Counties to the year 2035. The CFP is based on guidance from the MPO and TPO List of Priority Projects (LOPP), stakeholder agency input, and project prioritization scores based on the attached criteria. The CFP contains Needs Plan projects grouped into implementation timeframes based on funding availability. The implementation timeframes are from 2016 to 2020, 2021 to 2025, 2026 to 2030, and 2031 to 2035. Since transportation improvement projects that are programmed for implementation by 2015 have their funding sources already allocated, those projects were considered to be committed improvements, and appear in the existing + committed (E+C) roadway network, which has been presented in prior meetings. The following tables present the results of the Draft CFP for review and comment.

Martin MPO 2035 LRTP Update - Draft Cost Feasible Plan

Non-SIS State Highways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035	Developer Funded	Unfunded
Kanner Hwy from CR 711 to SW Locks Rd	Widen from 2 lanes to 4 lanes			X			
Martin Hwy from Citrus Blvd to SW Martin Downs Blvd	Widen from 2 lanes to 4 lanes				X		
Kanner Hwy from Jack James Dr to Salerno Rd	Widen from 4 lanes to 6 lanes	X					
Kanner Hwy from Salerno Rd to Indian St	Widen from 4 lanes to 6 lanes		X				
Kanner Hwy from Indian St to Monterey Rd	Widen from 4 lanes to 6 lanes			X			
Martin Downs Blvd from High Meadow Ave to SR 76/Kanner Hwy	Widen from 4 lanes to 6 lanes						X
US 1 from NW Wright Blvd to Jensen Beach Blvd	Widen from 6 lanes to 8 lanes						X
US 1	Corridor Transit Retrofit				X		

County and Municipal Roadways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035	Developer Funded	Unfunded
High Meadow Ave from I-95 to Martin Hwy	Widen from 2 lanes to 4 lanes			X			
High Meadow Ave from Martin Hwy to Martin Downs Blvd	Widen from 2 lanes to 4 lanes				X		
Cove Rd from SR 76/Kanner Hwy to Willoughby Blvd	Widen from 2 lanes to 4 lanes		X				
Cove Rd from Willoughby Blvd to US 1	Widen from 2 lanes to 4 lanes		X				
Indian St from Kanner Hwy to Willoughby Blvd	Widen from 4 lanes to 6 lanes	X					
Willoughby Blvd from Monterey Road to US 1	New 2-lane road				X		
Martin Hwy from SW Martin Downs Blvd to Mapp Road	Widen from 2 lanes to 4 lanes	X					

TMA Funded Roadways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035	Developer Funded	Unfunded
US 1	Corridor Retrofit	X	X	X	X		
Congestion Management Strategies	CMP Funds	X	X	X	X		
Livable Communities Initiative	LCI Projects	X	X	X	X		

Martin MPO Cost Feasible Plan - Financial Analysis Summary

Note: All values are in year of expenditure (YOE) dollars

Base Revenue Forecast

Revenue Source	2016-2020	2021-2025	2026-2030	2031-2035
State Non-SIS - Other Arterial	\$21,800,000	\$24,500,000	\$26,400,000	\$28,900,000
County	\$34,918,229	\$35,866,678	\$36,779,244	\$37,309,321
TMA (XU)	\$11,200,000	\$11,900,000	\$12,200,000	\$12,300,000

Adj Revenue including Carry Over

Revenue Source	2016-2020	2021-2025	2026-2030	2031-2035
State Non-SIS - Other Arterial	\$21,800,000	\$34,944,557	\$31,880,788	\$29,480,495
County	\$34,918,229	\$42,932,853	\$39,068,754	\$39,061,693
TMA (XU)	\$11,200,000	\$11,900,000	\$12,200,000	\$12,300,000

Value of Committed Projects

Revenue Source	2016-2020	2021-2025	2026-2030	2031-2035
State Non-SIS - Other Arterial	\$11,355,443	\$29,463,768	\$31,300,293	\$29,480,495
County	\$27,852,054	\$40,643,343	\$37,316,382	\$23,605,414
TMA (XU)	\$11,200,000	\$11,900,000	\$12,200,000	\$12,300,000

Uncommitted Funds

Revenue Source	2016-2020	2021-2025	2026-2030	2031-2035
State Non-SIS - Other Arterial	\$10,444,557	\$5,480,788	\$580,495	\$0
County	\$7,066,175	\$2,289,510	\$1,752,372	\$15,456,278
TMA (XU)	\$0	\$0	\$0	\$0

Total Unfunded or Potential Developer Funded Projects

Revenue Source	2031-2035 Cost
Unfunded - State/Non-SIS	\$99,176,007
Developer Funded	\$0
Unfunded - County	\$0

Martin MPO 2035 LRTP Update - YOE Cost of Needs Plan Projects

SIS Corridors

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035
Florida Turnpike from Palm Beach Co Line to St. Lucie Co Line	Widen from 4 lanes to 6 lanes	\$288,160,515.50	\$338,753,583.11	\$398,145,445.08	\$468,535,800.01
I-95 from Palm Beach Co Line to St. Lucie Co Line	Widen from 6 lanes to 8 lanes	\$379,822,814.04	\$446,509,262.31	\$524,793,353.76	\$617,574,499.17
	Sub-Total	\$667,983,329.54	\$785,262,845.42	\$922,938,798.84	\$1,086,110,299.18

