

**MARTIN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE MEETING
MEETING MINUTES**

Wednesday, June 6, 2012 – 1:30 P.M.

Martin County Airport Maintenance Building Conference Room

1895 Flying Fortress Way, Stuart, FL

www.martinmpo.com

(772) 221-1498

1. CALL TO ORDER

Mr. Sam Amerson, Chair, called the meeting to order at approximately 1:32 pm.

2. ROLL CALL

Members in Attendance:

Sam Amerson, Chair

Samantha Horowitz, Vice Chair

Robert Kellogg (arrived at 1:40 PM)

Mark Cocco

Paul Nicoletti

Don Donaldson

Chon Wong

Kim Delaney (arrived at 1:41 PM)

George Stokus

Roje Gonzalez

Members Excused:

Stuart Trent

Arlene Tanis

Members Absent

Staff in Attendance:

Beth Beltran, MPO Administrator

Michael Malham, Planner II

Gavin Jones, Senior Planner

Margaret Brassard, Administrative Assistant II

Others in Attendance:

Bill Jenness, landowner

Cyndy Kenedrick, Stanley Consultants

Rick Lussy, (R) Candidate for Martin County Property Appraiser

Joe Capra, CAPTEC

Patrick Glass, FDOT

Brian Mirson, American Consulting Engineers of Florida

Andrew Nunez, American Consulting Engineers of Florida

A quorum was present for this meeting.

3. APPROVE AGENDA

Mr. Amerson stated that there will be an addition to the agenda as he has a Request to Speak form from Mr. Bill Jenness, representing himself as a landowner. This matter will be addressed after Agenda Item 5A.

A motion was made by Mr. Paul Nicoletti to approve the agenda with the addition as noted by the Chair. This motion was seconded by Mr. Don Donaldson. There was no additional discussion. The motion passed unanimously.

4. APPROVE MINUTES

A motion to approve the minutes of May 2, 2012 was made by Ms. Samantha Horowitz. The motion was seconded by Mr. Nicoletti. There was no additional discussion. The motion passed unanimously.

5. AGENDA ITEMS

A. STATE ROAD (SR) 76 PD&E PROJECT UPDATE

MEMO: temp12TACa04.01

Ms. Beth Beltran stated that at the last MPO Board meeting there was discussion regarding the PD&E Study of the I-95 Interchange at SR 76. The Board requested that the consultants and FDOT return to give an update on the Diverging Diamond Interchange (DDI) and to give assurance that the study is in compliance with the Long Range Transportation Plan (LRTP). The floor was turned over to Mr. Andrew Nunez, with American Consulting. Mr. Nunez stated that he was the Project Manager for the study. He advised that Mr. Brian Mirson from American Consulting was also here to answer questions. Mr. Nunez advised that the project is SR 76 from west of CR 711 to east of Cove Road. The interchange improvements of the I-95 Interchange and SR 76 are also included in this scope. Mr. Nunez stated that the traffic was updated based on the 2035 LRTP, the Interchange Modification Report (IMR) has been updated and they are in process of finalizing the Draft study.

As a part of the Value Engineering (VE) which was performed last year, the engineers recommended that the Diverging Diamond Interchange (DDI) be reconsidered. As Alternative 2A is the preferred alternative the DDI is not recommended at this time. Mr. Mirson noted the key word is "at this time". Mr. Nunez stated that some of the disadvantages of the DDI are that it is a non-typical interchange option for this region; it is not compatible with Martin County's interim improvements; it has some potentially complex pedestrian and bicycle mobility issues throughout the interchange, it does not maintain a free flow of traffic on SR 76, and there is some potential operational issues of the interchange to the east and west intersections of Jack James Drive and Lost River Road.

Mr. Nunez continued to identify study details. There will be two eastbound lanes on the SR 76 Bridge over the Turnpike and there will be three potential westbound lanes. There is a need to have three westbound lanes at Jack James Drive, and in order to have sufficient distance to drop that third lane they are proposing to carry that lane on the bridge and drop it at Locks Road. Mr. Nunez discussed the interim improvements planned by the County, including modifying the bridge over the South Fork of the St. Lucie River, modifying the ramps at SR 76 and I-95 and adding sidewalk along the south side of SR 76. Mr. Nunez advised that they are currently waiting on approval of the IMR by Florida Highway Administration (FHWA), and will be hosting a public hearing on July 12, 2012, at the Wolf High Technology Center, Indian River State College (Chastain Campus) beginning at 5:30 PM. He advised that notices will be sent out on June 13, 2012, and the documents will be on display at the Robert Morgade Library and the FDOT District Four Office from June 21, 2012 through July 23, 2012. He noted that they will provide information on Alternative 2A as well as the DDI for public input.

