



## **POLICY BOARD MEETING**

Martin County Administrative Center  
Board of County Commission Chambers  
2401 SE Monterey Road, Stuart, FL 34996  
[www.martinmpo.com](http://www.martinmpo.com)  
(772) 221-1498

**Monday, September 15, 2025 @ 9:00 AM**

### **AGENDA**

<b><u>ITEM</u></b>	<b><u>ACTION</u></b>
1. CALL TO ORDER	
2. PRAYER – Pastor Jim Harp	
3. PLEDGE OF ALLEGIANCE	
4. ROLL CALL	
5. APPROVE AGENDA	APPROVE
6. APPROVE MINUTES (Pg. 3) <ul style="list-style-type: none"><li>• MPO Board Meeting – June 16, 2025</li></ul>	APPROVE
7. COMMENTS FROM THE PUBLIC (PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)	
8. AGENDA ITEMS	
A. FY26-FY30 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS (Pg. 12)	APPROVE
B. 2050 LONG RANGE TRANSPORTATION PLAN (LRTP) DRAFT COST FEASIBLE PLAN (Pg. 33)	APPROVE
C. US-1 AND PALM CITY ROAD INTERSECTION IMPROVEMENTS (Pg. 94)	DISCUSSION
D. WILLOUGHBY BOULEVARD EXTENSION PD&E STUDY PRESENTATION (Pg. 111)	DISCUSSION

**E. CR-708/BRIDGE ROAD-HOBE SOUND BRIDGE  
FEASIBILITY STUDY PRESENTATION (Pg. 129) DISCUSSION**

**F. SR-710 PROJECTS UPDATE (Pg. 145) DISCUSSION**

**9. COMMENTS FROM FDOT**

**10.COMMENTS FROM ADVISORY COMMITTEE MEMBERS**

**11.COMMENTS FROM BOARD MEMBERS**

**12.NOTES**

- Unified Planning Work Program Modification
- Martin County Bicycle and Pedestrian Facilities Map

**13.NEXT MEETING**

- Special MPO Policy Board Meeting – October 8, 2025, at 9:00am  
Meeting Location: Martin County Administrative Center  
Commission Chambers
- MPO Policy Board Meeting – October 27, 2025, at 9:00am  
Meeting Location: Martin County Administrative Center  
Commission Chambers

**14.ADJOURN**

The Martin MPO solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require language translation services (free of charge) should contact Ricardo Vazquez, Principal Planner (Title VI/Non-discrimination Contact) at (772) 223-7983 or [rvazquez@martin.fl.us](mailto:rvazquez@martin.fl.us) in advance of the meeting. Hearing-impaired individuals are requested to telephone the Florida Relay System at #711.



**MARTIN METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD MEETING**

Martin County Administrative Building Commission Chambers  
2401 SE Monterey Road  
Stuart, FL 34996  
[www.martinmpo.com](http://www.martinmpo.com)  
(772) 221-1498

**Monday, June 16, 2025 @ 9:00 am**

**MINUTES**

- 1. CALL TO ORDER** – Commissioner Sarah Heard called the meeting to order at 9:00 a.m.
- 2. PRAYER** – Pastor Jim Harp, Stuart Alliance Church, led the Invocation.
- 3. PLEDGE OF ALLEGIANCE** – Commissioner Sarah Heard led the Pledge of Allegiance.
- 4. ROLL CALL** – Susan Ortiz, Administrative Assistant, called roll.

**PRESENT:**

Commissioner Eileen Vargas  
Commissioner Sarah Heard  
Commissioner Stacey Hetherington  
Commissioner Blake Capps  
Mayor Carmine Dipaolo  
Commissioner Christopher Collins  
Commissioner Sean Reed  
Commissioner Kaija Mayfield

**REPRESENTING:**

Martin County Board of County Commission  
Martin County Board of County Commission  
Martin County Board of County Commission  
Martin County Board of County Commission  
Village of Indiantown Council  
City of Stuart Commission  
City of Stuart Commission  
Town of Sewall's Point Commission

**ABSENT:**

Commissioner Edward Ciampi

Martin County Board of County Commission

**Staff in Attendance:**

Beth Beltran, MPO Administrator  
Ricardo Vazquez, Principal Planner  
Margie Tamblyn, Senior Planner  
Lucine Martens, Planner  
Susan Ortiz, Administrative Assistant

**Others in Attendance:**

Jim Harp, Stuart Alliance Church  
James Brown Jr., Florida's Turnpike Enterprise

Amanda Ashby, Adurra  
Vanita Saini, FDOT  
Cesar Martinez, FDOT  
Henry Pinzon, FDOT  
Jazlyn Heywood, FDOT  
Kelly Budhu, FDOT  
Jacob DeRoos  
Tyrone Monte  
Parker Besade  
Bonnie Besade  
Bill Howell  
Lavern Williams

**A quorum was present for the meeting.**

## **5. APPROVE AGENDA**

**A motion to approve the agenda was made by Commissioner Stacey Hetherington and was seconded by Mayor Carmine Dipaolo. The motion passed unanimously.**

## **6. APPROVE MINUTES**

MPO Board Meeting – May 12, 2025

**A motion to approve the May 12, 2025, MPO Policy Board minutes was made by Mayor Dipaolo and seconded by Commissioner Collins. The motion passed unanimously.**

**7. PUBLIC COMMENTS – The public requested to speak during the Cove Road presentation.**

## **8. AGENDA ITEMS**

### **A. FY25-FY29 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATION #2**

Margie Tamblyn, MPO Senior Planner, presented to the Board and began by noting that the Federal Highway Administration (FHWA) had reviewed both the State and local TIP documents. The review revealed some inconsistencies that needed to be corrected to ensure the local TIP matched the State Transportation Improvement Program (STIP). Ms. Tamblyn emphasized that these adjustments did not represent a loss of funding but rather a reallocation to maintain consistency across documents. State Route (SR) 710 saw a funding reduction from \$35 million to \$30 million in the current TIP. Ms. Tamblyn clarified that this reduction was temporary and administrative. In the upcoming FY26–FY30 TIP cycle, the project is expected to receive \$47 million, reaffirming its priority and funding commitment. The Willoughby Boulevard Extension, from SE Monterey Road to US-1, received a funding increase of \$62,631. This adjustment was also part of the effort to align with the STIP. Ms. Tamblyn concluded by inviting questions or comments from the Board.

MPO 6/16/25

Page 2 of 9



**A motion to approve FY25-FY29 TIP Modification #2 was made by Commissioner Hetherington and seconded by Commissioner Reed. The motion passed unanimously.**

## **B. PUBLIC HEARING**

### **FINAL DRAFT FY26-FY30 TRANSPORTATION IMPROVEMENT PROGRAM**

Ms. Tamblyn provided a brief overview of the updates made since the draft was last presented. She noted that the FY25 Capital Improvement Plan from Sewall's Point had been incorporated, and FDOT project managers had submitted minor comments regarding project lengths and phase adjustments. Ms. Tamblyn confirmed that no public comments had been received prior to the hearing, and none were offered during the meeting. Commissioner Reed asked for clarification regarding the changes in project lengths noted in the TIP, expressing a desire to understand why such adjustments occur. Ms. Tamblyn explained that the MPO receives this information directly from FDOT and that, occasionally, discrepancies arise. When project managers notice inconsistencies, they make corrections to ensure accuracy.

**A motion to approve Public Hearing FY26-FY30 Transportation Improvement Program was made by Commissioner Collins and seconded by Mayor Dipaolo. The motion passed unanimously.**

## **C. COVE ROAD PRESENTATION**

Ms. Beltran introduced the representatives from FDOT and their consultant team. Vanita Saini, FDOT's project manager for Cove Road, opened the presentation by introducing herself and Amanda Ashby, the project consultant. Ms. Saini explained that the purpose of the presentation was to brief the Board on the status and scope of the widening project and to address any questions following the overview. Ms. Ashby then presented to the Board.

Commissioner Hetherington questioned the proposed traffic configuration on Gaines Avenue. She noted that, based on her own review using Google Maps, Gaines Avenue currently operates as a one-way street, allowing eastbound travelers on Cove Road to turn right onto Gaines. Ms. Saini clarified that under the proposed configuration, Gaines Avenue would become a two-way street. This would allow eastbound traffic on Cove Road to turn right onto Gaines and northbound traffic on Gaines to turn right onto Cove Road. Commissioner Hetherington asked whether any changes were proposed to Gaines Avenue west of Kanner Highway. Ms. Saini confirmed that no changes were planned for that segment. Commissioner Hetherington also confirmed that residents from Gaines Avenue and South Fork River Estates had participated in public meetings. Ms. Saini affirmed that the project team had met with those communities twice to discuss the proposed changes.

Commissioner Hetherington then raised a concern about drainage design along the Cove Road corridor, particularly in the segment between Kanner Highway and SE Avalon Drive, which she described as a notably wet area. She asked for more details about how water would be managed, specifically whether any structures would be installed to direct water beneath the roadway. Ms. Saini explained that the existing drainage system on Cove Road is an open swale configuration. Under the proposed widening project, this would be

replaced with a closed drainage system featuring curb and gutter. Ms. Saini emphasized that the project is still in the Project Development and Environment (PD&E) phase, and detailed design elements—such as the number and placement of drainage structures—will be addressed during the design phase.

Commissioner Heard noted that the project appeared to impact approximately eight acres of wetlands and questioned how this aligned with the county's comprehensive plan, which prohibits wetland impacts. Ms. Saini responded by outlining FDOT's mitigation process. Commissioner Heard pointed out that the county does not currently allow mitigation and expressed interest in how this conflict would be addressed as the project moved forward.

Commissioner Heard also inquired about the Montego Cove neighborhood and whether the existing wall would be impacted by the project. Ms. Saini confirmed that it would not, but noted that a shared-use path would be added in front of it. Commissioner Heard expressed support for a committee recommendation to include shade trees along the shared-use path.

Commissioner Heard then invited public speakers to the podium.

Mr. Newell addressed the Board with concerns about the Cove Road widening project, focusing on three primary issues: roadway width, drainage, and wetland impacts. He emphasized that the proposed roadway section is excessively wide, noting that in some areas near his home, the right-of-way expands to 150–200 feet, despite the road fitting within 80–90 feet elsewhere. He urged FDOT to scale back the design. Mr. Newell also questioned the proposed 12-foot-wide bike paths, suggesting that such a width is excessive for typical bicycle use and should be reconsidered. Regarding drainage and wetlands, he reiterated concerns about the project's impact on sensitive areas, especially given the already challenging conditions in the corridor. Finally, Mr. Newell challenged the underlying justification for widening, stating that Cove Road is not currently over capacity and likely won't be until 2035. He warned that wider roads tend to encourage higher vehicle speeds, which could reduce safety rather than improve it.

Mr. Jacob DeRoos began by urging the Board to reconsider the current access plan for Montego Cove's 182-unit community. He emphasized that an alternative would offer a larger stacking area and significantly improve safety for residents. Mr. DeRoos expressed skepticism about the feasibility of the proposed turning movements, stating that the actual maneuvering required was not safe and posed a high risk to residents. He also raised concerns about noise impacts, noting that while the north side of Cove Road is receiving a sound wall, Montego Cove is not receiving any wall at all. Lastly, Mr. DeRoos highlighted flooding concerns, pointing out that Montego Cove's current entryway lies within a Martin County flood zone. He closed by asking the committee to revisit the design with a focus on safety, sound mitigation, and flood resilience.

Mr. Tyrone Monte addressed the Board, echoing concerns raised by previous speakers. He emphasized the need to consider safety and environmental impacts, suggesting that the project's scale could increase vehicle speeds. He proposed a vegetative noise barrier as a more environmentally friendly alternative to traditional sound walls. Mr. Monte also raised specific concerns about the Montego Cove access configuration, describing the required right turn followed by a multi-lane crossing as dangerous. He warned of a high

collision risk for residents attempting to turn westbound. Additionally, Mr. Monte flagged the growing presence of e-bikes on shared-use paths, noting their silent operation, high speeds, and lack of regulation as safety issues for pedestrians and cyclists. He suggested reconsidering the placement of bike lanes, proposing that they remain on the Hibiscus side of the corridor to reduce conflicts. He concluded by urging the Board to rethink the scale and design of the project.

Mr. Parker Besade voiced his concerns about the Cove Road project. He noted that infrastructure decisions made today will shape the environment that his generation will inherit. While he acknowledged the inclusion of shared-use paths and roundabouts as positive features, he expressed concern about the overall scale of the project, particularly the four-lane configuration and wide medians. Mr. Besade described the challenges of crossing roundabouts and navigating wide roads as a frequent pedestrian, and emphasized the value of a community where people can walk, bike, and interact without being forced to rely on cars. He also touched on broader concerns about development trends, stating that many residents—especially youth—are surprised and disheartened by the pace and scale of new projects.

Ms. Laverne Williams raised a question regarding the traffic signal at Willoughby Boulevard, asking whether it was being removed and replaced with a roundabout as part of the Cove Road widening project. Ms. Saini clarified that Willoughby Boulevard at Cove Road will remain a signalized intersection under the current design.

Commissioner Heard addressed a question from Mr. Monty regarding whether a scientific study had been conducted to justify the prioritization of the Cove Road widening project. She clarified that no specific study had been prepared for this purpose; rather, the project was prioritized based on a majority decision by the MPO Board. Ms. Beltran responded that the project has been included in the Long Range Transportation Plan since the 2020 Plan which was approved in 1994. She referenced planning studies, including a freight movement study, that support the need to widen Cove Road. Additional analyses are available, which Ms. Beltran noted can be forwarded to Mr. Monty. Commissioner Heard reiterated that prioritization ultimately reflects the MPO Board's majority decision. Ms. Beltran further explained that the Board of County Commissioners has approved development along Cove Road, triggering concurrency requirements. To accommodate this growth, the road must be widened. If the project does not proceed through the MPO process, the County would be responsible for the cost using local funds and impact fees. Having the project go through the MPO process allows for State and Federal resources to fund the cost of the widening.

#### **D. TURNPIKE DIRECT CONNECT – PREFERRED ALTERNATIVE PRESENTATION**

Ms. Beltran introduced Jazlyn Heywood, who presented to the commissioners. Commissioner Heard asked when the actual design phase was scheduled to begin. FDOT staff responded that the project is expected to be funded for design around 2031.

Commissioner Capps inquired whether there are other examples of direct-connect arrangements between I-95 and Florida's Turnpike in South Florida, similar to what's being proposed in the current project. Ms. Heywood responded that while there are direct

connections involving other corridors, there are no known examples of direct interchanges specifically between I-95 and the Turnpike in this region. Commissioner Capps then asked how high-speed motorists on the Turnpike would be alerted to this unusual configuration. Mr. Pinzon responded that advance signage would be used to ensure drivers are properly informed.

Commissioner Hetherington voiced concern about the limited public engagement surrounding the Turnpike widening project, noting that the initiative is a major infrastructure undertaking with potential impacts across Martin County and even into southern Palm Beach County. She emphasized the importance of early public involvement, warning that without awareness and participation now, the project could face heightened scrutiny and resistance later from residents who feel blindsided or excluded. Ms. Heywood agreed and outlined current outreach strategies. She also highlighted a newer method, geofencing, which targets individuals who frequently travel through the project corridor, even if they don't live nearby. This approach aims to capture feedback from commuters and corridor users who may be directly affected by the changes.

**A motion to approve the Turnpike Direct Connect – Preferred Alternative was made by Commissioner Mayfield and seconded by Commissioner Capps. The motion passed unanimously.**

#### **E. FINAL DRAFT FY27-FY31 LIST OF PROJECT PRIORITIES**

Mr. Vazquez presented the List of Project Priorities to the Board. He noted that the list had undergone minimal changes since its initial presentation. He also mentioned that all advisory committees recommended reordering the list to move Priority #5 (SR-710 at CR-609 intersection improvements) up to #3, shifting the Cove Road Widening and Bridge Road Bridge Replacement projects down one slot.

Commissioner Reed raised a question regarding Priority #9, which proposes midblock pedestrian crosswalks along Monterey Road and East Ocean Boulevard, between Kingswood Terrace and St. Lucie Boulevard. He asked whether the design would resemble the crosswalks currently in place on Dixie Highway near Golden Gate. Mr. Vazquez stated that the exact design has not yet been determined but confirmed that the intent is to include some form of midblock pedestrian crossings along the corridor.

Commissioner Collins expressed support for the advisory committee's recommendation to move Priority #5 up to Priority #3, aligning it with other SR-710 projects to emphasize safety and funding urgency. He then revisited a question raised earlier regarding the Bascule Bridge replacement on SE Bridge Road, asking why it is ranked so high on the priority list, above projects like Palm City Road, which he viewed as a more critical corridor. Mr. Vazquez responded that the current priority order was established by the previous MPO Board, and the bridge's placement likely reflects an effort to secure federal and state funding for its replacement. Mr. George Dzama noted that a State-conducted feasibility study is underway but has not yet been finalized. Once the study is complete, it may influence the bridge's ranking on the priority list. For now, staff recommends keeping the project in its current position to ensure it remains eligible for future funding consideration.

Commissioner Hetherington voiced strong support for moving the SR-710/CR-609 signal and intersection improvement project up to Priority #3, aligning it with the other SR-710 corridor priorities.

Commissioner Capps questioned the unfunded safety priority list and its relationship to the broader list of unfunded project priorities. He asked whether the safety list was considered a lower priority. Mr. Vazquez clarified that the two lists represent separate funding categories, not hierarchical rankings. Commissioner Capps then asked about Priority #1 on the safety list. He inquired whether other crossings in Martin County also required upgrades. Mr. Vazquez responded that the County had reviewed crossings and submitted an application for improvements at five identified locations in Hobe Sound, which were considered the most critical. Mr. Dzama further explained that the County's preliminary Capital Improvement Plan (CIP) for FY 2026 includes funding estimates for rail safety improvements, based on a projected cost of \$600,000 per crossing—totaling approximately \$3 million. If grant funding is not secured, the County still intends to move forward with improvements using local resources. Commissioner Capps asked about the timeline for implementation. Staff noted that a recent walkthrough with FDOT District Four helped scope the grant, and preliminary indications suggest the project may be included in a five-year Work Program, potentially placing construction in FY 2030 or FY 2031.

Commissioner Vargas expressed concern that Martin County District One was not adequately represented on the unfunded safety priority list, despite known safety issues in the area. She referenced recent meetings and studies that highlighted challenges with the Jensen Beach Boulevard roundabout and the need for second-train incoming warning signals and signal improvements near the rail crossings. She noted that crosswalks are being relocated to midblock stretches in Jensen Beach to improve pedestrian safety but emphasized that more comprehensive improvements are needed. Commissioner Vargas questioned why these projects were not included on the current list. Ms. Beltran responded that the second-train warning system is already listed as Project #1 on the safety priority list, encompassing areas like Jensen Beach. Signal improvements are also part of that project scope. Ms. Beltran noted that this is the first year the safety list has been developed and that it will evolve as more projects are scoped and prioritized.

Commissioner Hetherington addressed the unfunded safety priority list, expressing concern about the ranking inconsistency between it and the primary roadway priority list. She pointed out that Palm City Road (from Monterey to US-1) is listed as Priority #8 on the main priority list yet appears lower on the safety list. She argued that if the project is considered a top priority in one context, it should be reflected similarly in the safety list to expedite funding. Staff emphasized that priority ranking is influenced by project maturity. Projects that are further along in planning and coordination are better positioned to secure funding in the upcoming Work Program.

**A motion to approve the Final Draft FY27-FY31 List of Project Priorities, with the recommendation to move priority #5 to priority #3, was made by Commissioner Hetherington, and seconded by Commissioner Collins. The motion passed unanimously.**

## **F. SR-710 PROJECTS UPDATE**

Cesar Martinez, District Four Planning & Environmental Administrator, provided an update on the SR-710 corridor widening project. He confirmed that the design phase is still underway, and that the team is actively pursuing construction funding to advance the project. Martinez noted that the State budget is still being finalized, with funding allocations expected within the next two weeks. Once allocations are confirmed, the standard Work Program balancing process will begin in July, and FDOT will return in the fall to present the draft Work Program. Regarding the signalization at CR-609/Allapattah Road, Mr. Martinez shared that FDOT has executed a supplemental agreement with the design consultant to conduct a traffic warrant analysis. This study will determine whether a traffic signal is justified based on engineering criteria. An update on the signalization assessment is expected by October or sooner. Currently, the signal is included as part of the overall corridor design contract, but Mr. Martinez acknowledged feedback from the Board about the potential need to separate the signalization from the broader corridor project. He is committed to exploring that option in coordination with County staff.

## **G. SU/TMA Funding Split**

Ms. Beltran explained Agenda Item G, which concerned the SU/TMA funding split between the Martin MPO and the St. Lucie TPO. At the previous meeting, the MPO Board directed staff to draft a letter requesting that the current 68% St. Lucie / 32% Martin funding allocation remain in place. Ms. Beltran stated that the St. Lucie TPO Board discussed the letter at their recent meeting and opted to respond directly to District Secretary Steve Braun. It was noted that the District Secretary may recommend a publicly advertised meeting between the TPO Chair, the MPO Chair (Commissioner Heard), and FDOT. Given that the next MPO board meeting is not scheduled until September, and the Long Range Transportation Plan (LRTP) is due in October, staff recommended that the Board authorize Commissioner Heard to participate in such a meeting prior to September, should it be scheduled.

**A motion to authorize MPO Chair Commissioner Heard to meet with the St. Lucie TPO Chair and the District Four Secretary to discuss the SU/TMA funding split, should such a meeting be scheduled before the next MPO Board meeting in September, was made by Commissioner Hetherington, and seconded by Mayor Dipaolo. The motion passed unanimously.**

**9. COMMENTS FROM FDOT – None**

**10. COMMENTS FROM ADVISORY COMMITTEE MEMBERS – None**

**11. COMMENTS FROM BOARD MEMBERS – None**

## NOTES

- Development Review Map Update
- State Certification Packet
- 2050 LRTP Cost Feasible Open House – City of Stuart Commission Chambers  
– August 26, 2025, 4:30PM to 6:30PM

**NEXT MEETING** - MPO Policy Board Meeting – September 15, 2025

**ADJOURNMENT: 10:40 AM**

**Approved by:**

\_\_\_\_\_  
**Sarah Heard, Chair  
Martin County Commissioner**

\_\_\_\_\_  
**Date**

**Prepared by:**

\_\_\_\_\_  
**Susan Ortiz, Administrative Assistant**

\_\_\_\_\_  
**Date**

**Minutes Approved on September 15, 2025**

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**POLICY BOARD MEETING  
AGENDA ITEM SUMMARY**

<b>MEETING DATE:</b> September 15, 2025	<b>DUE DATE:</b> September 8, 2025	<b>UPWP#:</b> 5
<b>WORDING:</b> FY26-FY30 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS		
<b>REQUESTED BY:</b> FDOT	<b>PREPARED BY:</b> Margie Tamblyn / Beth Beltran	<b>DOCUMENT(S) REQUIRING ACTION:</b> FY26-FY30 TIP

**BACKGROUND**

The FY26-FY30 Transportation Improvement Program (TIP) was adopted by the MPO Policy Board on June 16, 2025, and becomes effective on October 1, 2025, to coincide with the Federal fiscal year. Each year, the Florida Department of Transportation (FDOT) asks that those funds approved in the previous year that remain be “rolled forward” in order to be expended in the upcoming year. These funds are then incorporated in the FY26-FY30 TIP. The project funds to be rolled forward are incorporated into our current TIP by amendment.

Along with the Roll Forward amendment, FDOT has requested the following changes:

- Amendment #2: Removal of the Alice Street at FEC Crossing project (FM# 444705-2).
  - The FDOT conducted a feasibility study for this project with Florida East Coast (FEC) Railroad and determined that the constructing a sidewalk at this crossing is not feasible.
- Modification #1: Per the Federal Highway Administration’s request, the nonbudgeted Federal Lands Project in Hobe Sound National Wildlife Refuge has been added to the TIP.
  - The project will replace a boardwalk, repair the headquarters, and repair visitor center parking.

**ISSUES**

Approval of the FY25 Martin MPO Roll Forward Report is being sought in the TIP Amendment #1. The Roll-Forward funds will be added to the TIP, after being approved and signed by the MPO Policy Board Chair. The Roll-Forward Amendment will be submitted to FDOT prior to the October 1, 2025, effective date.



## AGENDA ITEM 8A

Approval for removal of the Alice Street at the FEC Railroad Crossing Project (FM# 444705-2) is being sought in TIP Amendment #2.

Approval for the addition of the Federal Lands Project Non-budgeted Project within the Hobe Sound National Wildlife Refuge is being sought in TIP Modification #1.

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### **RECOMMENDED ACTION**

- Approve of the FY26-FY30 TIP Roll-Forward Amendment #1
- Approve of the FY26-FY30 TIP Amendment #2
- Approve of the FY26-FY30 TIP Modification #1

### **FISCAL IMPACT**

Approval of the Roll-Forward TIP Amendment will make FY25 funds available for expenditure in Martin County in FY26. Approval for the removal of Alice Street at the FEC Railroad Crossing Project will allow funds to be reprogrammed on other priority projects.

### **APPROVAL**

MPO

### **ATTACHMENTS**

- Martin MPO FY26 Roll-Forward Report
- Alice Street Project Sheet
- Nonbudgeted Project Information

# FY26 - FY30

## Transportation Improvement Program

### ROLL-FORWARD AMENDMENT

### DRAFT

## **MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO)**

### **FY 2025/26 – FY 2029/30 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

#### **TIP AMENDMENT APPROVAL CERTIFICATION FORM**

#### **FY 2025/26 ROLL FORWARD REPORT**

The Martin MPO, through administrative delegation to its MPO Administrator, approved incorporation of the attached report into the FY2025/26-FY2029/30 TIP adopted on June 16, 2025. This amendment will be incorporated and recognized by the Federal Highway Administration after the FY2025/26-FY2029/30 TIP becomes effective on October 1, 2025.

I attest that this FY 2025/26 – FY 2029/30 administrative TIP amendment was developed and approved in compliance with applicable policies and procedures.

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Sarah Heard  
Martin MPO Chair

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September 15, 2025  
Date

## **Introduction**

The Florida Department of Transportation (FDOT) provides the Martin Metropolitan Planning Organization (MPO) with an annual database in April for the purposes of developing the MPO's Transportation Improvement Program (TIP). The database is compiled from the FDOT Tentative Work Program that is adopted on July 1. The Martin MPO TIP is usually adopted at the June Policy Board meeting. The first year of both the TIP and the FDOT Work Program should mirror each other. However, when the new TIP and Work Program are adopted, there are sometimes projects that were supposed to get authorized and encumbered prior to June 30, for many reasons, but did not. These projects will automatically roll forward in the Work Program but will not automatically roll forward in the TIP. Therefore, the TIP must be amended to include these projects and match the Work Program. This is completed by what is known as the Roll Forward TIP Amendment. This amendment is the first amendment to the TIP and occurs annually. The Roll Forward TIP Amendments are usually approved at the September MPO Policy Board Meeting.

Martin MPO staff received the proposed Roll Forward TIP Amendment request from FDOT on July 9, 2025. The Martin MPO Policy Board is required to make a decision on its approval.

## **Roll Forward TIP Amendment Overview**

The Roll Forward TIP Amendment includes 29 projects worth \$16,773,453 rolling forward into the FY26-FY30 TIP. The amendment is rolling forward \$12,150,261 in transit funds, which is approximately 72% of total roll forward funding, \$4,556,823 of highway funds, representing about 27% of total roll forward funding, and \$61,451 of Turnpike funding, accounting for under 1% of total roll forward funding.

The following page is a summary sheet regarding the projects and funding that are being rolled over into the FY26-FY30 Martin MPO TIP.

## Martin MPO FY26 Roll Forward Report Summary Sheet

Project	FM #	To	From	Work Type	Rollover Funds
SR-9/I-95	413253-2	Martin/Palm Beach County Line	CR-708/Bridge Road	PD&E/EMO Study	\$706,398
SR-9/I-95	413254-2	CR-708/Bridge Road	High Meadow Avenue	PD&E/EMO Study	\$138,852
Transit	413493-1	Section 5307 Formula Martin County		Capital for Fixed Route	\$5,572,287
Transit	413493-2	Section 5307 Formula Martin County		Operating/Admin. Assistance	\$5,554,413
Willoughby Boulevard	419669-3	SR-714/Monterey Road	SR-5/US-1/Federal Highway	PD&E/EMO Study	\$44,009
SR-9/I-95	422681-5	1 mile north of High Meadow Avenue	Martin/St. Lucie County Line	PD&E/EMO Study	\$113,022
SR-9/I-95	434273-4	Palm Beach/Martin County Line	CR-708/Bridge Road Interchange	Safety Project	\$61,516
Transit	434661-1	Section 5339 Formula Martin County		Capital for Fixed Route	\$950,128
Jonathan Dickinson State Park-Flap Grant	436735-2	Trail & US-1 Signalization		Environmental Test/Mitigate	\$4,918
Turnpike Mainline	437992-1	MP 117.843	MP 138.037	Resurfacing	\$7,773
SR-732/Jensen Beach Causeway	440473-1	Indian River Drive	SR-A1A	Signing/Pavement Markings	\$16,382
CR-713/High Meadow Avenue	441699-1	SR-9/I-95	CR-714/Martin Highway	Add Lanes & Reconstruct	\$21,053
Cove Road	441700-1	SR-76/Kanner Highway	SR-5/US-1/Federal Highway	PD&E/EMO Study	\$257,821
SR-5/US-1	443505-1	SE Bridge Road	Hobe Sound Wildlife Refuge	Bike Path/Trail	\$441,763
SR-714 SE Monterey Road and CR-A1A	444405-2	Multimodal Pathway		Bike Lane/Sidewalk	\$1,898,392
SR-5/US-1	446110-1	Contractors Way	N of Jensen Beach Boulevard	Resurfacing	\$85,339
SR-15/US-98	446171-1	Palm Beach/Martin County Line	Martin/Okeechobee County Line	Resurfacing	\$26,516
Widen Turnpike	446219-1	Palm Beach/Martin County Line	I-95 Connector	Add Lanes & Reconstruct	\$3,993
SR-76/Kanner Highway	446256-1	at SW South River Drive		Add Right Turn Lane(s)	\$22,016
Widen Turnpike	446332-1	I-95 Connector	T.B. Manuel Bridge	Add Lanes & Reconstruct	\$4,178
SR-710/SW Warfield Boulevard	447555-1	at CR-714/SW Martin Highway		New Intersection	\$15,646
New Roosevelt Bridge	447687-1	US-1 Southbound & Northbound over St. Lucie River/SR-707		Bridge-Repair/Rehabilitation	\$29,124
SR-710/SW Warfield Boulevard	448397-1	Turn Lane at Tommy Clements Street		Add Left Turn Lane(s)	\$133,640
SR-5/US-1	448447-2	SE Bridge Road	Osprey Street	Bike Path/Trail	\$493,855
Turnpike Bridge Replacement	448524-1	Bridge 890083 (SR 91) (MP 138) Martin County		Bridge Replacement	\$30,026
Stuart Tower Decommissioning	448535-3			ITS Communication System	\$15,481
South Dixie Highway	452997-1	Colorado Avenue	Joan Jefferson Way	Sidewalk	\$5,000
Transit	454224-1	Section 5310 Martin County		Capital for Fixed Route	\$73,433
SR-9/I-95	456324-1	at Mile Marker 91		Emergency Operations	\$46,479
				Total Rollover Funds	\$16,773,453

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
=====

HIGHWAYS  
=====

ITEM NUMBER:413253 2  
DISTRICT:04  
EX DESC:NO R/W NEEDED

PROJECT DESCRIPTION:SR-9/I-95 FROM MARTIN/PALM BEACH COUNTY LINE TO CR-708/BRIDGE ROAD  
COUNTY:MARTIN

TYPE OF WORK:PD&E/EMO STUDY \*SIS\*

ROADWAY ID:89095000

PROJECT LENGTH: 7.131MI

LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	1,109,903	706,398	0	0	0	0	0	1,816,301
NHPP	496,400	0	0	0	0	0	0	496,400
<b>TOTAL 413253 2</b>	<b>1,606,303</b>	<b>706,398</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,312,701</b>

ITEM NUMBER:413254 2  
DISTRICT:04

PROJECT DESCRIPTION:SR-9/I-95 FROM CR-708/BRIDGE ROAD TO HIGH MEADOWS  
COUNTY:MARTIN  
EX DESC:PHASE 22-01: PRE-WORK PHASE 22-02: PD&E PHASE 22-01: PRE-WORK; PHASE 22-02: PD&E NO R/W NEEDED; INTERCHANGE COMPATIBLE PARK AND RIDE FEASIBILITY TO BE CONDUCTED DURING PRE-WORK

TYPE OF WORK:PD&E/EMO STUDY \*SIS\*

ROADWAY ID:89095000

PROJECT LENGTH: 7.768MI

LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	2,470,409	138,319	0	0	0	0	0	2,608,728
NHPP	350,299	533	0	0	0	0	0	350,832
<b>TOTAL 413254 2</b>	<b>2,820,708</b>	<b>138,852</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,959,560</b>
<b>TOTAL PROJECT:</b>	<b>4,427,011</b>	<b>845,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,272,261</b>

ITEM NUMBER:419669 3  
DISTRICT:04

PROJECT DESCRIPTION:WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY  
COUNTY:MARTIN

TYPE OF WORK:PD&E/EMO STUDY \*NON-SIS\*

EX DESC:2024 MPO PRIORITY #12 NEW 2L ROAD; PD&amp;E R/W NEEDED

ROADWAY ID:

PROJECT LENGTH: .000

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	0	2,803	0	0	0	0	0	2,803
ARPI	715,236	0	0	0	0	0	0	715,236
CARU	81,481	0	0	0	0	0	0	81,481
CIGP	256,201	0	0	0	0	0	0	256,201
CM	755,246	0	0	0	0	0	0	755,246
SA	41,912	39,009	0	0	0	0	0	80,921
SU	3,056,148	382,197	0	0	0	0	0	3,438,345
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	0	0	0	0	0	256,201	0	256,201
SU	0	0	0	0	0	2,191,424	0	2,191,424
<b>TOTAL 419669 3</b>	<b>4,906,224</b>	<b>424,009</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,447,625</b>	<b>0</b>	<b>7,777,858</b>
<b>TOTAL PROJECT:</b>	<b>4,906,224</b>	<b>424,009</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,447,625</b>	<b>0</b>	<b>7,777,858</b>



FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
=====

HIGHWAYS

=====

ITEM NUMBER:422681 5		PROJECT DESCRIPTION:SR-9/I-95 FR 1 MILE N OF HIGH MEADOWS TO MARTIN/ST. LUCIE COUNTY LINE						*SIS*	
DISTRICT:04		COUNTY:MARTIN						TYPE OF WORK:PD&E/EMO STUDY	
EX DESC:R/W NOT NEEDED A PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY THAT WILL EVALUATE THE NEED TO WIDEN SR-9/I-95 AND ADD MANAGED LANES FROM SOUTH OF HIGH MEADOW AVENUE IN MARTIN COUNTY TO THE MARTIN COUNTY/ ST. LUCIE COUNTY LINE.									
THE PURPOSE OF THE STUDY IS TO IMPROVE TRAFFIC FLOW AND SAFETY IN THE AREA. ELIGIBLE FOR SM FUNDS - (SEE WP45 SCREE									
ROADWAY ID:89095000		PROJECT LENGTH: 9.918MI						LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0	
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS	
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACFP	0	500,000	0	0	0	0	0	0	500,000
ACNP	2,740,111	2,213,022	0	0	0	0	0	0	4,953,133
NHPP	324,440	0	0	0	0	0	0	0	324,440
TOTAL 422681 5	3,064,551	2,713,022	0	0	0	0	0	0	5,777,573
TOTAL PROJECT:	3,064,551	2,713,022	0	0	0	0	0	0	5,777,573

ITEM NUMBER:434273 4		PROJECT DESCRIPTION:SR-9/I-95 FROM PALM BEACH/MARTIN CO LINE TO CR-708 INTERCHANGE					*SIS*	
DISTRICT:04		COUNTY:MARTIN					TYPE OF WORK:SAFETY PROJECT	
EX DESC:ANTICIPATED SAFETY PROJECT NPV= 40,170,910; SHSP=1 ; B/C= 4.7 INSTALL CONTINUOUS LIGHTING ALONG I-95 FROM THE COUNTY LINE TO S.OF CR-708;ALSO, REPLACE THE EXISTING HIGH-MAST LIGHTING WITH CONVENTIONAL LIGHTING(LED LUMINAIRES)AT THE I-95/CR-708 INTERCHANGE; G/W 434273-3		PROJECT LENGTH: 7.910MI					LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0	
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
HSP	749,334	0	0	0	0	0	0	749,334
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	12,000	0	0	0	0	0	0	12,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	1,715	0	0	0	0	0	0	1,715
ACSS	0	426	0	0	0	0	0	426
DDR	13,733	0	0	0	0	0	0	13,733
DS	467,704	0	0	0	0	0	0	467,704
HSP	5,040,464	61,090	0	0	0	0	0	5,101,554
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	40,742	0	0	0	0	0	0	40,742
TOTAL 434273 4	6,325,692	61,516	0	0	0	0	0	6,387,208
TOTAL PROJECT:	6,325,692	61,516	0	0	0	0	0	6,387,208

ITEM NUMBER:440473 1		PROJECT DESCRIPTION:SR-732/JENSEN BEACH CAUSEWAY FROM NE INDIAN RIVER DR TO SR-A1A					*NON-SIS*	
DISTRICT:04		COUNTY:MARTIN					TYPE OF WORK:SIGNING/PAVEMENT MARKINGS	
EX DESC:2017 MPO PRIORITY #5 PROVIDE BUFFERED SHOULDERS/BIKE LANE								
ROADWAY ID:89030000		PROJECT LENGTH: 1.842MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	575,679	0	0	0	0	0	0	575,679
DIH	70,372	0	0	0	0	0	0	70,372
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDM	0	0	0	0	0	0	0	0

MPO Policy Board Meeting 9/15/2025

19 of 146

HIGHWAYS								
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DIH	21,963	16,239	0	0	0	0	0	38,202
DS	4,920,270	0	0	0	0	0	0	4,920,270
LF	6,265	143	0	0	0	0	0	6,408
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	33,421	0	0	0	0	0	0	33,421
TOTAL 440473 1	5,760,776	16,382	0	0	0	0	0	5,777,158
TOTAL PROJECT:	5,760,776	16,382	0	0	0	0	0	5,777,158

ITEM NUMBER:441699 1  
DISTRICT:04  
EX DESC:2024 MPO PRIORITY #13 WIDEN FROM 2 LANES TO 4 LANES R/W NEEDED

PROJECT DESCRIPTION:CR-713/HIGH MEADOW AVE FROM SR-9/I-95 TO CR-714/MARTIN HWY  
COUNTY:MARTIN

TYPE OF WORK:ADD LANES & RECONSTRUCT

\*NON-SIS\*

ROADWAY ID:89000032

PROJECT LENGTH: 2.670MI

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	126,152	0	0	0	0	0	0	126,152
GFS	1,419,684	0	0	0	0	0	0	1,419,684
SA	290,860	2,153	0	0	0	0	0	293,013
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACPR	0	415,600	0	0	0	0	0	415,600
ACSU	0	1,511,356	0	0	0	0	0	1,511,356
SA	0	17,400	0	0	0	0	0	17,400
SU	0	406,189	0	0	0	0	0	406,189
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
CM	0	0	0	0	124,160	0	0	124,160
SU	0	0	0	0	1,394,888	1,545,773	0	2,940,661
TOTAL 441699 1	1,836,696	2,352,698	0	0	1,519,048	1,545,773	0	7,254,215
TOTAL PROJECT:	1,836,696	2,352,698	0	0	1,519,048	1,545,773	0	7,254,215

ITEM NUMBER:441700 1  
DISTRICT:04  
EX DESC:2024 MPO PRIORITY #2/TCTC TRIP PRIORITY #1 WIDEN FROM 2 TO 4 LANES R/W NEEDED

PROJECT DESCRIPTION:COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1  
COUNTY:MARTIN

TYPE OF WORK:PD&E/EMO STUDY

\*NON-SIS\*

ROADWAY ID:89000003

PROJECT LENGTH: 3.230MI

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	245,441	0	0	0	0	0	0	245,441
ACSU	2,932	9,068	0	0	0	0	0	12,000
SA	1,634,692	0	0	0	0	0	0	1,634,692
SU	1,294,149	0	0	0	0	0	0	1,294,149
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACCM	35,129	0	0	0	0	0	0	35,129
ACPR	0	25,760	0	0	0	0	0	25,760
ACSU	0	564,352	0	0	0	0	0	564,352
SU	1,249,440	1,150,392	0	0	0	0	0	2,399,832
TRIP	1,811,977	0	0	0	0	0	0	1,811,977
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	0	0	684,000	6,573,000	0	0	0	7,257,000
TOTAL 441700 1	6,273,760	1,749,572	684,000	6,573,000	0	0	0	15,280,332
TOTAL PROJECT	6,273,760	1,749,572	684,000	6,573,000	0	0	0	15,280,332



FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
=====

HIGHWAYS  
=====

ITEM NUMBER:443505 1		PROJECT DESCRIPTION:SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE					*NON-SIS*	
DISTRICT:04		COUNTY:MARTIN					TYPE OF WORK:BIKE PATH/TRAIL	
EX DESC:SUNTRAIL NAME IS: MARTIN COUNTY US-1 SHARED USE PATH.								
ROADWAY ID:89010000		PROJECT LENGTH: 1.930MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	404	0	0	0	0	0	0	404
TLWR	199,920	0	0	0	0	0	0	199,920
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	14,445	17,915	0	0	0	0	0	32,360
TLWR	1,335,550	207,670	0	0	0	0	0	1,543,220
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	0	77,798	0	0	77,798
DIH	0	113,260	0	0	0	0	0	113,260
TLWR	0	0	0	0	7,151,999	0	0	7,151,999
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TLWR	0	216,178	0	0	0	0	0	216,178
TOTAL 443505 1	1,550,319	555,023	0	0	7,229,797	0	0	9,335,139
TOTAL PROJECT:	1,550,319	555,023	0	0	7,229,797	0	0	9,335,139

ITEM NUMBER:444405 2		PROJECT DESCRIPTION:SR-714 SE MONTEREY ROAD AND CR-A1A MULTIMODAL PATHWAY							*NON-SIS*
DISTRICT:04		COUNTY:MARTIN					TYPE OF WORK:BIKE LANE/SIDEWALK		
EX DESC:2023 MPO PRIORITY #7 PEDESTRIAN/BIKE IMPROVEMENTS NO R/W NEEDED LAP W/ MARTIN CO.									
ROADWAY ID:89030000		PROJECT LENGTH: .723MI					LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0		
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSA	28,780		0		0	0	0	0	28,780
SU	0	5,000	0		0	0	0	0	5,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C									
ARPI	2,102,982		0		0	0	0	0	2,102,982
CARU	0	1,893,392		0	0	0	0	0	1,893,392
LF	299,565		0		0	0	0	0	299,565
SA	28,022		0		0	0	0	0	28,022
SU	143,898		0		0	0	0	0	143,898
TOTAL 444405 2	2,603,247	1,898,392	0		0	0	0	0	4,501,639
TOTAL PROJECT:	2,603,247	1,898,392	0		0	0	0	0	4,501,639