Non-SIS State Highways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035
Kanner Hwy from CR 711 to SW Locks Rd	Widen from 2 lanes to 4 lanes	\$9,766,987.27	\$11,481,801.82	\$13,494,845.00	\$15,880,673.95
Martin Hwy from Citrus Blvd to SW Martin Downs Blvd	Widen from 2 lanes to 4 lanes	\$14,809,182.00	\$17,409,267.00	\$20,461,542.00	\$24,079,052.00
Kanner Hwy from Jack James Dr to Salerno Rd	Widen from 4 lanes to 6 lanes	\$11,355,443.36	\$13,349,147.15	\$15,689,582.04	\$18,463,430.80
Kanner Hwy from Salerno Rd to Indian St	Widen from 4 lanes to 6 lanes	\$25,063,335.54	\$29,463,768.50	\$34,629,494.15	\$40,751,835.65
Kanner Hwy from Indian St to Monterey Rd	Widen from 4 lanes to 6 lanes	\$12,886,816.25	\$15,149,387.04	\$17,805,448.41	\$20,953,372.99
Martin Downs Blvd from High Meadow Ave to SR 76/Kanner Hwy	Widen from 4 lanes to 6 lanes	\$32,675,146.37	\$38,412,004.13	\$45,146,576.28	\$53,128,251.43
US 1 from NW Wright Blvd to Jensen Beach Blvd	Widen from 6 lanes to 8 lanes	\$28,320,425.81	\$33,292,714.31	\$39,129,748.64	\$46,047,715.25
US 1	Corridor Transit Retrofit Project	\$3,322,014.08	\$3,905,268.46	\$4,589,958.38	\$5,401,442.73
	Sub-Total	\$138,199,350.67	\$162,463,358.42	\$190,947,194.90	\$224,705,814.80

County and Municipal Roadways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035
High Meadow Ave from I-95 to Martin Hwy	Widen from 2 lanes to 4 lanes	\$27,007,989.35	\$31,749,850.08	\$37,316,382.74	\$43,913,753.68
High Meadow Ave from Martin Hwy to Martin Downs Blvd	Widen from 2 lanes to 4 lanes	\$7,227,490.11	\$8,496,438.75	\$9,986,074.12	\$11,751,567.89
Cove Rd from SR 76/Kanner Hwy to Willoughby Blvd	Widen from 2 lanes to 4 lanes	\$23,012,808.42	\$27,053,225.16	\$31,796,323.08	\$37,417,772.46
Cove Rd from Willoughby Blvd to US 1	Widen from 2 lanes to 4 lanes	\$11,560,424.88	\$13,590,117.80	\$15,972,800.80	\$18,796,721.38
Indian St from Kanner Hwy to Willoughby Blvd	Widen from 4 lanes to 6 lanes	\$5,073,828.45	\$5,964,653.29	\$7,010,404.19	\$8,249,812.66
Willoughby Blvd from Monterey Road to US 1	New 2-lane road	\$7,290,393.91	\$8,570,386.73	\$10,072,987.00	\$11,853,846.58
Martin Hwy from SW Martin Downs Blvd to Mapp Road	Widen from 2 lanes to 4 lanes	\$22,778,225.54	\$26,777,455.98	\$31,472,204.75	\$37,036,351.45
	Sub-Total	\$103,951,160.66	\$122,202,127.79	\$143,627,176.17	\$169,019,826.11

TMA Funded Roadways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035
US 1	Corridor Retrofit	\$8,200,000.00	\$8,900,000.00	\$9,200,000.00	\$9,300,000.00
Congestion Management Strategies	CMP Funds	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00
Livable Communities Initiative	LCI Projects	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00
	Sub-Total	\$11,200,000.00	\$11,900,000.00	\$12,200,000.00	\$12,300,000.00
	Total Cost	\$921,333,840.87	\$1,081,828,331.63	\$1,269,713,169.91	\$1,492,135,940.09

St. Lucie TPO 2035 LRTP Update - Draft Cost Feasible Plan

Non-SIS State Highways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035	Developer Funded	Unfunded
Emerson Rd from Indrio Rd to Indian River Co Line	Widen 2 lanes to 4 lanes						X
Indrio Rd from I-95 Overpass to Emerson Ave	Widen 2 lanes to 4 lanes	X					
Indrio Rd from Emerson Ave to Kings Hwy	Widen 2 lanes to 4 lanes						X
Kings Hwy from Okeechobee Rd to I-95 Overpass	Widen 2 lanes to 4 lanes	X					
Kings Hwy from I-95 Overpass to St. Lucie Blvd.	Widen 2 lanes to 4 lanes		X				
Kings Hwy from St. Lucie Blvd. to Indrio Rd	Widen 2 lanes to 4 lanes			X			
St. Lucie Blvd from Kings Hwy to 25th St	Widen 2 lanes to 4 lanes				X		
St. Lucie Blvd from 25th St to Old Dixie Hwy	Widen 2 lanes to 4 lanes		X				
Orange Ave from Jenkins Rd to 25th Rd	Widen 4 lanes to 6 lanes						X
Orange Ave from Kings Hwy to Jenkins Rd	Widen 4 lanes to 6 lanes						X
US 1 from Midway Rd to Virginia Ave	Widen 4 lanes to 6 lanes						X
US 1	Corridor Transit Retrofit	X	X	X	X		
US 1 from Indian River Co Line to Indrio Rd	Widen 4 lanes to 6 lanes						X
US 1 from Indrio Rd to St Lucie Blvd	Widen 4 lanes to 6 lanes						X
US 1 from St Lucie Blvd to Ocean Dr	Widen 4 lanes to 6 lanes						X
Okeechobee Rd from I-95 to Virginia Ave	Widen 6 lanes to 8 lanes						X
Port St. Lucie Blvd from FL Turnpike to Floresta Dr	Widen 6 lanes to 8 lanes						X
Virginia Ave from Okeechobee Rd to 25th St	Widen 6 lanes to 8 lanes						X