Ms. Beltran noted that this morning the Citizen's Advisory Committee (CAC) discussed the bridge expansion over the Turnpike. She stated that the Cost Feasible Plan shows capacity improvements from Locks Road west to Pratt Whitney Road and also from Jack James east. There are no capacity improvements shown on the roadway over the Turnpike. At their last meeting, the MPO Board expressed those same concerns.

Mr. Mirson stated that since the initial alternative review when the DDI was rejected, there have been a few DDIs opened. The DDI video was viewed while Mr. Mirson narrated and explained the details of a DDI. Mr. Donaldson stated that there is a significant cost savings using a DDI and the video does show that it can be operationally effective if it is done correctly. He added that though the preferred Alternative 2A was moving forward, when there was an updated presentation on the DDI at the MPO Board meeting, it wasn't clear to the Board that when the consultants began talking about design that they were not designing the DDI. The MPO members saw the video of the DDI and said that more public input would be necessary. Mr. Donaldson also advised that though they are moving ahead with the preferred alternative, in the background the DDI is still being reviewed to see how they really operate. Mr. Donaldson advised that the actual construction of the preferred alternative or the DDI is still ten or 20 years out as construction has not been funded to date. Mr. Donaldson stated that in the future they may crunch the numbers to see the actual amount of financial savings, including real estate to determine if the DDI is something Martin would want, but until that time it needs to get public input. Discussion continued and Mr. Capra stated that he is here representing the public and he supports what Mr. Donaldson said. He noted that in the 1990's the Regional Planning Council (RPC) wanted the DOT to have a round-a-bout between the Evans Crary Bridge and the Earnest Lyons Bridge. He stated that the DOT studied it, and learned that the round-a-bout was more efficient at the intersection

of North Sewall's Point Road and A-1-A. He stated that the MPO voted against the round-a-bout and since that time, this area has built maybe ten or 15 round-a-bouts.

The TAC members discussed the right-of-way acquisition on the preferred Alternative 2A versus the DDI options, and Mr. Nicoletti asked what would be the order of magnitude for the DDI. Mr. Mirson stated that it would be \$1.5 - \$2 million less. He stated that figure is a guess-a-mate based on the changes of a couple of lanes less and no reconstruction of any bridge work as it will fit under the existing structure.

Mr. Amerson introduced Mr. Bill Jenness and invited him to address the committee. Mr. Jenness asked what was going to happen with the traffic which was going to be coming from the west especially the trucking industry. Mr. Jenness stated that he and his wife have approximately 3 ½ acres of property just west of the Turnpike and DOT has identified it as a possible acquisition for storm water management property in conjunction with the study on the realignment of I-95, which he anticipates will be quite a while. He stated that the property is currently up for sale. Mr. Jenness advised that the noise level has increased dramatically over the last three years and that is before the improvements. Mr. Jenness also expressed concern regarding the proposed intersection as he has some older brothers in the neighborhood and about the fire station in the Tropical Farms area which is very busy. He noted that all of this will be mixing in this interesting intersection design. He said that the alternative a couple of years ago was 2A and he was advised that it was to be the alternative of choice. He stated that they have attended all of the meeting's which FDOT has held and he appreciated being invited. He commented that Mr. Donaldson's road program out there has been exceptional, the synchronization of the signal lights really move the traffic. Mr. Jenness stated that there is still a housing development which is going to be built across from him, and he can tell that the noise barriers will be excessive. He added that he and their neighbors may not ever be able to sell their properties since they have been designated to be a potential storm water management area but they are hopeful that the area would be preserved as his home is a 93 year old, ancient Florida home, with Dade County Pine in it, and he doesn't think he could afford to move it. However, in some of the materials which Mr. Jenness has seen in the past, FDOT included in the projected cost, not only to purchase the property but to move the home. There was at least a percentage of the cost budgeted to moving the home. Mr. Jenness thanked the committee and FDOT again for their efforts and for allowing him to speak. He said he would be at the July 12, 2012 public hearing.