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
=====

HIGHWAYS  
=====

ITEM NUMBER:446110 1		PROJECT DESCRIPTION:SR-5/US-1 FROM SE CONTRACTORS WAY TO N JENSEN BEACH BLVD						*NON-SIS*	
DISTRICT:04		COUNTY:MARTIN						TYPE OF WORK:RESURFACING	
EX DESC:RRR EXCEPTION FROM JOAN JEFFERSON WAY TO NW WRIGHT BLVD (INCLUDING ROOSEVELT BRIDGE) INCLUDES EXTENDING SB LEFT TUR		N AT SB OCEAN BLVD 52-02 FOR UWHCA CITY OF STUART 52-03 FOR UWHCA MARTIN COUNTY							
ROADWAY ID:89010000		PROJECT LENGTH: 4.995MI						LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0	
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	1,119,869		0	0	0	0	0	1,119,869	
DIH	67,700		0	0	0	0	0	67,700	
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DS	674,000		0	0	0	0	0	674,000	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	12,056,894	62,329	0	0	0	0	0	12,119,223	
DIH	71,529	20,258	0	0	0	0	0	91,787	
DS	1,119,152	0	0	0	0	0	0	1,119,152	
LF	22,955	2,752	0	0	0	0	0	25,707	
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	8,220	0	0	0	0	0	0	8,220	
DS	250	0	0	0	0	0	0	250	
<b>TOTAL 446110 1</b>	<b>15,140,569</b>	<b>85,339</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,225,908</b>	
<b>TOTAL PROJECT:</b>	<b>15,140,569</b>	<b>85,339</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,225,908</b>	

ITEM NUMBER:446171 1		PROJECT DESCRIPTION:SR-15/US-98 FR PB/MARTIN COUNTY LINE TO MARTIN/OKEECHOBEE COUNTY LINE						*SIS*	
DISTRICT:04		COUNTY:MARTIN						TYPE OF WORK:RESURFACING	
ROADWAY ID:89050000		PROJECT LENGTH: 12.333MI						LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	1,317,019		0	0	0	0	0	1,317,019	
DIH	40,062		0	0	0	0	0	40,062	
DS	1,445,050		0	0	0	0	0	1,445,050	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ARPA	13,344,844	0	0	0	0	0	0	13,344,844	
DDR	5,686,321	23,974	0	0	0	0	0	5,710,295	
DIH	61,665	2,542	0	0	0	0	0	64,207	
DS	2,726,412	0	0	0	0	0	0	2,726,412	
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	26,107	0	0	0	0	0	0	26,107	
<b>TOTAL 446171 1</b>	<b>24,647,480</b>	<b>26,516</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,673,996</b>	
<b>TOTAL PROJECT:</b>	<b>24,647,480</b>	<b>26,516</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,673,996</b>	

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
=====

HIGHWAYS  
=====

ITEM NUMBER:446256 1		PROJECT DESCRIPTION:SR-76/KANNER HWY @ SW SOUTH RIVER DRIVE					*NON-SIS*	
DISTRICT:04		COUNTY:MARTIN					TYPE OF WORK:ADD RIGHT TURN LANE(S)	
EX DESC:2024 MPO PRIORITY #19 SB RIGHT TURN LANE R/W NEEDED - TO BE DONATED BY HOA								
ROADWAY ID:89060000		PROJECT LENGTH: .101MI					LANES EXIST/IMPROVED/ADDED: 3/ 2/ 1	
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	194,327	0	0	0	0	0	0	194,327
DIH	11,882	22,016	0	0	0	0	0	33,898
TOTAL 446256 1	206,209	22,016	0	0	0	0	0	228,225
TOTAL PROJECT:	206,209	22,016	0	0	0	0	0	228,225

ITEM NUMBER:447555 1		PROJECT DESCRIPTION:SR-710/SW WARFIELD BOULEVARD AT CR-714/SW MARTIN HIGHWAY					*SIS*	
DISTRICT:04		COUNTY:MARTIN					TYPE OF WORK:INTERSECTION (NEW)	
EX DESC:2024 MPO PRIORITY #3 G/W 447555.2; INCLUDES RELOCATION OF CR-714 TO SE 126 BLVD B/C RATIO = 4.3 1) FLATTEN THE HORIZONTAL CURVE ON CR-714 2) CONVERT THE EXISTING STOP CONTROLLED INTERSECTION SR 710								
ROADWAY ID:89090500		PROJECT LENGTH: .372MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 2	
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	80,163	1,500	0	0	0	0	0	81,663
ACSS	32,861	14,146	0	0	0	0	0	47,007
HSP	3,885	0	0	0	0	0	0	3,885
SA	5,133	0	0	0	0	0	0	5,133
SU	547,719	0	0	0	0	0	0	547,719
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	0	113,160	168,450	0	0	0	0	281,610
SA	0	18,000	18,000	0	0	0	0	36,000
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	0	0	0	434,000	0	0	434,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	0	0	0	283,000	6,005,183	0	6,288,183
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	9,468	0	0	0	0	0	0	9,468
SA	300	0	0	0	0	0	0	300
TOTAL 447555 1	679,529	146,806	186,450	0	717,000	6,005,183	0	7,734,968
TOTAL PROJECT:	679,529	146,806	186,450	0	717,000	6,005,183	0	7,734,968

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
=====

HIGHWAYS  
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ITEM NUMBER:447687 1		PROJECT DESCRIPTION:SR-5/US-1/SB & NB OVER ST. LUCIE RIVER/SR-707 NEW ROOSEVELT BRIDGE					*NON-SIS*	
DISTRICT:04		COUNTY:MARTIN					TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION	
EX DESC:DECLARATION OF EMERGENCY DATED 6/18/2020 BRIDGE NUMBER 890151 & 890152 MARTIN COUNTY PH 62-99 CHARGES FOR SMO (JOHN PETTY CONTRACT)								
ROADWAY ID:89015000		PROJECT LENGTH: 1.772MI					LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0	
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	5,740	0	0	0	0	0	0	5,740
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	115,419	0	0	0	0	0	0	115,419
DDR	559,998	0	0	0	0	0	0	559,998
DIH	427,454	0	0	0	0	0	0	427,454
RBRP	1,330,860	29,124	0	0	0	0	0	1,359,984
PHASE: MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	1,098,331	0	0	0	0	0	0	1,098,331
DDR	1,368,388	0	0	0	0	0	0	1,368,388
DS	1,597,869	0	0	0	0	0	0	1,597,869
RBRP	18,461,486	0	0	0	0	0	0	18,461,486
TOTAL 447687 1	24,965,545	29,124	0	0	0	0	0	24,994,669
TOTAL PROJECT:	24,965,545	29,124	0	0	0	0	0	24,994,669

ITEM NUMBER:448397 1		PROJECT DESCRIPTION:SR-710/SW WARFIELD BLVD TURN LANE AT TOMMY CLEMENTS STREET					*SIS*	
DISTRICT:04		COUNTY:MARTIN					TYPE OF WORK:ADD LEFT TURN LANE(S)	
EX DESC:2021 MPO PRIORITY # 1								
ROADWAY ID:89070000		PROJECT LENGTH: .386MI					LANES EXIST/IMPROVED/ADDED: 2/ 0/ 2	
FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	209,459		0		0	0	0	209,459
SU	17,195		0		0	0	0	17,195
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	30,321		0		0	0	0	30,321
ACSU	39,781		0		0	0	0	39,781
CARB	0	42,780	0		0	0	0	42,780
DS	323,843	21,477	0		0	0	0	345,320
GFSA	690,609	0	0		0	0	0	690,609
GFSU	1,113,647	0	0		0	0	0	1,113,647
PROT	192,903	0	0		0	0	0	192,903
SU	3,491,366	69,383	0		0	0	0	3,560,749
TOTAL 448397 1	6,109,124	133,640	0		0	0	0	6,242,764
TOTAL PROJECT:	6,109,124	133,640	0		0	0	0	6,242,764

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
=====

HIGHWAYS  
=====

ITEM NUMBER:448447 2  
DISTRICT:04  
ROADWAY ID:89010000

PROJECT DESCRIPTION:SR-5/US-1 FROM SE BRIDGE ROAD TO OSPREY STREET  
COUNTY:MARTIN  
PROJECT LENGTH: 3.070MI

TYPE OF WORK:BIKE PATH/TRAIL  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0  
\*NON-SIS\*

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	13,857	6,963	0	0	0	0	0	20,820
GRTR	783,783	0	0	0	0	0	0	783,783
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TLWR	0	9,299,556	0	0	0	0	0	9,299,556
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	15,640	0	0	0	0	0	0	15,640
GRTR	0	486,892	0	0	0	0	0	486,892
<b>TOTAL 448447 2</b>	<b>813,280</b>	<b>9,793,411</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,606,691</b>
<b>TOTAL PROJECT:</b>	<b>813,280</b>	<b>9,793,411</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,606,691</b>

ITEM NUMBER:452997 1  
DISTRICT:04  
EX DESC:2024 TAP PRIORITY # 3 LAP WITH CITY OF STUART

PROJECT DESCRIPTION:SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY  
COUNTY:MARTIN

TYPE OF WORK:SIDEWALK  
\*NON-SIS\*

ROADWAY ID:89030000

PROJECT LENGTH: .160MI

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	0	5,000	0	0	0	0	0	5,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF STUART								
LF	0	0	308,187	0	0	0	0	308,187
TALM	0	0	78,426	0	0	0	0	78,426
TALT	0	0	206,657	0	0	0	0	206,657
TALU	0	0	177,137	0	0	0	0	177,137
<b>TOTAL 452997 1</b>	<b>0</b>	<b>5,000</b>	<b>770,407</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>775,407</b>
<b>TOTAL PROJECT:</b>	<b>0</b>	<b>5,000</b>	<b>770,407</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>775,407</b>

ITEM NUMBER:456324 1  
DISTRICT:04  
ROADWAY ID:89095000

PROJECT DESCRIPTION:I-95/SR 9 AT MILE MARKER 91  
COUNTY:MARTIN  
PROJECT LENGTH: .200MI

TYPE OF WORK:EMERGENCY OPERATIONS  
LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0  
\*NON-SIS\*

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	14,541	5,166	0	0	0	0	0	19,707
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	128,398	41,313	0	0	0	0	0	169,711
<b>TOTAL 456324 1</b>	<b>142,939</b>	<b>46,479</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>189,418</b>
<b>TOTAL PROJECT:</b>	<b>142,939</b>	<b>46,479</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>189,418</b>
<b>TOTAL DIST: 04</b>	<b>109,452,951</b>	<b>20,904,195</b>	<b>1,640,857</b>	<b>6,573,000</b>	<b>9,465,845</b>	<b>9,998,581</b>	<b>0</b>	<b>158,035,429</b>
<b>TOTAL HIGHWAYS</b>	<b>109,452,951</b>	<b>20,904,195</b>	<b>1,640,857</b>	<b>6,573,000</b>	<b>9,465,845</b>	<b>9,998,581</b>	<b>0</b>	<b>158,035,429</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
=====

TURNPIKE  
=====

ITEM NUMBER:437992 1  
DISTRICT:04  
ROADWAY ID:89470000

PROJECT DESCRIPTION:RESURFACE TPK MAINLINE IN MARTIN CNTY, MP 117.843 - 138.037  
COUNTY:MARTIN  
PROJECT LENGTH: 20.194MI

\*SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	226,078		0	0	0	0	0	226,078
PKYR	1,773,576		6,074	0	0	0	0	1,779,650
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,019,084		0	0	0	0	0	1,019,084
PKYR	38,692,757		1,699	0	0	0	0	38,694,456
<b>TOTAL 437992 1</b>	<b>41,711,495</b>		<b>7,773</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41,719,268</b>
<b>TOTAL PROJECT:</b>	<b>41,711,495</b>		<b>7,773</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41,719,268</b>

ITEM NUMBER:446219 1  
DISTRICT:04  
ROADWAY ID:89470000

PROJECT DESCRIPTION:WIDEN TPK(SR91),PALM BEACH C/L TO I-95 CONNECTOR (MP117.7-123.7)(4TO6)  
COUNTY:MARTIN  
PROJECT LENGTH: 5.847MI

\*SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	3,282,714		2,493	0	0	0	0	3,285,207
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0		1,500	0	0	0	0	1,500
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	7,453		0	0	0	0	3,203	10,656
<b>TOTAL 446219 1</b>	<b>3,290,167</b>		<b>3,993</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,203</b>	<b>3,297,363</b>
<b>TOTAL PROJECT:</b>	<b>3,290,167</b>		<b>3,993</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,203</b>	<b>3,297,363</b>

ITEM NUMBER:446332 1  
DISTRICT:04  
ROADWAY ID:89470000

PROJECT DESCRIPTION:WIDEN TPK(SR91), I-95 CONNECTOR TO T.B.MANUEL BRIDGE (MP127-131)(4TO6)  
COUNTY:MARTIN  
PROJECT LENGTH: 3.800MI

\*SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,883,740		2,678	0	0	0	0	1,886,418
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0		1,500	0	0	0	12,159,673	12,161,173
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	9,929		0	0	0	0	13,320	23,249
<b>TOTAL 446332 1</b>	<b>1,893,669</b>		<b>4,178</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,172,993</b>	<b>14,070,840</b>
<b>TOTAL PROJECT:</b>	<b>1,893,669</b>		<b>4,178</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,172,993</b>	<b>14,070,840</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
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DATE RUN: 07/07/2025

TIME RUN: 11.31.23  
MBRMPOTP

TURNPIKE  
=====

ITEM NUMBER:448524 1  
DISTRICT:04  
ROADWAY ID:89470000

PROJECT DESCRIPTION:BRIDGE REPLACEMENT - 890083 (SR 91) (MP 138) MARTIN COUNTY  
COUNTY:MARTIN  
PROJECT LENGTH: .543MI

\*SIS\*  
TYPE OF WORK:BRIDGE REPLACEMENT  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	917,421		0	0		0	0	917,421
PKYR	2,561,972	3,256	0	0		0	0	2,565,228
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	38,119		0	0		0	0	38,119
PKYR	48,158,574	1,770	2,124,000	0		0	0	50,284,344
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	16,500	25,000	0	0		0	0	41,500
<b>TOTAL 448524 1</b>	<b>51,692,586</b>	<b>30,026</b>	<b>2,124,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53,846,612</b>
<b>TOTAL PROJECT:</b>	<b>51,692,586</b>	<b>30,026</b>	<b>2,124,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53,846,612</b>

ITEM NUMBER:448535 3  
DISTRICT:04  
ROADWAY ID:

PROJECT DESCRIPTION:STUART TOWER DECOMMISSIONING  
COUNTY:MARTIN  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:ITS COMMUNICATION SYSTEM  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYR	0	1,500	0	0		0	0	1,500
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYR	63,842	13,981	0	0		0	0	77,823
<b>TOTAL 448535 3</b>	<b>63,842</b>	<b>15,481</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79,323</b>
<b>TOTAL PROJECT:</b>	<b>63,842</b>	<b>15,481</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79,323</b>
<b>TOTAL DIST: 04</b>	<b>98,651,759</b>	<b>61,451</b>	<b>2,124,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,176,196</b>	<b>113,013,406</b>
<b>TOTAL TURNPIKE</b>	<b>98,651,759</b>	<b>61,451</b>	<b>2,124,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,176,196</b>	<b>113,013,406</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
=====

TRANSIT  
=====

ITEM NUMBER:413493 1 PROJECT DESCRIPTION:SECTION 5307 FORMULA MARTIN CO PORT ST LUCIE UZA LARGE URBAN OPERATING \*NON-SIS\*  
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:CAPITAL FOR FIXED ROUTE  
EX DESC:OPERATING MARTIN COUNTY SEC 5307 OPERATING ASSISTANCE GRANT FL-90-X786 FOR 848,725 EXECUTED 8/30/12 PER L.MERRITT G  
RANT FL-90-X813 FOR 885,078 EXECUTED 10/25/13 PER L.MERRITT GRANT FL-90-X854 FOR \$718,108 EXECUTED 7/17/2014 GRANT  
FL-90-X880 FOR \$412,587 EXECUTED 9/9/2015 GRANT FL-2017-076-00 \$381,476 (PH84) EXECUTED 9/8/2017  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY								
FTA	1,459,695	510,000	510,000	510,000	510,000	510,000	0	4,009,695
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY								
FTA	1,357,429	6,222,287	650,000	650,000	650,000	650,000	0	10,179,716
<b>TOTAL 413493 1</b>	<b>2,817,124</b>	<b>6,732,287</b>	<b>1,160,000</b>	<b>1,160,000</b>	<b>1,160,000</b>	<b>1,160,000</b>	<b>0</b>	<b>14,189,411</b>

ITEM NUMBER:413493 2 PROJECT DESCRIPTION:SECTION 5307 FORMULA MARTIN CO PORT ST LUCIE UZA LARGE URBAN OPERATING \*NON-SIS\*  
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:OPERATING/ADMIN. ASSISTANCE  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY MARTIN CO. CTC (SENIOR RSRC)								
FTA	0	5,554,413	0	0	0	0	0	5,554,413
<b>TOTAL 413493 2</b>	<b>0</b>	<b>5,554,413</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,554,413</b>
<b>TOTAL PROJECT:</b>	<b>2,817,124</b>	<b>12,286,700</b>	<b>1,160,000</b>	<b>1,160,000</b>	<b>1,160,000</b>	<b>1,160,000</b>	<b>0</b>	<b>19,743,824</b>

ITEM NUMBER:434661 1 PROJECT DESCRIPTION:SECTION 5339 FORMULA MARTIN CO PORT ST. LUCIE UZA LARGE URBAN CAPITAL \*NON-SIS\*  
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:CAPITAL FOR FIXED ROUTE  
EX DESC:CAPITAL GRANT FL-34-0018 EXECUTED 7/30/2014 FL-2017-077-00;\$79,083; EXECUTED 8/8/2017 NON-BUDGET REVENUE

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY								
FTA	293,017	1,080,128	130,000	130,000	130,000	130,000	0	1,893,145
<b>TOTAL 434661 1</b>	<b>293,017</b>	<b>1,080,128</b>	<b>130,000</b>	<b>130,000</b>	<b>130,000</b>	<b>130,000</b>	<b>0</b>	<b>1,893,145</b>
<b>TOTAL PROJECT:</b>	<b>293,017</b>	<b>1,080,128</b>	<b>130,000</b>	<b>130,000</b>	<b>130,000</b>	<b>130,000</b>	<b>0</b>	<b>1,893,145</b>

ITEM NUMBER:454224 1 PROJECT DESCRIPTION:SECTION 5310 FORMULA ARC OF MARTIN COUNTY PORT ST LUCIE UZA LARGE \*NON-SIS\*  
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:CAPITAL FOR FIXED ROUTE  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY ARC OF MARTIN COUNTY								
DPTO	46,160	8,159	0	0	0	0	0	54,319
DU	369,283	65,274	0	0	0	0	0	434,557



FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
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DATE RUN: 07/07/2025  
TIME RUN: 11.31.23  
MBRMPOTP

	LF	54,321	0	0	0	0	0	0	54,321
TOTAL 454224 1		469,764	73,433	0	0	0	0	0	543,197
TOTAL PROJECT:		469,764	73,433	0	0	0	0	0	543,197
TOTAL DIST: 04		3,579,905	13,440,261	1,290,000	1,290,000	1,290,000	1,290,000	0	22,180,166
TOTAL TRANSIT		3,579,905	13,440,261	1,290,000	1,290,000	1,290,000	1,290,000	0	22,180,166

DRAFT

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
MPO ROLLFORWARD REPORT  
=====

DATE RUN: 07/07/2025

TIME RUN: 11.31.23

MBRMPOTP

MISCELLANEOUS  
=====

ITEM NUMBER:436735 2

DISTRICT:04

EX DESC:GOPHER TORTOISE RELOCATION

PROJECT DESCRIPTION:JONATHAN DICKINSON STATE PARK-FLAP GRANT FOR TRAIL & US-1 SIGNALIZATN  
COUNTY:MARTIN

\*NON-SIS\*

TYPE OF WORK:ENVIRONMENTAL TEST/MITIGATE

ROADWAY ID:89010000

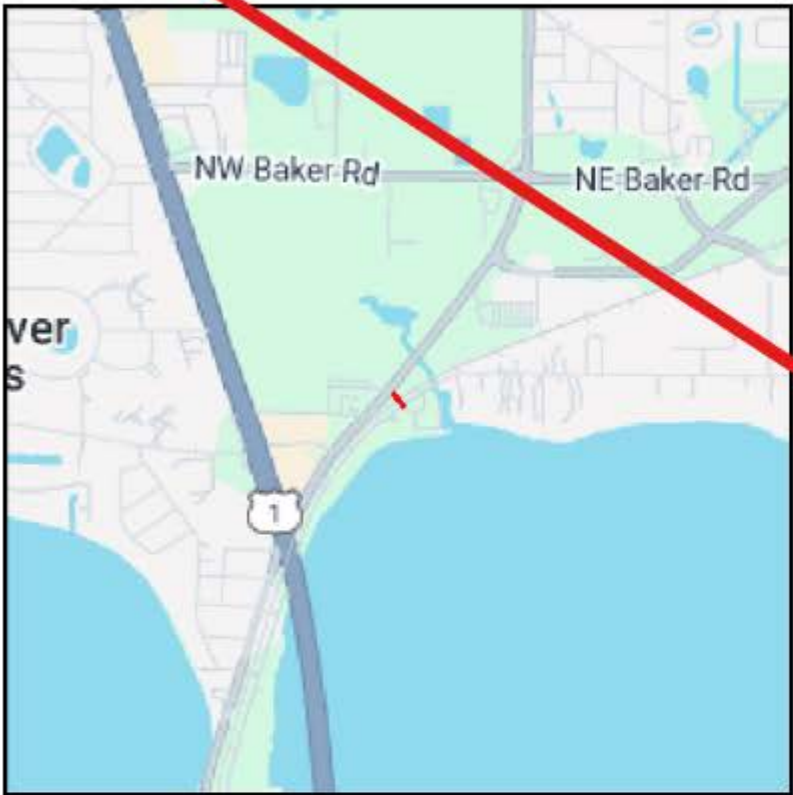
PROJECT LENGTH: .070MI

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	82	4,918	0	0	0	0	0	5,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT ACSA	104,396	0	0	0	0	0	0	104,396
SA	34,798	0	0	0	0	0	0	34,798
<b>TOTAL 436735 2</b>	<b>139,276</b>	<b>4,918</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>144,194</b>
<b>TOTAL PROJECT:</b>	<b>139,276</b>	<b>4,918</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>144,194</b>
<b>TOTAL DIST: 04</b>	<b>139,276</b>	<b>4,918</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>144,194</b>
<b>TOTAL MISCELLANEOUS</b>	<b>139,276</b>	<b>4,918</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>144,194</b>
GRAND TOTAL	211,823,891	34,410,825	5,054,857	7,863,000	10,755,845	11,288,581	12,176,196	293,373,195

4447052 - NW ALICE ST @ FEC CROSSING

Non-SIS



From:							
To:							
Section:		A - Highway					
Work Summary:		SIDEWALK				Length:	0.117
Lead Agency:		FDOT				LRTP #:	Appx. H, pg. 11
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	SA	0	129,382	360,000	0	0	489,382
CST	SU	0	580,618	0	0	0	580,618
PE	SA	5,000	0	0	0	0	5,000
Total		5,000	710,000	360,000	0	0	1,075,000

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 1,075,000

Project Description:

# Non-budgeted Project Federal Lands Project

Project	Program Fiscal Year	State	County	Park, Refuge, Forest, or Other Partner / Agency	Description	Type of Work	Primary Fund Source	Total Programmed Amount	Funds from Title	Delivered by	Status	Congressional District	FLMA Region
<b>FW HBS 900(1) 901(1) TRL(1)</b>	2026	FL	Martin	Hobe Sound National Wildlife Refuge	Replace Hobe Sound South End Boardwalk and Repair HQ and VC Parking	3R	FLTP - FWS	\$1,876,975.52	Title 23	FWS	In Design	FL-07	FWS- R4



**POLICY BOARD MEETING  
AGENDA ITEM SUMMARY**

<b>MEETING DATE:</b> September 15, 2025	<b>DUE DATE:</b> September 8, 2025	<b>UPWP#:</b> 4
<b>WORDING:</b> 2050 LONG RANGE TRANSPORTATION PLAN (LRTP) DRAFT COST FEASIBLE PLAN		
<b>REQUESTED BY:</b> FDOT	<b>PREPARED BY:</b> Ricardo Vazquez / Beth Beltran	<b>DOCUMENT(S) REQUIRING ACTION:</b> 2050 LRTP Draft Cost Feasible Plan

**BACKGROUND**

The Long Range Transportation Plan (LRTP) is a Federal and State requirement with a 25-year planning horizon. The LRTP must be updated every five years to ensure a continuous, cooperative and comprehensive transportation planning process. The phases of technical development include:

1. **Forecast travel demand.** Complex computer models estimate future travel demand by using population projections, land use forecasts, employment projections, and income levels.
2. **Identify transportation needs.** The model then uses the expected travel demand to determine where the transportation system will experience high levels of congestion and identifies corridors needing improvement.
3. **Coordination with partners.** Work with local governments to refine and prioritize needed improvements.
4. **Match projects to anticipated funding.** The last step involves producing a cost feasible plan by matching available funding to projects. The Florida Department of Transportation provides revenue forecasts for Federal and State funds. Local government partners provide revenue forecasts for local funds.

The Board approved the 2050 LRTP Needs Plan at the May 12, 2025, Policy Board meeting. The next step in the process is to review the Draft Cost Feasible Plan which matches anticipated funding to projects listed in the Needs Plans.

**ISSUES**

At the September 2025 Policy Board meeting, staff from T.Y. Lin International will present the Draft 2050 LRTP Cost Feasible Plan.

## AGENDA ITEM 8B

### **RECOMMENDED ACTION**

- Approve the 2050 LRTP Draft Cost Feasible Plan.
- Approve the 2050 LRTP Draft Cost Feasible Plan with comments.

### **APPROVAL**

MPO

### **ATTACHMENTS**

- Draft 2050 LRTP Draft Cost Feasible Plan PowerPoint Presentation
- Draft 2050 LRTP Cost Feasible Plan
- Draft 2050 LRTP Cost Feasible Plan Map Series



# 2050 Long Range Transportation Plan

**MPO Policy Board Meeting**

September 15, 2025

**TYLin**

MPO Policy Board Meeting 9/15/2025



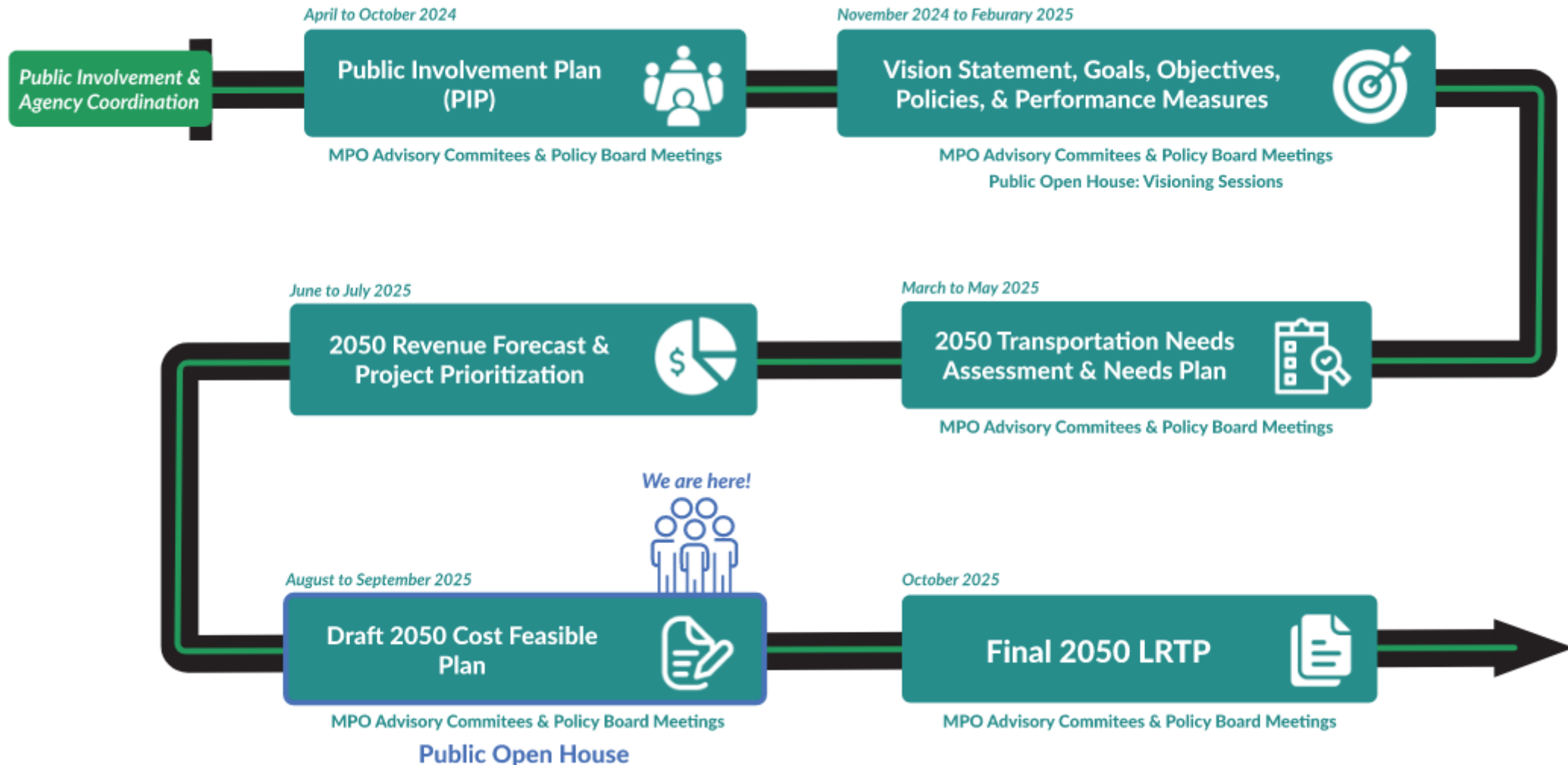
# Presentation Outline

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- LRTP Development Process
- Transportation Needs – *Next 25 Years*
- Funding Availability – *2050 Revenue Forecast*
- Highway/Roadway (non-SIS) Project Prioritization
- Draft 2050 Cost Feasible Plan (CFP)
- Next Steps



# Long Range Transportation Plan (LRTP) Development Process



# Transportation Needs – *Next 25 years*

## 2050 Needs Plan

- SR-710 Realignment, two PD&E studies, 14 roadway widening projects, and two new facilities
- SIS improvements: I-95 PD&E Study, I-95 Managed Lanes, interchange modification, grade separation project
- Turnpike Projects: PD&E Study, new direct connect ramps, interchange modification, widening
- Safety improvements: Six (6) corridors, railroad crossings
- Sixteen projects comprising 14 miles of complete streets

Highway/Roadway,  
Strategic  
Intermodal System  
(SIS), and Turnpike  
Improvements

Transit Service &  
Capital Projects,  
Waterbased  
Transportation, and  
Aviation

Safety, Complete  
Streets, and Non-  
Motorized  
Transportation  
Improvements

Transportation  
System  
Management &  
Operations  
(TSM&O), Freight,  
and Infrastructure  
Hardening Projects

- Existing and expanded fixed route transit service, paratransit, new microtransit service + capital improvements
- Water taxi service
- Forty-nine (49) aviation projects
- Thirteen (13) TSM&O corridors
- Other: Three (3) park-n-rides, two (2) pedestrian bridges, one railroad bridge
- Seven (7) infrastructure hardening projects
- 23 miles of sidewalks, 150 miles of bicycle corridors and 590 miles of greenways and trails

# Transportation Needs – *Next 20 to 25 years*

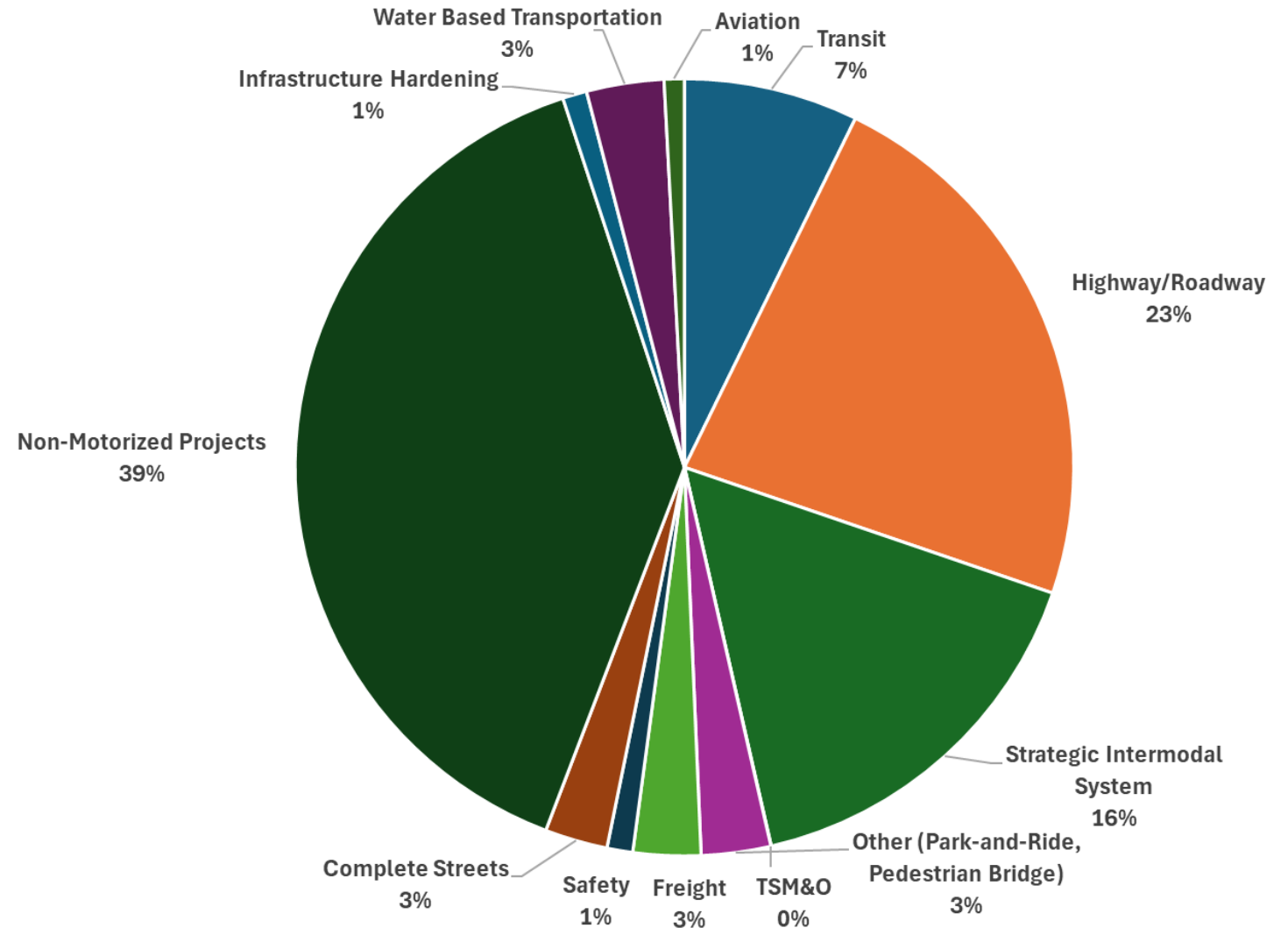
## 2050 Needs Plan Project Costs

Total cost of all projects across different modes/categories over the next 20 years (2031 to 2050)

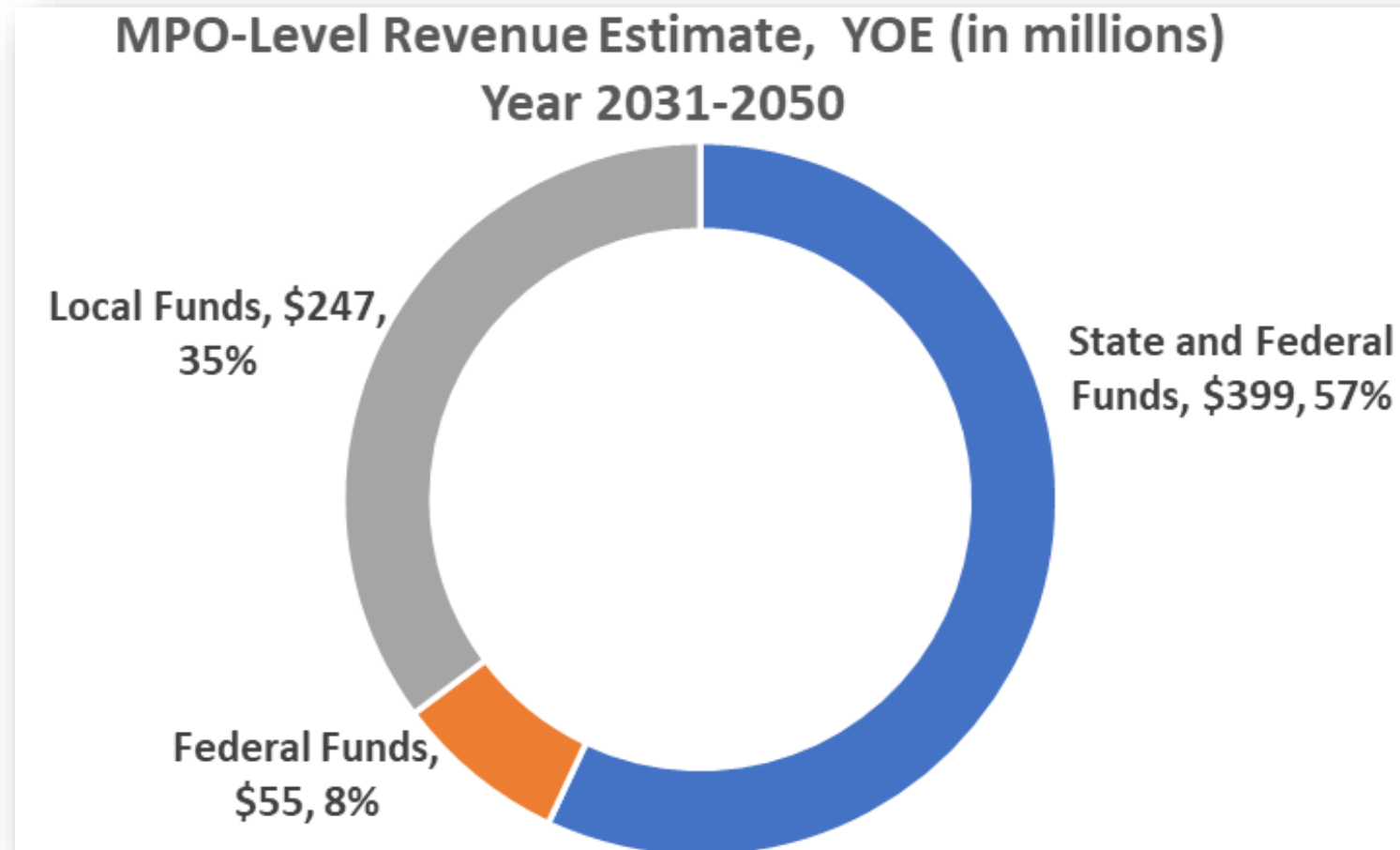
- Approximately **\$2.3 billion**  
(Present Day Cost)

or

- Approximately **\$2.8 billion**  
(Year of Expenditure)

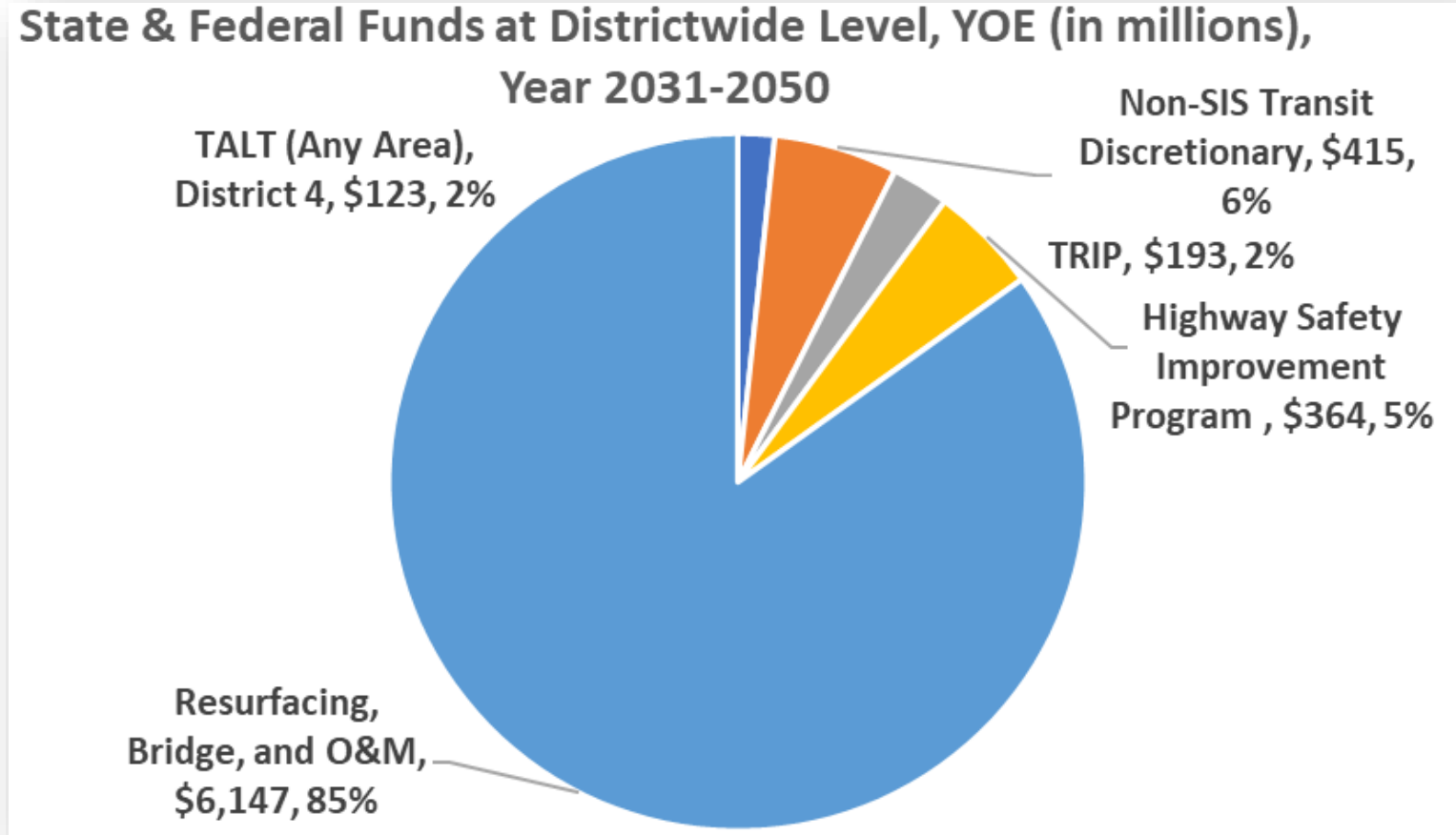


# Funding Availability – 2050 Revenue Forecast



MPO Level Funds (2031-2050): ~ **\$701 million** (Year of Expenditure)

# Funding Availability – 2050 Revenue Forecast



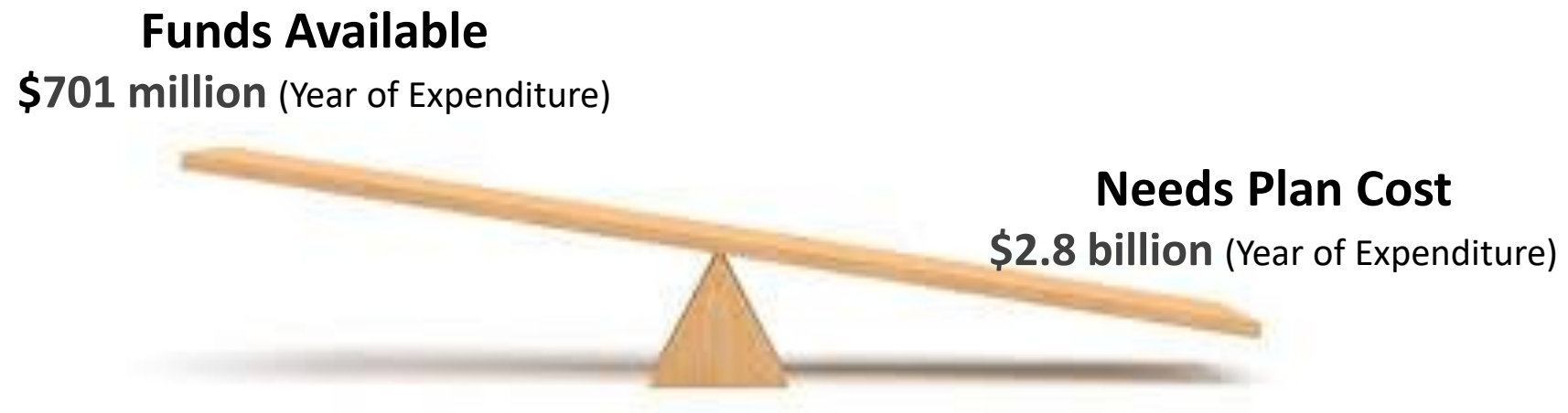
Discretionary funds(2031-2050), Districtwide Level:

- Capacity Projects: ~ \$731million (*Year of Expenditure*)
- Non-Capacity Projects: ~ \$7.2 billion (*Year of Expenditure*)

# Transportation Needs vs. Funding Availability

---

- Mismatch between needs (project costs) vs. funds available (revenue forecast)



- Funding programs vis-à-vis Project eligibility

# Highway/Roadway Projects Prioritization

MPO Project ID Number	Street Name	From	To	Project Description	Improvement/ Project Type	Length (in miles)	Total Score	Ranking	Priority	Federal Aid System*
447555-1	SR-710/SW Warfield Boulevard	at CR-714/Martin Highway	-	Realignment of SW Martin Highway/CR-714 to Intersection with SE 126th Boulevard and SR-710	Realignment	-	Funded**	TIP	Currently Funded	On-System
447555-2	SR-710/SW Warfield Boulevard	W of SE 126th Boulevard	Okeechobee/Martin County Line	New Intersection	New Intersection	0.37	Funded**	TIP		On-System
447555-3	SR-710/SW Warfield Boulevard	W of SE 126th Boulevard	Okeechobee/Martin County Line	Add Lanes and Reconstruct	Widening	-	Funded**	TIP		On-System
453333-1	SR-710/SW Warfield Boulevard	FR FPL Access Road	CR-609/SW Allapattah Road	Add 4 Lanes to Build 6	Widening	5.94	Programmed***	TIP		On-System
453333-2	SR-710/SW Warfield Boulevard	Martin/Okeechobee County Line	FPL Power Plant Access Road	Add 2 Lanes to Build 4	Widening	9.81	Programmed***	TIP		On-System
453333-4	SR-710/SW Warfield Boulevard	SW Allapattah Road	SW Van Buren Avenue	Add Lanes and Reconstruct	Widening	0.84	Funded**	TIP		On-System
441636-3	SR-714/Martin Highway	at FEC Railway	-	Grade Separation	Grade Separation	-	Funded**	TIP		On-System
441700-1	Cove Road	Kanner Highway (SR-76)	US-1/SR-5	PD&E/EMO Study	PD&E Study	3.20	Programmed***	TIP		Off-System
441699-1	High Meadow Avenue (CR-713)	I-95 (SR-9)	Martin Highway (SR-714)	Add Lanes and Reconstruct	Widening	2.64	Programmed***	TIP		Off-System
419669-3	Willoughby Boulevard Extension	Monterey Road (SR-714)	Federal Highway (US-1/SR-5)	PD&E/EMO Study	PD&E Study	0.84	Programmed***	TIP		Off-System
422681-5	I-95	High Meadow Avenue	Martin/St. Lucie County Line	Managed Lanes	PD&E Study	9.92	Programmed***	TIP		On-System
RD-11	SW Newfield Parkway	West Farm Road	Martin/St. Lucie County Line	2L to 4L	Widening	1.13	35	1	Tier 1	Off-System
RD-12	SW Newfield Parkway	SW Praire Avenue	SR-714/SW Martin Highway	2L to 4L	Widening	2.36	34	1		Off-System
RD-15	SW Martin Downs Boulevard	SR-714/SW Martin Highway	SW High Meadow Avenue	4L to 6L	Widening	0.98	32	2	Tier 2	On-System
RD-30	SR-714/SW Martin Highway	I-95 (SR-9)	SW 84th Avenue	2L to 4L	Widening	1.35	32	2		On-System
RD-3	SW 96th Street	SW Pennsylvania Avenue	SR-76/SW Kanner Highway	2L to 4L	Widening	0.93	28	3	Tier 3	-
RD-4	SW Bridge Road	Pratt Whitney Road	I-95	2L to 4L	Widening	2.03	28	3		Off-System
RD-9	CR-714/SW Martin Highway	SW Allapattah Road/CR-609	I-95	2L to 4L	Widening	5.36	28	3		Off-System
RD-8	SW Allapattah Road/CR-609	CR-714/SW Martin Highway	Martin/St. Lucie County Line	2L to 4L	Widening	3.11	27	3		Off-System
RD-21	NW Green River Parkway	NE Jensen Boulevard	Martin/St. Lucie County Line	2L to 4L	Widening	1.26	27	3		-
RD-1	SW Indiantown Avenue	SR-710/SW Warfield Boulevard	SR-76/SW Kanner Highway	2L to 4L	Widening	0.39	27	3		-
RD-7	SE Bridge Road/CR-708	SE Flora Avenue	SE Gomez Road	2L to 4L	Widening	1.43	25	4	Tier 4	Off-System
RD-28	Village Parkway Extension	SR-714/Martin Highway	St. Lucie/Martin County Line	New 4 Lane Road	New 4L Road	3.00	Developer Funded	Not Applicable	Not Applicable	-

\* On System and Off System roads that are Federal Aid Eligible.