County and Municipal Roadways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035	Developer Funded	Unfunded
Emerson Ave from Immokalee Rd to Indrio Rd	New 2 lane road					X	
Koblegard Rd from E W Koblegard Rd to SW 25th St/Hamilton Rd	New 2 lane road					X	
New E-W "A" Rd from Koblegard Rd to Kings Hwy	New 2 lane road					X	
New E-W "D" Rd from Citrus Hwy to New N-5 "C" Rd	New 2 lane road					X	
New E-W "E" Rd from Citrus Hwy to New N-5 "C" Rd	New 2 lane road					X	
New E-W "Koblegard" Rd from Citrus Rd to New N-5 "C" Rd	New 2 lane road					X	
New E-W "Russos" Rd from Johnston Rd to Emerson Ave	New 2 lane road					X	
New North Fly-Over from New N-5 "C" Rd to Johnston Rd	New 2 lane road					X	
New N-5 "C" Rd from I-95 Northern Connector to North Fly-Over	New 2 lane road					X	
South Fly-Over from New N-5 "C" Rd to New E-W Koblegard Rd	New 2 lane road					X	
Johnston Rd from Immokalee Rd to Indrio Rd	New 4 lane road					X	
Becker Rd (West) from Range Line Rd to Becker Rd	New 4 lane road					X	
Citrus Hwy from New N-W "D" Rd to New E-W "E" Rd	New 4 lane road					X	
Community Blvd (West) from Parr Dr (West) to Community Blvd	New 4 lane road					X	
Crosstown Pkwy (West) from Range Line Rd to existing Crosstown	New 4 lane road					X	
E/W 1 from Range Line Rd to Village Pkwy	New 4 lane road					X	
E/W 2 from N/S A to Village Pkwy	New 4 lane road					X	
E/W 3 (West) from Range Line Rd to Village Pkwy	New 4 lane road					X	
E/W 3 (West) from Village Pkwy to Rosser Blvd	New 4 lane road						X
I-95 Northern Connector from Florida Turnpike to Emerson Ave	New 4 lane road					X	
Immokalee Rd from Emerson Ave to Seminole Rd	New 4 lane road					X	
Indrio Rd from Citrus Hwy to I-95	New 4 lane road					X	
Jenkins Rd from Midway Rd to Edwards Rd	New 4 lane road				X		
Jenkins Rd from Orange Ave to Angle Rd	New 4 lane road			X			
N/S A from Becker Rd (West) to Crosstown Pkwy (West)	New 4 lane road					X	
N/S B from Becker Rd (West) to E/W 1	New 4 lane road					X	
New E-W "Sebastian" Rd from Johnston Rd to Emerson Ave	New 4 lane road					X	
New E-W "Tobias" Rd from Johnston Rd to Emerson Ave	New 4 lane road					X	
Parr Dr (West) from Range Line Rd to Village Pkwy	New 4 lane road					X	
Parr Dr (West) from Village Pkwy to Rosser Blvd	New 4 lane road						X
Tradition Pkwy Loop A from Range Line Rd to Tradition Pkwy	New 4 lane road					X	
Tradition Pkwy Loop B from Range Line Rd to Tradition Pkwy	New 4 lane road					X	
Angle Rd from Keen Rd to Orange Ave	Widen 2 lanes to 4 lanes						X
Angle Rd from Kings Hwy to Keen Rd	Widen 2 lanes to 4 lanes				X		
California Blvd from St. Lucie West Blvd to Peacock Blvd	Widen 2 lanes to 4 lanes						X
California Blvd from Del Rio Blvd to St. Lucie West Blvd	Widen 2 lanes to 4 lanes		X				
California Blvd from Savona Blvd to Del Rio Blvd	Widen 2 lanes to 4 lanes			X			
Edwards Rd from Jenkins Rd to 25th St	Widen 2 lanes to 4 lanes						X
Floresta Dr from Oakridge Dr to Thornhill Dr	Widen 2 lanes to 4 lanes		X				
Floresta Dr from Thornhill Dr to Crosstown Pkwy	Widen 2 lanes to 4 lanes						X
Floresta Dr from Crosstown Pkwy to Prima Vista Blvd	Widen 2 lanes to 4 lanes						X
Glades Cut-Off Rd from Reserve Blvd to Selwitz Rd	Widen 2 lanes to 4 lanes						X
Immokalee Rd from Seminole Rd to Kings Hwy	Widen 2 lanes to 4 lanes					X	
Jenkins Rd from Edwards Rd to Orange Ave	Widen 2 lanes to 4 lanes		X				
Johnston Rd from Indrio Rd to Indian River Co Line	Widen 2 lanes to 4 lanes			X			
Keen Rd from Angle Rd to St. Lucie Blvd	Widen 2 lanes to 4 lanes				X		
Midway Rd from 25th St to US 1	Widen 2 lanes to 4 lanes	X					
Midway Rd from Glades Cut-Off Rd to Selwitz Rd	Widen 2 lanes to 4 lanes	X					
Oslander Ave from Midway Rd to Sunrise Blvd	Widen 2 lanes to 4 lanes						X
Port St. Lucie Blvd from Becker Rd to Darwin Blvd	Widen 2 lanes to 4 lanes	X					

County and Municipal Roadways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035	Developer Funded	Unfunded
Port St. Lucie Blvd from Darwin Blvd to Gatlin Blvd	Widen 4 lanes to 6 lanes			X			
Savona Blvd from Gatlin Blvd to California Blvd	Widen 2 lanes to 4 lanes						X
Selvitz Rd from Glades Cut-Off Rd to Edwards Rd	Widen 2 lanes to 4 lanes						X
Walton Rd from Lennard Rd to Green River Pkwy	Widen 2 lanes to 4 lanes						X
Crosstown Parkway from Manth Lane to US 1	New 6 lane bridge	X					
North/Mid County Project from Midway Rd to I-95 Northern Connector	New 4 lane road						X
Arterial A from Glades Cut Off Rd to Midway Rd	New 4 lane road						X
E/W 5 from Range Line Rd to Glades Cut Off Rd	New 4 lane road						X
E/W 6 From Range Line Rd to McCarty Rd	New 4 lane road						X
E/W 7 from Range Line Rd to McCarty Rd	New 2 lane road						X
McCarty Rd from Glades Cut Off Rd to Midway Rd	New 4 lane road						X
N/S D from E/W 6 to Midway Rd	New 2 lane road						X
N/S E from E/W 5 to Midway Rd	New 2 lane road						X
Newell Rd from Range Line Rd to McCarty Rd	New 4 lane road						X
Range Line Rd from Glades Cut Off Rd to Midway Rd	New 4 lane road						X
Shinn Rd from Glades Cut Off Rd to Midway Rd	New 4 lane road						X
Williams Rd from Range Line Rd to McCarty Rd	New 2 lane road						X