Ms. Beltran stated that this morning the CAC made a motion to approve the preferred Alternative 2A and they echoed the Board in saying that the DDI should receive public comment at the July 12, 2012 public hearing and all comments should be compiled, return through the MPO process and be presented to the MPO Board at the September 17, 2012 meeting. Ms. Beltran stated that

this would also be staff's recommendation.

Mr. Donaldson made a motion to continue to support the preferred Alternative 2A, have the DDI presented at the July 12, 2012 public hearing for public input, return to the MPO Process and be presented to the MPO Board at the September meeting. Mr. Mark Cocco provided a second to the motion. Mr. Mirson inquired as to the type of videos which should be viewed at the public hearing, and if the one presented at this meeting would suffice. Mr. Donaldson suggested a video which contained the actual driving through the DDI would be more appropriate, some statistics, possibly newspaper clippings from other opened DDIs so people can Google them. Mr. Mirson stated that they will put some links on their website. **The motion passed unanimously.**

B. FINAL FY2012/13-FY2016/17 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

MEMO: temp12TACa04.02

Ms. Beltran stated that this is the Final Transportation Improvement Program (TIP) for FY 2012/13-FY 2016/17 which came to the committees in Draft form last month and was approved. She gave an overview of the TIP stating that it is updated annually and has a five year planning horizon. It provides a comprehensive list of Federally and State funded transportation projects which are of regional significance, are priorities of the MPO Board and based on the Cost Feasible Plan in the LRTP. Ms. Beltran went on to describe the TIP and noted that Full Project Costs were added this year. This was added after the Draft was approved at the request of FDOT and FHWA. (see handout)

Another change from the Draft TIP is listed under the Program Considerations Section where the table listing sidewalks are addressed. Ms. Beltran stated that the School Board, County and MPO worked together to apply for a Safe Routes to School Grant. The grant was awarded in the amount of \$545,000 to connect the sidewalks in Indiantown. Ms. Beltran reminded the committee that the TIP has been on public display in the County libraries, the website and the Administrative Center since the beginning of May, 2012.

Ms. Beltran noted that in the Summary of the Funding Sources the Federal Attributable funds were applied to the MPO priorities. Ms. Beltran reminded the committee of the programmed fund redistribution from the Indian Street Project to provide lights for the SR 710/ Big John Monahan Bridge, with the balance of the funds allocated to the number two priority project, the eastern segment of SR 76. Ms. Beltran continued and went over the new Interactive TIP tool with the committee, to show the information now available.

Ms. Beltran stated that staff is recommending that the TAC approve the Final TIP to go to the MPO Board for approval with the understanding that FDOT will redistribute the funds from the Indian Street Project to SR 710/Big John

Monahan Bridge for lighting with the balance being allocated to the number two priority, the eastern segment of SR 76.

A motion was made by Mr. Donaldson to recommend the Final TIP to the MPO Board for approval with the understanding that FDOT will redistribute the funds from the Indian Street Project to SR 710/Big John Monahan Bridge for lighting with the balance being allocated to the number two priority, the eastern segment of SR 76. Ms. Kim Delaney provided a second to the motion. No additional discussion was entertained. The motion passed unanimously.

6. COMMENTS FROM COMMITTEE MEMBERS

None.

7. COMMENTS FROM THE PUBLIC

None.

8. COMMENTS FROM FDOT

None

9. NOTES

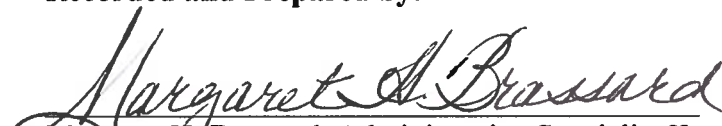
None

10. NEXT MEETING – September 5, 2012 at 1:30 PM

11. ADJOURN

A motion to adjourn was made by Mr. Cocco. A second was obtained by Ms. Horowitz. There were no objections. The motion passed unanimously. The meeting adjourned at 2:25 P.M.

Recorded and Prepared by:


Margaret A. Brassard, Administrative Specialist II

Date: Sept. 5, 2012

Approved by:


Sam Amerson, Martin TAC Chair

Date: 9/05/12