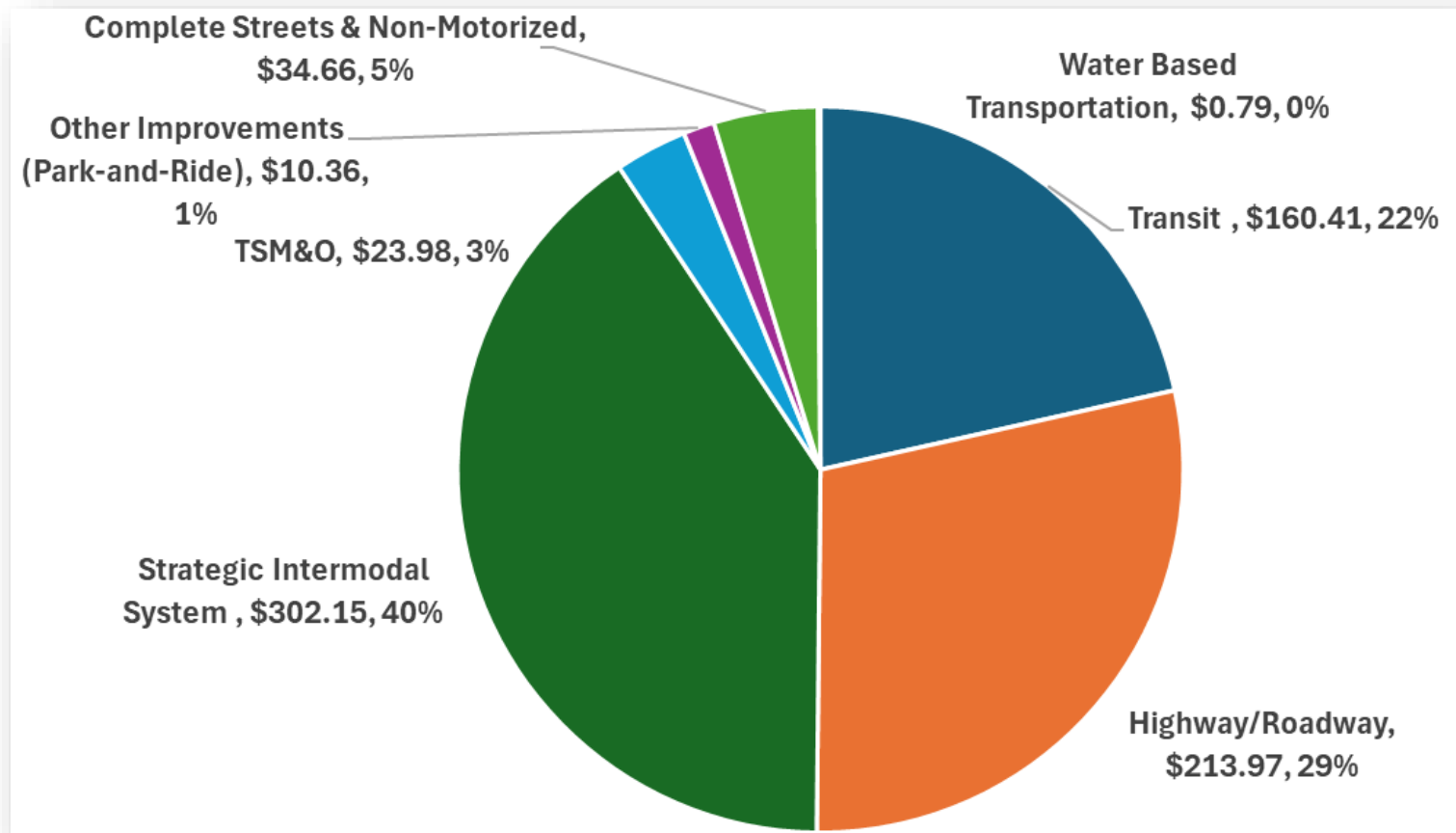
\*\* Project funded by the State of Florida.

\*\*\*Construction (CST) phase is not funded.

# Martin Moves 2050 Draft Cost Feasible Plan

Cost Feasible Plan (CFP) is a financially constrained plan.

Total cost of all projects over the next 20 years (2031-2050) in the Draft CFP is approximately **\$746 million\*** (Year of Expenditure)



\*Illustrative projects account for \$45M in anticipated discretionary funds at districtwide level through TRIP and Non-SIS Transit Discretionary program.  
MPO Policy Board Meeting 9/15/2025



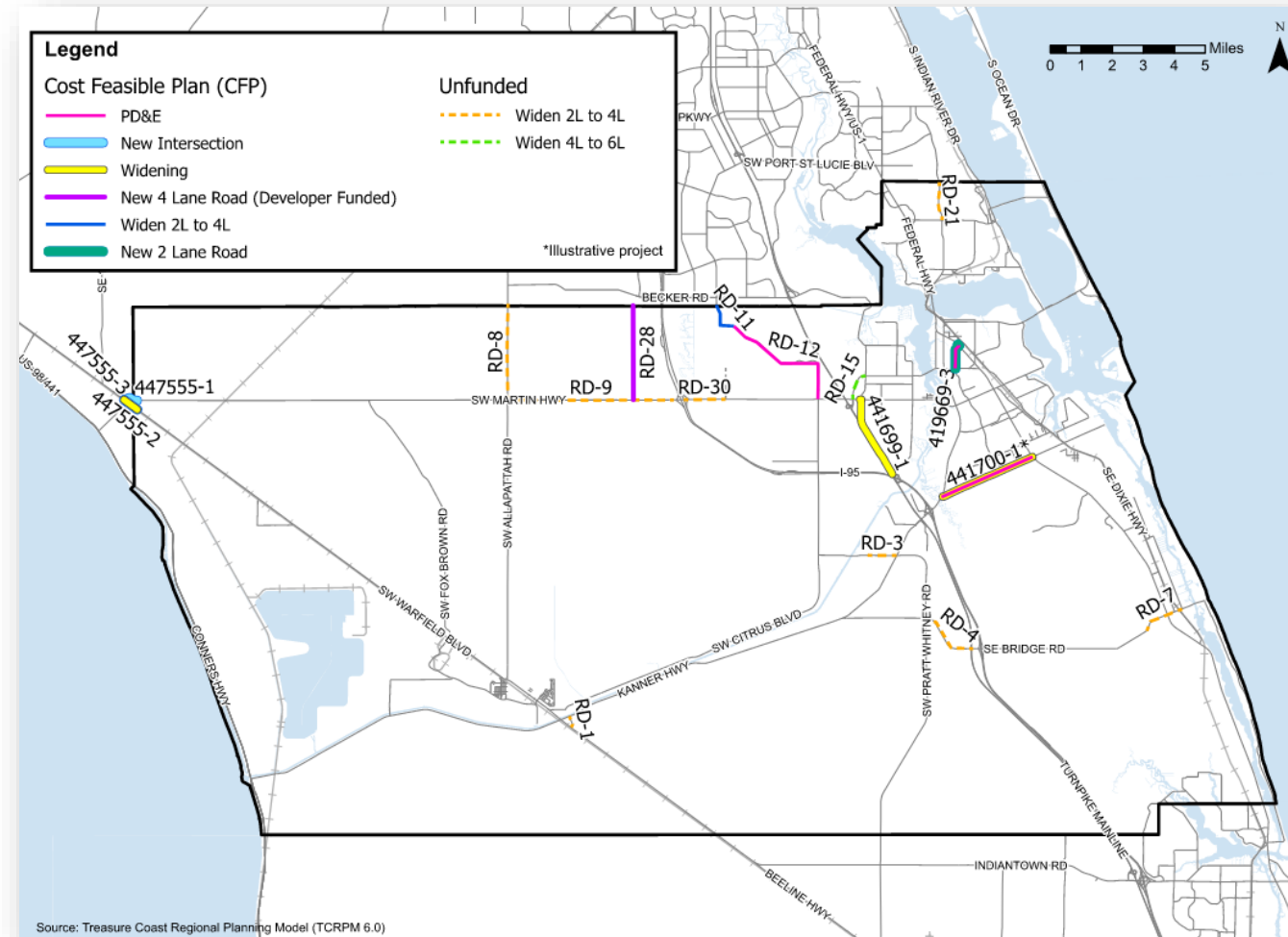
## • Funded Projects, TIP FY26-FY30

- SR-710/SW Warfield Blvd @ Martin Hwy/CR-714 Realignment
- SR-710/SW Warfield Blvd @ SE 126<sup>th</sup> Blvd. - New signal & widening
- SR-710 widening from CR-609 to SW Van Buren Rd.

- High Meadow Ave widening (PE & ROW phases)
- Willoughby Blvd. Ext. & Cove Road PD&E studies

- Cove Rd. (2L to 4L + Shared Use Path), *Illustrative*
- High Meadow Avenue (Add Lanes)
- SW Newfield Parkway (2L to 4L)
- Willoughby Blvd. Ext. (New 2L Road)

• **Developer Funded Project (Village Pkwy Ext.)**

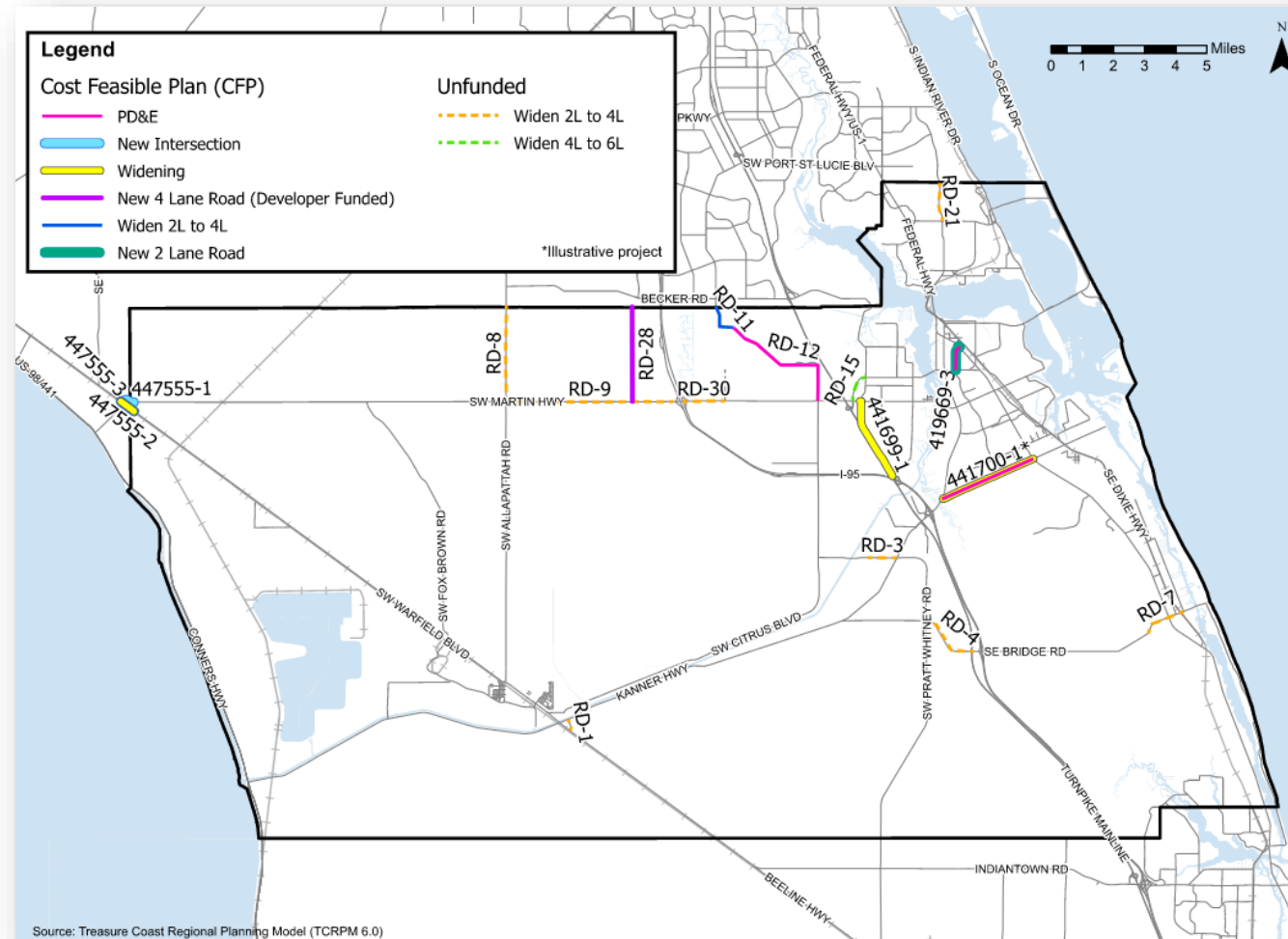


# Martin Moves 2050 Draft Cost Feasible Plan

## Unfunded Highway/Roadway Needs, \$213M (PDC\*)

### • Nine (9) Capacity Projects

- SW Martin Downs Boulevard
- SR-714/SW Martin Highway
- SW 96th Street
- SW Bridge Road
- CR-714/SW Martin Highway
- SW Allapattah Road/CR-609
- SE Green River Parkway
- SW Indiantown Avenue
- SE Bridge Road/CR-708



# Martin Moves 2050 Draft Cost Feasible Plan

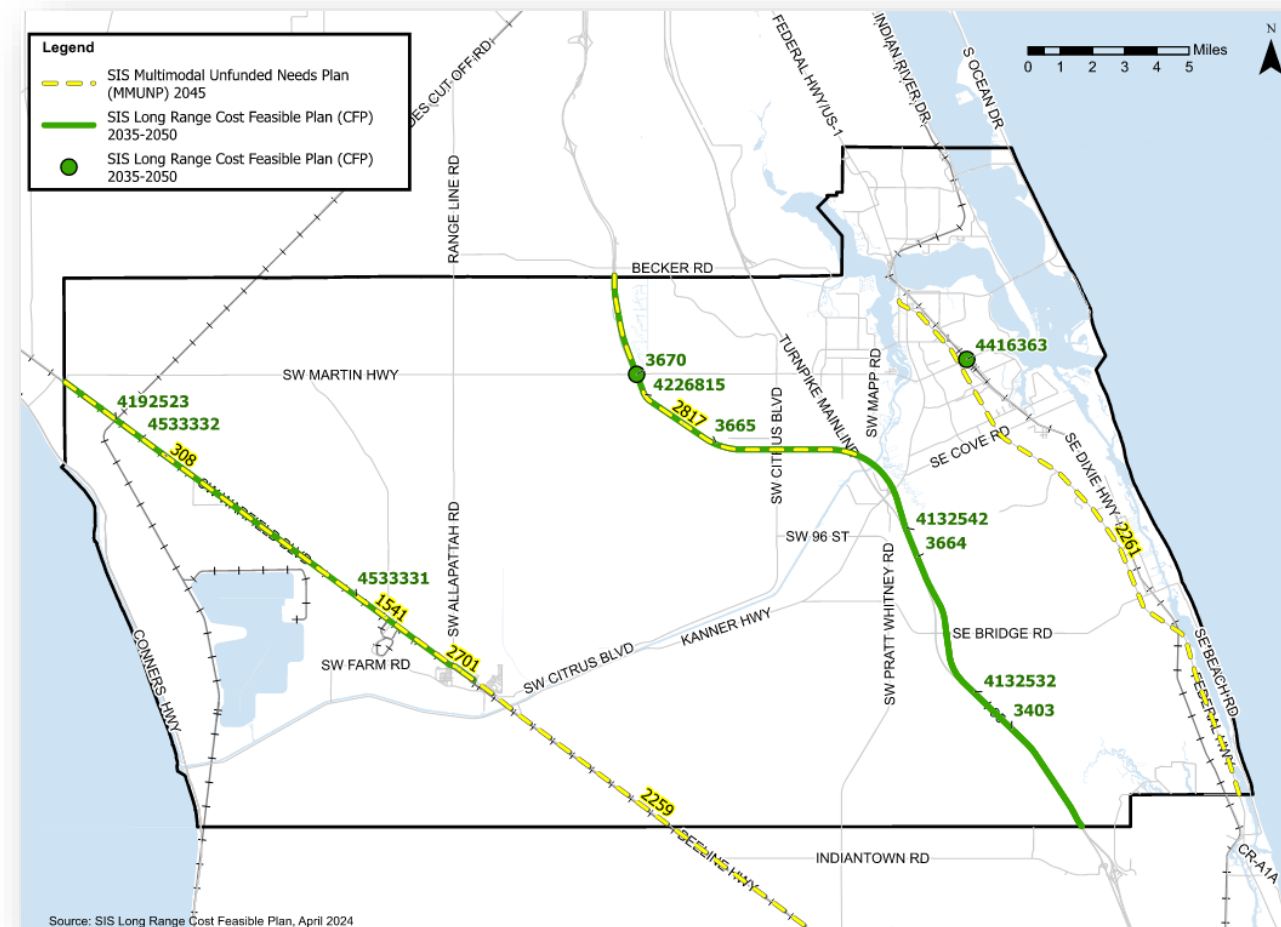
## Strategic Intermodal System (SIS), \$27.3M, YOE dollars

- SR-714/Monterey Rd @ FEC Railroad Grade Separation\*
- Interchange Modification
  - I-95 @ SR-714/Martin Hwy
- SR-710/Warfield Blvd. Widening\*\* (PE & ROW phases)
- I-95 PD&E Study\*\*
- I-95 Managed Lanes\*\* (PE phase)

### Unfunded SIS Multimodal Needs

- SR-710 Widening (Construction phase)
- I-95 from High Meadow Ave to Becker Road
- Transit Improvements
  - US-1/Federal Hwy Exclusive Guideway
  - SR-710 Exclusive Guideway
  - Transit Hub at Martin Hwy

MPO Policy Board Meeting 9/15/2025



\*Funded, TIP FY26-30

\*\* Programmed, TIP FY26-30

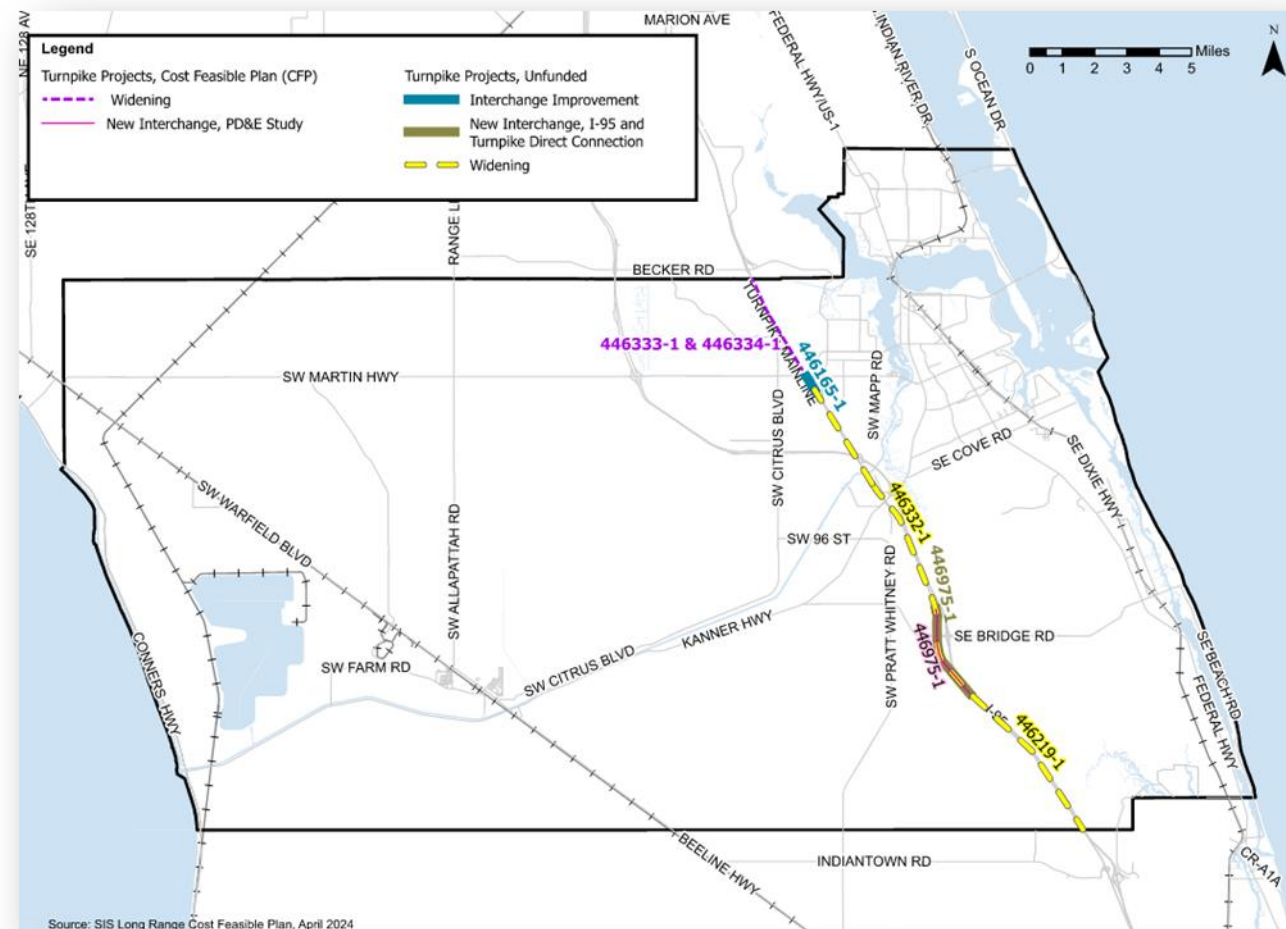
# Martin Moves 2050 Draft Cost Feasible Plan

## Turnpike Projects, \$274.81M, YOE dollars

- **New Interchange PD&E Study (*on-going*)**
  - MP 125 (at I-95) New Direct Connect Ramps from Turnpike Mainline (PE phase)
- **Turnpike Widening**
  - North of SR-714 to North of Becker Road (4L to 8L)

## Unfunded Turnpike Projects

- **New Interchange**
  - MP 125 (at I-95) New Direct Connect Ramps from Turnpike Mainline (ROW and CST phases)
- **Interchange Improvement**
  - Turnpike Mainline @ SR-714
- **Turnpike Mainline Widening**
  - Palm Beach/Martin County Line to SR-714 (4L to 6L)





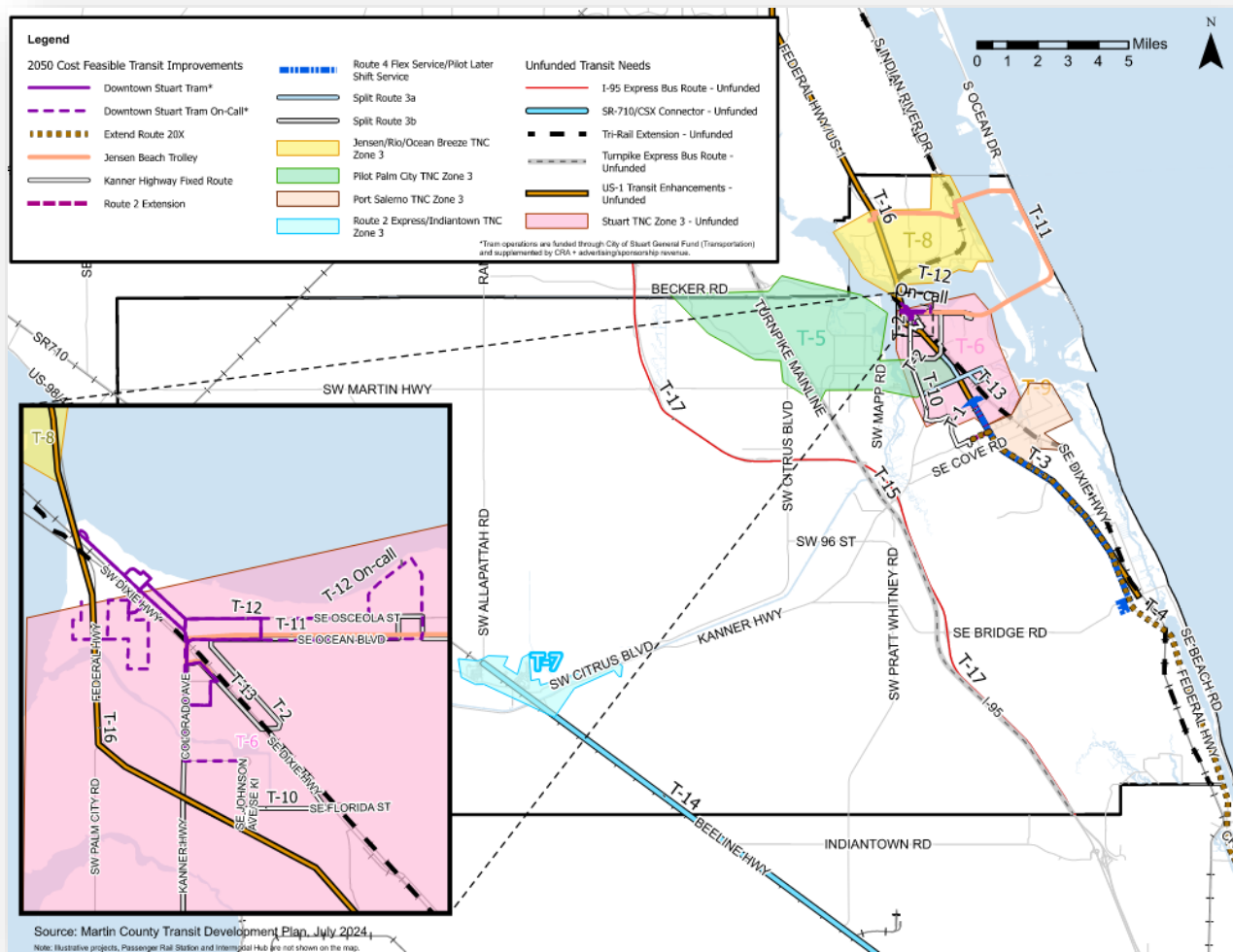
# Martin Moves 2050 Draft Cost Feasible Plan

## Transit, \$160.4M, YOE dollars

- **Transit Service & Operations (\$148.0M)**
  - Maintain existing fixed route & paratransit service
  - Restructure routes 2, 3, 4 and 20X
  - New microtransit service with 4 new TNC zones
  - New fixed route service, Kanner Hwy and Jensen Beach Trolley
- **Capital Improvements (\$12.4M)**
  - Fleet replacement
  - Customer facility, bus stop and ADA upgrades
  - 40 new bus stops, Equipment and software replacement
  - 10+ studies/plans, Marketing campaign
- **Illustrative Projects**
  - Passenger rail station & Intermodal hub

## Unfunded Transit Needs

- Five regional transit projects
- MPO Policy Board Meeting 9/15/2025
- New microtransit service in Stuart

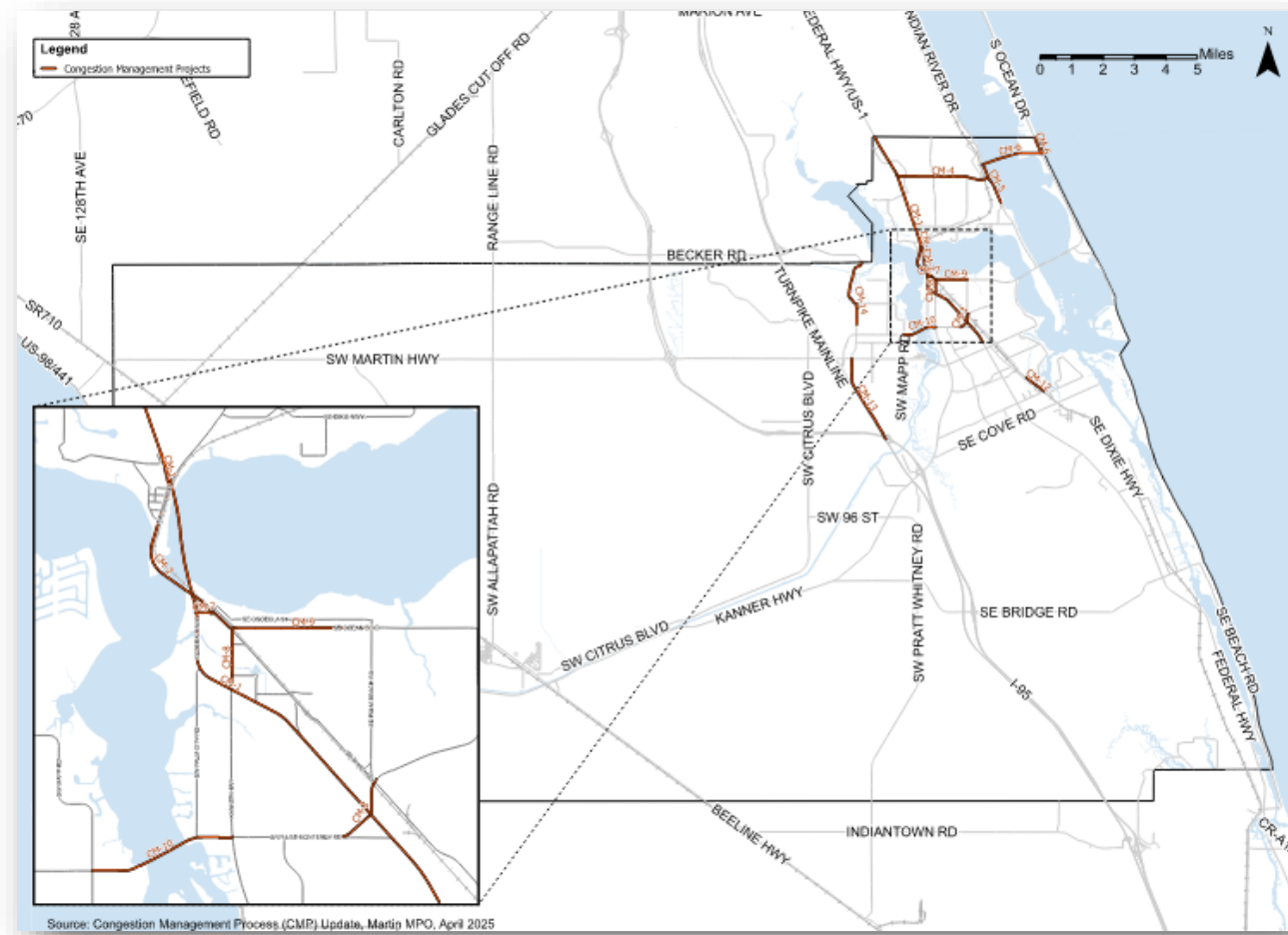


# Martin Moves 2050 Draft Cost Feasible Plan

## Transportation System Management & Operations (TSM&O), \$23.9M, YOE dollars

- **13 Roadway Segments**

- CR-713/High Meadow Ave
- CR-732/NE Causeway Blvd
- Dixie Hwy (two segments)
- Indian River Dr
- Jensen Beach Blvd
- S Colorado Ave
- SE Monterey Road
- SE Ocean Blvd
- SR-714/Martin Hwy
- SW Joan Jefferson Way
- SW Murphy Road
- US-1/Federal Hwy



- **SHS (non-SIS) funds allocated to fund TSM&O projects.**

MPO Policy Board Meeting 9/15/2025

# Martin Moves 2050 Draft Cost Feasible Plan

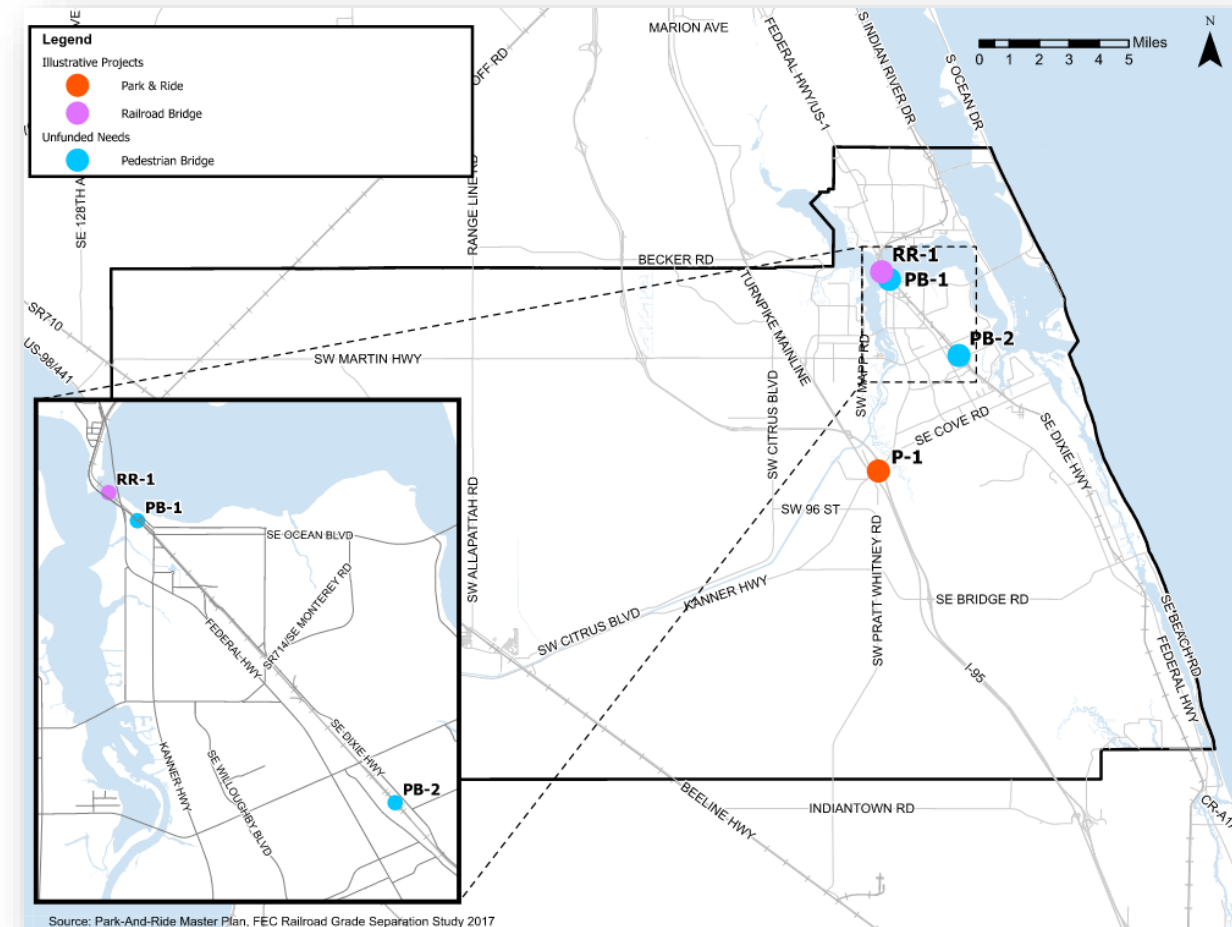
### Other Improvements, \$10.4M, YOE dollars

## Illustrative Projects

- **Park-and-Ride Facilities (three locations)**
  - Kanner Hwy/SR-76 at I-95
  - West of I-95 between Becker Rd and Martin Hwy
  - West of Turnpike in vicinity of Sand Ave
- **FEC Rail Bridge – Double Tracking over St. Lucie River**

## Unfunded Needs

- ***Pedestrian Overpass along Florida East Coast (FEC) mainline***
  - *Sailfish Circle Park (PNR) and Flagler Ave*
  - *Railroad Ave and Commerce Ave*



- **Overlap with SIS & Highway projects**

- ## Unfunded Freight Needs

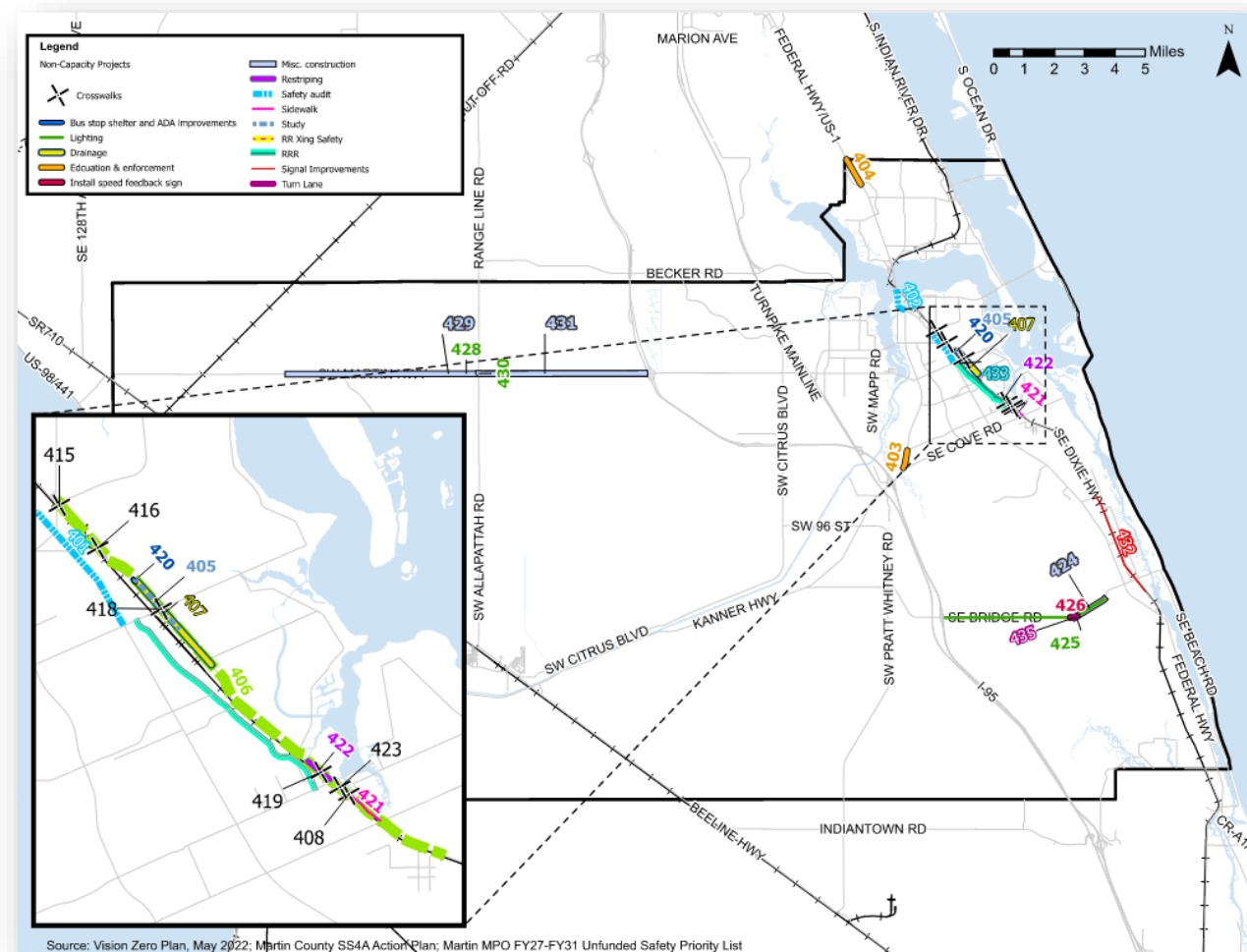
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# Martin Moves 2050 Draft Cost Feasible Plan

## Safety Improvements (Non-Capacity Projects)

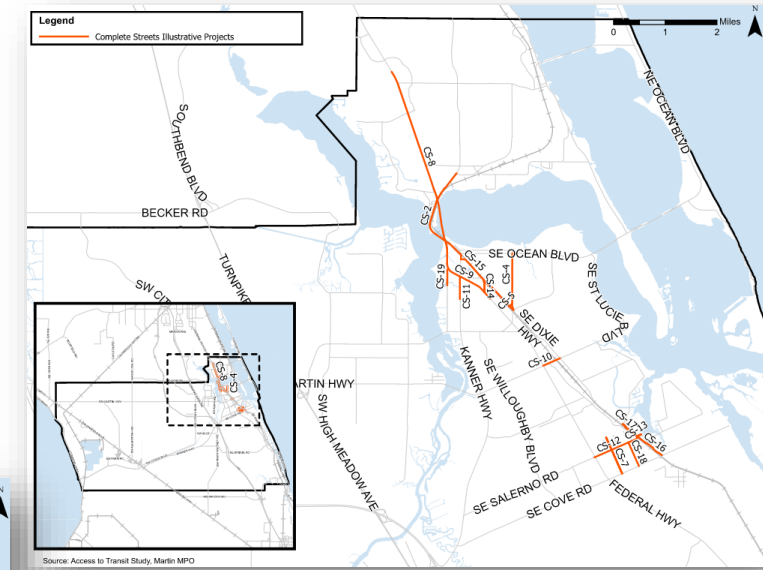
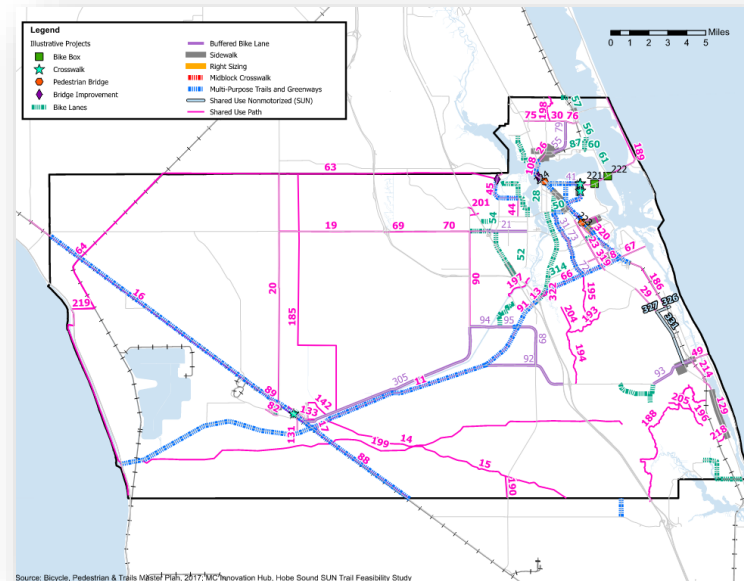
- Improvements for pedestrians, bicyclists, and motorists in Six (6) Corridors
  - US-1/Federal Hwy
  - Kanner Hwy/SR-76
  - Dixie Hwy
  - Bridge Rd
  - Martin Hwy/SR-714
  - SE Commerce Ave
- Railroad Crossing
  - Countywide (2<sup>nd</sup> Train Incoming Warning System)
  - RR Xing Gates: SW Amarylis Ave @ CSX Crossing
- Projects under \$1M would be funded through Highway Safety Improvement Program (HSIP).
- Implementation coupled w/maintenance or overlapping capacity improvement projects.