TMA Funded Roadways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035	Developer Funded	Unfunded
US 1	Corridor Retrofit	X	X	X	X		
Johnston Rd from Indrio Rd to Indian River Co Line	Widen 2 lanes to 4 lanes			X			
Indrio Rd from I-95 Overpass to Emerson Ave	Widen 2 lanes to 4 lanes	X					
Congestion Management Strategies	CMP Funds	X	X	X	X		
Livable Communities Initiative	LCI Projects	X	X	X	X		
Midway Rd from Selvitz Rd to 25th St	Widen 2 lanes to 4 lanes		X				

St. Lucie TPO Cost Feasible Plan - Financial Analysis Summary

Note: All values are in year of expenditure (YOE) dollars

Base Revenue Forecast

Revenue Source	2016-2020	2021-2025	2026-2030	2031-2035
State Non-SIS - Other Arterial	\$37,600,000	\$42,400,000	\$45,700,000	\$50,000,000
County	\$79,679,606	\$82,614,387	\$85,404,598	\$88,115,193
TMA (XU)	\$18,400,000	\$19,400,000	\$20,000,000	\$20,100,000

Adj Revenue including Carry Over

Revenue Source	2016-2020	2021-2025	2026-2030	2031-2035
State Non-SIS - Other Arterial	\$37,600,000	\$42,405,678	\$47,700,994	\$52,000,530
County	\$79,679,606	\$82,614,387	\$85,404,598	\$88,538,599
TMA (XU)	\$18,400,000	\$19,430,841	\$20,068,165	\$20,668,165

Value of Committed Projects

Revenue Source	2016-2020	2021-2025	2026-2030	2031-2035
State Non-SIS - Other Arterial	\$37,594,322	\$40,404,684	\$45,700,464	\$51,713,225
County	\$80,283,379	\$90,287,265	\$84,981,192	\$83,213,324
TMA (XU)	\$18,369,159	\$19,362,676	\$19,500,000	\$20,600,000

Uncommitted Funds

Revenue Source	2016-2020	2021-2025	2026-2030	2031-2035
State Non-SIS - Other Arterial	\$5,678	\$2,000,994	\$2,000,530	\$287,304
County	-\$603,773	-\$7,672,878	\$423,406	\$5,325,275
TMA (XU)	\$30,841	\$68,165	\$568,165	\$68,165

Total Unfunded or Potential Developer Funded Projects

Revenue Source	2031-2035 Cost
Unfunded - State/Other Arterial	\$435,729,668
Developer Funded	\$1,244,250,366
Unfunded - County	\$1,276,684,804

St. Lucie TPO 2035 LRTP Update - YOE Cost of Needs Plan Projects

SIS Corridors

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035
Florida Turnpike from Martin Co Line to Okeechobee Rd	Widen from 4 lanes to 6 lanes	\$232,824,180.54	\$273,701,708.42	\$321,688,371.58	\$378,561,453.85
I-95 from Martin Co Line to Okeechobee Rd	Widen 6 lanes to 8 lanes	\$255,504,926.47	\$300,364,570.05	\$353,025,890.78	\$415,439,307.93
	Sub-Total	\$488,329,107.01	\$574,066,278.47	\$674,714,262.36	\$794,000,761.78

Non-SIS State Highways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035
Emerson Rd from Indrio Rd to Indian River Co Line	Widen 2 lanes to 4 lanes	\$27,378,230.13	\$32,185,094.96	\$37,827,936.29	\$44,515,748.23
Indrio Rd from I-95 Overpass to Emerson Ave	Widen 2 lanes to 4 lanes	\$8,437,000.00	\$9,918,305.34	\$11,657,229.01	\$13,718,175.57
Indrio Rd from Emerson Ave to Kings Hwy	Widen 2 lanes to 4 lanes	\$10,804,135.41	\$12,701,044.68	\$14,927,851.21	\$17,567,029.33
Kings Hwy from Okeechobee Rd to I-95 Overpass	Widen 2 lanes to 4 lanes	\$25,691,843.65	\$30,202,625.36	\$35,497,890.84	\$41,773,761.05
Kings Hwy from I-95 Overpass to St. Lucie Blvd.	Widen 2 lanes to 4 lanes	\$21,608,271.00	\$25,402,089.00	\$29,855,702.00	\$35,134,059.00
Kings Hwy from St. Lucie Blvd. to Indrio Rd	Widen 2 lanes to 4 lanes	\$27,334,463.00	\$32,133,643.00	\$37,767,464.00	\$44,444,584.00
St. Lucie Blvd from Kings Hwy to 25th St	Widen 2 lanes to 4 lanes	\$28,339,369.11	\$33,314,983.54	\$39,155,922.21	\$46,078,516.19
St. Lucie Blvd from 25th St to Old Dixie Hwy	Widen 2 lanes to 4 lanes	\$6,158,357.18	\$7,239,595.47	\$8,508,875.19	\$10,013,206.72
Orange Ave from Jenkins Rd to 25th Rd	Widen 4 lanes to 6 lanes	\$25,543,018.90	\$30,027,671.07	\$35,292,262.75	\$41,531,779.00
Orange Ave from Kings Hwy to Jenkins Rd	Widen 4 lanes to 6 lanes	\$12,806,366.65	\$15,054,812.70	\$17,694,292.85	\$20,822,565.61
US 1 from Midway Rd to Virginia Ave	Widen 4 lanes to 6 lanes	\$44,626,179.82	\$52,461,310.62	\$61,659,072.87	\$72,560,124.43
US 1	Corridor Transr Retrofit	\$3,465,478.27	\$7,763,000.00	\$7,933,000.00	\$5,634,708.95
US 1 from Indian River Co Line to Indrio Rd	Widen 4 lanes to 6 lanes	\$34,248,337.00	\$40,261,404.00	\$47,320,222.00	\$55,686,228.00
US 1 from Indrio Rd to St. Lucie Blvd	Widen 4 lanes to 6 lanes	\$33,740,955.00	\$39,664,939.00	\$46,619,182.00	\$54,861,247.00
US 1 from St. Lucie Blvd to Ocean Dr	Widen 4 lanes to 6 lanes	\$27,652,361.00	\$32,507,356.00	\$38,206,696.00	\$44,961,473.00
Okeechobee Rd from I-95 to Virginia Ave	Widen 6 lanes to 8 lanes	\$19,081,984.00	\$22,432,255.00	\$26,365,183.00	\$31,026,431.00
Port St. Lucie Blvd from FL Turnpike to Flowesta Dr	Widen 6 lanes to 8 lanes	\$17,653,782.11	\$20,753,301.11	\$24,391,866.88	\$28,704,241.14
Virginia Ave from Okeechobee Rd to 25th St	Widen 6 lanes to 8 lanes	\$14,448,624.41	\$16,985,405.79	\$19,963,366.55	\$23,492,801.52
	Sub-Total	\$389,018,756.63	\$461,008,836.63	\$540,644,017.65	\$632,526,679.73

