

Transportation Improvement Program Amendment
FY 2011/12 - 2015/16

TIP Amendment Number 5
 TIP Page Number A-2
 STIP Page Number _____

N Is a STIP amendment needed for this project? (check if yes)

On September 2011, the Martin Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance.

The TIP Amendment is consistent with the Adopted Long Range Transportation Plan and remains financially constrained.

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 Metropolitan Planning Organization Chairman or Designee

FDOT District Representative
 District 4

TIP amendment criteria:

- A The change adds new individual projects to the current TIP
- B The change adversely impacts financial constraint
- C The change results in major scope changes
- D The change removes or deletes an individually listed project from the TIP
- E The change results in a cost increase that is greater than 20% AND greater than \$2 million.

Project Name: SR 710 (Big John Monohan Bridge)

A TIP Criteria

Notes: This Design Build project was originally planned to be constructed within existing right of way. However, the selected Design Build (DB) firm proposed an innovative approach that will require acquisition of additional right of way. The new proposal reduces the length of the bridge replacement which results in major cost savings to the Department. The DB firm is responsible for the cost of the right of way acquisition and the Department will acquire the right of way.

| Status | FPN | Limits | Description | Fund | Phase | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 |
|------------|----------|-------------------------|--------------------------------------------|------|-------|-----------|-------|-------|-------|-------|
| Current | | | | | | | | | | |
| Proposed | 419250-2 | Big John Monohan Bridge | Bridge replacement, SR 710, Bridge #890016 | LF | ROW | \$380,000 | \$0 | \$0 | \$0 | \$0 |
| Net Change | | | | LF | ROW | \$380,000 | \$0 | \$0 | \$0 | \$0 |
| Total | | | | | | \$380,000 | \$0 | \$0 | \$0 | \$0 |