# Martin Moves 2050 Draft Cost Feasible Plan

## Complete Streets & Non-Motorized Improvements, \$34.7M YOE (Illustrative Projects)

- 14 miles of Complete Streets
- Pedestrian Facilities
  - 24 miles of sidewalk
  - Four (4) new midblock crosswalks
  - Three (3) pedestrian bridge improvements
- Bicycle Facilities
  - 88 miles of bicycle lanes
  - 14 miles of buffered bicycle lanes
  - Two bike boxes
- Shared-use Path, Trails/Greenways
  - 492 miles of shared-use path + 3 bridges
  - 98 miles of multiuse trails/greenways



# Martin Moves 2050 Draft Cost Feasible Plan

## Infrastructure Hardening, Illustrative Projects

### • Priority Tier 1

- SR-A1A (Roadway Stabilization)
- SR-707 (Bridge #890003) (Bridge Stabilization)
- SR-76/Kanner Hwy (Drainage Improvements)
- SR-A1A (Drainage Improvements)

### • Priority Tier 2

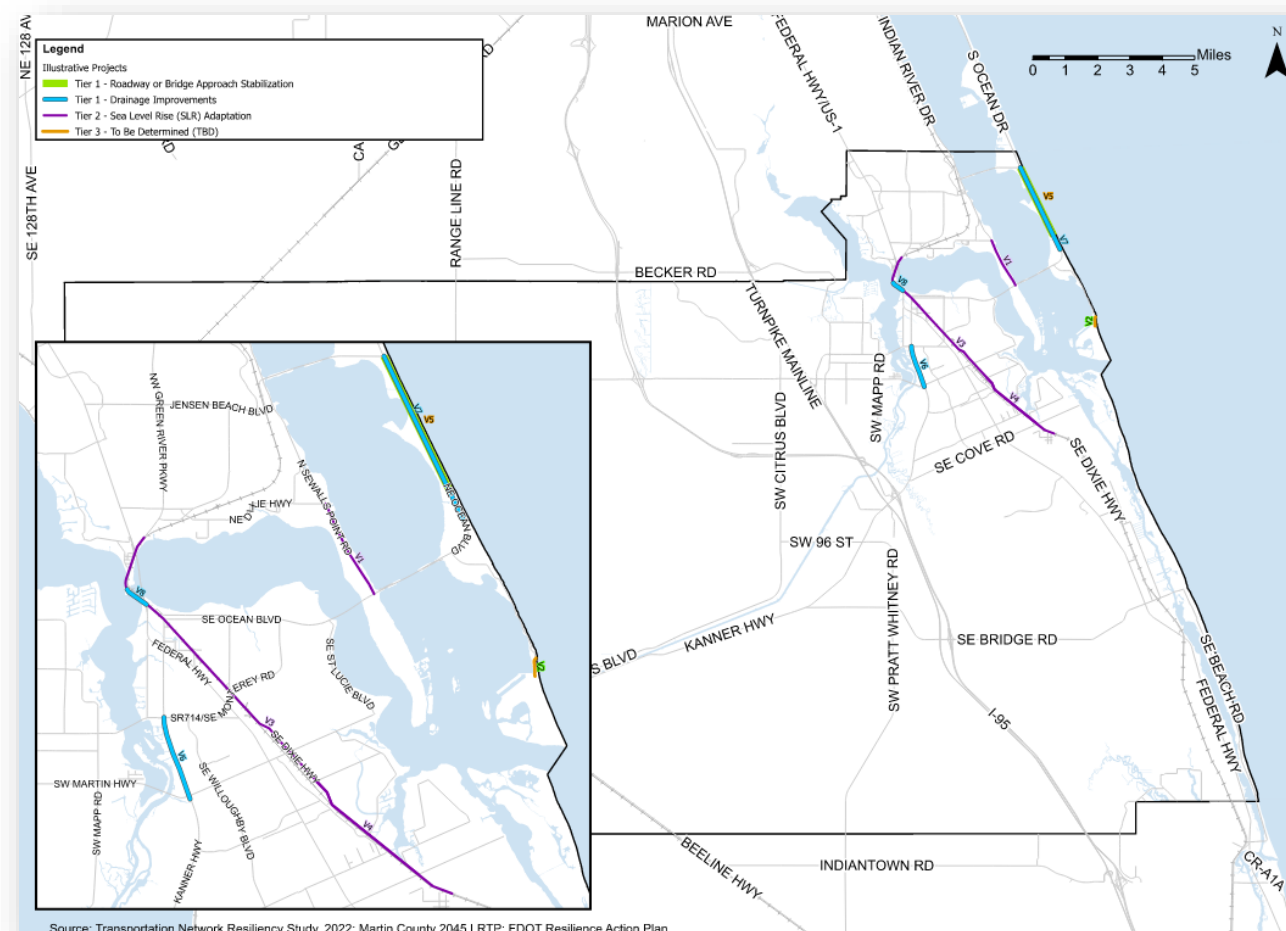
- N Sewalls Point Road (SLR Adaptation)
- Dixie Hwy (SLR Adaptation)

### • Priority Tier 3

- SE MacArthur Blvd

### • Anticipated Funding

- PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation) formula funding
  - FY 2026: \$76M at statewide level
- MPO Policy Board Meeting 9/15/2025**



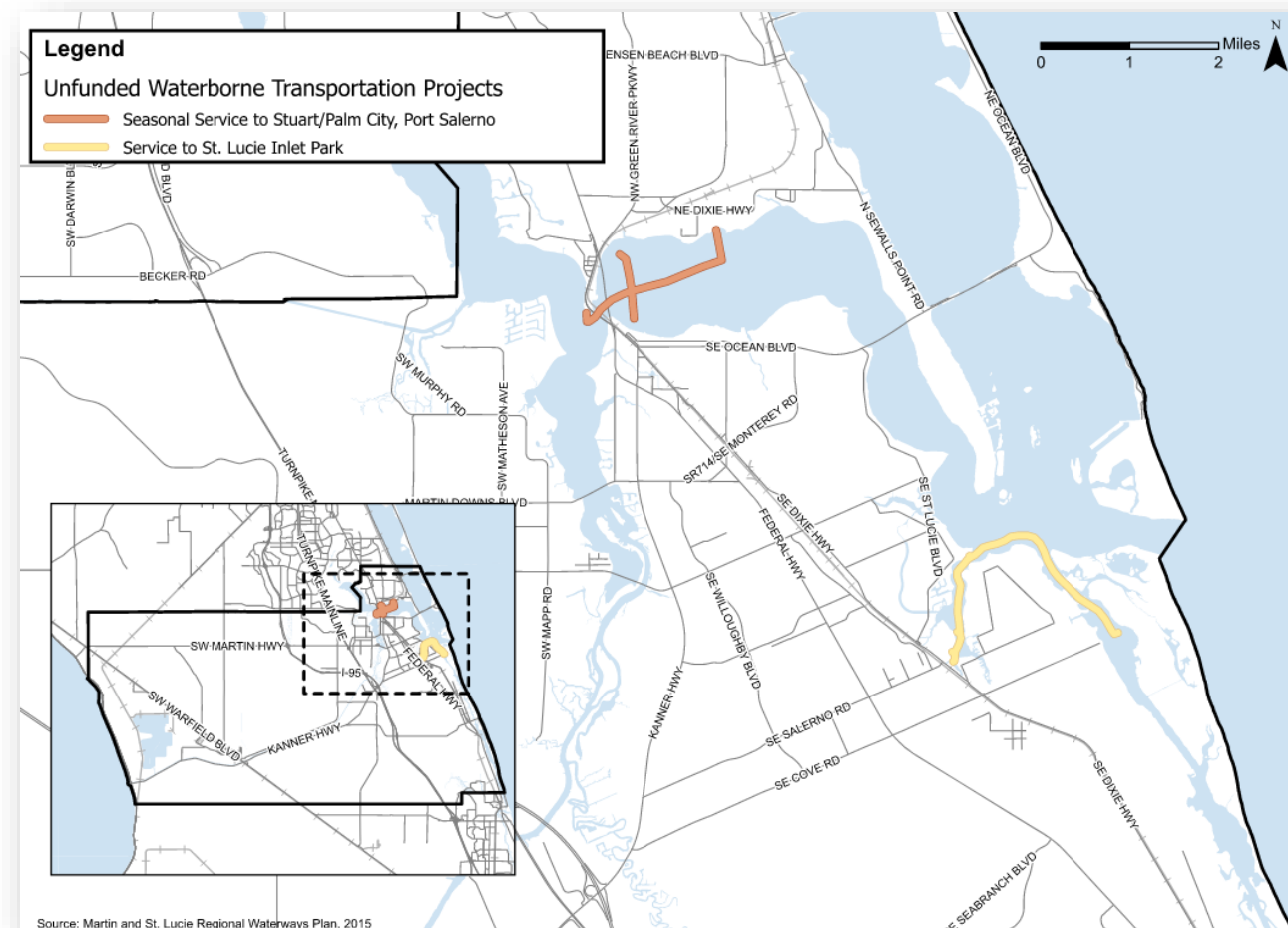
# Martin Moves 2050 Draft Cost Feasible Plan

## Water based Transportation

- Water-based Transportation Feasibility Study (\$790K, YOE dollars)

### Unfunded Needs

- Water Taxi Service
  - Sandsprit Park to St. Lucie Preserve State Park
  - Seasonal and/or Special Events and Festivals around key nodes
    - Stuart/Palm City
    - Port Salerno/Manatee Pocket





- Capital Improvements

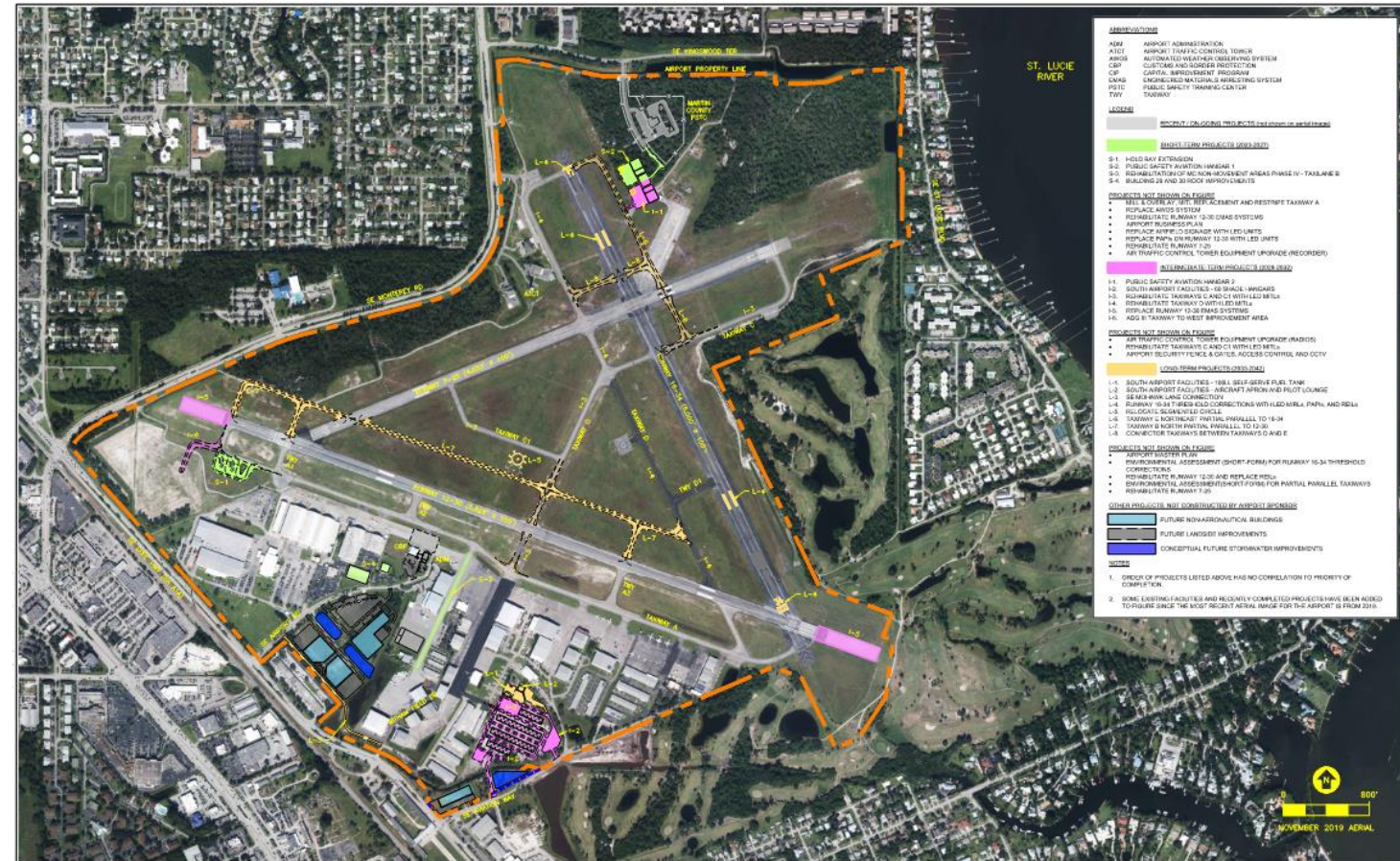
- 16 Short-Term Projects, 2023-2027
- 13 Intermediate-Term Projects, 2028-2032
- 20 Long-Term Projects, 2033-2042

- **Funding Sources: FAA, FDOT and Local**

- 26 Projects, FY26-FY30
- Six (6) Projects, FY31-FY35
- 12 Projects, FY26-FY40
- 5 Projects, FY41-FY50

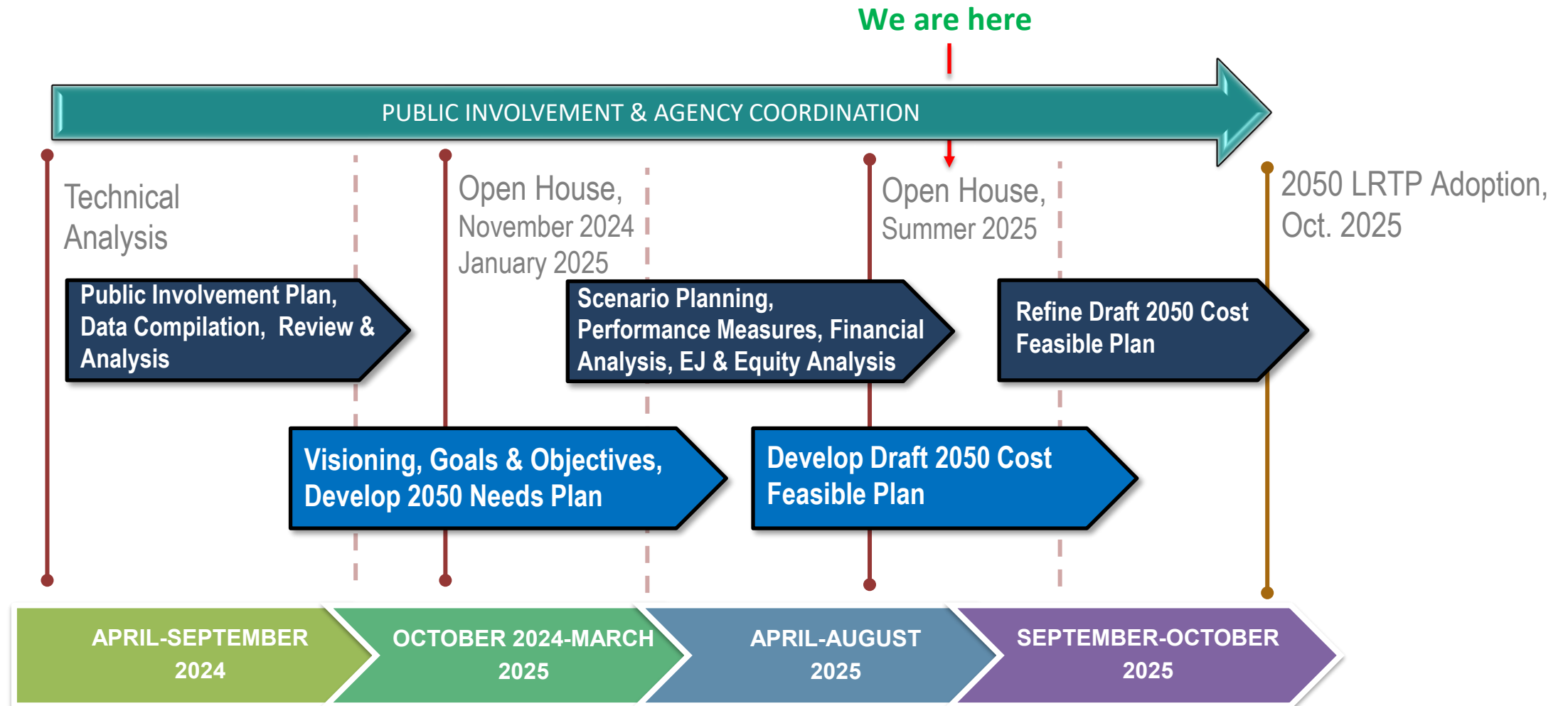
- Anticipated funding

- \$3.2B through FDOT's Aviation programs at statewide level from 2031 to 2050.



Source: Capital Improvement Program, Witham Field Airport Master Plan, August 2023

# Next Steps



# Thank You

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## Contact Information

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TYLin  
6750 N Andrews Avenue, Suite 2042  
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Project Cost Summary, *Martin Moves 2050* Cost Feasible Plan

Category	Year of Expenditure (YOE)				25-Year Total	20-Year Total	Present Day Cost
	2026-2030 <sup>1</sup>	2031-2035	2036-2040	2041-2050	2026-2050	2031-2050	Unfunded Needs <sup>2</sup>
Transit							
Transit Operating Cost *	\$18,558,628	\$21,764,210	\$35,001,315	\$91,276,575	\$166,600,728	\$148,042,099	\$21,762,000
Transit Capital Cost	\$6,880,225	\$5,789,198	\$3,490,931	\$3,084,600	\$19,244,953	\$12,364,728	-
Highway/Roadway **	\$33,697,251	\$75,080,000	\$41,820,000	\$97,070,000	\$247,667,251	\$213,970,000	\$212,739,117
Strategic Intermodal System (SIS)***	\$118,058,285	\$275,357,000	\$3,565,000	\$23,227,000	\$420,207,285	\$302,149,000	\$2,581,517,357
SIS	\$116,890,724	\$545,000	\$3,565,000	\$23,227,000	\$144,227,724	\$27,337,000	\$1,451,589,512
Florida's Turnpike Enterprise	\$1,167,561	\$274,812,000	\$0	\$0	\$275,979,561	\$274,812,000	\$1,129,927,845
Transportation System Management & Operations (TSM&O) <sup>3</sup>	\$0	\$5,670,000	\$6,313,448	\$12,000,000	\$23,983,448	\$23,983,448	-
Other Improvements <sup>4</sup> (Park-and-Ride, Railroad Bridge)	\$0	\$0	\$4,762,368	\$5,593,408	\$10,355,776	\$10,355,776	\$17,753,472
Freight <sup>5</sup>	\$0	\$0	\$0	\$0	\$0	\$0	\$44,475,000
Safety <sup>6</sup>	\$0	\$0	\$0	\$0	\$0	\$0	
Complete Streets <sup>7</sup>	\$0	\$1,640,000	\$4,790,000	\$28,230,000	\$34,660,000	\$34,660,000	-
Non-Motorized Projects <sup>7</sup>							
Infrastructure Hardening <sup>8</sup>	\$0	\$0	\$0	\$0	\$0	\$0	
Water Based Transportation							
Operating Cost *	\$0	\$0	\$0	\$0	\$0	\$0	\$16,640,000
Capital Cost	\$0	\$350,000	\$440,000	\$0	\$790,000	\$790,000	\$460,800
Aviation <sup>9</sup>	\$7,500,000	\$0	\$0	\$0	\$0	\$0	-
Other Transportation Improvement Plan (TIP) Projects	\$168,458,326	\$0	\$0	\$0	\$168,458,326	\$0	-
Capacity Projects (non SIS)	\$5,396,466	\$0	\$0	\$0	\$5,396,466	\$0	-
Non-Capacity Projects	\$160,204,545	\$0	\$0	\$0	\$160,204,545	\$0	-
Planning (PL Funds)	\$2,857,315	\$0	\$0	\$0	\$2,857,315	\$0	-
Total Cost	\$353,152,715	\$385,650,407	\$100,183,062	\$260,481,583	\$1,099,467,767	\$746,315,051	\$2,620,380,157
Strategic Intermodal System (SIS)**	\$118,058,285	\$275,357,000	\$3,565,000	\$23,227,000	\$420,207,285	\$302,149,000	\$2,581,517,357
Transit Operating Cost*	\$18,558,628	\$21,764,210	\$35,001,315	\$91,276,575	\$166,600,728	\$148,042,099	\$21,762,000
Water Taxi (Operating Cost)*	\$0	\$0	\$0	\$0	\$0	\$0	\$16,640,000
Capital Project Cost (all modes)	\$216,535,802	\$88,529,198	\$61,616,747	\$145,978,008	\$512,659,754	\$296,123,952	\$460,800

Notes

\* Operating cost includes total cost for the entire 5-year or 10-year period in Year of Expenditure (YOE) dollars.

\*\* Includes project cost for SR-710/Warfield Boulevard realignment, new intersection at SE 126th Avenue, and widening from SE 126th Avenue to Martin/Okeechobee County Line .

\*\*\* Project costs are based on SIS First and Second Five-Year Plans, April 2024 and SIS Long Range Cost Feasible Plan, April 2024, FDOT PD&E Studyies for SR-710, and Florida's Turnpike Enterprise Cost Feasible Plan projects, January 2025.

<sup>1</sup> Time band includes funds "as programmed" in the FY 2026-2030 Transportation Improvement Program (TIP). Funds for transit and highway/roadway (non-SIS) are based on *Martin Moves 2050* Cost Feasible Plan.

<sup>2</sup> Project costs in Present Day Cost (PDC) include SIS 2045 Multimodal Unfunded Needs Plan (MMUNP), June 2017, Florida's Turnpike Enterprise Unfunded Projects, January 2025 and Martin Moves 2050 unfunded needs.

<sup>3</sup> Project specific cost for specific TSM&O improvements have not be developed at this stage. Costs reflect revenues allocated from MPO level SHS (non-SIS, in TMA) program and partial cost from US-1 Congestion Management Study for US-1 Corridor Retrofit projec.

<sup>4</sup> Illustrative project since funds from FDOT's Non-SIS Transit Discretionary program are anticipated to supplement FTA Section 5307 and Section 5309 funds. Railroad bridge over St. Lucie River is expected to be funded by private sector.

<sup>5</sup> Freight project costs are not included since they overalp with SIS, "other cateogry" or modes.

<sup>6</sup> Safety improvements under \$1M would be funded through Highway Safety Improvement Program (HSIP). Approximately \$459M available at districtwide level over 25 years from 2025/26 to 2049/50. In addition, these projects could be implemented as part of roadway maintenance projects and/or overlapping capacity projects.

<sup>7</sup> Approximately \$34.7 million allocated for non-motorized and complete streets projects over 20 years from 2030/31 to 2049/50 through local funding sources (fuel taxes) . Potential to leverage from approximately \$123 million through FDOT's TALT (Any Area) funds available at districtwide level for non-motorized and complete streets projects over 20 years from 2030/31 to 2049/50.

<sup>8</sup> Illustrative projects to be funded through PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation) formula funding. In FY 2026 FDOT is likely to receive \$76M assuming proportional apportionment.

<sup>9</sup> Approximately \$3.2B is available through FDOT's Aviation programs at statewide level over 20 years from 2030/31 to 2049/50. Project cost (FDOT share) for aviation projects as a percentage of statewide funds is approximately one percent for any given 5-year time band.



Highway/Roadway Improvements  
Martin Moves 2050 Cost Feasible Plan

2050 Cost Feasible Highway/Roadway Improvements

MPO Project ID Number	Street Name	From	To	Project Description	Length (in miles)	Improvement Type	Priority Tier	Project Cost (Year of Expenditure)				Project Phase				Project Cost (Year of Expenditure)				Funding Source					
								PDE/PE	ROW	CST	Total Cost	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50	2025/26- 2029/30	2030/31- 2034/35	2035/36- 2039/40	2040/41- 2049/50						
447555-1	SR-710/SW Warfield Boulevard	at CR-714/Martin Highway	-	Realignment of SW Martin Highway/CR-714 to Intersection with SE 126th Boulevard and SR-710	-	Realignment	TIP	\$317,610		\$6,161,000	\$6,478,610	ROW, CST				\$6,478,610									
447555-2	SR-710/SW Warfield Boulevard	W of SE 126th Boulevard	Okeechobee/Martin County Line	New Intersection	0.37	New Intersection	TIP		\$317,610	\$6,722,183	\$7,039,793	ROW, CST				\$7,039,793									
447555-3	SR-710/SW Warfield Boulevard	W of SE 126th Boulevard	Okeechobee/Martin County Line	Add Lanes and Reconstruct	-	Widening	TIP	\$3,206,006			\$3,206,006	ROW, CST				\$3,206,006									
441700-1	Cove Road <sup>1</sup>	Kanner Highway (SR-76)	US-1/SR-5	PD&E/EMO Study	3.20	Widening	TIP	\$1,491,751	\$7,257,000	\$79,900,000	\$88,648,751	PE, ROW	CST	CST		\$8,748,751	\$75,080,000	\$4,820,000		TRIP (50%, \$40M), STBG, Other Roads, Fuel Taxes					
441699-1	High Meadow Avenue (CR-713)	I-95 (SR-9)	Martin Highway (SR-714)	Add Lanes and Reconstruct	2.64	Widening	TIP	\$2,331,645	\$3,064,821	\$37,000,000	\$42,396,466	PE, ROW		CST		\$5,396,466		\$37,000,000		STBG, Other Roads, Fuel Taxes					
419669-3	Willoughby Boulevard Extension	Monterey Road (SR-714)	Federal Highway (US-1/SR-5)	New 2 Lane Road	0.84	New 2L Road	TIP	\$2,827,625		\$62,300,000	\$65,127,625	PDE, PE			CST	\$2,827,625			\$62,300,000	STBG, Other Roads, Fuel Taxes					
RD-11	SW Newfield Parkway	West Farm Road	SW Becker Road	2L to 4L	1.13	Widening	Tier 1	\$3,920,000		\$30,700,000	\$34,620,000		PDE	PE	CST				\$30,700,000	Product Support, Fuel Taxes					
RD-12	SW Newfield Parkway	SW Prairie Avenue	SR-714/SW Martin Highway	2L to 4L	4.30	Widening	Tier 1	\$4,070,000			\$4,070,000				PDE,PE				\$4,070,000	Product Support					
RD-28	Village Parkway Extension <sup>2</sup>	CR-714/Martin Highway	Martin/St. Lucie County Line	New 4 Lane Road	3.00	New 4L Road	Not Applicable	-	-	-	-	-	-	-	-										
Notes																Total Cost (YOE)				\$33,697,251	\$75,080,000	\$41,820,000	\$97,070,000		
Project included in FDOT Five Year Work Program FY26-FY30, Nov. 2024. MPO Project ID Number is consistent with FDOT's FM#.																								\$247,667,251	

<sup>1</sup> Illustrative project since construction phase assumes 50% funding through FDOT's Transportation Regional Incentive Program (TRIP) available at districtwide level.

<sup>2</sup> Village Parkway Extension (RD-28) is a developer funded project.

2050 Unfunded Highway Needs

MPO Project ID Number	Street Name	From	To	Project Description	Length (in miles)	Improvement Type	Priority Tier	Project Cost (*PDC, in 2024/25 dollars)
RD-15	SW Martin Downs Boulevard	SR-714/SW Martin Highway	SW High Meadow Avenue	4L to 6L	0.98	Widening	Tier 2	\$15,644,442
RD-30	SR-714/SW Martin Highway	I-95 (SR-9)	SW 84th Avenue	2L to 4L	1.35	Widening	Tier 2	\$21,251,857
RD-3	SW 96th Street	SW Pennsylvania Avenue	SR-76/SW Kanner Highway	2L to 4L	0.93	Widening	Tier3	\$14,640,168
RD-4	SW Bridge Road	Pratt Whitney Road	I-95	2L to 4L	2.03	Widening	Tier3	\$31,956,496
RD-9	CR-714/SW Martin Highway	SW Allapattah Road/CR-609	I-95	2L to 4L	5.36	Widening	Tier3	\$46,571,702
RD-8	SW Allapattah Road/CR-609	CR-714/SW Martin Highway	Martin/St. Lucie County Line	2L to 4L	3.11	Widening	Tier3	\$27,022,014
RD-21	NW Green River Parkway	NE Jensen Beach Boulevard	Martin/St. Lucie County Line	2L to 4L	1.26	Widening	Tier3	\$29,752,600
RD-1	SW Indiantown Avenue	SR-710/SW Warfield Boulevard	SR-76/SW Kanner Highway	2L to 4L	0.39	Widening	Tier3	\$3,388,613
RD-7	SE Bridge Road/CR-708	SE Flora Avenue	SE Gomez Road	2L to 4L	1.43	Widening	Tier 4	\$22,511,226
* PDC - Present Day Cost. Project cost includes soft and hard construction costs.								
Total Cost (*PDC)								<b>212,739,117</b>

Transit Improvements  
Martin Moves 2050 Cost Feasible Plan

2050 Cost Feasible Transit Improvements

MPO Project ID Number	Project Name	Street Name/Geography	Project Description	Source	Improvement Type/Category	Comments	Annual Operating Cost (*PDC, 2024/25 dollars)	Capital Cost *(PDC, 2024/25 dollars)	Total Cost (Year of Expenditure)				Funding Source	
									2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50		
									1.10	1.29	1.56	1.94		
Service Improvements														
n/a	Fixed Route <sup>1</sup>	Systemwide	Maintain existing fixed route service	2025-2034 Marty TDP, July 2024	Fixed route operations	Includes reallocation of resources for route restructuring. Marty Transit Development Plan, Major Update FY 2025-2034.	\$2,979,999	-	\$16,389,995	\$19,220,994	\$23,243,992	\$57,811,981	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)	
T-1	Extend Route 2	Route 2	Extend route terminus to Walmart in Stuart	2025-2034 Marty TDP, July 2024	Route restructuring	Provides desired stop for Indiantown residents and creates transfer opportunity to Route 1 and Split Route 3.	-	-						
T-2	Split Route 3	Route 3	Split route to North and South loops and add new bus stops. North Stuart Circulator (35-minute headways) and South Stuart Circulator (40-minute headways).	2025-2034 Marty TDP, July 2024	Route restructuring	Increases coverage to shopping, community and medical destinations.	-	-						
T-3	Route 4 Flex Service/Pilot Later Shift Service	Route 4	Relocate terminus to Banner Lake Community Center and serve overlapping Route 1 stops (80-minute headways). Implement later service with Pilot TNC service from 5:30 pm to 8:00 pm such as through taxi partnership.	2025-2034 Marty TDP, July 2024	Route restructuring	As the demand for the increased service span grows, implementing could be a cost-effective solution.	-	-						
T-4	Extend Route 20X	Route 20X	Extend terminus to Tri-Rail Mangonia Park Station (80-minute headways).	2025-2034 Marty TDP, July 2024	Route restructuring	Extension for VA Medical Center to Tri-Rail station increases regional connectivity.	-	-						
n/a	Marketing Campaign	Countywide	Market development, communications and promotions. Leverage SFCS Program for Guaranteed Ride Home and advocating for mass transit.	2025-2034 Marty TDP, July 2024	Marketing	Marty Transit Development Plan, Major Update FY 2025-2034.	-	-						
n/a	Investigate Scope and Procurement for Microtransit	Systemwide	Depending on the customer experience desired, begin exploring taxi partnerships or microtransit opportunities to add later service for Route 4, Saturday service for local routes, and Palm City TNC Zone.	2025-2034 Marty TDP, July 2024	Procurement services	Marty Transit Development Plan, Major Update FY 2025-2034.	-	-						
n/a	Microtransit Service Capital Cost Allocation	Systemwide			New microtransit service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	-	\$817,776			\$1,275,731		Local (Fuel Taxes, General Fund), STBG, Federal (5307 & 5339)	
n/a	Paratransit Service	Countywide	Maintain existing paratransit service	2025-2034 Marty TDP, July 2024	Paratransit operations	Marty Transit Development Plan, Major Update FY 2025-2034.	\$248,901	-	\$1,368,956	\$1,605,411	\$1,941,428	\$4,828,679	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)	
n/a	Saturday TNC Pilot Program <sup>2</sup> - Routes 1, 2, 3, and 4	Routes 1, 2, 3, and 4	TNC service within 3/4-mile distance of Routes 1, 2, 3, and 4 on weekdays from 6 am to 8 pm.	2025-2034 Marty TDP, July 2024	New microtransit service	Operating cost adjusted to PDC (in 2025 dollars). Marty Transit Development Plan, Major Update FY 2025-2034.								
T-5	Pilot Palm City TNC Zone <sup>3</sup>	Palm City	Implement microtransit service from 6 am to 8 pm on weekdays only. The Palm City TNC Zone would increase access for areas with a high proportion of transit-dependent populations and destinations.	2025-2034 Marty TDP, July 2024	New microtransit service		\$145,396	-	\$799,678	\$937,805	\$1,134,089	\$2,820,684	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)	
T-7	Route 2 Express/Indiantown TNC Zone <sup>3</sup>	Indiantown	A restructure of service delivery to provide for a new local TNC service in Indiantown.	2025-2034 Marty TDP, July 2024	New microtransit service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	\$116,052	-			\$905,206	\$2,251,409	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)	
T-8	Jensen/Rio/Ocean Breeze TNC Zone <sup>3</sup>	Multiple jurisdictions	This new service area would connect to Route 1 and the proposed Jensen Beach Trolley from 6:00 am to 8:00 on weekdays only.	2025-2034 Marty TDP, July 2024	New microtransit service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	\$217,620	-			\$1,697,436	\$4,221,828	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)	
T-9	Port Salerno TNC Zone <sup>3</sup>	Port Salerno	This new service area in Port Salerno would connect to Route 1 and 4 from 6:00 am to 8:00 pm on weekdays only.	2025-2034 Marty TDP, July 2024	New microtransit service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	\$93,690	-			\$730,782	\$1,817,586	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)	
T-10	Kanner Highway fixed route	Multiple jurisdictions	A new fixed route service to connect the transfer station at the Robert Morgade Library to the proposed Intermodal Hub in Stuart.		New fixed route service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	-	\$1,060,000			\$1,653,600		Local (Fuel Taxes, General Fund), STBG, Federal (5307 & 5339)	
				2025-2034 Marty TDP, July 2024		Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	\$685,690	-			\$5,348,382	\$13,302,386	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)	

MPO Project ID Number	Project Name	Street Name/Geography	Project Description	Source	Improvement Type/Category	Comments	Annual Operating Cost (*PDC, 2024/25 dollars)	Capital Cost *(PDC, 2024/25 dollars)	Total Cost (Year of Expenditure)				Funding Source
									2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	
									1.10	1.29	1.56	1.94	
T-11	Jensen Beach Trolley	Jensen Beach	New service to connect the Stuart intermodal hub to the beaches and Treasure Coast Mall and Jensen Beach.		New trolley service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	-	\$1,590,000				\$3,084,600	Local (Fuel Taxes, General Fund), STBG, Federal (5307 & 5339)
				2025-2034 Marty TDP, July 2024		Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	\$217,630	-				\$4,222,022	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)
T-12	Downtown Stuart Tram <sup>4</sup>	Downtown Stuart	Maintain existing tram service. Operates from 9 am to 7 pm (Mon to Thrus), 9:00 am to 9:30 pm (Fri and Sat) and 9 am to 5 pm on Sunday	City of Stuart Tram Business Plan, 2019	Downtown circulator service	City of Stuart Tram Business Plan, 2019	\$196,212	-	\$1,079,168	\$1,265,570	\$1,530,457	\$3,806,521	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)
n/a	Intermodal hub <sup>5</sup>	Stuart	The hub should be in proximity to the Brightline Station and be the recognized county transportation center.	2025-2034 Marty TDP, July 2024	Intermodal		To Be Determined	To Be Determined					Statewide Rail Program or Intermodal Access (Non-SIS/Non-Highway Modes)
n/a	Passenger Rail Station	Stuart		City of Stuart Brightline Station Analysis, 2018	Intercity Passenger Rail Station (New Facility)	City of Stuart Brightline Station Analysis, 2018	-	To Be Determined					Statewide Rail Program or Intermodal Access (Non-SIS/Non-Highway Modes)
Capital Improvements													
n/a	Customer Facility and ADA Upgrades	Countywide	Public Works Department and Marty should have a transition plan for ADA compliance of transit infrastructure. Includes upgrades to make existing passenger facilities compliant with the Americans with Disabilities Act (ADA).	2025-2034 Marty TDP, July 2024	ADA upgrades	Marty Transit Development Plan, Major Update FY 2025-2034.	-	\$250,000	\$137,500	\$161,250			Local (Fuel Taxes, General Fund), STBG, Federal (5307 & 5339)
n/a	Add Bus Stops to Existing Routes	Systemwide	<div>Add 40 new bus stops.</div> <div><div>• Prioritize new stops on Route 1 and 2.</div><div>• New ADA compliant bus stop construction:<div>o 30 basic stops: 5 per year</div><div>o 10 enhanced stops: 2 per year</div></div></div> <div>• Solar powered lighting at 40 stops</div> <div>• 10 shelters at enhanced stops</div> <div>• 50 updates to at-stop static sign and information displays.</div> <div>• Coordinate with Area Regional Transit (ART) and Palm Tran on locations outside of Martin County</div>	2025-2034 Marty TDP, July 2024	New bus stop	The need to add bus stops emerged through the precursor Transit Efficiency Study (TES) effort and from feedback from the public and elected officials and through technical analysis performed for this TDP. Typical bus stop spacing for urban transit systems nationwide is a ¼-mile spacing. The current bus stop spacing for Marty Routes 1, 2, 3, and 4, are 0.96, 2.59, 1.10, and 1.75 miles, respectively. Marty Transit Development Plan, Major Update FY 2025-2034.	-	\$1,470,000	\$1,360,975	\$300,248			Local (Fuel Taxes, General Fund), STBG, Federal (5307 & 5339)
n/a	Replacement Bus Acquisition	Systemwide	Begin procurement in 2027. Scheduled replacement of 14 buses with 12-year life cycle from 2028-2034.	2025-2034 Marty TDP, July 2024	Fleet replacement	Capital cost adjusted to reflect PDC (in 2025 dollars). The TDP includes 2% inflation per year. Marty Transit Development Plan, Major Update FY 2025-2034.	-	\$7,420,000	\$4,081,000	\$4,785,900			Local (Fuel Taxes, General Fund), STBG, Federal (5307 & 5339)
n/a	Bus Fleet Management Plan Update	Systemwide	Guide transition/SOW for fleet and facility power transition if desired. Includes Bus Fleet Transition Study from the Marty TDP, July 2024.	2025-2034 Marty TDP, July 2024	Study/Plan	Marty Transit Development Plan, Major Update FY 2025-2034.	-	\$40,000	\$44,000				Local (Fuel Taxes, General Fund), STBG
n/a	Comprehensive Operational Analysis (COA)	Systemwide	Study to enhance transfer times, update headways. Review fare structure.	2025-2034 Marty TDP, July 2024	Study/Plan		-	\$50,000	\$55,000				Local (Fuel Taxes, General Fund), STBG
n/a	Transit Development Plan Major Update	Systemwide	Required every 5-years for state block grant funding.	2025-2034 Marty TDP, July 2024	Study/Plan		-	\$250,000	\$275,000				Local (Fuel Taxes, General Fund), STBG
n/a	Intermodal Hub Design Study	-	Begin procurement in 2026.	2025-2034 Marty TDP, July 2024	Study/Plan		-	\$100,000	\$110,000				Local (Fuel Taxes, General Fund), STBG
n/a	Route Planning and Scheduling Software	Systemwide	Annual evaluation of route schedules. One route per year for review & update coordinated service plan.	2025-2034 Marty TDP, July 2024	Technology		-	\$270,000	\$165,000	\$154,800			Local (Fuel Taxes, General Fund), STBG
n/a	Replacement Equipment Trip/Sparks Hardware	Systemwide	New/replacement of on-board equipment and networks for next generation Trip Sparks Computer Aided Dispatch (CAD)/Automatic Vehicle Location (AVL).	2025-2034 Marty TDP, July 2024	Technology		-	\$292,500	\$211,750	\$129,000			Local (Fuel Taxes, General Fund), STBG
n/a	Additional at-stop LCD real-time bus arrival displays	Systemwide	Bus stop upgrade, \$10K to \$15K each	2025-2034 Marty TDP, July 2024	Technology		-	\$450,000	\$440,000	\$64,500			Local (Fuel Taxes, General Fund), STBG
n/a	Transit Planning Studies and Plans	Systemwide		2025-2034 Marty TDP, July 2024	Studies/Plans		-	\$510,000					Local (Fuel Taxes, General Fund), STBG
n/a	O&M Facility Planning and Design Study	Systemwide		2025-2034 Marty TDP, July 2024	Study/Plan	-	\$150,000		\$193,500			Local (Fuel Taxes, General Fund), STBG	
n/a	Sustainability and Resilience Study	Systemwide		2025-2034 Marty TDP, July 2024	Study/Plan	-	\$25,000			\$39,000		Local (Fuel Taxes, General Fund), STBG	
n/a	Comprehensive Financial Assessment	Systemwide		2025-2034 Marty TDP, July 2024	Study/Plan	-	\$25,000			\$39,000		Local (Fuel Taxes, General Fund), STBG	

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									2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	
									1.10	1.29	1.56	1.94	
n/a	Technology Deployment Study	Systemwide		2025-2034 Marty TDP, July 2024	Study/Plan	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	-	\$40,000			\$62,400		Local (Fuel Taxes, General Fund), STBG
n/a	Safety and Security Audit	Systemwide		2025-2034 Marty TDP, July 2024	Study/Plan		-	\$25,000			\$39,000		Local (Fuel Taxes, General Fund), STBG
n/a	Emergency Response Planning	Systemwide		2025-2034 Marty TDP, July 2024	Study/Plan		-	\$25,000			\$39,000		Local (Fuel Taxes, General Fund), STBG
n/a	Customer Facilities and ADA Facilities Compliance	Systemwide		2025-2034 Marty TDP, July 2024	Study/Plan		-	\$40,000			\$62,400		Local (Fuel Taxes, General Fund), STBG
n/a	Triennial Review Support	Systemwide		2025-2034 Marty TDP, July 2024	Study/Plan		-	\$10,000			\$15,600		Local (Fuel Taxes, General Fund), STBG
n/a	Transit Asset Audit and Replacement Plan	Systemwide		2025-2034 Marty TDP, July 2024	Study/Plan		-	\$80,000			\$124,800		Local (Fuel Taxes, General Fund), STBG
n/a	Human Resource Recruiting, Retention and Development Study	Systemwide		2025-2034 Marty TDP, July 2024	Study/Plan		-	\$25,000			\$39,000		Local (Fuel Taxes, General Fund), STBG
n/a	Operations Scope of Work Development and Procurement Support	Systemwide		2025-2034 Marty TDP, July 2024	Study/Plan		-	\$25,000			\$39,000		Local (Fuel Taxes, General Fund), STBG
n/a	Study of Transit Values/Benefits to Martin County	Systemwide		2025-2034 Marty TDP, July 2024	Study/Plan		-	\$40,000			\$62,400		Local (Fuel Taxes, General Fund), STBG
Annual Operating Cost (*PDC, 2024/25 dollars)							\$4,901,191	Total Operating Cost (YOE**)	\$18,558,628	\$21,764,210	\$35,001,315	\$91,276,575	

Notes

<sup>1</sup> Fixed bus route bus service includes restructured routes or modifications for Marty routes 2, 3, 4, and 20X.