County and Municipal Roadways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035
Emerson Ave from Immokolee Rd to Indrio Rd	New 2 lane road	\$23,329,608.52	\$27,425,646.66	\$32,234,039.25	\$37,932,874.92
Koblegard Rd from E-W Koblegard Rd to SW 25th St/Hamilton Rd	New 2 lane road	\$32,991,116.54	\$38,783,449.98	\$45,583,145.75	\$53,642,044.45
New E-W "A" Rd from Koblegard Rd to Kings Hwy	New 2 lane road	\$21,125,417.35	\$24,834,460.10	\$29,188,553.75	\$34,348,961.04
New E-W "D" Rd from Citrus Hwy to New N-5 "C" Rd	New 2 lane road	\$9,415,891.08	\$11,069,062.80	\$13,009,742.64	\$15,309,807.64
New E-W "E" Rd from Citrus Hwy to New N-5 "C" Rd	New 2 lane road	\$3,158,629.86	\$3,713,198.46	\$4,364,213.77	\$5,135,787.48
New E-W "Koblegard" Rd from Citrus Rd to New N-5 "C" Rd	New 2 lane road	\$21,108,290.87	\$24,814,326.67	\$29,164,890.44	\$34,321,114.16
New E-W "Russos" Rd from Johnston Rd to Emerson Ave	New 2 lane road	\$8,627,360.36	\$10,142,087.75	\$11,920,246.00	\$14,027,692.80
New North Fly-Over from New N-5 "C" Rd to Johnston Rd	New 2 lane road	\$22,919,242.55	\$26,943,231.70	\$31,667,045.05	\$37,265,638.65
New N-5 "C" Rd from I-95 Northern Connector to North Fly-Over	New 2 lane road	\$39,028,514.94	\$45,880,849.62	\$53,924,894.69	\$63,458,577.72
South Fly-Over from New N-5 "C" Rd to New E-W Koblegard Rd	New 2 lane road	\$12,540,130.62	\$14,741,832.94	\$17,326,440.02	\$20,389,678.03
Johnston Rd from Immokolee Rd to Indrio Rd	New 4 lane road	\$29,664,441.12	\$34,872,701.78	\$40,986,746.89	\$48,233,022.59
Becker Rd (West) from Range Line Rd to Becker Rd	New 4 lane road	\$52,435,449.34	\$61,641,673.27	\$72,448,979.62	\$85,257,639.00
Citrus Hwy from New N-W "D" Rd to New E-W "E" Rd	New 4 lane road	\$29,617,103.96	\$34,817,053.51	\$40,921,342.11	\$48,156,054.53
Community Blvd (West) from Parr Dr (West) to Community Blvd	New 4 lane road	\$26,159,113.70	\$30,751,935.19	\$36,143,508.25	\$42,533,520.75
Crosstown Pkwy (West) from Range Line Rd to existing Crosstown	New 4 lane road	\$33,810,388.55	\$39,746,563.64	\$46,715,117.00	\$54,974,143.21
E/W 1 from Range Line Rd to Village Pkwy	New 4 lane road	\$41,600,345.12	\$48,904,222.51	\$57,478,339.44	\$67,640,255.80
E/W 2 from N/S A to Village Pkwy	New 4 lane road	\$37,756,986.34	\$44,386,075.55	\$52,168,049.83	\$61,391,130.47
E/W 3 (West) from Range Line Rd to Village Pkwy	New 4 lane road	\$46,525,645.81	\$54,694,270.65	\$64,283,525.89	\$75,648,569.14
E/W 3 (West) from Village Pkwy to Rosser Blvd	New 4 lane road	\$18,030,267.04	\$21,195,886.44	\$24,912,048.35	\$29,316,388.39
I-95 Northern Connector from Florida Turnpike to Emerson Ave	New 4 lane road	\$22,832,290.47	\$26,841,013.22	\$31,546,905.15	\$37,124,258.54
Immokolee Rd from Emerson Ave to Seminole Rd	New 4 lane road	\$9,950,776.52	\$11,697,859.42	\$13,748,782.82	\$16,179,506.86
Indrio Rd from Citrus Hwy to I-95	New 4 lane road	\$22,815,861.49	\$26,821,699.77	\$31,524,205.57	\$37,097,545.78
Jenkins Rd from Midway Rd to Edwards Rd	New 4 lane road	\$29,427,597.06	\$34,594,274.41	\$40,659,504.34	\$47,847,924.99
Jenkins Rd from Orange Ave to Angle Rd	New 4 lane road	\$19,073,963.93	\$22,422,827.82	\$26,354,102.83	\$31,013,391.73
N/S A from Becker Rd (West) to Crosstown Pkwy (West)	New 4 lane road	\$67,280,791.72	\$74,391,159.74	\$87,433,765.66	\$102,891,668.98
N/S B from Becker Rd (West) to E/W 1	New 4 lane road	\$35,437,159.64	\$41,658,951.03	\$48,962,793.10	\$57,619,198.51
New E-W "Sebastian" Rd from Johnston Rd to Emerson Ave	New 4 lane road	\$12,815,482.83	\$15,065,529.44	\$17,706,888.50	\$20,837,388.12
New E-W "Tobias" Rd from Johnston Rd to Emerson Ave	New 4 lane road	\$12,700,416.97	\$14,930,261.17	\$17,547,904.36	\$20,650,296.29
Parr Dr (West) from Range Line Rd to Village Pkwy	New 4 lane road	\$47,534,331.90	\$55,880,054.29	\$65,677,206.67	\$77,288,646.52
Parr Dr (West) from Village Pkwy to Rosser Blvd	New 4 lane road	\$15,256,379.80	\$17,934,980.83	\$21,079,425.53	\$24,806,174.79
Tradition Pkwy Loop A from Range Line Rd to Tradition Pkwy	New 4 lane road	\$22,925,379.58	\$26,950,446.23	\$31,675,524.46	\$37,275,617.18
Tradition Pkwy Loop B from Range Line Rd to Tradition Pkwy	New 4 lane road	\$17,352,426.77	\$20,399,036.05	\$23,975,490.43	\$28,214,251.16
Angle Rd from Keen Rd to Orange Ave	Widen 2 lanes to 4 lanes	\$29,497,755.89	\$34,676,751.20	\$40,756,441.34	\$47,962,000.03
Angle Rd from Kings Hwy to Keen Rd	Widen 2 lanes to 4 lanes	\$10,934,627.75	\$12,854,447.89	\$15,108,149.80	\$17,779,203.91
California Blvd from St. Lucie West Blvd to Peacock Blvd	Widen 2 lanes to 4 lanes	\$15,732,914.59	\$18,495,182.03	\$21,737,843.82	\$25,580,998.53
California Blvd from Del Rio Blvd to St. Lucie West Blvd	Widen 2 lanes to 4 lanes	\$22,547,319.81	\$26,506,009.55	\$31,153,167.07	\$36,660,909.32
California Blvd from Savona Blvd to Del Rio Blvd	Widen 2 lanes to 4 lanes	\$17,744,335.19	\$20,859,752.82	\$24,516,982.21	\$28,851,476.30
Edwards Rd from Jenkins Rd to 25th St	Widen 2 lanes to 4 lanes	\$22,599,723.10	\$26,567,613.42	\$31,225,571.62	\$36,746,114.66
Floresta Dr from Oakridge Dr to Thornhill Dr	Widen 2 lanes to 4 lanes	\$4,281,721.84	\$28,544,924.91	\$33,549,554.60	\$39,480,967.57
Floresta Dr from Thornhill Dr to Crosstown Pkwy	Widen 2 lanes to 4 lanes	\$12,407,693.03	\$14,586,142.95	\$17,143,453.73	\$20,174,340.57
Floresta Dr from Crosstown Pkwy to Prima Vista Blvd	Widen 2 lanes to 4 lanes	\$18,678,247.57	\$21,957,634.55	\$25,807,349.69	\$30,369,975.06
Glades Cut-Off Rd from Reserve Blvd to Selwitz Rd	Widen 2 lanes to 4 lanes	\$82,693,351.60	\$97,212,031.65	\$114,255,699.54	\$134,455,602.22
Immokolee Rd from Seminole Rd to Kings Hwy	Widen 2 lanes to 4 lanes	\$5,784,588.12	\$6,800,202.82	\$7,992,446.18	\$9,405,475.34
Jenkins Rd from Edwards Rd to Orange Ave	Widen 2 lanes to 4 lanes	\$29,973,761.60	\$35,236,330.43	\$41,414,128.62	\$48,735,963.52
Johnston Rd from Indrio Rd to Indian River Co Line	Widen 2 lanes to 4 lanes	\$17,584,066.93	\$20,671,345.85	\$24,295,542.85	\$28,590,887.44
Keen Rd from Angle Rd to St. Lucie Blvd	Widen 2 lanes to 4 lanes	\$10,815,922.72	\$12,714,901.52	\$14,944,137.50	\$17,586,194.95
Midway Rd from 25th St to US 1	Widen 2 lanes to 4 lanes	\$20,095,766.46	\$23,624,030.80	\$27,765,906.33	\$32,674,795.85