<sup>2</sup> Provide on-demand service through partnerships with Transportation Network Companies, microtransit or taxi partnership within 0.75-mile distance of existing Marty routes.

<sup>3</sup> Provide on-demand service through partnership with Transportation Network Companies, microtransit or taxi partnership within designated geographic areas or zones to enhance connectivity to Marty routes as well as origins and destinations.

<sup>4</sup> Tram operations are funded through City of Stuart General Fund (Transporation) and supplemented by CRA + advertising/sponsorship revenue. State grants via MPO/FDOT funds marketing and promotional activities as well as capital assistance.

<sup>5</sup> Project cost not available at this stage. Project cost could vary significantly based on development program for the facility. Design features should be centered on pedestrian and bicycle activity, local taxis, TNCs, bikeshare, bike lockers, electric charging stations, park-and-ride facilities, and private charter bus companies.

Illustrative Projects since funding through Rail Program or Intermodal Access included under Statewide Capacity Program Estimate for Non-SIS/Non-Highway Modes is not guaranteed. State funding through these programs requires local match.

\* PDC - Present Day Cost  
\*\* YOE - Year of Expenditure  
n/a - Not Applicable

2050 Unfunded Transit Improvements

MPO Project ID Number	Project Name	Street Name/Geography	Project Description	Source	Improvement Type/Category	Comments	Annual Operating Cost (*PDC, 2024/25 dollars)	Capital Cost (*PDC, 2024/25 dollars)
T-6	Stuart TNC Zone <sup>1</sup>	Stuart	A TNC service in Stuart could increase ridership to existing routes and improve access to affordable housing units, medical services, and other origins and destinations.	2025-2034 Marty TDP, July 2024	New microtransit service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	\$1,088,100	-
T-13	Tri-Rail Extension	FEC Railroad Corridor	From Palm Beach County to Fort Pierce	2045 Treasure Coast Regional LRTP	Regional transit service	2045 Treasure Coast Regional LRTP	Not Available	Not Available
T-14	SR-710/CSX Connector	CSX Railroad Corridor	Palm Beach County to SW Allapattah Road	2045 Treasure Coast Regional LRTP	Regional transit service	2045 Treasure Coast Regional LRTP	Not Available	Not Available
T-15	Turnpike Express Bus Route	Florida's Turnpike	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	2045 Treasure Coast Regional LRTP	Regional transit service	2045 Treasure Coast Regional LRTP	Not Available	Not Available
T-16	US-1 Transit Enhancements	US-1 Corridor	Palm Beach County Line to Brevard County Line	2045 Treasure Coast Regional LRTP	Regional transit service	2045 Treasure Coast Regional LRTP	Not Available	Not Available
T-17	I-95 Express Bus Route	I-95 Corridor	Palm Beach County Line to Gatlin Boulevard/I-95	2045 Treasure Coast Regional LRTP	Regional transit service	2045 Treasure Coast Regional LRTP	Not Available	Not Available

\* PDC - Present Day Cost  
<sup>1</sup> Provide on-demand service through partnership with Transportation Network Companies, microtransit or taxi partnership within designated geographic areas or zones to enhance connectivity to Marty routes as well as origins and destinations.

Strategic Intermodal System (SIS) Improvements  
Martin Moves 2050 Cost Feasible Plan

2050 Cost Feasible Strategic Intermodal System (SIS)

MPO Project ID Number <sup>1</sup>	Street Name/Facility	From	To	Project Description	Source	Improvement Type	Comments	Project Cost (PDC, in 2024/25 dollars)	Project Cost (Year of Expenditure)					Project Phase					Funding Source
									2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	
											1.561	1.784	2.098						
4533331	SR-710/SW Warfield Boulevard	FR FPL Access Rd	CR-609/SW Allapattah Road	Add 4 Lanes to Build 6	SIS Adopted 1st & 2nd Five Year Programs	A4-6	PE and ROW phases in SIS Adopted 1st & 2nd Five Year Programs	\$16,248,000	\$15,703,000	\$545,000				PE, ROW	ROW				State Managed Funds
4533332	SR-710	Martin/Okeechobee County Line	FPL Power Plant Access Road	Add 2 Lanes to Build 4	SIS Adopted 1st Five Year Program	A2-4	PE and ROW phases in SIS Adopted 1st Five Year Program	\$4,747,700	\$4,747,700					PE, ROW					State Managed Funds
453333-4	SR-710/SW Warfield Boulevard	SW Allapattah Road	SW Van Buren Avenue	Add Lanes and Reconstruct	Draft Tentative Work Program, FDOT, Dec. 2024	Widening	Draft Tentative Work Program, FDOT, Nov. 2024	\$15,280,000	\$15,280,000					CON					
441636-3	SR-714	at FEC Railway	-	Grade Separation	Draft Tentative Work Program, FDOT, Dec. 2024	GRASEP	Draft Tentative Work Program, FDOT, Nov. 2024	\$75,159,024	\$75,159,024					PE, ROW, CON					
4132532	I-95	Martin/Palm Beach County Line	CR-708/Bridge Road	Managed Lanes (PD&E Study)	SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program	\$1,700,000	\$1,700,000					PD&E					State Managed Funds
4132542	I-95	CR-708/Bridge Road	High Meadow Avenue	Managed Lanes (PD&E Study)	SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program	\$1,649,000	\$1,649,000					PD&E					State Managed Funds
4226815	I-95	High Meadow Avenue	Martin/St. Lucie County Line	Managed Lanes (PD&E Study)	SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program	\$2,600,000	\$2,600,000					PD&E					State Managed Funds
3403	I-95	Martin/Palm Beach County Line	CR-708/Bridge Road	Managed Lanes	SIS Long Range CFP FY2035-2050	MGLANE		\$6,516,000				\$6,516,000					PE		
3664	I-95	CR-708/Bridge Road	High Meadow Avenue	Managed Lanes	SIS Long Range CFP FY2035-2050	MGLANE		\$9,985,000				\$9,985,000					PE		
3665	I-95	High Meadow Avenue	Martin/St. Lucie County Line	Managed Lanes	SIS Long Range CFP FY2035-2050	MGLANE		\$6,726,000				\$6,726,000					PE		
3670	I-95	at SR-714/Martin Highway	-	Modify Interchange	SIS Long Range CFP FY2035-2050	M-INCH		\$2,355,000			\$3,565,000					PE, CON			
4192523	SR-710	Martin/Okeechobee County Line	FPL Power Plant Access Road	Add Turn Lane(s)	SIS Adopted 1st Five Year Program	TURN	PE phase in SIS Adopted 1st Five Year Program	\$52,000	\$52,000					PE					District Managed Funds
Total Cost								\$143,017,724	\$116,890,724	\$545,000	\$3,565,000	\$23,227,000	\$0	Total Cost (YOE)					\$144,227,724

Notes

<sup>1</sup> The MPO Project Identification (ID) Number corresponds to the ID included in the SIS Long Range Cost Feasible Plan, April 2024 or SIS Adopted First and Second Five-Year Program or FDOT FM# as the case may be.

Year of Expenditure (YOE) inflation factors are consistent with SIS Long Range Cost Feasible Plan.

Project included in FDOT Five Year Work Program FY26-FY30, Nov. 2024

Florida's Turnpike Enterprise Cost Feasible Plan Projects, January 2025

MPO Project ID Number <sup>2</sup>	Street Name/Facility	From	To	Project Description	Source	Improvement Type	Comments	Project Cost (PDC, in 2024/25 dollars)	Project Cost (Year of Expenditure)					Project Phase					Funding Source
									2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	
446975-1 & 446166-1	Turnpike Mainline (SR-91)	-	-	New Interchange: MP 125 - I-95 (New Direct Connect Ramps from Turnpike Mainline (SR-91)	Turnpike Enterprise Major Projects List, Martin County, January 2025	New Interchange	PD&E is underway, preferred alternative selected	\$25,867,561	\$1,167,561	\$24,700,000				PD&E	PE				Florida's Turnpike Enterprise
446333-1 & 446334-1	Turnpike Mainline (SR-91)	North of Stuart/SR-714 (MP 134.8)	North of Becker Road (MP 138.5)	Widen from 4 to 8 lanes, includes interchange improvement: MP 138 - Becker Road	Turnpike Enterprise Major Projects List, Martin County, January 2025	Widening	PE is underway, ROW (Phase 43) in 2031 and CON (Phase 52) in 2032 -2035	\$250,112,000		\$250,112,000				PE	ROW, CON				Florida's Turnpike Enterprise
Total Cost								\$275,979,561	\$1,167,561	\$274,812,000				Total Cost (YOE)					\$275,979,561

Notes

<sup>2</sup> The MPO Project Identification (ID) Number corresponds to the Florida Turnpike's Financial Project Identification (FPID) included in its Major Projects List, January 2025.

2050 Unfunded SIS Multi-Modal Needs

MPO Project ID Number <sup>3</sup>	Street Name/Facility	From	To	Project Description	Source	Improvement Type	Comments	Project Cost (*PDC, in 2024/25 dollars)
1541	SR-710	Martin Powerplant Road	CR-609/Allapattah Road	Add 4 Lanes to Build 6	FDOT District 4, PD&E Study, Aug. 2025	A4-6		\$70,797,400
308	SR-710	Okeechobee/Martin County Line	Martin Powerplant Road	Add 4 Lanes to Build 6	FDOT District 4, PD&E Study, Aug. 2025	A4-6	Long Term Highway Improvements, Year 2045	\$148,905,112
2817	I-95	High Meadow Avenue	Becker Road	Interchange Improvement	SIS 2045 MMUNP, June 2017	M-INCH	Long Term Highway Improvements, Year 2045	\$113,547,000
2701	SR-710 Exclusive Guideway Transit Hub	at Indiantown	-	Passenger Service	SIS 2045 MMUNP, June 2017	PSERV	Mid Term Transit Improvements, Year 2035, Potential SIS Facility	\$11,400,000
2259	SR-710 Exclusive Guideway	Indiantown	Mangonia Park Tri-Rail Station	Passenger Service	SIS 2045 MMUNP, June 2017	PSERV	Mid Term Transit Improvements, Year 2035, Potential SIS Facility	\$386,460,000
2261	US-1 Exclusive Guideway	West Palm Beach Transit Hub	Fort Pierce	Passenger Service	SIS 2045 MMUNP, June 2017	PSERV	Mid Term Transit Improvements, Year 2035, Potential SIS Facility	\$720,480,000
Total Cost (*PDC)								\$1,451,589,512

Notes

<sup>3</sup> The MPO Project Identification (ID) Number corresponds to the ID included in the SIS 2024 MMUNP, June 2017.

\* PDC - Present Day Cost

Florida's Turnpike Enterprise Unfunded Projects, January 2025

MPO Project ID Number <sup>4</sup>	Street Name/Facility	From	To	Project Description	Source	Improvement Type	Comments	Project Cost (*PDC, in 2024/25 dollars)
446975-1	Turnpike Mainline (SR-91)	-	-	New Interchange: MP 125 - I-95 (New Direct Connect Ramps from Turnpike Mainline (SR-91)	Turnpike Enterprise Major Projects List, Martin County, January 2025	New Interchange	Construction estimated that includes Direct Connection Interchange between I-95 and Florida's Turnpike and the widening of the Turnpike Mainline approx. 2 miles to the north and south of Bridge Rd. (July 2025)	\$309,143,845
446165-1	Turnpike Mainline (SR-91)	at Stuart/SR-714 (MP 133)	-	Interchange Improvement: MP 133 - Stuart (SR-714)	Turnpike Enterprise Major Projects List, Martin County, January 2025	Interchange Improvement	PE (Phase 32) at \$1.7M is underway; ROW (\$24.245M) and CON (\$141.739M) is unfunded	\$165,984,000
446219-1	Turnpike Mainline (SR-91)	MP 117.7 - Palm Beach/Martin County Line	MP 125 - I-95 Connector	Widen from 4 to 6 lanes	Turnpike Enterprise Major Projects List, Martin County, January 2025	Widening	PE (Phase 32) is underway; CON is unfunded	\$252,521,000
446332-1	Turnpike Mainline (SR-91)	MP 125 - I-95 Connector	MP 131 - Thomas B Manuel Bridge	Widen from 4 to 6 lanes	Turnpike Enterprise Major Projects List, Martin County, January 2025	Widening	PE (Phase 32) is underway; ROW (\$12.16M) and CON (\$260.169M) is unfunded	\$272,329,000
446617-1	Turnpike Mainline (SR-91)	MP 131 - Thomas B Manuel Bridge	MP 133 - Stuart/SR-714	Widen from 4 to 6 lanes	Turnpike Enterprise Major Projects List, Martin County, January 2025	Widening	ROW (\$6.176M) and CON (\$123.774M) is unfunded	\$129,950,000
Notes								
Total Cost (*PDC)								\$1,129,927,845

<sup>4</sup> The MPO Project Identification (ID) Number corresponds to the Florida Turnpike's Financial Project Identification (FPID) included in its Major Projects List, January 2025.

\* PDC - Present Day Cost



Transportation System Management & Operations (TSM&O) Improvements  
Martin Moves 2050 Cost Feasible Plan

2050 Cost Feasible TSM&O Improvements

MPO Project ID Number	Street Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Project Cost (*PDC, 2024/25 dollars)	Project Cost/Funding (Year of Expenditure)				Funding Source
									2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	
									1.10	1.29	1.56	1.94	
CM-1	SR-5/US-1/Federal Highway <sup>1</sup>	SE Indian Street	Martin/St. Lucie County Line	Congestion Management	7.85	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	Audible & Vibratory Edge Line Striping; Advance Vehicle Detection	\$265,031			\$413,448		Local (Transportation Impact Fee)
CM-2	Dixie Highway	S. Colorado Avenue	NW Palm Street	Congestion Management	1.33	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined	\$5,670,000	\$5,900,000	\$12,000,000	SHS <sup>2</sup> (non-SIS, in TMA)	
CM-3	SR-714/SE Monterey Road	SE Monterey Road (Ext)	SE Dixie Highway/CR-A1A	Congestion Management	0.52	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-4	SR-732/Jensen Beach Boulevard	SR-5/US-1/Federal Highway	Indian River Drive	Congestion Management	2.94	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-5	SR-732/NE Causeway Blvd	Indian River Drive	SR-A1A/NE Ocean Boulevard	Congestion Management	2.47	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-6	Indian River Drive	SR-732/Jensen Beach Boulevard	NE Dixie Highway	Congestion Management	1.33	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-7	SW Joan Jefferson Way	SR-5/US-1/Federal Highway	SW Dixie Highway	Congestion Management	0.13	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-8	S Colorado Avenue	SR-5/US-1/Federal Highway	SE Ocean Boulevard	Congestion Management	0.45	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-9	SE Ocean Boulevard	S Colorado Avenue	SE Palm Beach Road	Congestion Management	0.99	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-10	SR-714/Martin Highway/ SW Martin Downs Boulevard	SW Mapp Road	S Kanner Highway/SR-76	Congestion Management	1.07	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-12	SE Dixie Highway/CR-A1A	SE Salerno Road	SE St. Lucie Boulevard	Congestion Management	0.71	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-13	CR-713/High Meadow Avenue	I-95	CR-714/Martin Highway	Congestion Management	2.85	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-14	SW Murphy Road	SR-714/Martin Highway	Martin/St. Lucie County Line	Congestion Management	2.25	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					

Notes:

\* PDC - Present Day Cost

Project ID CM-11, SR-714/Martin Highway was identified as a congested corridor based on Year 2023 data before the completion of improvements. Therefore, it is omitted from the list of TSM&O corridors.

Location and corridor specific improvements will be identified based on detailed technical analysis including data collection, traffic and safety evaluation along with corresponding project cost estimates.

<sup>1</sup> Project cost for CM-1 is based on Martin MPO's US-1 Congestion Management Study, 2024 with project limits from Martin/St. Lucie County Line to Cove Road. This Study includes two addition recommendations, 1) Construct joint access driveways at two locations at an estimated construction cost of \$0.47M in PDC; and 2) Implement sidewalk-level separated bicycle lanes, which requires fully roadway reconstruction at \$25.87M in PDC

<sup>2</sup> Funds can be used for off-system roads (county, municipal or local roads) that are non-SIS and not on the SHS. And could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). SHS funds allocated to fund TSM&O projects. Approximately \$23.57M avaiable over 20-year period from 2030/31 to 2049/50.

Other Improvements  
Martin Moves 2050 Cost Feasible Plan

2050 Other Improvements, Illustrative Projects

MPO Project ID Number	Project Name	From	To	Project Description	Source	Improvement Type	Comments	Total Project Cost (Year of Expenditure)			
								2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
								1.10	1.28	1.56	1.94
P-1	Kanner Highway/SR-76 at I-95	-	-	Facility located in southwest corner of Kanner Highway/SR 76, approximately 46,000 sq. ft. 106 parking spaces including four ADA spaces and six kiss-and-ride.	Park-And-Ride Master Plan, FDOT - D4, Oct. 2018, pg. 10, 38, 43 and 44	Park-and-Ride	Cost from 2045 LRTP; Includes MOT and contingency			\$4,762,368	
n/a	West of I-95 between Becker Road and Martin Highway	-	-	Park-and-Ride Lot	Park-And-Ride Master Plan, FDOT - D4, Oct. 2018, pg. 10	Park-and-Ride	Assumes 50 spaces @ \$17,000/space				\$2,796,704
n/a	West of Turnpike in vicinity of Sand Avenue	-	-	Park-and-Ride Lot	Park-And-Ride Master Plan, FDOT - D4, Oct. 2018, pg. 10	Park-and-Ride	Assumes 50 spaces @ \$17,000/space				\$2,796,704
RR-1	FEC Railroad Bridge	Over St. Lucie River	-	Double tracking FEC railroad bridge over St. Lucie river	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	New Railroad Bridge/Rail Capacity					
Notes								\$0	\$0	\$4,762,368	\$5,593,408
								Total Project Cost (YOE**) for 25-year period		10,355,776	

\*\* YOE - Year of Expenditure  
¹ Construction cost includes adjustments applied to base construction cost from 2045 LRTP to account for inflation @ of 5% per year for five years from 2020 to 2025.  
RR-1 is a privately funded project. This project is included in freight improvements list.



Freight Improvements  
Martin Moves 2050 Cost Feasible Plan

2050 Cost Feasible Frieght Projects - SIS Improvements

MPO Project ID Number <sup>1</sup>	Street Name/Facility	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*, in 2024/25 dollars)	Project Cost (Year of Expenditure)					Project Phase					Funding Source
										2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	
												1.561	1.784	2.098						
4132542	I-95	CR-708/Bridge Road	High Meadow Avenue	Managed Lanes (PD&E Study)	-	SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program	\$1,649,000	\$1,649,000					PD&E					State Managed
4226815	I-95	High Meadow Avenue	Martin/St. Lucie County Line	Managed Lanes (PD&E Study)	-	SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program	\$2,600,000	\$2,600,000					PD&E					State Managed
441636-3	SR-714	at FEC Railway	-	Grade Separation	-	Draft Tentative Work Program, FDOT, Dec. 2024	GRASEP	Draft Tentative Work Program, FDOT, Nov. 2024	\$75,159,024	\$75,159,024					PE, ROW, CON					
3664	I-95	CR-708/Bridge Road	High Meadow Avenue	Managed Lanes	-	SIS Long Range CFP FY2035-2050	MGLANE		\$9,985,000				\$9,985,000					PE		
3403	I-95	Martin/Palm Beach County Line	CR-708/Bridge Road	Managed Lanes	-	SIS Long Range CFP FY2035-2050	MGLANE		\$6,516,000				\$6,516,000					PE		
Notes								Total Project Cost	\$95,909,024	\$79,408,024	\$0	\$0	\$16,501,000	\$0	Total Cost (YOE**)					\$16,501,000

\* PDC - Present Day Cost

\*\* YOE - Year of Expenditure

<sup>1</sup> The MPO Project Identification (ID) Number corresponds to the ID included in the SIS Long Range Cost Feasible Plan, April 2024 or SIS Adopted First and Second Five-Year Program or FDOT FM# as the case may be.

Project included in FDOT Five Year Tentative Work Program FY26-FY30, Nov. 2024

2050 Cost Feasible Frieght Projects - Highway/Roadway Improvements (non-SIS)

MPO Project ID Number <sup>2</sup>	Street Name/Project Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*, in 2024/25 dollars)	Total Cost (YOE*)			
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
FS4	Cove Road	Kanner Highway/SR-76	CR-A1A	Add 2 Lanes & Reconstruct 2 Lanes (4LD)	4.32	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	Widening	Project IDs 'R-4, R-5, R-6' included in Martin in Motion 2045 LRTP; Draft Tentative Work Program, FDOT, Nov. 2024; Phases - PE, ROW (partial project)	-	\$8,748,751	\$75,080,000	\$4,820,000	
FS7	High Meadow Avenue	I-95	SR-714/ Martin Highway	Add 2 Lanes & Reconstruct 2 Lanes (4LD)	2.64	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	Widening	Draft Tentative Work Program, FDOT, Nov. 2024; Phases - PE, ROW	-	\$5,396,466		\$37,000,000	
Notes										\$14,145,217	\$75,080,000	\$41,820,000	\$0
										Total Cost (YOE**)		\$131,045,217	

\* PDC - Present Day Cost

\*\* YOE - Year of Expenditure

2050 Freight Unfunded Needs

MPO Project ID Number <sup>2</sup>	Street Name/Project Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*, in 2024/25 dollars)
1541	SR-710	Martin Powerplant Road	CR-609/Allapattah Road	Add 4 Lanes to Build 6		FDOT District 4, PD&E Study, Aug. 2025	A4-6		\$70,797,400
RR-1	FEC Railroad Bridge	Over St. Lucie River	-	Double tracking FEC railroad bridge over St. Lucie river	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	New Railroad Bridge/Rail Capacity		To Be Determined
FRR-6	US-27 Corridor Rail Bypass	Miami-Dade County	FEC Railroad at SR-710	New Railroad, Rehabilitation		Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	New Railroad, Rehabilitation		-
FP-3	Martin County I-95 NB and SB Rest Areas	-	-	Dynamic Truck Parking, Touch-Screen Kiosk	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Short Range (2021-2025)	ITS		To Be Determined
FP-5	Truck Parking (Pull Offs) (700'X100'; 20 truck parking)	Regional - US 98, SR 710	-	New Parking	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	New Parking	Cost for full build truck parking varies from \$180,000 to \$260,000 based on recently completed projects in Florida, plus 50% for soft costs	\$6,600,000

MPO Project ID Number <sup>2</sup>	Street Name/Project Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*, in 2024/25 dollars)
FSH1	SR-714/Martin Highway	I-95	Citrus Blvd	Widen paved shoulders from 4' to 7'	4.4	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	Shoulder Widening	Unit cost based on FDOT Cost Per Mile model for U-18 + 50% for soft costs	\$2,970,000
FSH2	US-98	Palm Beach County Line	Okeechobee County Line	Widen paved shoulders from 4' to 7'	12.6	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Short Range (2021-2025)	Shoulder Widening	Unit cost based on FDOT Cost Per Mile model for U-18 + 50% for soft costs	\$8,505,000
FSH3	SE Bridge Road	0.5 Miles east of I-95	Flora Avenue	Widen paved shoulders from 1' to 7'	5.00	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Shoulder Widening	Unit cost based on FDOT Cost Per Mile model for U-18 + 50% for soft costs	\$3,375,000
FSH4	SR-76/ SW Kanner Highway	US- 98	Pratt Whitney Rd	Widen paved shoulders from 4' to 7'	23.00	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Shoulder Widening	Unit cost based on FDOT Cost Per Mile model for U-18 + 50% for soft costs	\$15,525,000
FRH1	Rural Highways - West of I-95	Regional	-	TSM&O System (10 Digital Message Signs)	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	TSM&O	Assume 51x100ft DMS with support structure at \$500,000 plus 50% for soft cost	\$7,500,000
FRH2	Rural Highways - West of I-95	Regional	-	Provide Rural Center U-Turns Every 10 Miles	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Restriping/Lane Reconfiguration		To Be Determined
FRH3	Rural Highways - West of I-95	Regional	-	Visibility Warning System (8)	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Technology		To Be Determined
FTRP1	Highways, Local Roads	Countywide	-	Designated Truck Routes and No Thru Trucks (50)	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Short Range (2021-2025)	Truck Route Plan (Signage)		To Be Determined
FS2	Stuart Area Projects	Areawide	-	FDOT TSM&O, MPO 2020 Congestion Management Projects	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Short & Mid Range (2021-2030)	TSM&O	Martin in Motion, 2045 LRTP	To Be Determined
FS3	US-1	Cove Road	St. Lucie County Line	Corridor Retrofit	8.80	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	Corridor Retrofit	US-1 Congestion Management Study, 2024	\$44,244,780
FS8	Bridge Road	Powerline Avenue	Federal Highway/US-1	Add 2 Lanes & Reconstruct 2 Lanes (4LD)	2.00	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Widening	Project ID 'R-10' included in Martin in Motion 2045 LRTP, cost increased by 1.28 at 5% YoY	\$20,785,390
FS9	SR-714/ Martin Downs Boulevard	Matheson Avenue	Palm City Road	Add 2 Lanes & Reconstruct 4 Lanes (6LD)	1.33	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Widening	Project ID 'R-13' included in Martin in Motion 2045 LRTP, cost increased by 1.28 at 5% YoY	\$72,986,267
WS-NB	I-95	Weigh-in-Motion Station (Northbound)	-	TBD	-	Project Steering Committee & I-95 Master Plan	ITS		To Be Determined
WS-SB	I-95	Weigh-in-Motion Station (Southbound)	-	TBD	-	Project Steering Committee & I-95 Master Plan	ITS		To Be Determined
RA-NB	I-95	Rest Area (Northbound)	-	Dynamic Truck Parking, Touch-Screen Kiosk	-	Project Steering Committee & I-95 Master Plan	ITS	Overlaps with Project ID FP3	To Be Determined
RA-SB	I-95	Rest Area (Southbound)	-	Dynamic Truck Parking, Touch-Screen Kiosk	-	Project Steering Committee & I-95 Master Plan	ITS	Overlaps with Project ID FP3	To Be Determined
Total Project Cost (PDC)									\$44,475,000

**Notes**

RR-1 is included in and overlaps with projects in the "Other Improvements" category. RR-1 is a privately funded project.

Freight Needs that do not overlap with improvements/projects included in other modes or categories.

FS# - Freight Supportive Corridors identified in the Martin MPO's Freight and Goods Movement Plan, October 2020. FS3 overlaps with CM-1.

Project included in FDOT Five Year Tentative Work Program FY26-FY30, Nov. 2024

FRH1, FRH2, FRH3, FTRP1 and FS2 are areawide, countywide or regional projects that are not shown on the map.

Safety Improvements  
Martin Moves 2050 Cost Feasible Plan

MPO Project ID Number	Street Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (*PDC, 2024/25 dollars)	Project Cost (Year of Expenditure)			
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
										1.10	1.29	1.56	1.94
401	US 1/SE Federal Hwy	SE Indian St	SE Central Pkwy	Safety audit, safety improvements	1.28	Vision Zero Plan, May 2022	Safety audit	Lump sum	\$400,000		\$516,000	\$624,000	\$776,000
402	US 1/SE Federal Hwy	SR 76/Kanner Hwy	Roosevelt Bridge	Safety audit, speed reduction, safety improvements	0.84	Vision Zero Plan, May 2022	Safety audit	Lump sum	\$350,000		\$451,500	\$546,000	\$679,000
403	S Kanner Hwy	SE Cove Rd	SE Salerno Rd	Education, enforcement	0.59	Vision Zero Plan, May 2022	Education & enforcement	Lump sum	\$500,000		\$645,000	\$780,000	\$970,000
404	US 1/Federal Hwy	NW Goldenrod Rd	St. Lucie County Line	Education, enforcement	0.94	Vision Zero Plan, May 2022	education & enforcement	Lump sum	\$750,000		\$967,500	\$1,170,000	
405	S Dixie Hwy	SE Delmar St	SE Aviation Way	Bike facility study, safety improvements	0.60	Vision Zero Plan, May 2022	Study	Lump sum	\$100,000		\$129,000	\$156,000	\$194,000
407	SE Dixie Highway	SE Normand Street	SE Kensington Street	Shift drainage inward by 3 ft	1.24	Martin County SS4A Action Plan	Drainage		\$1,500,000		\$1,935,000	\$2,340,000	\$2,910,000
408	SE Dixie Highway	SE Broward Street	-	Upgrade existing mid-block pedestrian crosswalk to pedestrian hybrid beacon	0.02	Martin County SS4A Action Plan	Install pedestrian hybrid beacon		\$1,600,000		\$2,064,000	\$2,496,000	\$3,104,000
415	SE Dixie Highway	Monterey Road	-	Upgrade existing crosswalks to high emphasis crosswalk	0.03	Martin County SS4A Action Plan	Install high emphasis crosswalk		\$15,000		\$19,350	\$23,400	\$29,100
416	SE Dixie Highway	SE Airport Road	-	Upgrade existing crosswalks to high emphasis crosswalk	0.02	Martin County SS4A Action Plan	Install high emphasis crosswalk		\$15,000		\$19,350	\$23,400	\$29,100
418	SE Dixie Highway	SE Indian Street	-	Upgrade existing crosswalks to high emphasis crosswalk	0.02	Martin County SS4A Action Plan	Install high emphasis crosswalk		\$15,000		\$19,350	\$23,400	\$29,100
419	SE Dixie Highway	SE Seaward Street	-	Upgrade existing crosswalks to high emphasis crosswalk	0.02		0 Install high emphasis crosswalk		\$15,000		\$19,350	\$23,400	\$29,100
420	SE Dixie Highway	SE Aviation Way	-	Improve bus stop boarding and alighting areas to be ADA compliant and add shelters	0.03	Martin County SS4A Action Plan	Bus stop shelter and ADA improvements	Overlaps with transit improvements	\$40,000		\$51,600	\$62,400	\$77,600
421	SE Dixie Highway	SE Cove Road	SE Westfield Street	Install sidewalk barriers or fencing	0.37	Martin County SS4A Action Plan	Sidewalk		\$90,000		\$116,100	\$140,400	\$174,600
422	SE Dixie Highway	SE Salerno Road	SE Westfield Street	Reduce width of parking spaces and install a bicycle lane	0.25	Martin County SS4A Action Plan	Restriping		\$340,000		\$438,600	\$530,400	\$659,600
423	SE Dixie Highway	South of SE Salerno Road	-	Upgrade existing midblock crossing to include pedestrian hybrid beacons and high-visibility crosswalks	0.01	Martin County SS4A Action Plan	Install pedestrian hybrid beacon & high visibility crosswalks	Project cost included in #408	-		-	-	-
424	SE Bridge Road	SE Powerline Avenue	SE Flora Avenue.	Extend rumble strips (centerline and shoulders)	1.13	Martin County SS4A Action Plan	Misc. construction		\$1,410,000		\$1,818,900	\$2,199,600	\$2,735,400
425	SE Bridge Road	I-95	SE Flora Avenue.	Install lighting	5.42	Martin County SS4A Action Plan	Lighting						
426	SE Bridge Road	SE Powerline Avenue	-	Install electronic speed feedback sign	0.02	Martin County SS4A Action Plan	Install speed feedback sign		\$25,000		\$32,250	\$39,000	\$48,500
427	SE Bridge Road	at Powerline Road	-	Install electronic speed feedback sign	0.01	Martin County SS4A Action Plan	Install speed feedback sign		\$25,000		\$32,250	\$39,000	\$48,500
428	SW Martin Highway	SW Deer Run	West of I-95	Install lighting	11.78	Martin County SS4A Action Plan	Lighting		\$2,801,250		\$3,613,613	\$4,369,950	\$5,434,425
429	SW Martin Highway	SW Deer Run	West of I-96	Improve road friction	11.78	Martin County SS4A Action Plan	Misc. construction						
430	SW Martin Highway	SW Allapattah	-	Intersection illumination	0.02	Martin County SS4A Action Plan	Lighting						
431	SW Martin Highway	SW Deer Run	SW Allapattah Road	Install rumble strips (centerline and shoulders)	5.50	Martin County SS4A Action Plan	Misc. construction						
432	SE Dixie Hwy	SE Osprey St	SE Gleason St	Signal improvements	-	Martin MPO FY27-FY31 Unfunded Safety Priority List	Signal Improvements		\$3,200,000		\$4,128,000	\$4,992,000	\$6,208,000
433	SE Commerce Ave	SE Indian St	SE Salerno Rd	Roadway leveling, resurfacing, shoulder widening, drainage improvements, pedestrian crosswalks	2.25	Martin MPO FY27-FY31 Unfunded Safety Priority List	RRR	FDOT Cost per Mile Model (U-13) plus 50% for engineering, CEI	\$1,800,000		\$2,322,000	\$2,808,000	\$3,492,000
na	Railroad Crossings	County Wide	-	Second train incoming warning system	-	Martin MPO FY27-FY31 Unfunded Safety Priority List	RR Xing Safety		TBD		-	-	-
434	SW Amaryllis Ave	CSX Crossing	-	Railroad crossing gates	-	Martin MPO FY27-FY31 Unfunded Safety Priority List	RR Xing Safety	Cost includes precast panel, embedded trackwork, MOT, paving, signals, and soft costs	\$3,000,000		\$3,870,000	\$4,680,000	\$5,820,000
435	Bridge Rd	@ Powerline Drive	-	Turn lane	-	Martin MPO FY27-FY31 Unfunded Safety Priority List	Turn Lane	FDOT Cost per Mile Model (R-28) plus 50% for engineering, CEI	\$472,500		\$609,525	\$737,100	\$916,650
Notes								Total Project Cost (*PDC)	\$18,463,750	0	\$9,510,525	\$5,600,400	\$14,474,825
MPO Project ID #s 403 and 403: Implement bicycle education and speed enforcement programs.										Total Cost (YOE**)		\$29,585,750	

MPO Project ID #s 403 and 403: Implement bicycle education and speed enforcement programs.

Cost estimate for projects and initiatives identified in Martin MPO's Vision Zero Plan are lump sum for budgetary purposes.

Project cost for improvements recommended in Martin County SS4A Action Plan are based on rough order of magnitude (ROM) cost estimates prepared by Martin County for grant application purposes.

Complete Streets  
Martin Moves 2050 Cost Feasible Plan

2050 Complete Streets Illustrative Projects

Approximately \$34.7 million are allocated for non-motorized and complete streets projects over 20 years from 2030/31 to 2049/50 through local funding sources (fuel taxes)

Potential to leverage from approximately \$123 million through FDOT's TALT (Any Area) funds available at districtwide level for non-motorized and complete streets projects over 20 years from 2030/31 to 2049/50

MPO Project ID Number	Segment ID <sup>1</sup>	Street Name	From	To	Project Description	Length (in miles)	Right-of-Way (ROW) Width (in feet)	Source	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)				Funding Source
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	
										1.10	1.29	1.56	1.94	
CS-2	211	NW Dixie Hwy (SR-707)	NW Green River Pkwy	Confusion Corner	Four 12.5' travel lanes with center turn lane replaced with four 10'-11' travel lanes with landscaped median. Addition of protected bike lanes in both directions. Addition of shade trees & street lights adjacent to bike lanes.	1.98	100	Complete Streets: Access to Transit Study, Martin MPO, June 2020	\$7,739,997		\$9,984,596	\$12,074,396	\$15,015,594	Local (fuel taxes), TALT (Any Area)
CS-4	226	SE Palm Beach Rd	SE Ocean Blvd (SR-A1A)	SE Monterey Rd	Addition of raised bike lanes in both directions. Addition of shade trees. Conversion of 5' side walks on both sides to 10' multi-use path on east side & 6' sidewalk on west side. 2' furnishing zones adjacent to sidewalk/paths.	1.09	80	Complete Streets: Access to Transit Study, Martin MPO, June 2020	\$8,735,273		\$11,268,502	\$13,627,026	\$16,946,429	Local (fuel taxes), TALT (Any Area)
CS-5	270	SE Christie Way	SE Dixie Hwy	SE Palm Beach Rd	Conversion of 6' side walks on north side to 8' multi-use path. Addition of shade trees and street lights adjacent to existing sidewalk on south side.	0.08	0	Complete Streets: Access to Transit Study, Martin MPO, June 2020	\$76,688		\$98,928	\$119,633	\$148,775	Local (fuel taxes), TALT (Any Area)
CS-7	286	SE Jack Avenue	Port Salerno Elementary	SE Cove Rd	New curb & gutters. Addition of shade trees & street lights adjacent to new 10' shared use path. Project assumes improvements same as SE Palm City Road (CS-19)	0.76	70	Complete Streets: Access to Transit Study, Martin MPO, June 2020	\$3,112,751		\$4,015,448	\$4,855,891	\$6,038,736	Local (fuel taxes), TALT (Any Area)
CS-8	242	SR-5 (US-1)	NW Sunset Blvd	S end of Roosevelt Bridge	Addition of markings for existing bike lanes. Addition of sidewalks, shade trees & street lighting.	3.57	150	Complete Streets: Access to Transit Study, Martin MPO, June 2020	\$9,376,191		\$12,095,287	\$14,626,858	\$18,189,811	Local (fuel taxes), TALT (Any Area)
CS-9	341	SR-5 (US-1) <sup>2</sup>	SW Joan Jefferson Way	600 feet south of SE Tressler Dr	Resurfacing (FM # 446110.1 - Unfunded)	1.42	150	Complete Streets: Access to Transit Study, Martin MPO, June 2020;	\$6,000,000		\$7,740,000	\$9,360,000	\$11,640,000	Local (fuel taxes), TALT (Any Area)
CS-10	137	SE Indian St	SR-5 (US-1)	SE Dixie Hwy (SR-A1A)	Convert 5 lane urban roadway including center turn lane to 4 lane divided facility with separated bike lanes.	0.36	100	Complete Streets: Access to Transit Study, Martin MPO, June 2020;	\$2,609,148		\$3,365,801	\$4,070,271	\$5,061,748	Local (fuel taxes), TALT (Any Area)
CS-11	268	S Kanner Hwy (SR- 76) <sup>2</sup>	SR-5 (US-1)	SW Manor Dr	Resurfacing (FM # 443995.1 - Unfunded)	0.44	110	Complete Streets: Access to Transit Study, Martin MPO, June 2020;	\$4,385,904		\$5,657,816	\$6,842,010	\$8,508,654	Local (fuel taxes), TALT (Any Area)
CS-12	182	SE Salerno Rd	SR-5 (US-1)	SE Dixie Hwy (SR-A1A)	Addition of street lights & landscaping on south side. Conversion of 6' sidewalk with 2' landscape to 8' multi-use path on north side.	0.93	65	Complete Streets: Access to Transit Study, Martin MPO, June 2020	\$891,499		\$1,150,034	\$1,390,739	\$1,729,509	Local (fuel taxes), TALT (Any Area)
CS-13	311	SE Salerno Rd	SE Dixie Hwy (SR-A1A)	SE De Soto Ave	Project assumes continuation of improvements/cross section between SR 5 (US-1) and SE Dixie Hwy. (CS-12)	0.08	60	Complete Streets: Access to Transit Study, Martin MPO, June 2020	\$76,688		\$98,928	\$119,633	\$148,775	Local (fuel taxes), TALT (Any Area)
CS-14	267	SE Cutoff Rd	SR-5 (US-1)	SE Dixie Hwy (SR-A1A)	Shared use path on one side. Shade trees and lighting.	0.23	110	Complete Streets: Access to Transit Study, Martin MPO, June 2020	\$420,658		\$542,649	\$656,226	\$816,076	Local (fuel taxes), TALT (Any Area)
CS-15	212	SE Dixie Hwy	Confusion Corner	SE Palm Beach Rd	Addition of buffered bike lanes in both directions. Addition of shade trees & bioswales. Addition of sidewalk & street lights.	1.07	90	Complete Streets: Access to Transit Study, Martin MPO, June 2020	\$2,703,503		\$3,487,519	\$4,217,465	\$5,244,796	Local (fuel taxes), TALT (Any Area)
CS-16	322	SE Dixie Hwy (SR-A1A)	SE Salerno Rd	SE Cove Rd	New markings along travel lanes and on-street parking lanes. New shade trees. Parklet options available.	0.61	90	Complete Streets: Access to Transit Study, Martin MPO, June 2020	\$605,313		\$780,853	\$944,288	\$1,174,307	Local (fuel taxes), TALT (Any Area)
CS-17	325	SE Dixie Hwy (SR-A1A)	Port Salerno CRA (North Boundary)	SE Salerno Rd	Project assumes continuation of improvements/cross section between SE Salerno Road and SE Cove Road. (CS-16)	0.39	90	Complete Streets: Access to Transit Study, Martin MPO, June 2020	\$387,003		\$499,234	\$603,725	\$750,786	Local (fuel taxes), TALT (Any Area)
CS-18	287	SE Ebbtide Ave	SE Salerno Rd	SE Cove Rd	Addition of buffered bike lanes in both directions. Addition of shade trees & bioswales. Addition of sidewalk & street lights.	0.5	65	Complete Streets: Access to Transit Study, Martin MPO, June 2020	\$1,057,863		\$1,364,643	\$1,650,266	\$2,052,253	Local (fuel taxes), TALT (Any Area)
CS-19	130	SW Palm City Rd	SR-5 (US-1)	400 feet north of SW Indian Grove Dr	Two 12' travel lanes become two 11' travel lanes. New curb & gutters. Addition of shade trees & street lights adjacent to new 10' shared use path.	0.33	80	Complete Streets: Access to Transit Study, Martin MPO, June 2020; Martin MPO FY27-FY31 Unfunded Safety Priority List (#4)	\$1,351,589		\$1,743,550	\$2,108,479	\$2,622,083	Local (fuel taxes), TALT (Any Area)
Total Project Cost (*PDC)									\$49,530,068	Total Cost (YOE**)	\$63,893,788	\$77,268,906	\$96,088,332	

Notes

\* PDC - Present Day Cost

\*\* YOE - Year of Expenditure

<sup>1</sup> Segment ID cross references projects identified in Martin MPO's Complete Streets: Access to Transit Study, June 2020

<sup>2</sup> Project cost for CS-9 and CS-11 is "as programmed" per *Martin in Motion* 2045 LRTP

Base construction cost are derived using FDOT's cost per mile models and based on existing and proposed typical section included in Martin MPO's Complete Streets: Access to Transit Study, June 2020.

Approximately \$34.7M over a twenty-year period from 2030/31 to 2049/50 in YOE dollars is available from local sources. Current TIP FY26-FY30 includes \$23M for non-motorized projects.

It should be noted that some of these improvements and/or projects could be implemented in conjunction with Safety Improvements to leverage other funding sources.

Matching funds from appropriate statewide and districtwide funding programs could be leveraged to implement these projects.

Non-Motorized Improvements  
Martin Moves 2050 Cost Feasible Plan

2050 Non-Motorized Improvements, Illustrative Projects

Approximately \$34.7 million are allocated for non-motorized and complete streets projects over 20 years from 2030/31 to 2049/50 through local funding sources (fuel taxes).  
Potential to leverage from approximately \$123 million through FDOT's TALT (Any Area) funds available at districtwide level for non-motorized and complete streets projects over 20 years from 2030/31 to 2049/50  
Potential to leverage from approximately \$500 million through FDOT's SUN Trail program for eligible shared use path projects over 20 years from 2030/31 to 2049/50.

MPO Project ID Number	Street Name/Project Name	From	To	Project Description	Length (in miles)	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)			
							2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
							1.10	1.29	1.56	1.94
SIDEWALKS										
145	Anthione Way	Florida Avenue	End	Sidewalk	0.08	\$80,278		\$103,559	\$125,234	\$155,739
146	Aurora Way	Florida Avenue	End	Sidewalk	0.08	\$89,046		\$114,869	\$138,911	\$172,749
147	Begonia Way	Lantana Avenue	Florida Avenue	Sidewalk	0.13	\$138,971		\$179,273	\$216,795	\$269,604
140	Cardinal Avenue	NE Baker Road	Dixie Highway	Sidewalk	0.12	\$130,334		\$168,131	\$203,321	\$252,848
191	Cardinal Avenue	NE 15th St	SE Seneca Avenue	Sidewalk	0.14	\$151,030		\$194,829	\$235,607	\$292,998
156	Citrus Way	Lantana Avenue	Florida Avenue	Sidewalk	0.13	\$139,281		\$179,673	\$217,279	\$270,206
148	Comus Street	Lantana Avenue	End	Sidewalk	0.21	\$216,775		\$279,640	\$338,170	\$420,544
220	Crosswalk On SE Monterey Rd At SE Kingswood Terrace	-	-	Midblock Crosswalk	-	\$15,125		\$19,511	\$23,595	\$29,343
335	Crosswalk On SE Monterey Rd S Of E Ocean Blvd	-	-	Midblock Crosswalk	-	\$15,125		\$19,511	\$23,595	\$29,343
336	Crosswalk On SE Ocean Blvd E Of SE Monterey Rd	-	-	Midblock Crosswalk	-	\$15,125		\$19,511	\$23,595	\$29,343
337	Crosswalk On SW Warfield Blvd At SW Jefferson Ave	-	-	Midblock Crosswalk	-	\$15,125		\$19,511	\$23,595	\$29,343
343	Dixie Hwy	E 14th St	Dixie Hwy/S Colorado Ave	Sidewalk	0.99	\$522,958		\$674,616	\$815,815	\$1,014,539
231	East Coast Greenway Bridge/NW Dixie Hwy	-	-	Bridge Replacement	-	\$15,299,573		\$19,736,449	\$23,867,333	\$29,681,171
150	Eucalyptus Way	Lantana Avenue	Florida Avenue	Sidewalk	0.13	\$139,330		\$179,735	\$217,354	\$270,300
151	Fern Street	Lantana Avenue	Florida Avenue	Sidewalk	0.13	\$139,210		\$179,581	\$217,167	\$270,067
152	Florida Avenue	Bridge Road	Comus Street	Sidewalk	0.33	\$353,063		\$455,451	\$550,779	\$684,943
160	High Meadow Avenue	Bane Berry Drive	Swallowtrail Way	Sidewalk	0.60	\$636,713		\$821,360	\$993,272	\$1,235,223
58	Indian River Dr	NE Causeway Blvd	1,000 Ft S Of Admiral'S Way	Sidewalk	0.14	\$147,907		\$190,801	\$230,736	\$286,940
153	Mars Street	Florida Avenue	US-1/Federal Hwy/SR-5	Sidewalk	0.21	\$224,619		\$289,759	\$350,406	\$435,761
20503	SE Monterey Road	Montrey Road Triangle Entrance	US-1/Federal Hwy/SR-5	Sidewalk	0.05	\$26,412		\$34,072	\$41,203	\$51,239
25	NE Dixie Hwy	SE Green River Pkwy	NE Cardinal Ave/Savannah Rd	Sidewalk	0.43	\$454,287		\$586,030	\$708,688	\$881,317
126	NE Seneca Avenue	NE Cardinal Avenue	NW Greenriver Parkway	Sidewalk	0.29	\$309,258		\$398,943	\$482,442	\$599,961
154	Neptune Street	Florida Avenue	US-1/Federal Hwy/SR-5	Sidewalk	0.21	\$224,562		\$289,685	\$350,316	\$435,650
158	NW Alice Street	Dixie Highway	Existing Terminus Near Alice Road	Sidewalk	0.27	\$280,574		\$361,941	\$437,696	\$544,314
20501	NW Baker Road	Cavendish Ct	US-1/Federal Hwy/SR-5	Sidewalk	0.57	\$301,097		\$388,415	\$469,712	\$584,128
155	Psyche Street	Florida Avenue	End	Sidewalk	0.08	\$42,557		\$54,898	\$66,389	\$82,560
224	S Dixie Hwy At SW Flagler Ave	-	-	Pedestrian Bridge	-	\$15,299,573		\$19,736,449	\$23,867,333	\$29,681,171
144	SE Alamanda Way	Lantana Avenue	Florida Avenue	Sidewalk	0.13	\$138,925		\$179,213	\$216,722	\$269,514
212	SE Bonita Street	SE Birch Avenue	St. Lucie Boulevard	Sidewalk	0.64	\$671,292		\$865,966	\$1,047,215	\$1,302,306
213	SE Clayton Street	SE Birch Avenue	St. Lucie Boulevard	Sidewalk	0.64	\$674,423		\$870,006	\$1,052,101	\$1,308,382
149	SE Date Street	Lantana Avenue	Florida Avenue	Sidewalk	0.13	\$139,435		\$179,871	\$217,518	\$270,504
300	SE Dixie Hwy	Indian Street	Jefferson St	Right Sizing	0.34	\$759,784		\$980,121	\$1,185,263	\$1,473,981
20502	SE Dixie Hwy	E 14th St	E Florida Street	Sidewalk/Shared-Use Path	0.4	\$1,247,595		\$1,609,397	\$1,946,248	\$2,420,334
98	US-1/Federal Hwy/SR-5	SE Highborn Way	Jonathan Dickinson State Park Entrance	Sidewalk	3.31	\$3,496,953		\$4,511,069	\$5,455,247	\$6,784,089
128	SE Flamingo Avenue	SE 10th Street	SE Ocean Boulevard	Sidewalk	0.52	\$552,511		\$712,739	\$861,917	\$1,071,871
127	SE Horseshoe Road	SE Anchor Avenue	SE Kubin Avenue	Sidewalk	1.15	\$1,056,481		\$1,362,861	\$1,648,111	\$2,049,574
223	SE Indian St At Railroad Ave	-	-	Pedestrian Bridge	-	\$15,299,573		\$19,736,449	\$23,867,333	\$29,681,171
157	SE Lantana Avenue	Bridge Road	Comus Street	Sidewalk	0.34	\$354,566		\$457,390	\$553,122	\$687,857
132	SW Magnolia Street	SW 173rd Avenue	SW 168th Avenue	Sidewalk	0.39	\$410,235		\$529,203	\$639,967	\$795,856
BICYCLE CORRIDORS										
164	137th Street	Bridge Road	Powerline Avenue	Bike Lanes	1.91	\$1,229,271		\$1,585,760	\$1,917,663	\$2,384,787
165	Baker Road	Green River Parkway	Cardinal Avenue	Bike Lanes	0.28	\$178,749		\$230,587	\$278,849	\$346,774
305	Citrus Blvd	SW Warfield Blvd	SW 96th St	Buffered Bike Lane	10.93	\$8,789,655		\$11,338,654	\$13,711,861	\$17,051,930
167	County Line Road	NE Savannah Road	Indian River Road	Bike Lanes	0.40	\$259,555		\$334,826	\$404,905	\$503,536
137	Dixie Highway	Green River Parkway	Savannah Road	Bike Lanes	0.43	\$274,224		\$353,748	\$427,789	\$531,994
139	Dixie Highway	Wright Blvd	Green River Parkway	Bike Lanes	0.37	\$237,419		\$306,271	\$370,374	\$460,593
168	Dixie Highway	Palmer Street	Indian River Drive	Bike Lanes	0.74	\$475,483		\$613,373	\$741,753	\$922,437
59	Dixie Hwy	NE Savannah Rd	Seahorse Pl	Bike Lanes	0.97	\$624,035		\$805,005	\$973,495	\$1,210,628
87	Dixie Hwy	Seahorse Pl	NE Palmer St	Bike Lanes	0.86	\$553,268		\$713,716	\$863,098	\$1,073,340
169	Fisherman's Wharf Drive	Pennsylvania Avenue	Yachtsman Drive	Bike Lanes	0.25	\$161,198		\$207,945	\$251,468	\$312,723
170	Fork Road	US-1/Federal Hwy/SR-5	Pine Lake Drive	Bike Lanes	0.80	\$513,022		\$661,798	\$800,314	\$995,263
43	High Meadow Ave	300ft North of SW Martin Downs Blvd	SW Murphy Rd	Bike Lanes	0.97	\$624,035		\$805,005	\$973,495	\$1,210,628
54	High Meadow Ave	SW Martin Downs Blvd	750ft South of SW Martin Downs Blvd	Bike Lanes	0.79	\$508,235		\$655,623	\$792,846	\$985,975
215	High Medow Avenue	Martin Highway	I-95	Bike Lanes	2.81	\$1,807,418		\$2,331,570	\$2,819,573	\$3,506,392
56	Indian River Dr	NE Palmer St	NE Jensen Beach Blvd	Bike Lanes	1.69	\$1,087,236		\$1,402,535	\$1,696,088	\$2,109,238
57	Indian River Dr	NE Causeway Blvd	County Line Rd	Bike Lanes	0.93	\$598,302		\$771,809	\$933,350	\$1,160,705
86	Indian River Dr	NE Jensen Beach Blvd	NE Causeway Blvd	Bike Lanes	0.45	\$289,501		\$373,456	\$451,621	\$561,631
36	Indian St	SE Dixie Hwy	SE St Lucie Blvd	Bike Lane	0.77	\$247,684		\$319,512	\$386,387	\$480,507
210	Kanner Highway	Lost River	Monterey Road	Bike Lanes	5.15	\$1,656,517		\$2,136,906	\$2,584,166	\$3,213,642
171	Kitchen Creek	138th Street	Jonathan Dickson State Park Path	Bike Lanes	0.49	\$318,428		\$410,772	\$496,747	\$617,750
52	Mapp Rd	SW Silver Wolf Dr	NW Martin Hwy	Bike Lanes	2.50	\$1,608,338		\$2,074,755	\$2,509,007	\$3,120,175
172	Mapp Road	Hidden River Avenue	Martin Downs Boulevard	Bike Lanes	2.98	\$1,918,457		\$2,474,810	\$2,992,793	\$3,721,807
173	Market Place	US-1/Federal Hwy/SR-5	Commerce Avenue	Bike Lanes	0.40	\$254,733		\$328,606	\$397,384	\$494,183
216	Martin Highway	SW Citrus Boulevard	Florida Turnpike	Bike Lanes	1.12	\$720,535		\$929,490	\$1,124,035	\$1,397,838
21	Martin Hwy	Florida's Turnpike	SW Mapp Rd	Buffered Bike Lane	2.17	\$1,745,064		\$2,251,133	\$2,722,300	\$3,385,424
174	MLK, Jr Drive	Farm Road	Warfield Boulevard	Bike Lanes	0.72	\$460,083		\$593,507	\$717,729	\$892,561
51	Monterey Rd/Palm City Bridge	SW Mapp Rd	SW Palm City Rd	Bike Lane	0.80	\$257,334		\$331,961	\$401,441	\$499,228
141	NE Dixie Highway	NE Baker Road	NW Dixie Highway	Bike Lanes	0.12	\$79,366		\$102,382	\$123,811	\$153,969
60	Palmer St	NE Dixie Hwy	NE Indian River Dr	Bike Lanes	0.53	\$340,968		\$439,848	\$531,909	\$661,477
175	Pennsylvania Avenue	96th Street/CR 711	Fisherman's Wharf Drive	Bike Lanes	0.55	\$352,928		\$455,278	\$550,568	\$684,681
176	Pine Lake Drive	Fork Road	Britt Road	Bike Lanes	1.40	\$899,560		\$1,160,433	\$1,403,314	\$1,745,147
177	Powerline Avenue	138th Street	Bridge Road	Bike Lanes	0.52	\$334,094		\$430,981	\$521,187	\$648,142
68	Pratt Whitney Rd	SW Bridge Rd	SW Kanner Hwy	Buffered Bike Lane	2.81	\$2,259,737		\$2,915,061	\$3,525,190	\$4,383,890
313	Salerno Rd	SE Willoughby Blvd	US-1/Federal Hwy/SR-5	Bike Lane	1.12	\$360,268		\$464,745	\$562,017	\$698,919



MPO Project ID Number	Street Name/Project Name	From	To	Project Description	Length (in miles)	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)			
							2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
							1.10	1.29	1.56	1.94
314	Salerno Rd	Kanner Hwy	SE Willoughby Blvd	Bike Lanes	1.65	\$1,061,503		\$1,369,339	\$1,655,944	\$2,059,315
178	Sand Trail	Sand Avenue	Martin Downs Boulevard	Bike Lanes	0.63	\$402,842		\$519,666	\$628,434	\$781,514
55	Savannah Rd	NE Cardinal Ave	NE Pinelake Village Blvd	Buffered Bike Lane	1.05	\$422,193		\$544,629	\$658,621	\$819,054
79	Savannah Rd	NE Pinelake Village Blvd	NE Jensen Beach Blvd	Buffered Bike Lane	1.02	\$410,130		\$529,068	\$639,803	\$795,653
92	SE Bridge Rd	SW Kanner Hwy	Florida's Turnpike	Separated Bike Lane (North Side)	4.63	\$10,189,871		\$13,144,933	\$15,896,198	\$19,768,349
93	SE Bridge Rd	Powerline Ave	Gomez Avenue	Separated Bike Lane (North Side)	2.42	\$5,326,023		\$6,870,570	\$8,308,596	\$10,332,485
20504	SE Bridge Rd	US-1/Federal Hwy/SR-5	Gomez Avenue	Buffered Bike Lane	2.42	\$1,946,108		\$2,510,480	\$3,035,929	\$3,775,450
180	SE County Line Road	SE Girl Scout Camp	US-1/Federal Hwy/SR-5	Bike Lanes	3.00	\$1,931,676		\$2,491,863	\$3,013,415	\$3,747,452
50	SE Monterey Rd	SE Willoughby Blvd	US-1/Federal Hwy/SR-5	Bike Lanes	0.69	\$443,901		\$572,632	\$692,486	\$861,168
83	SE Monterey Rd	SW Palm City Rd	SE Willoughby Blvd	Bike Lanes	0.64	\$411,734		\$531,137	\$642,306	\$798,765
84	SE Monterey Rd	US-1/Federal Hwy/SR-5	East Of SE Dixie Hwy	Bike Lanes	0.31	\$199,434		\$257,270	\$311,117	\$386,902
41	SE Ocean Blvd	SE Palm Beach Rd	SE Martins Ave	Buffered Bike Lane	0.57	\$458,381		\$591,311	\$715,074	\$889,259
42	SE Ocean Blvd	S Colorado Ave	SE Palm Beach Rd	Bike Lane	0.98	\$630,468		\$813,304	\$983,531	\$1,223,109
221	SE Ocean Blvd	At SE St Lucie Blvd	-	Bike Box	-	\$12,738		\$16,432	\$19,871	\$24,712
222	SE Ocean Blvd	At N Sewalls Point Rd	-	Bike Box	-	\$12,738		\$16,432	\$19,871	\$24,712
61	Sewalls Point Rd	SE Ocean Blvd	NE Palmer St	Bike Lanes	1.56	\$1,003,603		\$1,294,647	\$1,565,620	\$1,946,989
181	St. George Street	Yachtsman Drive	Locks Road	Bike Lanes	0.19	\$120,625		\$155,606	\$188,174	\$234,012
94	SW 96th St	SW Citrus Blvd	SW Pennsylvania Ave	Buffered Bike Lane	1.58	\$1,270,600		\$1,639,074	\$1,982,135	\$2,464,963
95	SW 96th St	SW Pennsylvania Ave	SW Kanner Hwy	Buffered Bike Lane	0.95	\$763,968		\$985,519	\$1,191,790	\$1,482,098
182	SW Adams Avenue	SW Palm Way	SW 150th Street	Bike Lanes	0.32	\$203,638		\$262,693	\$317,675	\$395,057
39	SW Farm Rd	SW 169th Ave	Railroad Ave	Bike Lanes	1.00	\$643,335		\$829,902	\$1,003,603	\$1,248,070
28	SW Palm City Rd	SW Monterey Rd	US-1/Federal Hwy/SR-5	Bike Lanes	1.21	\$778,435		\$1,004,182	\$1,214,359	\$1,510,165
31	Willoughby Blvd	SE Indian St	SE Monterey Rd	Buffered Bike Lane	1.16	\$466,423		\$601,685	\$727,619	\$904,860
72	Willoughby Blvd	SE Cove Rd	SE Pomeroy St	Buffered Bike Lane	1.56	\$627,258		\$809,163	\$978,523	\$1,216,881
73	Willoughby Blvd	SE Pomeroy St	SE Indian St	Buffered Bike Lane	1.03	\$414,151		\$534,255	\$646,076	\$803,453
217	Willoughby Boulevard	Monterey Road	US-1/Federal Hwy/SR-5	Bike Lanes	0.84	\$540,401		\$697,118	\$843,026	\$1,048,379
184	Yachtsman Drive	Fisherman's Wharf Drive	St. George Street	Bike Lanes	0.84	\$538,330		\$694,445	\$839,794	\$1,044,360
MULTI-PURPOSE TRAILS AND GREENWAYS										
X-1	Atlantic Ridge Preserve State Park Trail	-	-	Shared Use Path	6.59	\$10,395,283		\$13,409,916	\$16,216,642	\$20,166,850
193	Atlantic Ridge Trail Corridor - E/W Connector	Halpatiokee Park	Thru Atlantic Ridge to Seabbranch Blvd	Shared Use Path	2.42	\$3,817,388		\$4,924,430	\$5,955,125	\$7,405,732
195	Atlantic Ridge Trail Corridor - East	Cove Road	Thru Atlantic Ridge State Park to SE Seabbranch Blvd	Shared Use Path	2.76	\$4,353,715		\$5,616,292	\$6,791,796	\$8,446,207
194	Atlantic Ridge Trail Corridor - West	Halpatiokee Park	Thru Atlantic Ridge and Whiteworth Farms to Bridge Road	Shared Use Path	3.04	\$4,795,396		\$6,186,061	\$7,480,818	\$9,303,069
204	Atlantic Ridge Trail Corridor - West	Halpatiokee Park	south to Atlantic Ridge Trail E/W Connector #93	Shared Use Path	1.47	\$2,318,827		\$2,991,286	\$3,617,369	\$4,498,523
16	Bee Line Trail	SW Fox Brown Rd	SE 128th Ave	Shared Use Path	13.98	\$22,052,513		\$28,447,742	\$34,401,921	\$42,781,876
88	Bee Line Trail	Unnamed Rd	SW Kanner Hwy	Shared Use Path	6.40	\$10,095,571		\$13,023,287	\$15,749,091	\$19,585,408
89	Bee Line Trail	SW Kanner Hwy	SW Fox Brown Rd	Shared Use Path	4.66	\$7,350,838		\$9,482,581	\$11,467,307	\$14,260,625
63	C-23 Canal Trail	-	-	Shared Use Path	17.62	\$27,794,369		\$35,854,737	\$43,359,216	\$53,921,077
64	C-23 Canal Trail To Okeechobee Scenic Trail	-	-	Shared Use Path	11.73	\$18,503,289		\$23,869,243	\$28,865,131	\$35,896,381
185	C-44 Trail	Beeline Highway Corridor	St. Lucie County Line	Shared Use Path	15.08	\$23,787,690		\$30,686,120	\$37,108,796	\$46,148,118
90	Citrus Blvd	SW 96Th St	SW Martin Hwy	Shared Use Path	5.00	\$7,887,165		\$10,174,443	\$12,303,977	\$15,301,100
201	Citrus Grove Elementary Tunnel	Sand Avenue	SW Newfield Parkway via Turnpike Underpass	Shared Use Path	0.66	\$1,038,632		\$1,339,835	\$1,620,266	\$2,014,946
65	Citrus Grove Elementary Connection	SW Citrus Blvd	SW Matlard Creek Trail	Shared Use Path	0.50	\$788,717		\$1,017,444	\$1,230,398	\$1,530,110
346	Commerce Ave Greenway	SE Salerno Rd	SE Indian St	Shared Use Path	2.2	\$1,735,176		\$2,238,377	\$2,706,875	\$3,366,242
111	Cross-County Trail 1	Kanner Highway	SE Dixie Highway	Multi-Purpose Trails and Greenways	5.15	\$7,049,356		\$9,093,669	\$10,996,965	\$13,675,751
330	Cross-County Trail 1	SR-710/Warfield Blvd	SR 91-95	Multi-Purpose Trails and Greenways	14.00	\$38,326,596		\$49,441,309	\$59,789,490	\$74,353,596
117	Cross-County Trail 2	SW Matheson Ave	County Line Canal	Multi-Purpose Trails and Greenways	3.11	\$8,513,980		\$10,983,034	\$13,281,808	\$16,517,120
118	Cross-County Trail 2X	Alhambra Ave	SE Dixie Hwy	Shared Use Path	0.93	\$1,467,013		\$1,892,446	\$2,288,540	\$2,846,005
186	Dixie Highway/East Coast Greenway	SE Bridge Road	St. Lucie County Line	Shared Use Path	3.33	\$5,252,852		\$6,776,179	\$8,194,449	\$10,190,533
125	East Coast Greenway - Alternate 1	SE Monterey Rd	SE Ocean Blvd	Multi-Purpose Trails and Greenways	1.09	\$1,719,402		\$2,218,029	\$2,682,267	\$3,335,640
107	East Coast Greenway - Alternate 2	SE Dixie Hwy	SE Ocean Blvd	Multi-Purpose Trails and Greenways	3.40	\$2,681,636		\$3,459,311	\$4,183,352	\$5,202,374
109	East Coast Greenway - Main	SR 714/Monterey Rd	SE 5th St	Multi-Purpose Trails and Greenways	1.58	\$2,492,344		\$3,215,124	\$3,888,057	\$4,835,148
323	East Coast Greenway - Main	SE Grafton Ave	NW Wright Blvd	Multi-Purpose Trails and Greenways	4.68	\$7,382,386		\$9,523,279	\$11,516,523	\$14,321,830
124	East Coast Greenway - Willoughby Connector	SE Cove Rd	US-1/Federal Hwy/SR-5	Multi-Purpose Trails and Greenways	4.58	\$7,224,643		\$9,319,790	\$11,270,443	\$14,015,808
218	East Coast Greenway (thru Jonathan Dickson Park)	US-1/Federal Hwy/SR-5	Old Dixie Hwy	Shared Use Path	0.64	\$1,013,763		\$1,307,754	\$1,581,470	\$1,966,700
23	US-1/Federal Hwy/SR-5	SE Salerno Rd	SE Pomeroy St	Shared Use Path	1.15	\$1,814,048		\$2,340,122	\$2,829,915	\$3,519,253
81	US-1/Federal Hwy/SR-5	SE Pomeroy St	SE Indian St	Shared Use Path	0.87	\$1,372,367		\$1,770,353	\$2,140,892	\$2,662,391
319	US-1/Federal Hwy/SR-6	MC Innovation Hub		Shared Use Path	3.50	\$2,760,508		\$3,561,055	\$4,306,392	\$5,355,385
129	US-1/Federal Hwy/SR-5	Sand Road	Dixie Highway	Shared Use Path	3.20	\$2,524,068		\$3,256,048	\$3,937,547	\$4,896,693
321	Gaines Ave	SW Lost River Rd	SE Paulson Ave	Shared Use Path	0.29	\$228,728		\$295,059	\$356,815	\$443,732
322	Gaines Ave	SE Paulson Ave	SE Cove Rd	Shared Use Path	0.11	\$86,759		\$111,919	\$135,344	\$168,312
14	Historic Jupiter Indiantown Trail	Kanner Hwy	County Lin	Shared Use Path	8.17	\$12,887,628		\$16,625,040	\$20,104,699	\$25,001,998
326	Hobe Sound SUN Trail 2	SE Gomez Ave	CR-A1A/Dixie Hwy	Shared Use Nonmotorized (SUN)	0.19	\$149,856		\$193,314	\$233,776	\$290,721
327	Hobe Sound SUN Trail 3	CR-A1A/Dixie Highway	US-1/Federal Hwy/SR-5	Shared Use Nonmotorized (SUN)	0.51	\$402,245		\$518,897	\$627,503	\$780,356
331	Hobe Sound SUN Trail 4	CR-708/Bridge Road	SE Osprey Street	Shared Use Nonmotorized (SUN)	3.08	\$2,429,247		\$3,133,728	\$3,789,625	\$4,712,739
15	Hungryland Wildlife And Environmental Area Trail	-	-	Shared Use Path	5.44	\$8,581,236		\$11,069,794	\$13,386,727	\$16,647,597
142	Indian Mound Trail	Citrus Boulevard	Citrus Boulevard via Canal, American Street, Indian Mound Drive	Shared Use Path	1.28	\$2,015,674		\$2,600,220	\$3,144,452	\$3,910,408
143	Indian Mound Trail	Citrus Boulevard	Citrus Boulevard via Canal, American Street, Indian Mound Drive	Shared Use Path	0.99	\$1,566,179		\$2,020,371	\$2,443,239	\$3,038,387
30	Jensen Beach Blvd	SE Green River Pkwy	NE Savannah Rd	Shared Use Path	1.05	\$1,656,305		\$2,136,633	\$2,583,835	\$3,213,231
75	Jensen Beach Blvd	US-1/Federal Hwy/SR-5	SE Green River Pkwy	Shared Use Path	1.16	\$1,829,822		\$2,360,471	\$2,854,523	\$3,549,855

MPO Project ID Number	Street Name/Project Name	From	To	Project Description	Length (in miles)	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)				
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							1.10	1.29	1.56	1.94	
76	Jensen Beach Blvd	NE Savannah Rd	NE Indian River Dr	Shared Use Path	0.71	\$1,119,977		\$1,444,771	\$1,747,165	\$2,172,756	
436735-3	Jonathan Dickinson State Park-Flap Grant for Trail	-	-	Bike Path/Trail	1.71	\$1,348,705		\$1,739,830	\$2,103,980	\$2,616,488	
196	Jonathan Dickson State Park Trail	Flamingo Terminus	Thru Jonathan Dickson State Park	Shared Use Path	2.75	\$4,341,346		\$5,600,336	\$6,772,500	\$8,422,211	
11	Kanner Hwy	SW Warfield Blvd	SW 96Th St	Shared Use Path	12.45	\$9,819,520		\$12,667,181	\$15,318,452	\$19,049,870	
13	Kanner Hwy	SW Jack James Dr	SE Cove Rd	Shared Use Path	0.83	\$654,635		\$844,479	\$1,021,230	\$1,269,991	
91	Kanner Hwy	Locks Rd	SW Jack James Dr	Shared Use Path	1.56	\$1,230,398		\$1,587,213	\$1,919,420	\$2,386,972	
338	Kanner Hwy	US-98	SR-710	Multi-Purpose Trails and Greenways	10.70	\$14,646,235		\$18,893,643	\$22,848,126	\$28,413,696	
X-2	Lake Okeechobee Scenic Trail	-	-	Multi-Purpose Trails and Greenways	1.89	\$2,587,045		\$3,337,288	\$4,035,791	\$5,018,868	
219	Lake Okeechobee Scenic Trail	Palm Beach County Line	St. Lucie County Line	Shared Use Path	21.30	\$33,599,323		\$43,343,127	\$52,414,944	\$65,182,686	
199	Martin - East/West Corridor	US 98	Jonathan Dickson State Park	Shared Use Path	26.31	\$41,495,404		\$53,529,072	\$64,732,831	\$80,501,084	
320	MC Innovation Hub Bike/Ped Loop	Dixie Hwy		Shared Use Path	5.00	\$3,943,583		\$5,087,221	\$6,151,989	\$7,650,550	
45	Murphy Rd	SE Mapp Rd	Martin/St. Lucie County Line	Shared Use Path	2.90	\$4,574,556		\$5,901,177	\$7,136,307	\$8,874,638	
134	New Route	SW Indianwood Circle	SW Osceola Street	Shared Use Path	0.14	\$221,278		\$285,448	\$345,193	\$429,278	
197	New Route	Locks Road	Over Canal to Mapp Road	Shared Use Path	1.79	\$2,820,016		\$3,637,821	\$4,399,225	\$5,470,831	
205	New Route	Flora Avenue Terminus	Thru Jonathan Dickson State Park	Shared Use Path	1.39	\$2,188,945		\$2,823,740	\$3,414,755	\$4,246,554	
316	New Route over railroad	Indian St	Indian St	Shared-Use Overpass Bridge	0.10	\$2,225,393		\$2,870,757	\$3,471,613	\$4,317,262	
317	New Route over railroad, canal, and Dixie Hwy	Commerce Ave	Dixie Hwy	Shared-Use Overpass Bridge	0.10	\$2,225,393		\$2,870,757	\$3,471,613	\$4,317,262	
318	New Route over railroad, canal, and Dixie Hwy	Miami Ave	Jefferson St	Shared-Use Overpass Bridge	0.10	\$2,225,393		\$2,870,757	\$3,471,613	\$4,317,262	
26	NW Dixie Hwy	NW Wright Blvd	NE Baker Rd	Shared Use Path	0.52	\$820,265		\$1,058,142	\$1,279,614	\$1,591,314	
108	NW Dixie Hwy	Speedy Point	NW Wright Blvd	Shared Use Path	0.93	\$733,506		\$946,223	\$1,144,270	\$1,423,002	
188	Ocean To Lake Trail Corridor	Palm Beach County Line	FEC	Shared Use Path	11.44	\$18,045,834		\$23,279,125	\$28,151,500	\$35,008,917	
214	Old Dixie Highway	US-1/Federal Hwy/SR-5	Bridge Road	Shared Use Path	1.32	\$2,077,511		\$2,679,989	\$3,240,917	\$4,030,372	
190	Pratt & Whitney Trail Corridor	Palm Beach County Line	Old Jupiter Road	Shared Use Path	1.15	\$1,820,413		\$2,348,333	\$2,839,845	\$3,531,602	
198	Savannah State Park Trail	Jensen Beach Boulevard	Thru Savannah State Park to St. Lucie County Line	Shared Use Path	1.74	\$2,746,824		\$3,543,403	\$4,285,045	\$5,328,838	
49	SE Bridge Rd	SE Dixie Hwy	S Beach Rd	Shared Use Path	0.92	\$1,451,238		\$1,872,097	\$2,263,932	\$2,815,402	
8	SE Cove Rd	SE Willoughby Blvd	SE Dixie Hwy	Shared Use Path	2.18	\$1,719,402		\$2,218,029	\$2,682,267	\$3,335,640	
66	SE Cove Rd	Kanner Hwy	SE Willoughby Blvd	Shared Use Path	2.16	\$1,703,628		\$2,197,680	\$2,657,659	\$3,305,038	
67	SE Cove Rd	SE Dixie Hwy	Cove Road Park	Shared Use Path	1.46	\$2,303,052		\$2,970,937	\$3,592,761	\$4,467,921	
29	US-1/Federal Hwy/SR-5	SE Seabbranch Blvd	2,000 Ft N Of Dharlys St	Shared Use Path	2.60	\$4,101,326		\$5,290,710	\$6,398,068	\$7,956,572	
20	SW Allapattah Rd	SW Warfield Blvd	SW Martin Hwy	Shared Use Path	12.06	\$19,023,842		\$24,540,756	\$29,677,193	\$36,906,253	
131	SW Famel Avenue	Marina (End)	SW Farm Road	Shared Use Path	0.65	\$1,024,048		\$1,321,022	\$1,597,515	\$1,986,653	
82	SW Farm Rd	SW Andalucia Ct	SW 169th Ave	Shared Use Path	0.77	\$1,214,623		\$1,566,864	\$1,894,813	\$2,356,369	
17	SW Indiantown Ave	SW Warfield Blvd	SW Kanner Hwy	Shared Use Path	0.42	\$662,522		\$854,653	\$1,033,534	\$1,285,292	
19	SW Martin Hwy	SW Allapattah Rd	I-95	Shared Use Path	5.49	\$8,660,107		\$11,171,538	\$13,509,767	\$16,800,608	
69	SW Martin Hwy	I-95	84th Ave	Shared Use Path	1.52	\$2,397,698		\$3,093,031	\$3,740,409	\$4,651,534	
70	SW Martin Hwy	84th Ave	Florida's Turnpike	Shared Use Path	3.82	\$6,025,794		\$7,773,274	\$9,400,239	\$11,690,040	
44	SW Matheson Ave	SW Martin Downs Blvd	SW Murphy Rd	Shared Use Path	0.98	\$1,545,884		\$1,994,191	\$2,411,580	\$2,999,016	
133	SW Osceola Street	SW Warfield Boulevard	Citrus Boulevard	Shared Use Path	1.72	\$2,717,662		\$3,505,784	\$4,239,553	\$5,272,264	
189	Treasure Coast Loop Trail Corridor (see others)	Ocean Boulevard/A1A	St. Lucie County Line	Shared Use Path	8.47	\$6,680,429		\$8,617,753	\$10,421,469	\$12,960,032	
329	West Palm - Okeechobee Trail	Palm Beach/Martin County Line	Martin/Okeechobee County Line	Multi-Purpose Trails and Greenways	23.85	\$32,646,047		\$42,113,401	\$50,927,833	\$63,333,331	
Notes						Sidewalks	\$60,209,680	\$0	\$77,670,488	\$93,927,101	\$116,806,780
* PDC - Present Day Cost						Bicycle Corridors	\$63,255,205	\$0	\$81,599,215	\$98,678,121	\$122,715,099
** YOE - Year of Expenditure						Multi-Purpose Trails and Greenways	\$521,532,011	\$0	\$672,776,294	\$813,589,937	\$1,011,772,101
Base construction cost for sidewalk (concrete - 5' one side, 4 inch depth, Cost Per mile Model, FDOT, 2024						Total for Non-Motorized Projects	\$644,996,897	\$0	\$832,045,997	\$1,006,195,159	\$1,251,293,979
Pedestrian bridge cost assumes 12' wide facility (Concrete Deck/Pre-stressed Girder - Simple Span (Medium Span Bridge)) at \$155 per square foot, Cost Per mile Model, FDOT's Structures Design Guideline, Structures Manual Volume 1 (Chapter 9), 2023.						Total Cost, PDC	Total Cost (YOE**)				

Infrastructure Hardening Improvements  
Martin Moves 2050 Cost Feasible Plan

2050 Infrastructure Hardening Improvements, Illustrative Projects

MPO Project ID Number	Street Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*, 2024/25 dollars)	Total Cost (Year of Expenditure)				Funding Source	Project Eligibility	Priority Tier**
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50			
										1.10	1.29	1.56	1.94			
V5	SRA1A	NE Shore Village Terrace	SR-732/Jensen Beach Causeway	Roadway or bridge approach stabilization, Medium Tier	2.34	FDOT Resilience Action Plan	Roadway or bridge approach stabilization	FY 2024 to FY 2028	\$3,205,223		\$4,134,738			PROTECT - Resilience Improvements (Formula or Discretionary)	Elevating roadways, resizing drainage, adding green infrastructure, stabilizing bridges	<sup>1</sup> Tier 1
V6	SR-76/Kanner Hwy	South of Indian Street	Monterey Road	Drainage Improvements, Medium Tier	1.32	FDOT Resilience Action Plan	Drainage Improvements	Unfunded	TBD		TBD					<sup>1</sup> Tier 1
V7	SR-A1A	Colusa Court	SR-732/Jensen Beach Causeway	Drainage Improvements, Medium Tier	2.81	FDOT Resilience Action Plan	Drainage Improvements	Unfunded	TBD		TBD					<sup>1</sup> Tier 1
V8	SR-707	Bridge #890003		Roadway or bridge approach stabilization	0.37	FDOT Resilience Action Plan	Roadway or bridge approach stabilization	Unfunded	\$9,530,010		\$12,293,713					<sup>1</sup> Tier 1
V1	N Sewalls Point Road	SR-A1A (NE Ocean Boulevard)	SE Palmer Street	Coastal protection, elevate road, resize drainage, divert stormwaters	1.57	Transportation Network Resiliency Study, 2022	SLR Adaptation	Project Cost adjusted from Year 2020 dollars to Year 2024/25	\$3,326,760			\$5,189,745		PROTECT - At-Risk Coastal Infrastructure	Relocating, protecting, or hardening assets vulnerable to coastal storms or sea level rise	<sup>2</sup> Tier 2
V3	Dixie Highway	Grafton Avenue	Wright Boulevard	Enhance stormwater infrastructure, add green infrastructure	7.74	Transportation Network Resiliency Study, 2022	SLR Adaptation		TBD			TBD		PROTECT - Resilience Improvements (Formula or	Elevating roadways, resizing drainage, adding green infrastructure, stabilizing bridges ; Relocating, protecting, or hardening assets	<sup>2</sup> Tier 2
V4	Dixie Highway***	Cove Road	Jefferson Street	Elevate road, coastal protection, bridge rehab and protection	2.12	Transportation Network Resiliency Study, 2022	SLR Adaptation	Cost for V4 would be included in V3	-	Project overlaps with MPO Project ID Number V4						<sup>2</sup> Tier 2
V2	SE MacArthur Boulevard	SE South Marina Way	Approximately 1500 feet North		0.28	2045 LRTP	TDB		TBD				TBD	PROTECT - At-Risk Coastal Infrastructure ; Planning Grants	Relocating, protecting, or hardening assets vulnerable to coastal storms or sea level rise; scope includes engineering & hazard modeling	<sup>3</sup> Tier 3
Notes								Total Cost, PDC	\$16,061,993							

\* PDC - Present Day Cost

\*\* Priority assigned based on inclusion of the project in state and local plans/studies.

\*\*\* Project ID V4 is a segment of Project ID V3.

<sup>1</sup> Tier 1 projects are identified in the FDOT Resilience Action Plan (RAP). These projects are strong candidates for PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation) formula funding and can be directly support by FDOT in the Five-Year Work Program.

<sup>2</sup> Tier 2 projects are good fit for receiving PROTECT funding but need to be formally submitted to FDOT District 4. These projects have been identified in the MPO's Transportation Network Resiliency Study, 2022 with supporting hazard vulnerability and resilience documentation.

<sup>3</sup> Tier 3 project is a carry over from the Martin-in-Motion 2045 LRTP, 2020.

While PROTECT Formula Program provides \$7.3 in nationwide funding across FY22-FY26, FDOT’s estimated share over the five-year period is approximately \$364M. In FY 2026 FDOT is likely to receive \$76M assuming proportional apportionment.



Waterborne Transportation  
Martin Moves 2050 Cost Feasible Plan

2050 Cost Feasible Waterborne Transportation Projects

MPO Project ID Number	Project Name	From	To	Project Description	Improvement Type	Comments	Capital Cost (PDC*)	Annual Operating Cost (PDC*)	Total Cost (YOE**)				Funding Source
									2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	
									1.10	1.29	1.56	1.94	
n/a	Water based Transportation Feasibility Study	Martin County	-	Countywide Study	Feasibility Study	Martin and St. Lucie Regional Waterways Plan, 2015; Chapter 3, pg. 3-49	\$448,000	-		\$350,000	\$440,000		Local (9th Cent Fuel Tax), Non-SIS Transit Discretionary

Notes

\* PDC - Present Day Cost

\*\* YOE - Year of Expenditure

2050 Unfunded Waterborne Transportation Projects

MPO Project ID Number	Project Name	From	To	Project Description	Improvement Type	Comments	Capital Cost (PDC*)	Annual Operating Cost (PDC*)
W-1	Water taxi service to St. Lucie Inlet State Park	Sandsprit Park	St. Lucie Inlet Preserve	From Sandsprit Park or potentially Pirate's Cove Marina or Fish Market or Restaurant(s) stop at Manatee Pocket	Water Taxi Service	Martin and St. Lucie Regional Waterways Plan, 2015; Chapter 3, pg. 3-23 to 3-34	\$153,600	-
							-	\$352,000
W-2	Water taxi service (seasonal or for waterfront special events and festivals only)	around key nodes such as Stuart/Palm City, Port Salerno/Manatee Pocket, Stuart/Jensen/Rio	-	Potential routes include Stuart Floating Dock to Harborage Marina, Harborage Marina to Sunset Bay Marina, Stuart Floating Dock to Stuart Harbor/Rio Town Center, Sandsprit Park to Pirate's Cove Marina/Fish Market Restaurants	Water Taxi Service	Martin and St. Lucie Regional Waterways Plan, 2015; Chapter 3, pg. 3-23 to 3-34	\$307,200	-
							-	\$480,000
Notes							\$460,800	\$832,000

\* PDC - Present Day Cost

Assumptions for water taxi service project cost are based on Martin in Motion, 2045 LRTP and adjusted for inflation @ 5% per year for five years from 2020 to 2024/25 (1.28).