County and Municipal Roadways

Project	Description	2016-2020	2021-2025	2026-2030	2031-2035
Midway Rd from Glades Cut-Off Rd to Selvitz Rd	Widen 2 lanes to 4 lanes	\$16,149,622.70	\$18,985,052.64	\$22,313,600.82	\$26,258,546.83
Deander Ave from Midway Rd to Sunrise Blvd	Widen 2 lanes to 4 lanes	\$53,481,839.85	\$62,871,781.20	\$73,894,755.83	\$86,959,022.05
Port St. Lucie Blvd from Becker Rd to Darwin Blvd	Widen 2 lanes to 4 lanes	\$27,007,989.35	\$31,749,850.08	\$37,316,382.24	\$43,913,753.68
Port St. Lucie Blvd from Darwin Blvd to Gatlin Blvd	Widen 4 lanes to 6 lanes	\$7,103,358.87	\$8,350,513.48	\$9,814,564.54	\$11,549,736.18
Savona Blvd from Gatlin Blvd to California Blvd	Widen 2 lanes to 4 lanes	\$14,364,159.41	\$16,886,111.06	\$19,846,663.00	\$23,355,465.30
Selvitz Rd from Glades Cut-Off Rd to Edwards Rd	Widen 2 lanes to 4 lanes	\$7,693,830.10	\$9,044,655.23	\$10,630,406.48	\$12,509,815.36
Walton Rd from Lennard Rd to Green River Pkwy	Widen 2 lanes to 4 lanes	\$10,345,648.07	\$12,162,059.56	\$14,294,368.71	\$16,821,549.91
Crosstown Parkway from Manth Lane to US 1	New 6 lane bridge	\$17,030,000.00	\$20,020,000.00	\$23,530,000.00	\$27,690,000.00
North/Mid-County Project from Midway Rd to I-95 Northern Connector	New 4 lane road	\$101,877,294.89	\$119,764,148.19	\$140,761,758.59	\$165,647,815.35
Arterial A from Glades Cut Off Rd to Midway Rd	New 4 lane road	\$29,377,982.31	\$34,535,948.67	\$40,590,952.66	\$47,767,253.68
E/W 5 from Range Line Rd to Glades Cut Off Rd	New 4 lane road	\$48,795,206.91	\$57,362,304.30	\$67,419,331.68	\$79,338,771.54
E/W 6 From Range Line Rd to McCarty Rd	New 4 lane road	\$25,343,251.52	\$29,792,830.03	\$35,016,248.28	\$41,206,966.21
E/W 7 from Range Line Rd to McCarty Rd	New 2 lane road	\$18,285,412.54	\$21,495,828.49	\$25,264,577.64	\$29,731,243.30