Water tax service to St. Lucie Inlet State Park (one route)

- Two vessels (20 passengers capacity/vessel) @ \$60,000 per vessel
- Annual operating cost estimates at \$275,000 (includes fuel, 2-person crew, admin staff and maintenance). Route operates 7 days a week for 12 hours daily for nine (9) months.
- Capital cost for landside improvements is not included.

Water taxi service (seasonal or special event) (three routes)

- Four vessels (20 passengers capacity/vessel) @ \$60,000 per vessel
- Annual operating cost estimates at \$125,000 per (includes fuel, 2-person crew, admin staff and maintenance). Route operates 7 days a week for 12 hours daily for nine (4) months.
- Capital cost for landside improvements is not included.

Source: Derived from Water Taxi Feasibility Study Report, Ulteig, 2016 (www.reapmatters.org)

Aviation  
Martin Moves 2050 Cost Feasible Plan

2050 Cost Feasible Aviation Projects

MPO Project ID Number <sup>1</sup>	Project Description	Total Project Cost (YOE*)	Funding Source			Partial Project Cost (YOE*) - FDOT Share of Total Project Cost			
			FAA	FDOT	Local <sup>2</sup>	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
-	Replace AWOS System (Design & Construct)	\$413,500	\$372,150	\$20,675	\$20,675	\$20,675			
-	Rehabilitate Runway 12-30 EMAS Systems	\$1,500,000	\$1,350,000	\$75,000	\$75,000	\$75,000			
-	Airport Business Plan	\$259,288	\$0	\$207,430	\$51,858	\$207,430			
S-4	Building 29 and 30 Roof Improvements	\$518,575	\$0	\$414,860	\$103,715	\$414,860			
S-1	Hold Bay Extension (Design)	\$155,573	\$140,015	\$7,779	\$7,779	\$7,779			
S-3	Rehabilitation of MC Non-Movement Areas Phase IV - Taxilane B (Design)	\$155,573	\$140,015	\$7,779	\$7,779	\$7,779			
-	Replace Airfield Signage with LED Units (Design)	\$103,715	\$0	\$82,972	\$20,743	\$82,972			
S-1	Hold Bay Extension (Construct)	\$1,505,952	\$1,355,357	\$75,298	\$75,298	\$75,298			
S-3	Rehabilitation of MC Non-Movement Areas Phase IV - Taxilane B (Construct)	\$1,839,413	\$1,655,472	\$91,971	\$91,971	\$91,971			
-	Replace Airfield Signage with LED Units (Construct)	\$623,894	\$0	\$499,116	\$124,779	\$499,116			
-	Replace PAPIs on Runway 12-30 with LED Units (Design)	\$53,784	\$48,406	\$0	\$5,378	\$0			
-	Replace PAPIs on Runway 12-30 with LED Units (Construct)	\$290,067	\$261,060	\$14,503	\$14,503	\$14,503			
S-2	S-2 Public Safety Aviation Hangar 1	\$3,235,361	\$0	\$2,588,289	\$647,072	\$2,588,289			
-	Rehabilitate Runway 7-25 (Construct)	\$4,599,424	\$0	\$3,679,539	\$919,885	\$3,679,539			
-	Air Traffic Control Tower Equipment Upgrade (Recorder)	\$115,709	\$0	\$92,567	\$23,142	\$92,567			
-	Environmental Assessment (Short-Form) for South Airport Facilities	\$173,563	\$156,207	\$8,678	\$8,678	\$8,678			
I-1	Public Safety Aviation Hangar 2	\$3,096,190	\$0	\$2,476,952	\$619,238	\$2,476,952			
I-2	South Airport Facilities - Infrastructure (Design & Construct)	\$4,440,272	\$0	\$3,552,218	\$888,054	\$3,552,218			
none	Air Traffic Control Tower Equipment Upgrade (Radios)	\$120,007	\$0	\$96,006	\$24,001	\$96,006			
I-3	Rehabilitate Taxiways C and C1 with LED MITLs (Design)	\$497,863	\$0	\$398,290	\$99,573	\$398,290			
none	Airport Security Fence & Gates, Access Control and CCTV	\$1,630,500	\$0	\$1,304,400	\$326,100	\$1,304,400			
I-2	South Airport Facilities - 60 Shade Hangars (Design & Construct)	\$2,240,381	\$0	\$1,792,305	\$448,076	\$1,792,305			
I-5	Financial Feasibility & Categorical Exclusion for Replacing Runway 12-30 EMAS Systems	\$124,466	\$112,019	\$6,223	\$6,223	\$6,223			
I-3	Rehabilitate Taxiways C and C1 with LED MITLs (Construct)	\$3,872,686	\$0	\$3,098,149	\$774,537	\$3,098,149			
I-5	Replace Runway 12-30 EMAS Systems (Design)	\$451,813	\$406,632	\$22,591	\$22,591	\$22,591			
I-4	Rehabilitate Taxiway D with LED MITLs (Design)	\$322,724	\$0	\$258,179	\$64,545	\$258,179			
I-4	Rehabilitate Taxiway D with LED MITLs (Construct)	\$3,226,633	\$0	\$2,581,307	\$645,327		\$2,581,307		

MPO Project ID Number <sup>1</sup>	Project Description	Total Project Cost (YOE*)	Funding Source			Partial Project Cost (YOE*) - FDOT Share of Total Project Cost			
			FAA	FDOT	Local <sup>2</sup>	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
I-5	Replace Runway 12-30 EMAS Systems (Construct)	\$24,500,992	\$22,050,893	\$1,225,050	\$1,225,050		\$1,225,050		
I-6	ADG III Access Taxiway To West Improvement Area (Design & Construct)	\$1,138,644	\$0	\$910,915	\$227,729		\$910,915		
L-1	South Airport Facilities - 100LL Self-Serve Fuel Tank (Design & Construct)	\$2,160,265	\$0	\$1,728,212	\$432,053		\$1,728,212		
L-2	South Airport Facilities - Aircraft Apron and Pilot Lounge (Design & Construct)	\$1,463,805	\$0	\$1,171,044	\$292,761		\$1,171,044		
L-3	SE Mohawk Lane Connection (Design & Construct)	\$2,013,920	\$0	\$1,611,136	\$402,784		\$1,611,136		
None	Airport Master Plan	\$803,360	\$723,024	\$40,168	\$40,168			\$40,168	
L-4	Environmental Assessment (Short-Form) for Runway 16-34 Threshold Corrections	\$241,008	\$216,907	\$12,050	\$12,050			\$12,050	
L-4	Runway 16-34 Threshold Corrections with LED MIRLS, PAPIs, and REILs (Design & Construct)	\$4,765,934	\$4,289,341	\$238,297	\$238,297			\$238,297	
none	Rehabilitate Runway 12-30 and Replace REILs (Design)	\$583,244	\$524,919	\$29,162	\$29,162			\$29,162	
none	Rehabilitate Runway 12-30 and Replace REILs (Construct)	\$8,641,588	\$7,777,430	\$432,079	\$432,079			\$432,079	
L-6	Environmental Assessment (Short-Form) for Taxiway E Northeast Partial Parallel to 16-34	\$172,832	\$155,549	\$8,642	\$8,642			\$8,642	
L-6	Taxiway E Northeast Partial Parallel to 16-34 (Design)	\$448,131	\$0	\$358,505	\$89,626			\$358,505	
L-5	Relocate Segmented Circle (Design & Construct)	\$197,178	\$0	\$157,742	\$39,436			\$157,742	
L-7	Environmental Assessment (Short-Form) for North Partial Parallel Taxiway B	\$179,252	\$161,327	\$8,963	\$8,963			\$8,963	
L-6	Taxiway E Northeast Partial Parallel to 16-34 (Construct)	\$4,275,969	\$0	\$3,420,775	\$855,194			\$3,420,775	
L-7	Taxiway B North Partial Parallel to 12-30 (Design)	\$929,558	\$836,603	\$46,478	\$46,478			\$46,478	
L-8	Environmental Assessment (Short-Form) for Connector Taxiways Between Taxiways D and E	\$185,912	\$167,321	\$9,296	\$9,296			\$9,296	
L-7	Taxiway B North Partial Parallel to 12-30 (Construct)	\$10,605,007	\$9,544,507	\$530,250	\$530,250				\$530,250
L-8	Connector Taxiways Between Taxiways D and E (Design)	\$192,818	\$0	\$154,255	\$38,564				\$154,255
none	Rehabilitate Runway 7-25 (Design)	\$385,637	\$0	\$308,509	\$77,127				\$308,509
L-8	Connector Taxiways Between Taxiways D and E (Construct)	\$2,259,791	\$0	\$1,807,833	\$451,958				\$1,807,833
none	Rehabilitate Runway 7-25 (Construct)	\$7,949,265	\$0	\$6,359,412	\$1,589,853				\$6,359,412
	Total Cost, YOE	\$109,661,036	\$52,445,154	\$44,021,849	\$13,194,040	\$20,871,769	\$9,227,664	\$4,762,157	\$9,160,259
	Total Cost, PDC	\$78,567,357	\$36,778,089	\$32,202,906	\$9,586,367		Partial Project Cost (FDOT Share), YOE		\$44,021,849
							Partial Project Cost (FDOT Share), PDC		\$32,202,906

Source: Witham Field Airport Master Plan, August 2023

Notes

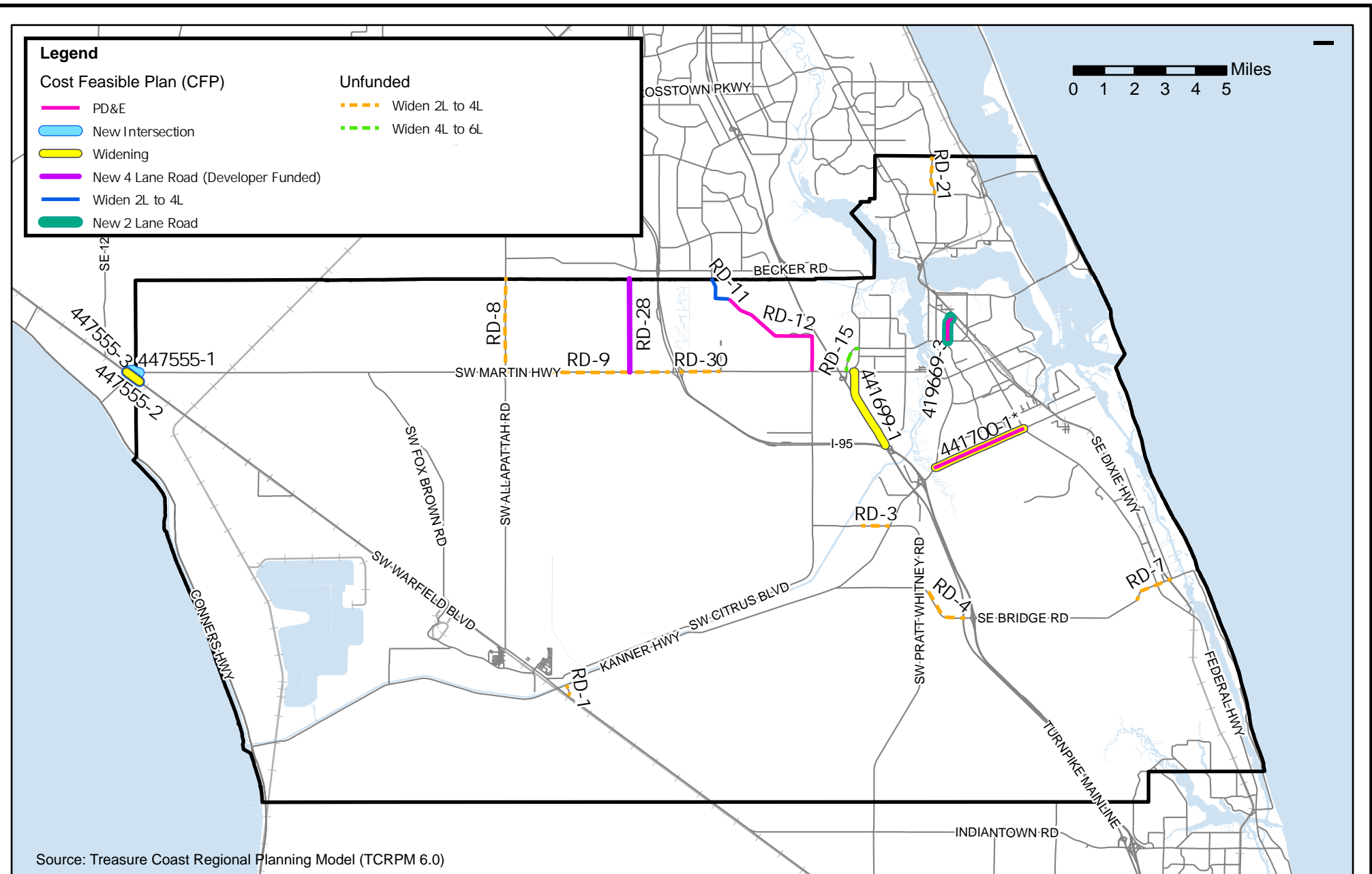
<sup>1</sup> The MPO Project Identification (ID) Number corresponds to the ID number included in Figure 8-1 Capital Improvement Program and Tables 8-2, 8-3 and 8-4, Whitham Field Airport Master Plan.

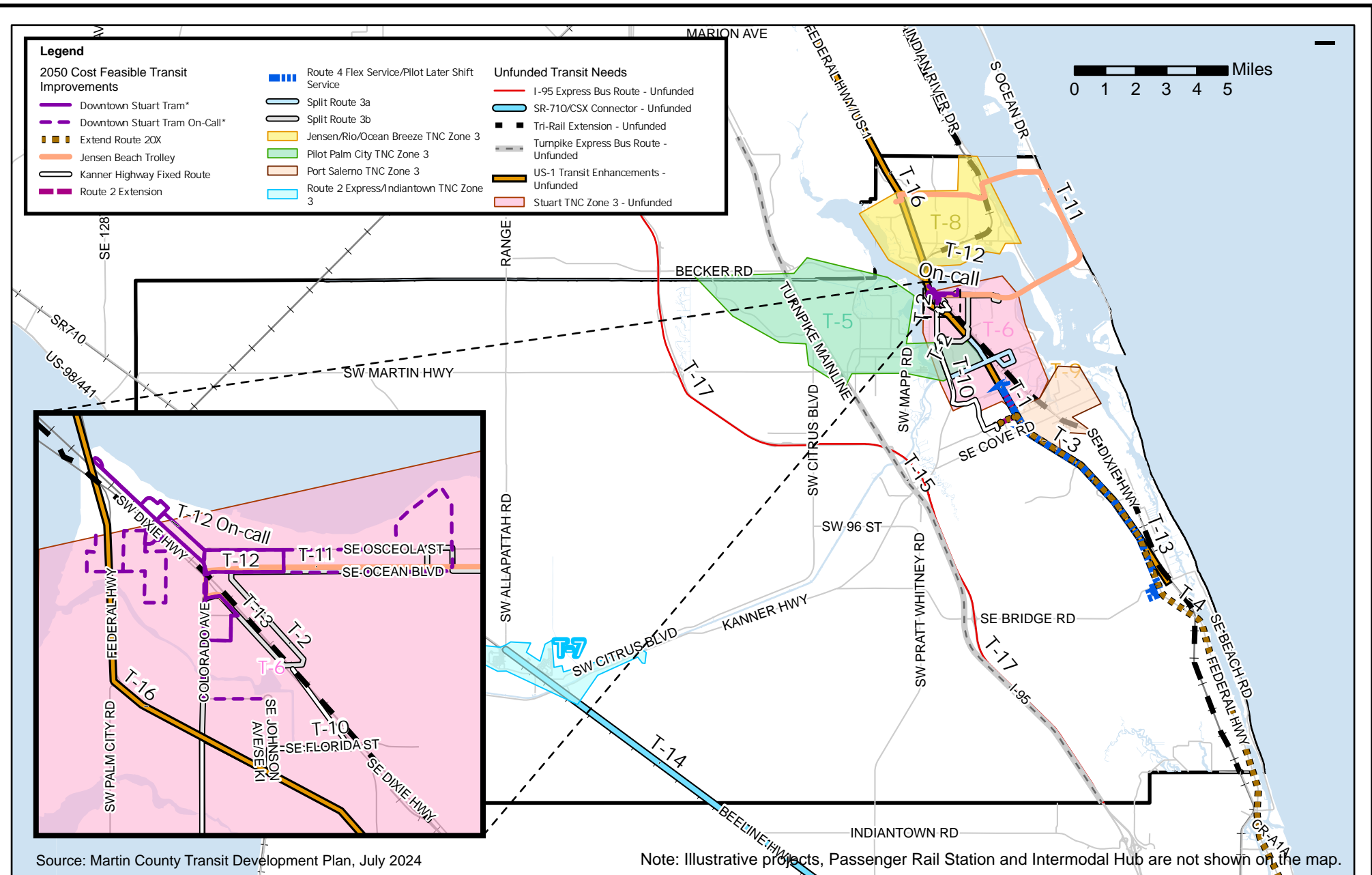
<sup>2</sup> Estimates for the local share are dependent upon the availability of funding from both FAA and FDOT.

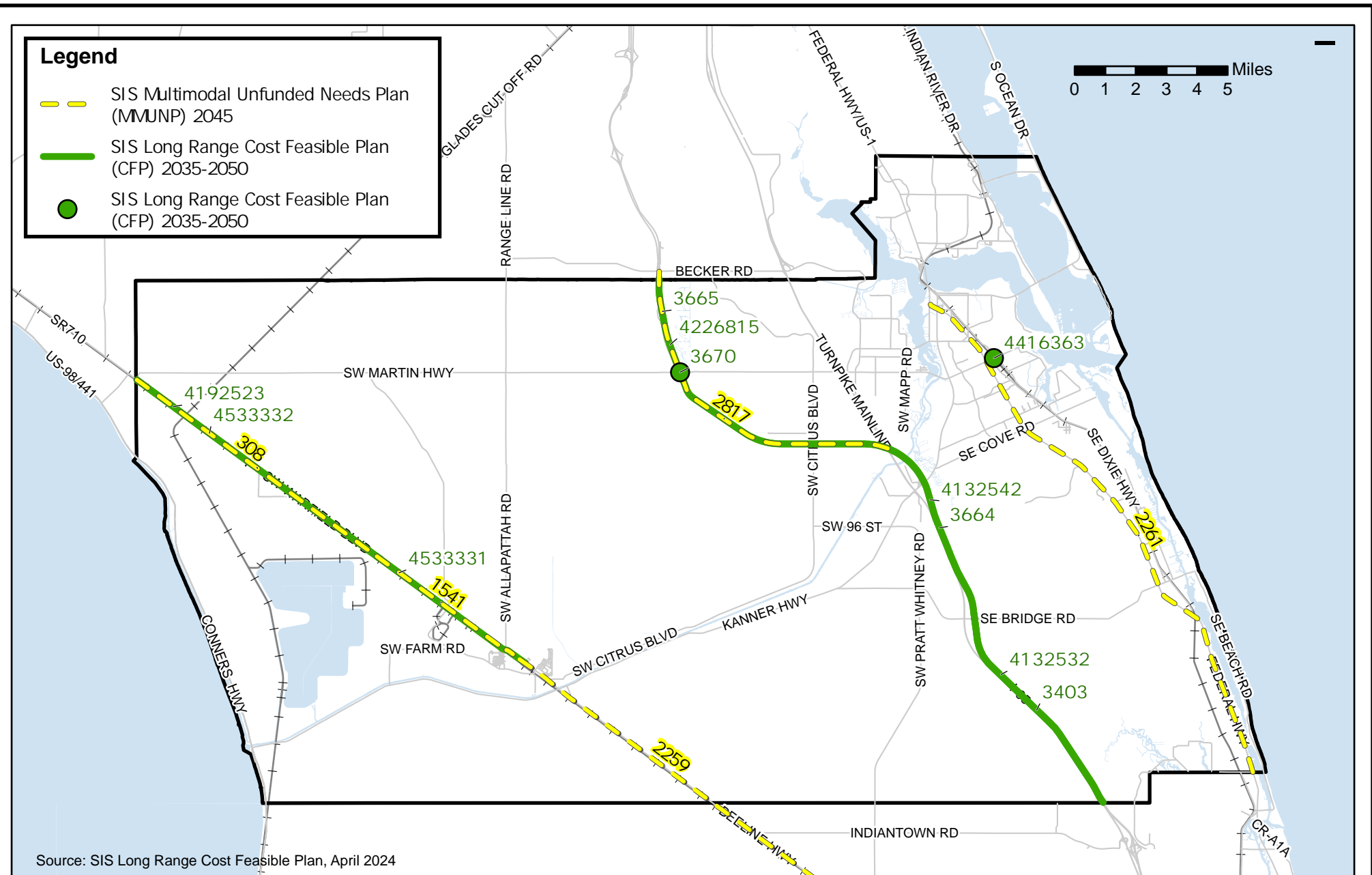
\* YOE - Year of Expenditure. An inflation factor of 3.75 percent has been applied for each yar a project is programmed beyond the 2023 cost estimate.

Martin MPO FY26-30 TIP includes \$7.5M for aviation projects. Approximately \$5.8M or 77% of the total funds is state funds.

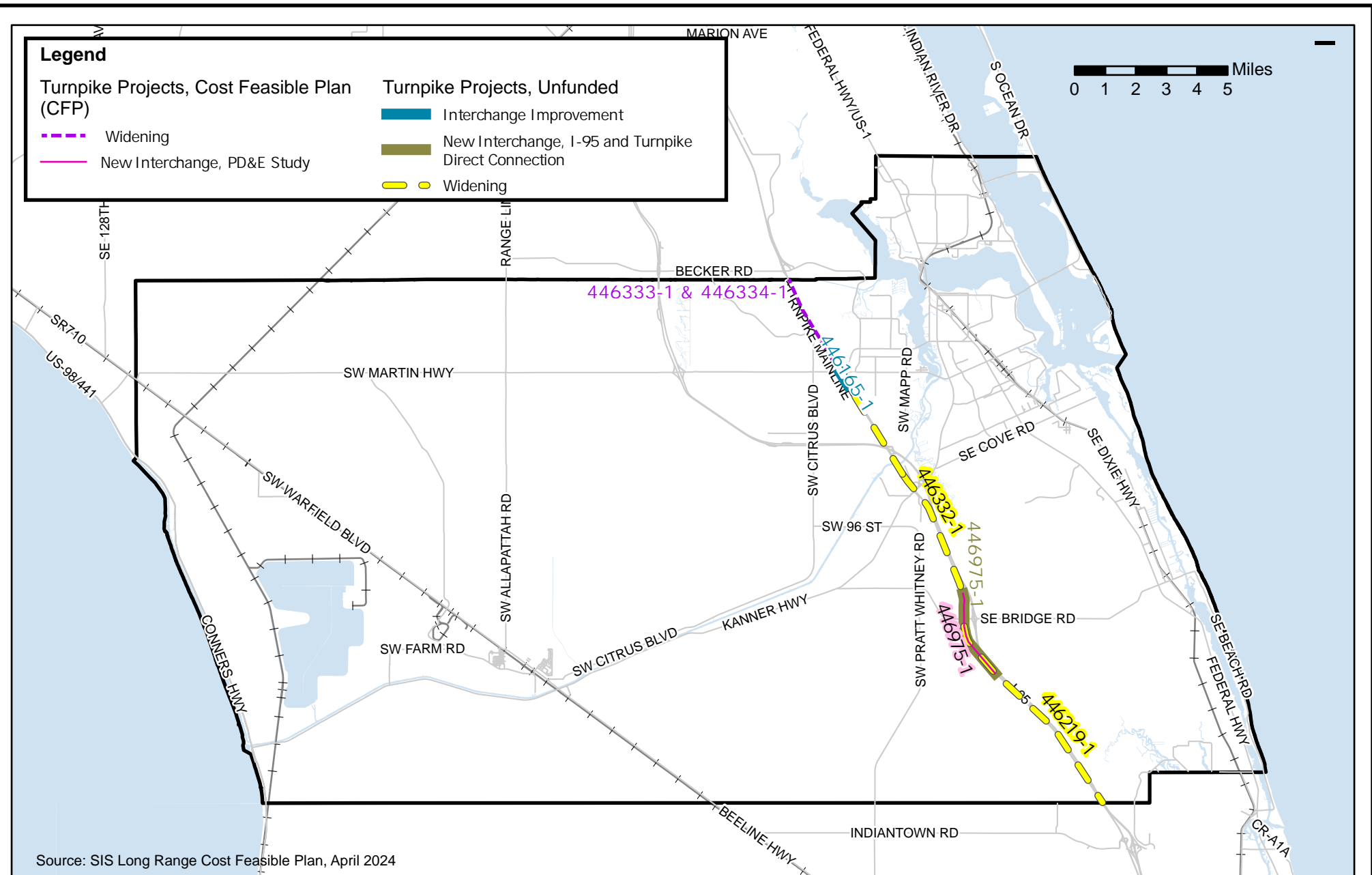
Approximately \$3.2B is available through FDOT's Aviation programs at statewide level over 20 years from 2030/31 to 2049/50. Project cost (FDOT share) as a percentage of statewide funds is approximately one percent for any given 5-year time band.





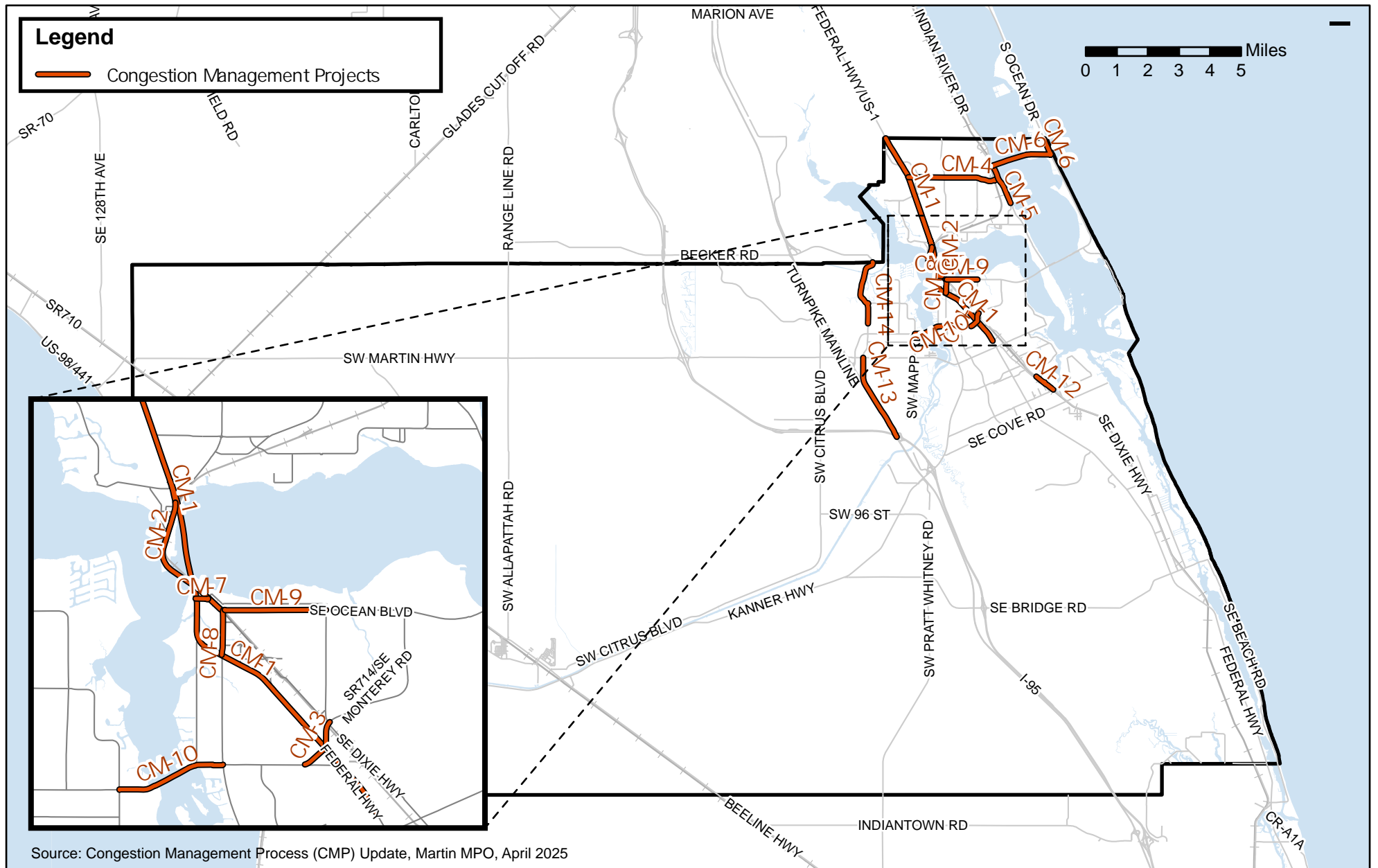


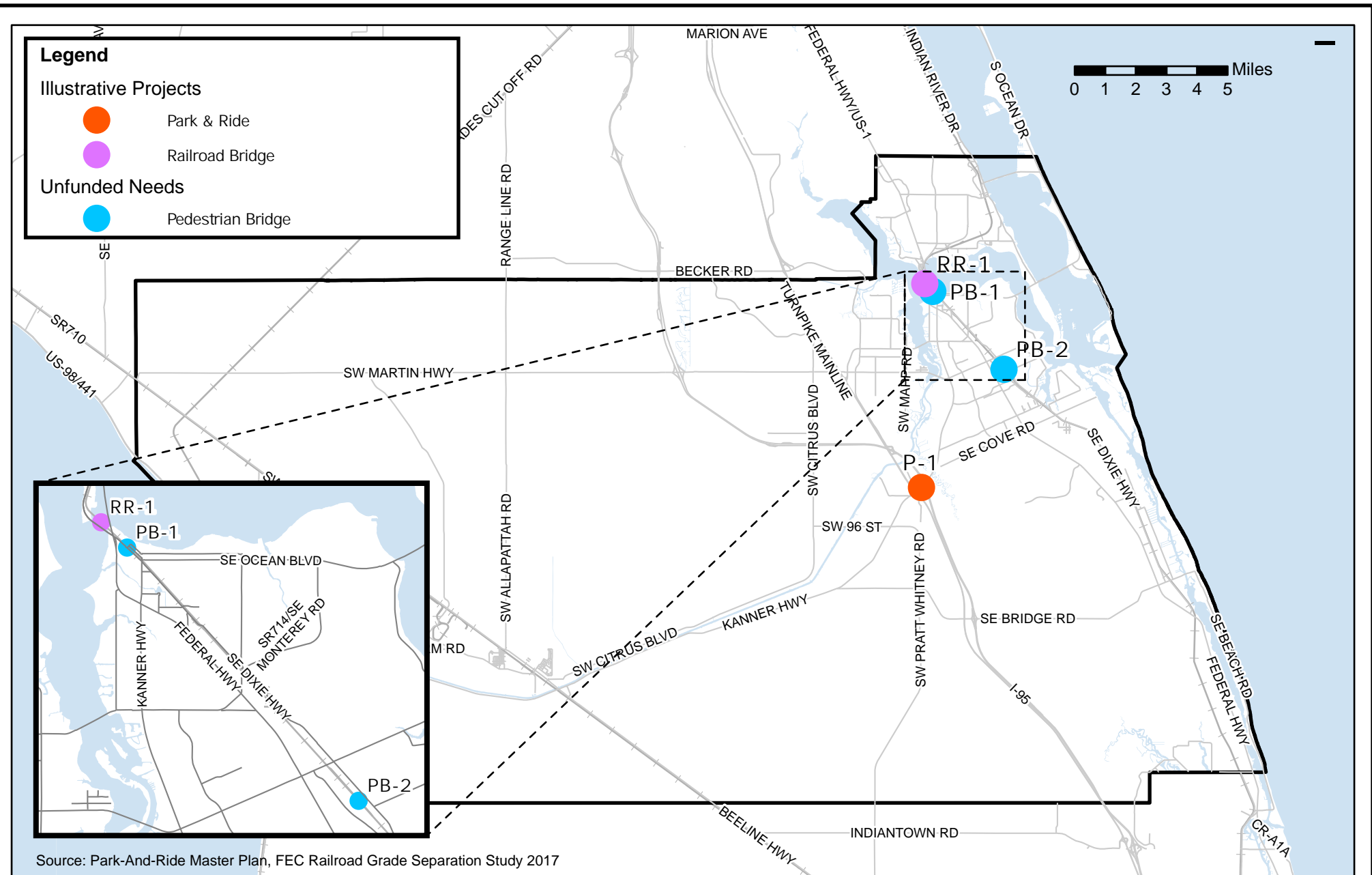


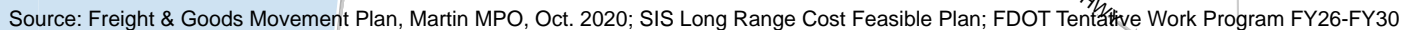


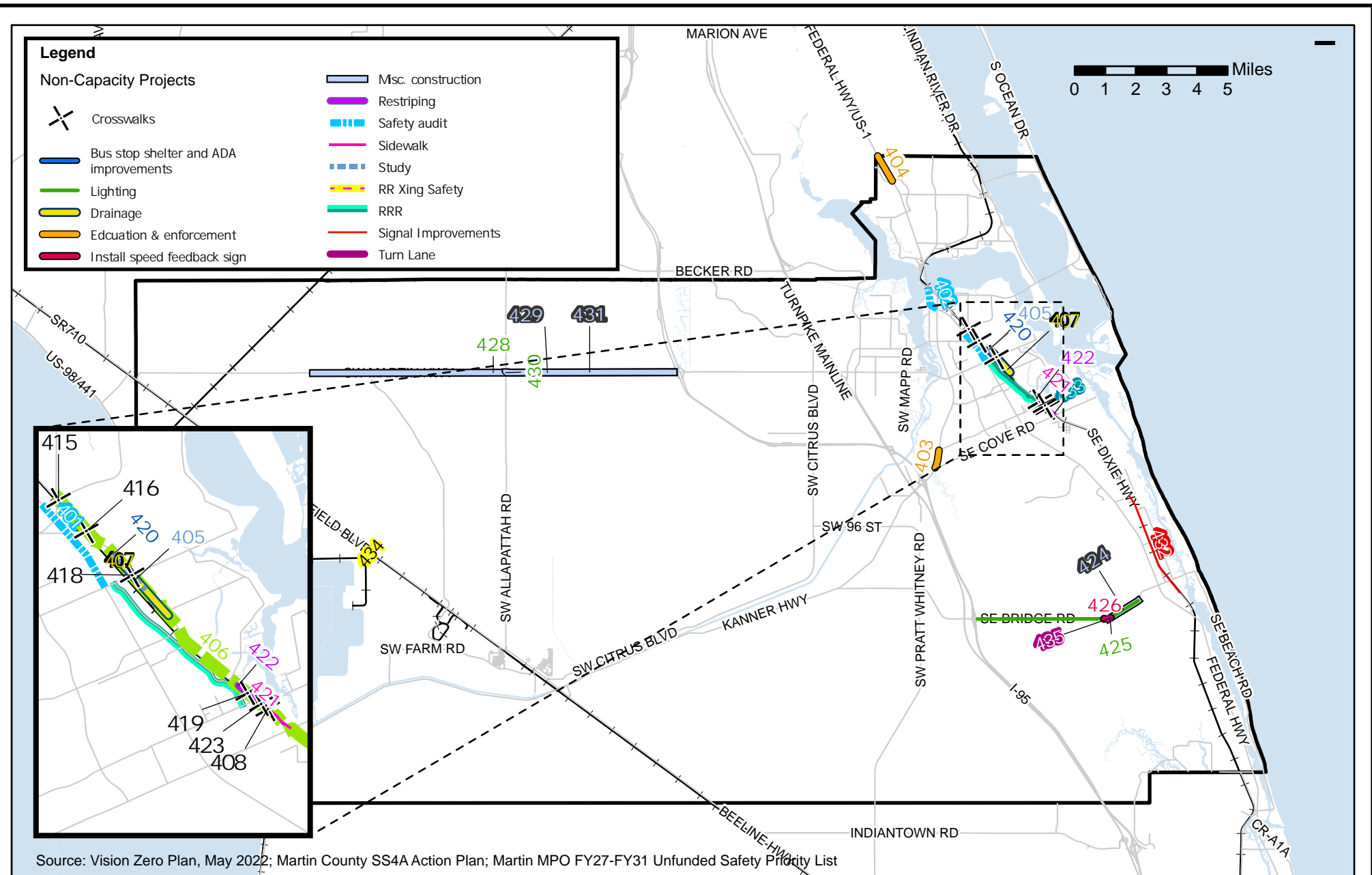
# Turnpike Improvements 2050 Cost Feasible Plan