McCarty Rd from Glades Cut Off Rd to Midway Rd	New 4 lane road	\$41,230,043.85	\$48,468,906.51	\$56,966,701.80	\$67,038,162.90
N/5 D from E/W 6 to Midway Rd	New 2 lane road	\$21,547,604.46	\$25,330,771.66	\$29,771,880.97	\$35,035,417.94
N/5 E from E/W 5 to Midway Rd	New 2 lane road	\$12,877,054.46	\$15,137,911.35	\$17,791,960.74	\$20,937,500.76
Newell Rd from Range Line Rd to McCarty Rd	New 4 lane road	\$37,825,728.30	\$44,466,886.70	\$52,263,029.18	\$61,502,901.74
Range Line Rd from Glades Cut Off Rd to Midway Rd	New 4 lane road	\$68,968,935.86	\$81,077,985.67	\$95,292,957.18	\$112,140,330.83
Shinn Rd from Glades Cut Off Rd to Midway Rd	New 4 lane road	\$61,025,540.96	\$71,739,948.92	\$84,317,732.17	\$99,224,734.55
Williams Rd from Range Line Rd to McCarty Rd	New 2 lane road	\$17,255,257.49	\$20,284,806.52	\$23,841,233.64	\$28,056,258.37
	Sub-Total	\$1,820,204,360.47	\$2,139,782,225.28	\$2,514,938,849.19	\$2,959,568,921.98

TMA Funded Roadways

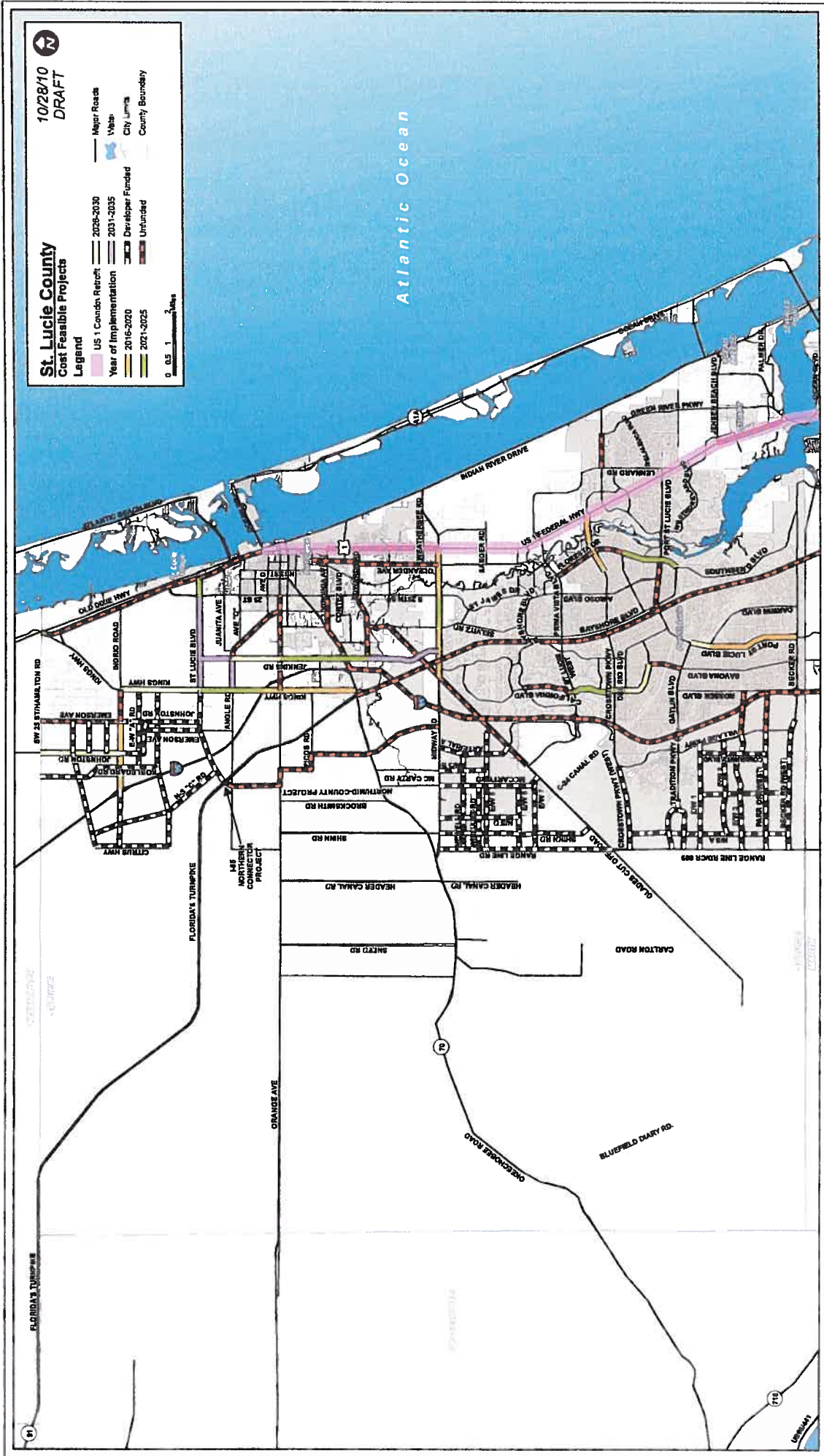
Project	Description	2016-2020	2021-2025	2026-2030	2031-2035
US 1	Corridor Retrofit	\$4,500,000.00	\$4,900,000.00	\$3,000,000.00	\$17,600,000.00
Johnston Rd from Indrio Rd to Indian River Co Line	Widen 2 lanes to 4 lanes	\$9,770,718.23	\$11,486,187.85	\$13,500,000.00	\$15,886,740.33
Indrio Rd from I-95 Overpass to Emerson Ave	Widen 2 lanes to 4 lanes	\$10,869,158.88	\$12,777,484.49	\$15,017,692.81	\$17,672,754.52
Congestion Management Strategies	CMP Funds	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00
Livable Communities Initiative	LCI Projects	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00
Midway Rd from Selvitz Rd to 25th St	Widen 2 lanes to 4 lanes	\$9,750,717.75	\$11,462,675.83	\$13,472,365.74	\$15,854,220.46
	Sub-Total	\$37,890,594.86	\$43,626,348.16	\$47,990,058.55	\$70,013,715.31
	Total Cost	\$2,735,442,818.97	\$3,218,483,688.54	\$3,778,287,187.75	\$4,456,110,078.80

10/28/10
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St. Lucie County Cost Feasible Projects

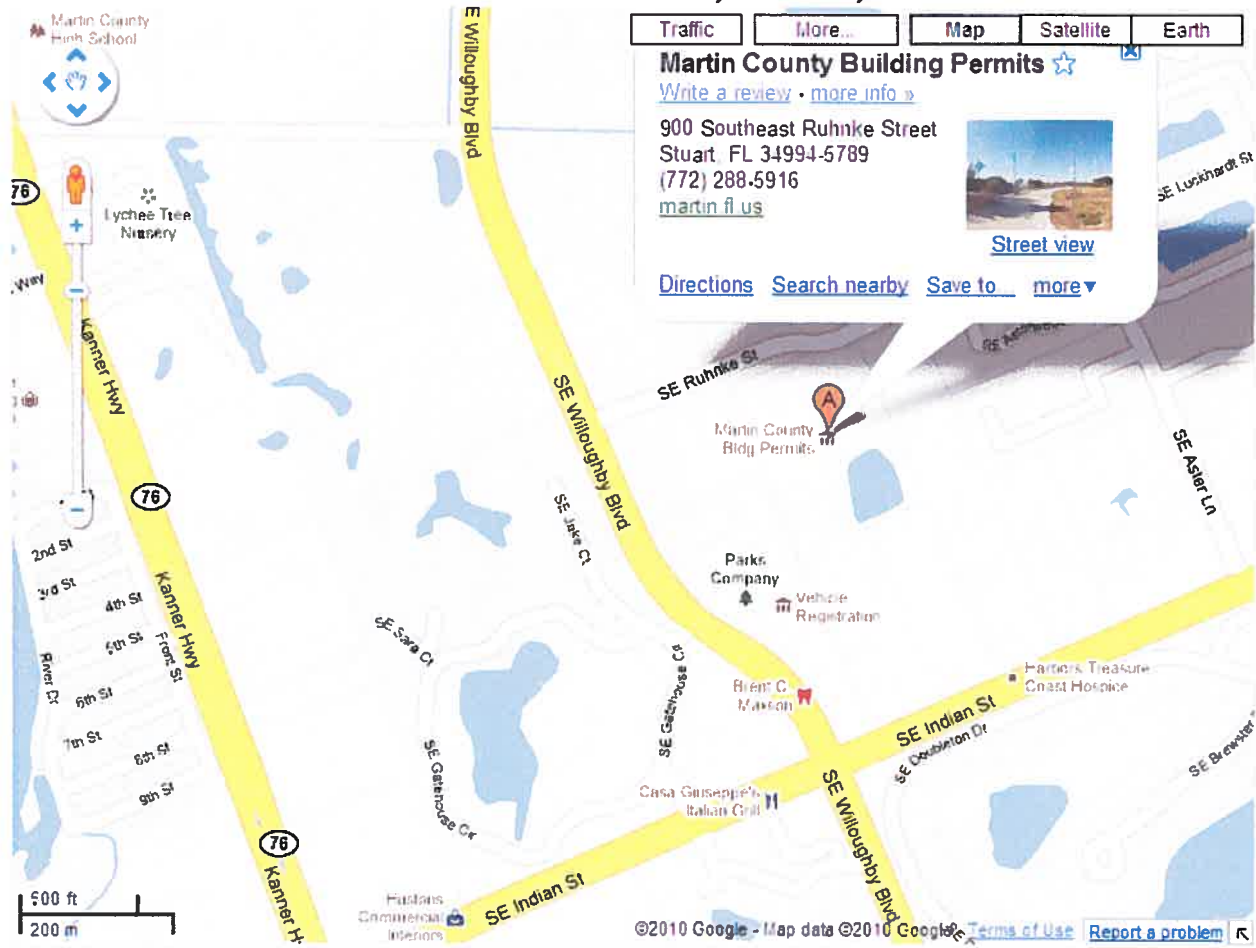
- Legend**
- US 1 Condon Retire
 - Year of Implementation
 - 2026-2030
 - 2031-2035
 - 2016-2020
 - 2021-2025
 - Major Roads
 - Water
 - City Limits
 - County Boundary
 - Developer Funded
 - Unfunded

0 0.5 1 Miles



Notes

DIRECTIONS TO THE MARTIN COUNTY BUILDING DEPARTMENT CONFERENCE ROOM 900 SE RUHNKE STREET, STUART, FL



 Go south on US-1 S/Us Highway 1 and over the Roosevelt Bridge. Keep driving south past Monterey Road.

 Turn right at SE Indian St

 Turn right at SE Willoughby Blvd.

 Take the 4th entrance on you right onto SE Ruhnke St., just past the Martin County Health Department. The Martin County Building Department is located directly behind the Health Department.