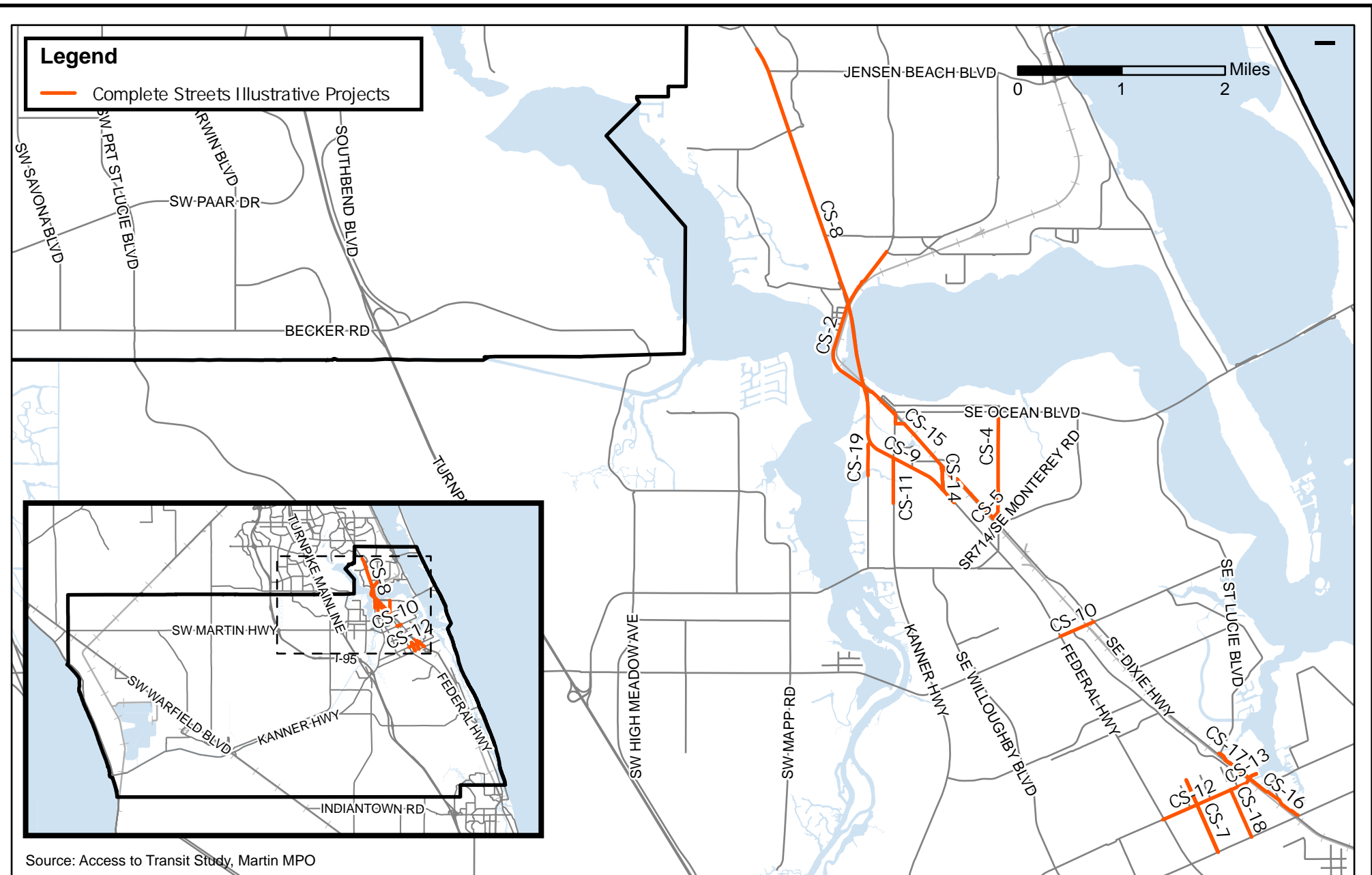




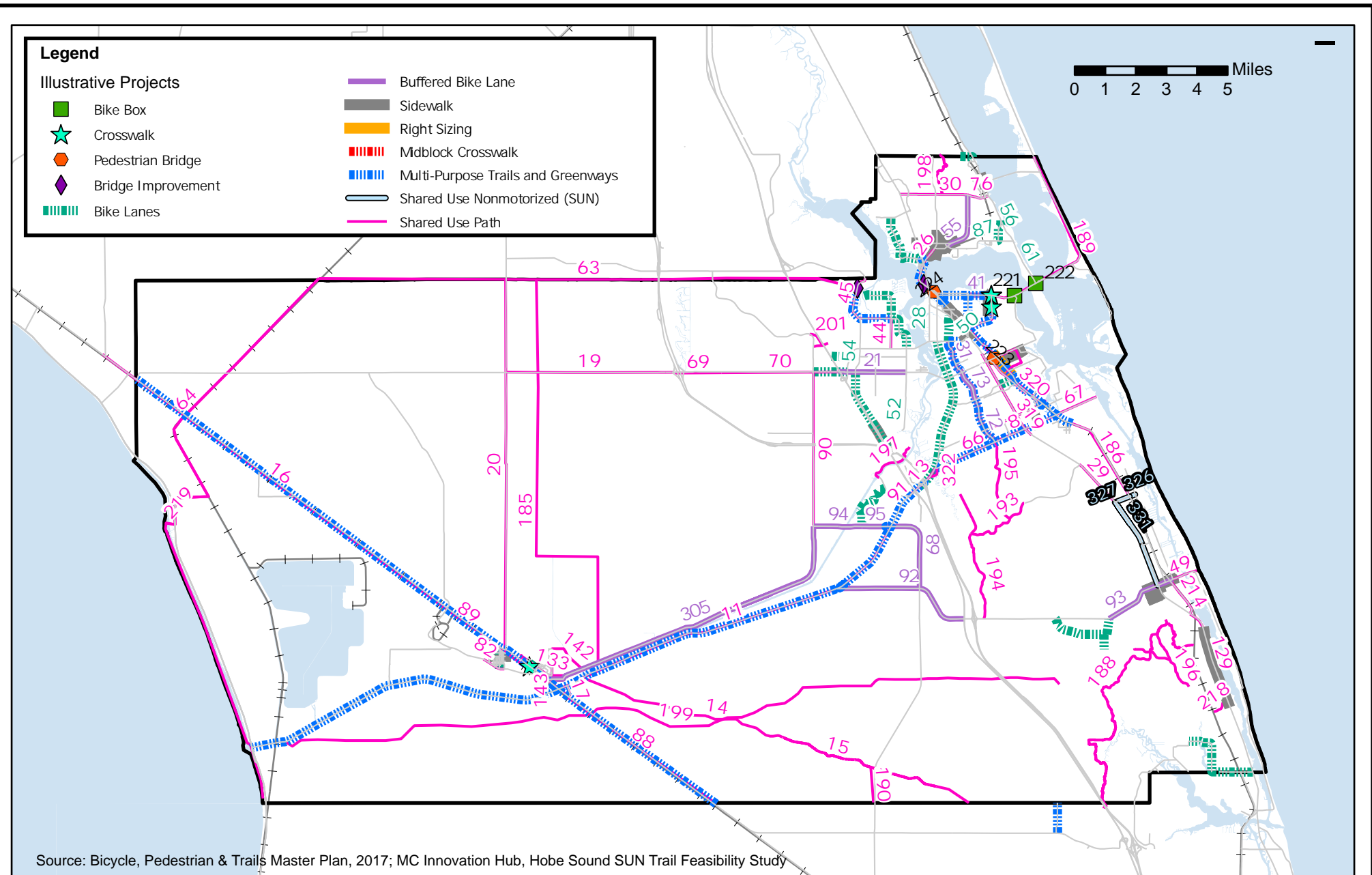


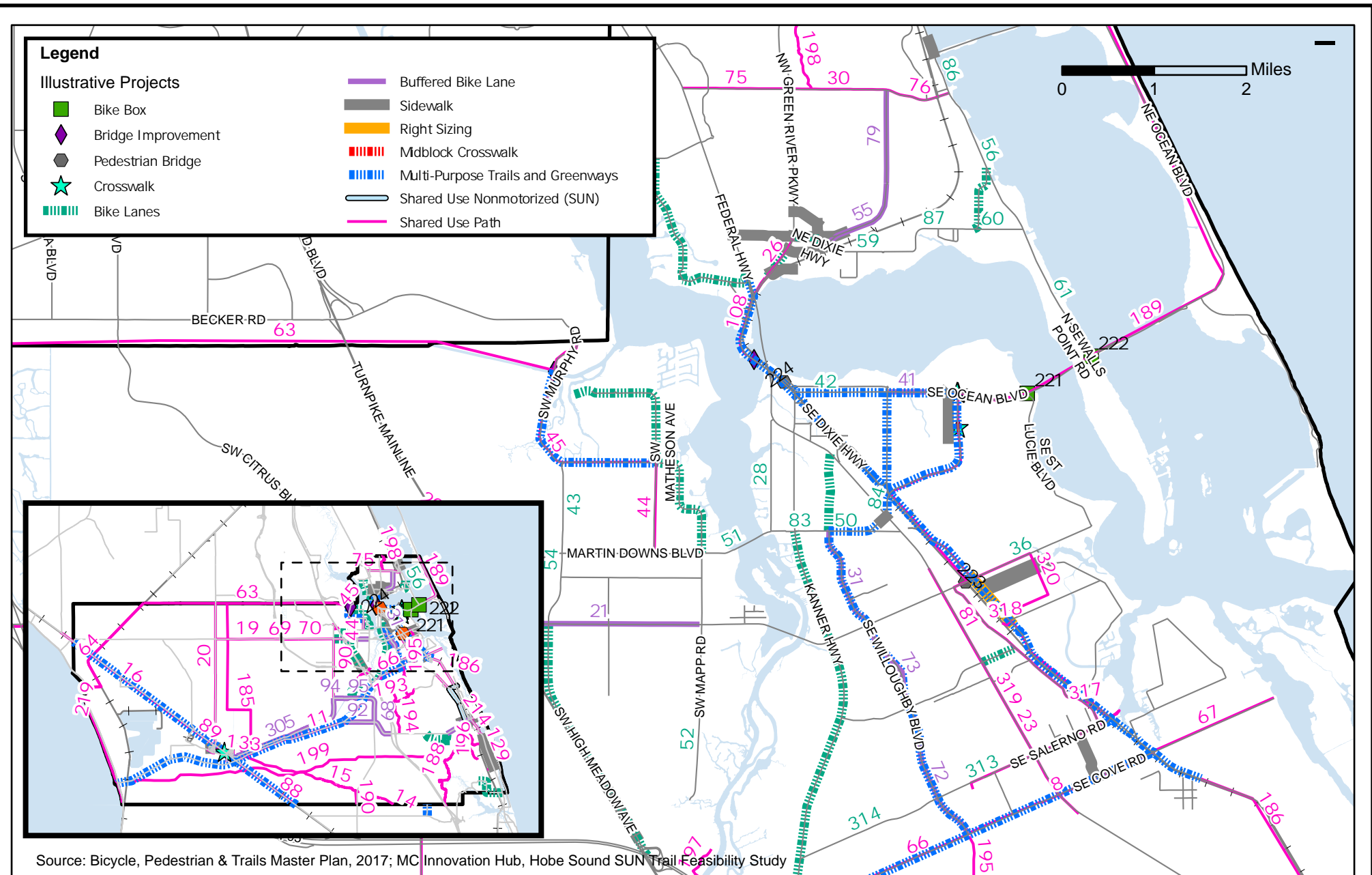




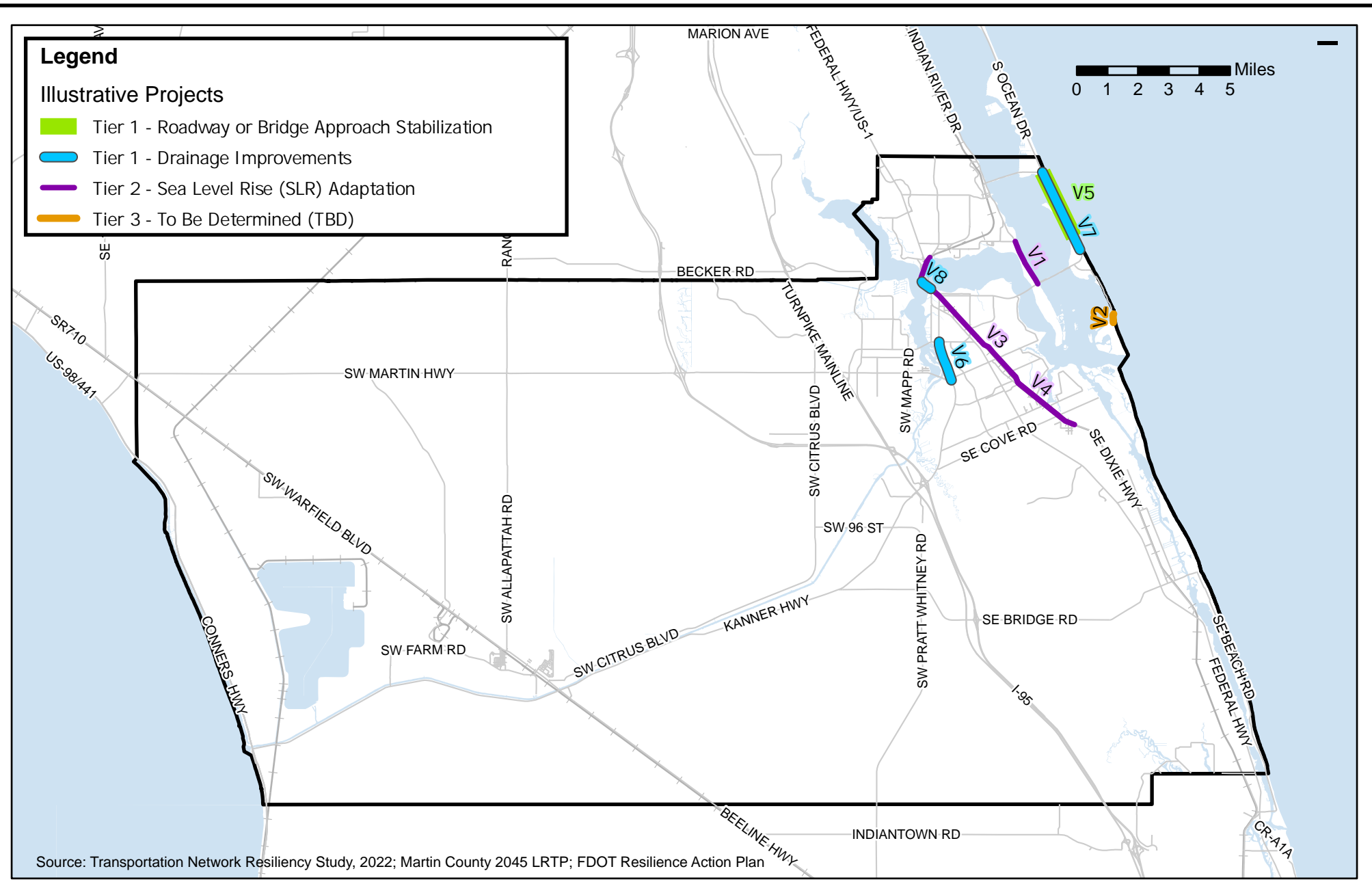


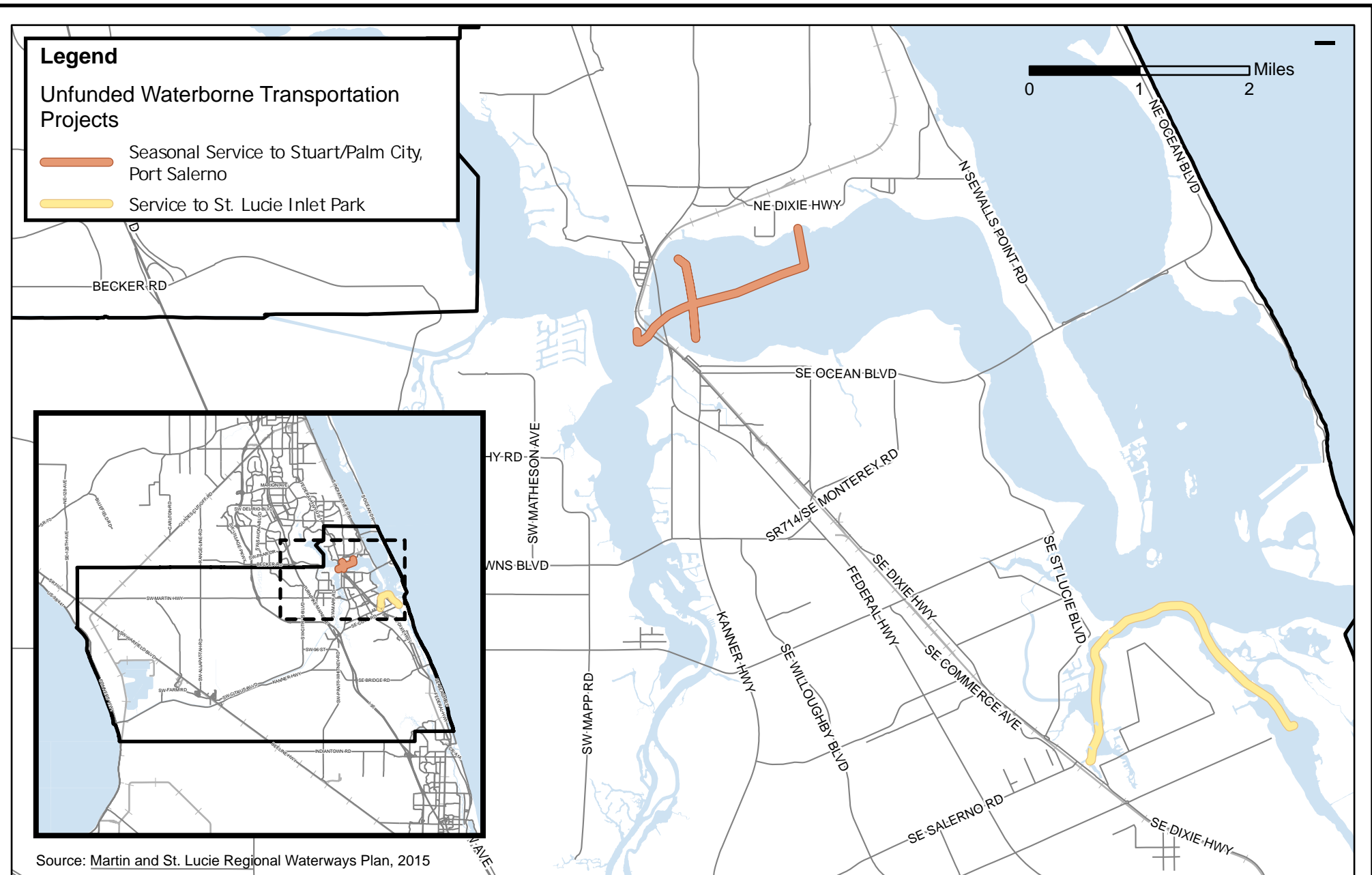






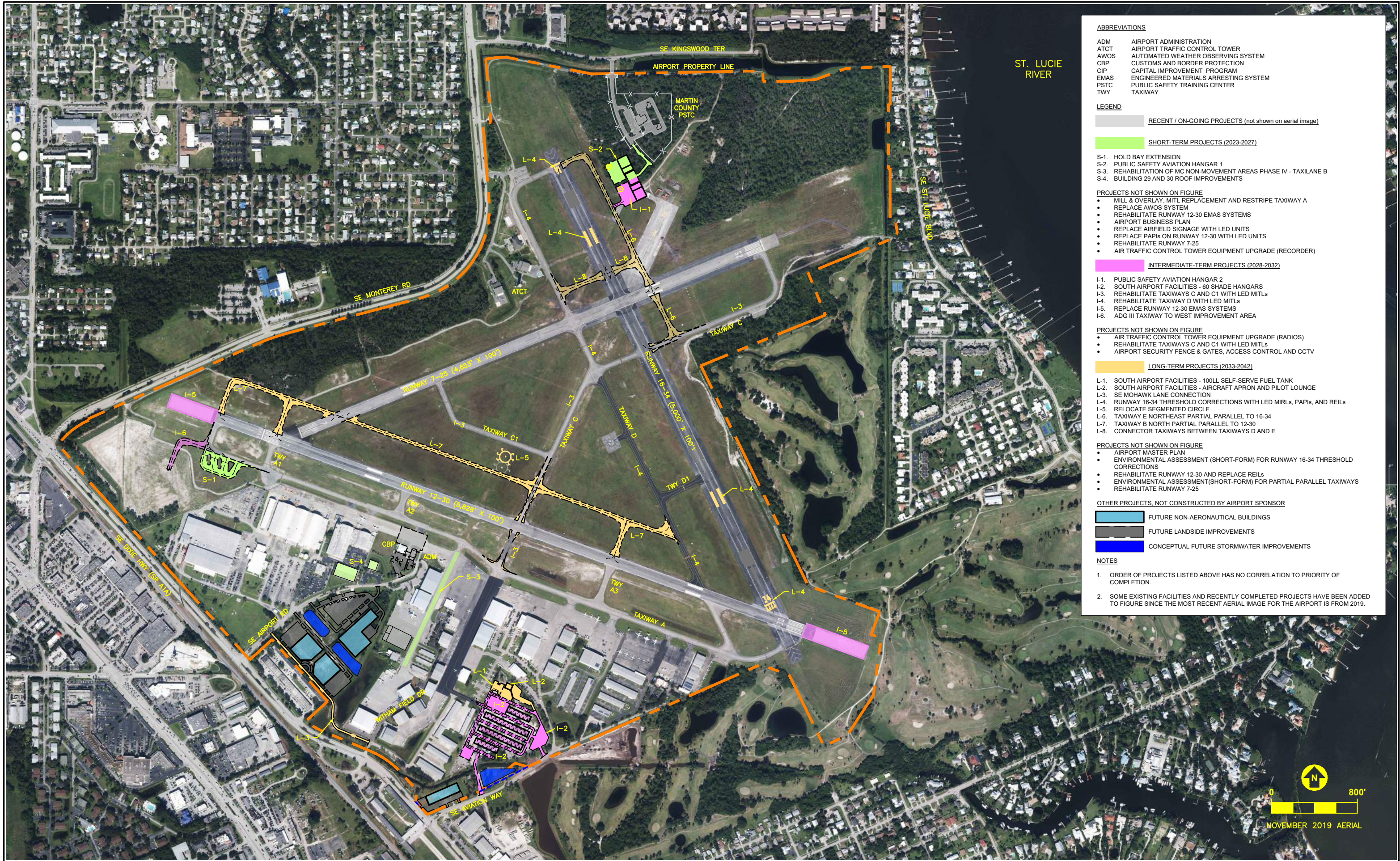








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**POLICY BOARD MEETING  
AGENDA ITEM SUMMARY**

<b>MEETING DATE:</b> September 15, 2025	<b>DUE DATE:</b> September 8, 2025	<b>UPWP#:</b> 5
<b>WORDING:</b> US-1 AND PALM CITY ROAD INTERSECTION IMPROVEMENTS		
<b>REQUESTED BY:</b> MPO	<b>PREPARED BY:</b> Ricardo Vazquez / Beth Beltran	<b>DOCUMENT(S) REQUIRING ACTION:</b> N/A

**BACKGROUND**

On December 11, 2023, the MPO Policy Board approved the US-1 at SW Palm City Road Intersection Feasibility Study. As part of this study, a preferred alternative (Alternative 5) was selected, which included the elimination of the free-flow right-turn lane onto Palm City Road from US-1, constructing a right-turn lane with a deceleration lane, realigning the south bound travel lane and adding a raised island. Also included in this alternative was to add complete street components that were identified in the Martin MPO Complete Streets: Access to Transit Study.

After the Study was approved, the project was split into two different projects as requested by FDOT and added to the List of Project Priorities (LOPP). The first project included the improvements at the US-1 at Palm City Road Intersection, and the second project included in Complete Street enhancements along the Palm City Road Corridor. The projects are currently ranked #7 and #8 respectively on the MPO's LOPP.

On May 12<sup>th</sup>, the Florida Department of Transportation (FDOT) presented the US-1 at Palm City Road Intersection Project at the City of Stuart Commission Meeting. During the presentation, FDOT stated that the Department did not support the 2023 recommendation and are proposing a new alternative which includes a modern roundabout.

**ISSUES**

At the September 2025 Policy Board meeting, FDOT staff provide an update on the US-1 at Palm City Road Intersection Project.

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**RECOMMENDED ACTION**

Provide comments.

**APPROVAL**

MPO

## AGENDA ITEM 8C

### **ATTACHMENTS**

- US-1 at Palm City Road Intersection Proposed improvements PowerPoint Presentation.

# Proposed Improvements on SW Palm City Road, east of US 1

Geysa Y. Sosa, P.E.

Juan Calderon, P.E.

Florida Department of Transportation, D4/Caltran Engineering Group

Planning and Environmental Management

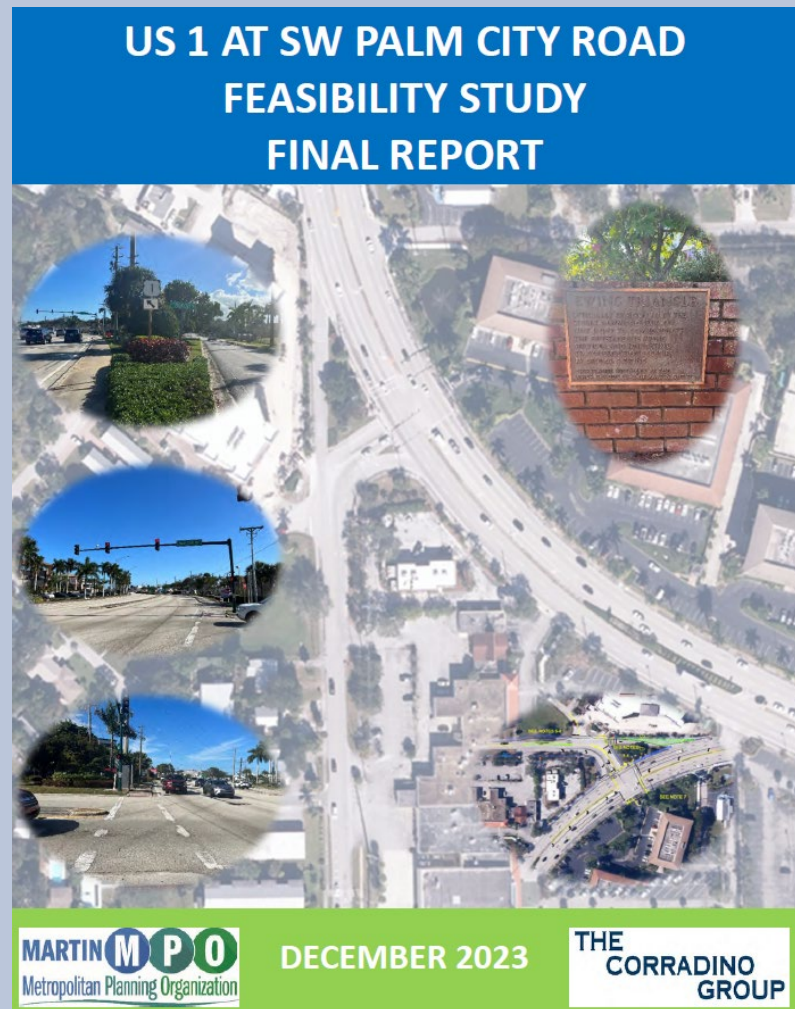
Project Development

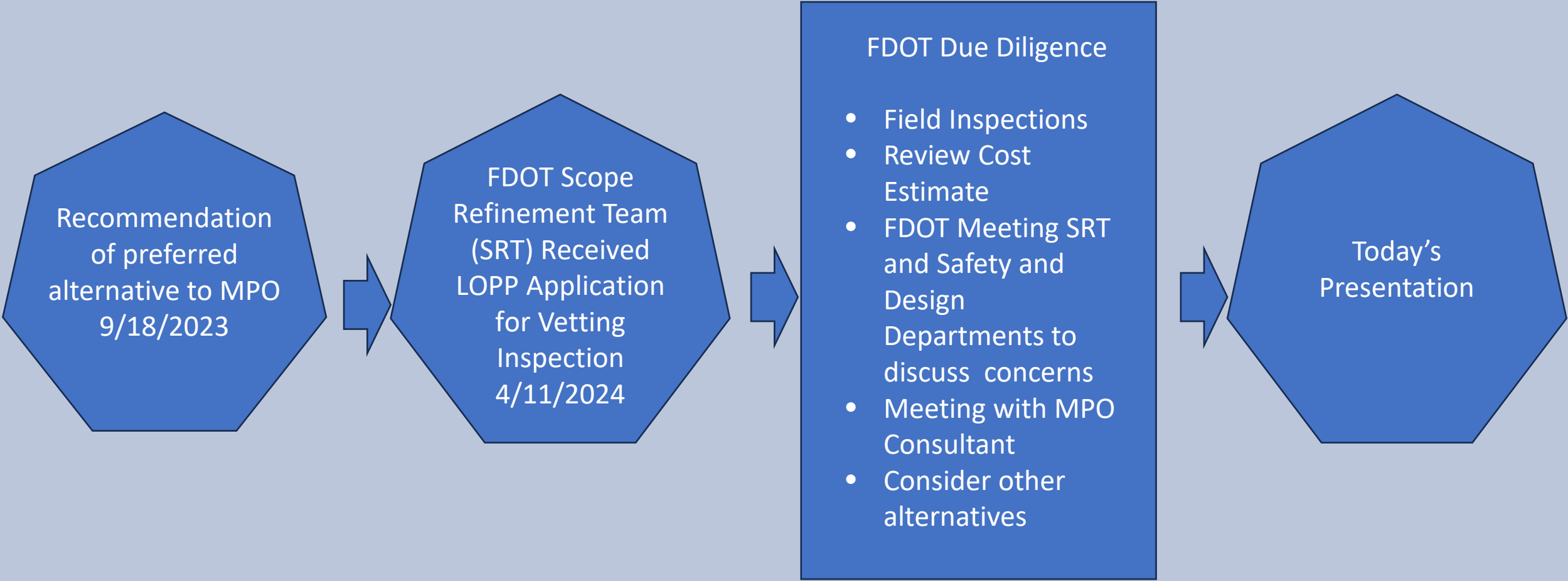


# IMPROVEMENTS AT INTERSECTION OF US-1/SR 5/FEDERAL HWY AND SW PALM CITY RD



- On September 18, 2023, the MPO Board, Alternative 5 was advanced into the final stages of the study.
  - Implement traffic calming features along SW Palm City Rd aim to reduce vehicular speeds.
  - Provide new alternatives aimed at enhancing the study intersection located along SW Palm City Road, west of US 1/SR 5/Federal Highway.
- In 2024 and 2025, FDOT received an application for US-1 at Palm City Road as part of the List of Priority Projects (LOPP) for support of funding for roadway construction and the construction of pedestrian facilities in City Right-of Way (ROW).



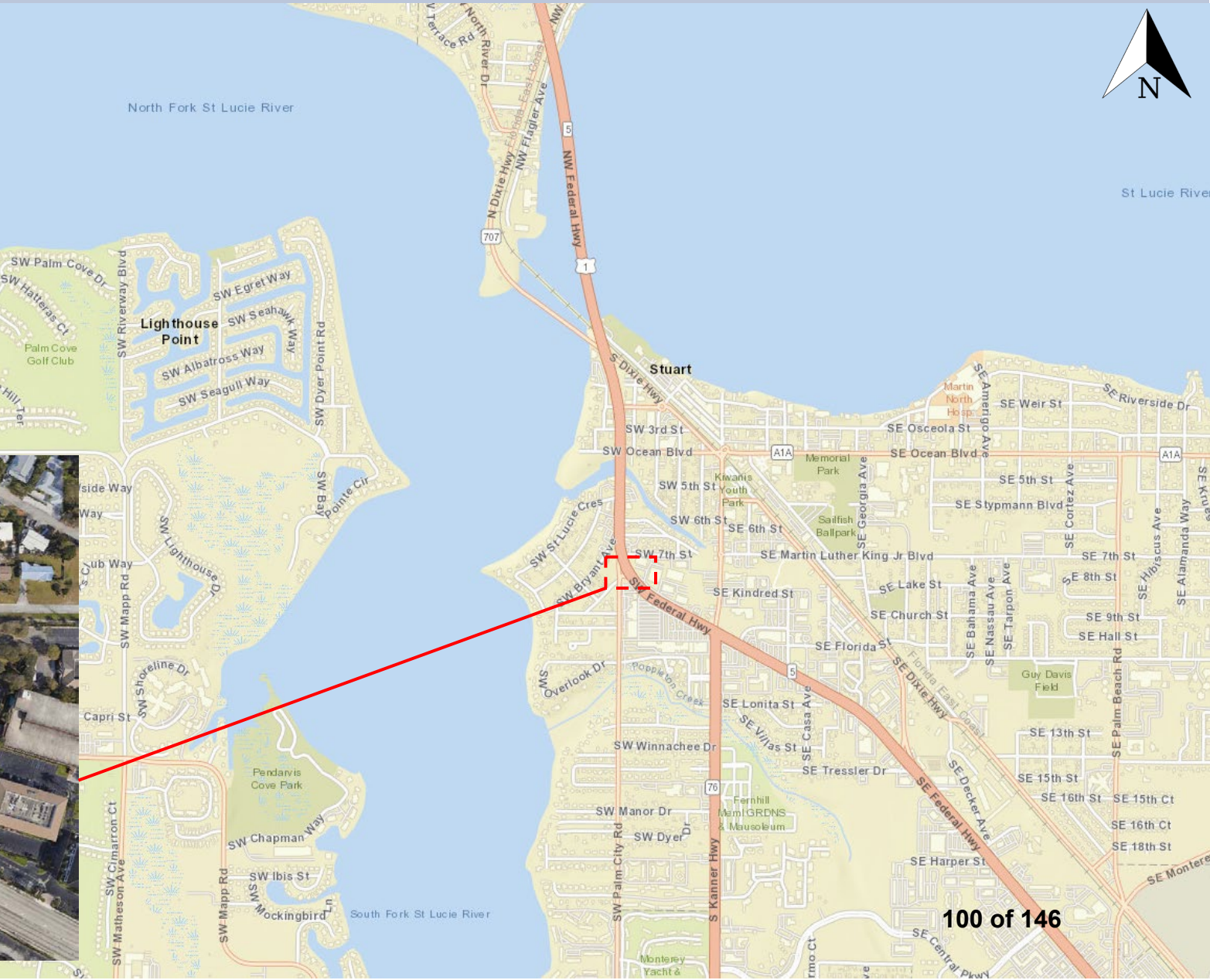






# PROJECT LOCATION AND EXISTING CONDITIONS

In the current conditions, the analyzed intersection situated along SW Palm City Road, west of US 1/SR 5/Federal Highway, presents free-flow along the southbound approach. Eastbound and westbound are stop-controlled approaches. The northbound is controlled by the traffic signal at the intersection of SW Palm City Road west of US 1/SR 5/Federal Highway.





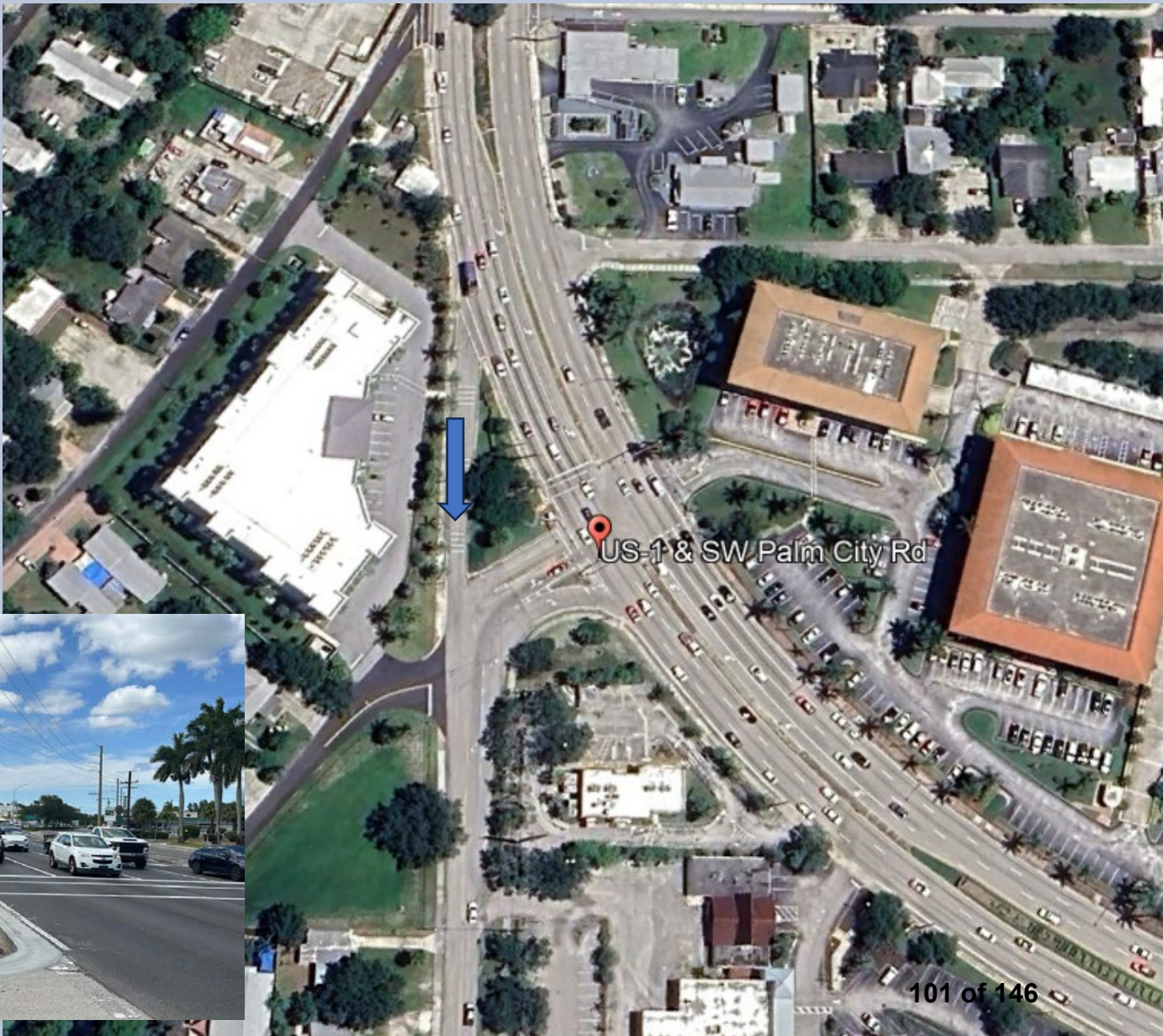
## Intersection with Long History at the Ewing Triangle

Palm City Road is a road to serve as collector for residential areas.

Palm City Road is used a bypass , up to 520 vph in the morning and afternoon. Traffic avoiding US-1 to Kanner Hwy to SR 714/Monterey Road.

High Vehicular volume and speeding traveling along US-1

Many constrains such as: ROW, and significant amount of underground and above ground utilities





Safety Concerns: high-speed entering Palm City Road without deceleration lane and long queues along US-1

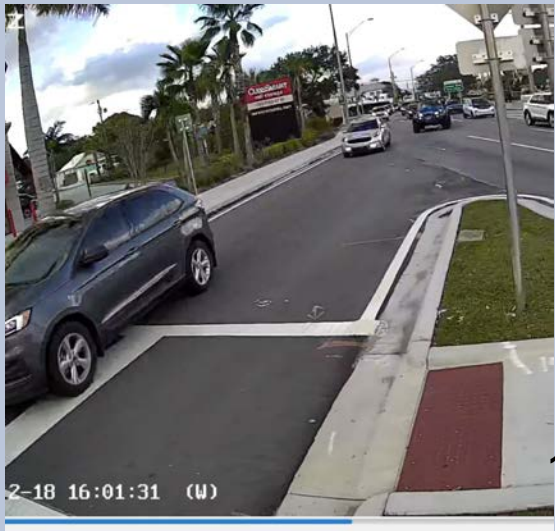




Safety Concerns: Significant Lane shift from 2<sup>nd</sup> lane of US-1 entering Palm City Road

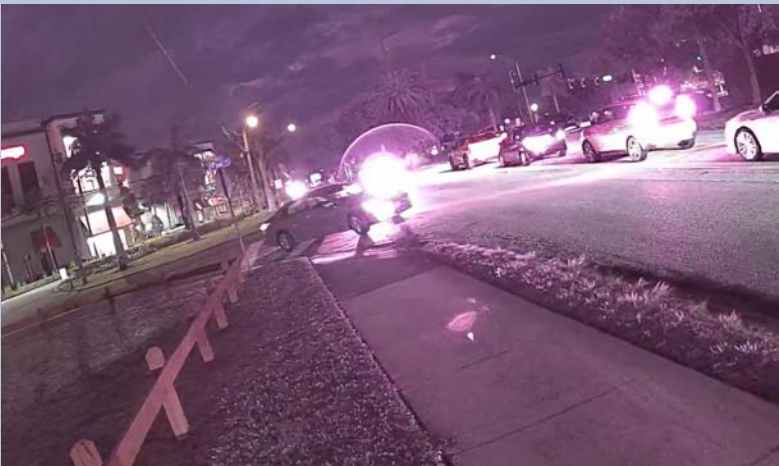


MPO Policy Board Meeting 9/15/2025





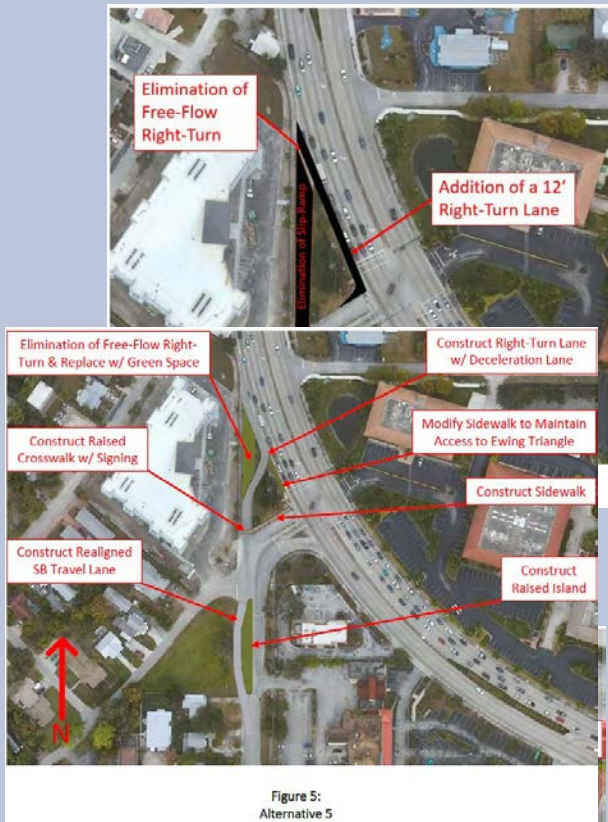
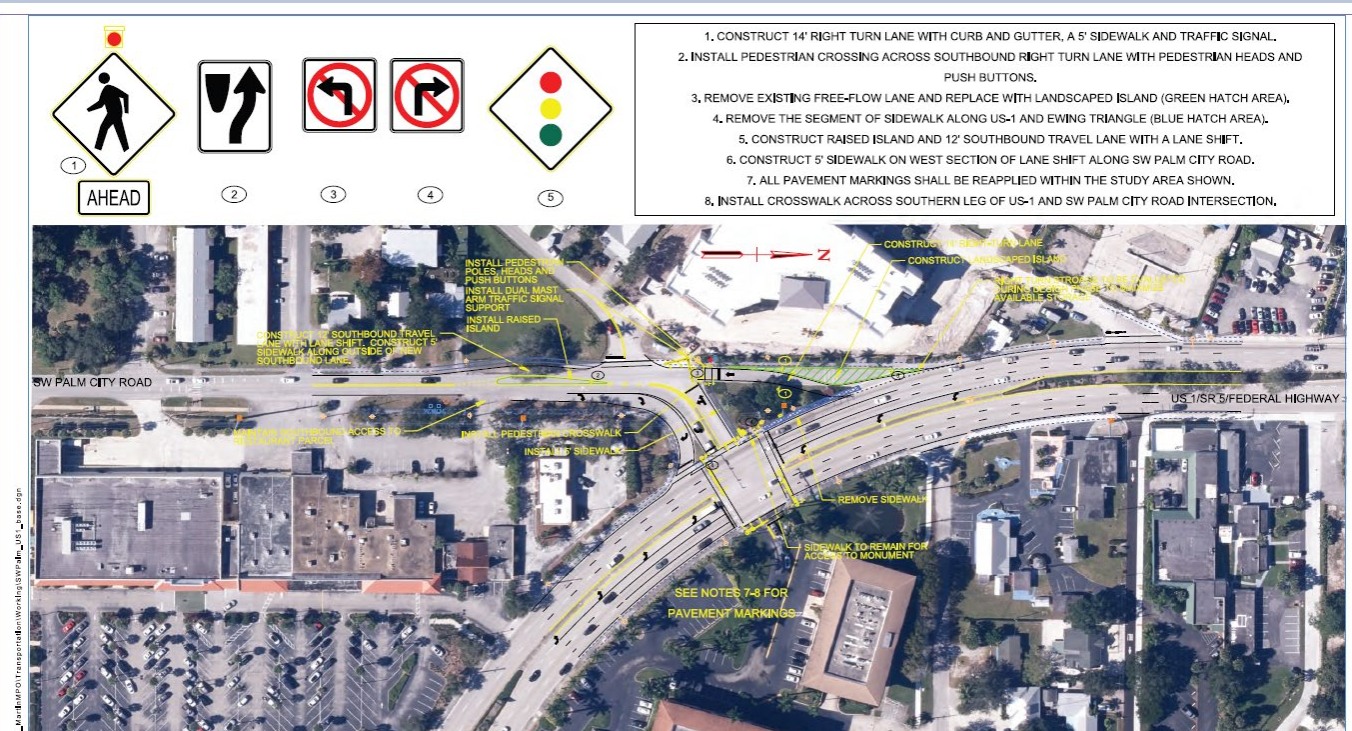
Safety Concerns: Neared Missed Events due to high demand traffic heading southbound





# LOPP CONCEPTUAL ALTERNATIVE

Different conceptual alternatives were examined at the intersection of US-1/Federal Highway and SW Palm City Road; the preferred alternative #5 include a lane shift near US-1 with a Traffic Signal to control SB Traffic at the triangle.



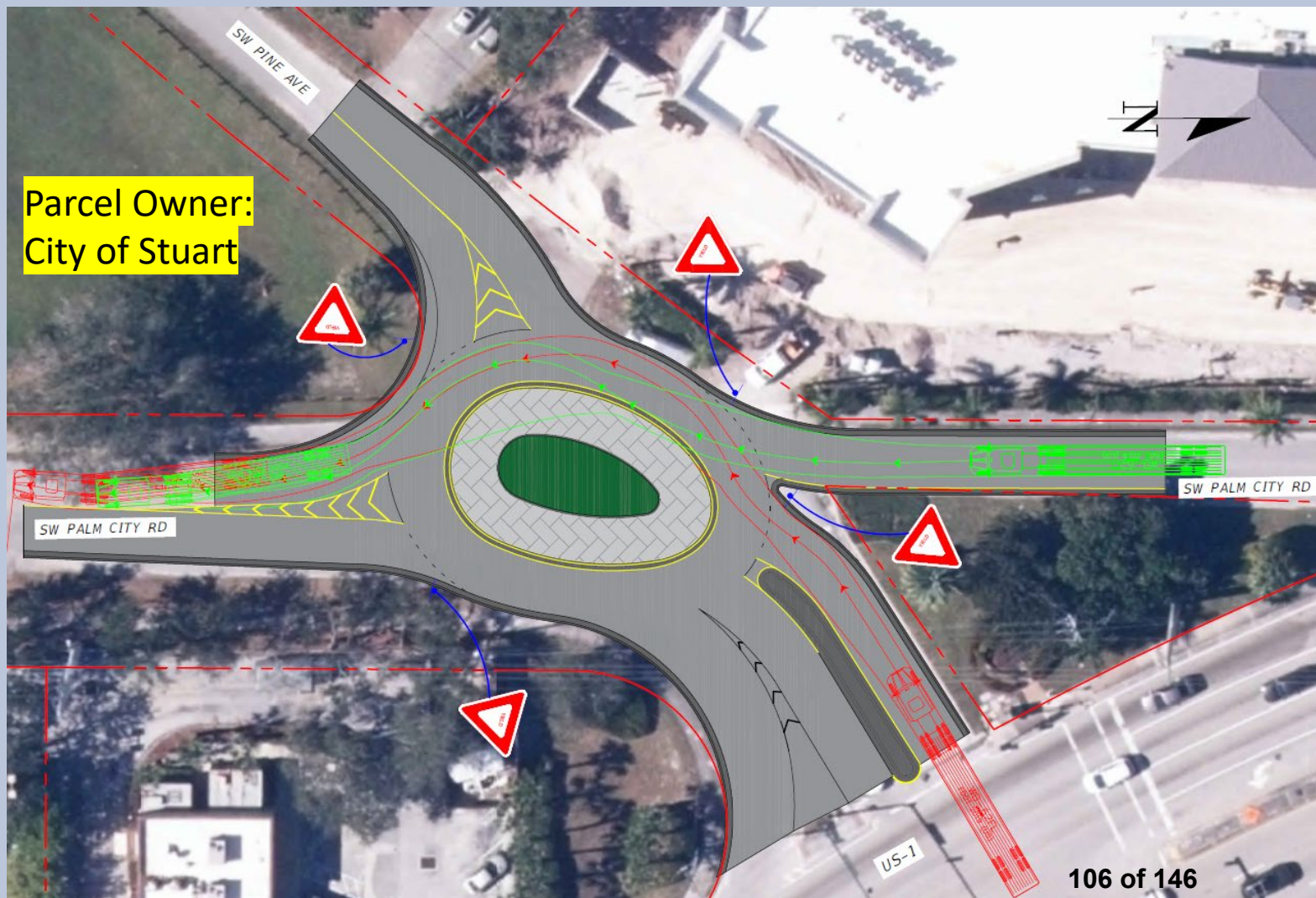
Concept	Safety Concerns	Operational Concerns
Lane Shift + Signal	By moving the entrance to Palm City Road closer to the signal could create more congestion along US-1. Vehicles will be breaking at high speed along	Queues at the SB signal at the triangle could be extending into US-1
MPO Policy Board Meeting 9/15/2025-1.		No room for flaws due to SB traffic re-distribution assumption in the analysis



The Florida Department of Transportation (FDOT) has conducted an assessment and evaluation of new alternatives aimed at enhancing the study intersection located along SW Palm City Road, west of US 1/SR 5/Federal Highway.

Other alternatives like the implementation of a roundabout at the designated intersection to enhance traffic flow and safety for all users.

- A roundabout is able to accommodate large trucks for Publix deliveries.
- There is a need of ROW at the SW corner with Pine Ave (Owned by the City).





# EVALUATION, RESULTS, AND FINDINGS

## Traffic operational analysis

An assessment of Level of Service (LOS) and vehicular queues was performed in order to identify any deficiencies or concerns associated with the implementation of alternatives (i.e roundabout).

Segment / Intersection	Approach	AM Peak Hour										PM Peak Hour											
		Vehicular Volumes Year 2024		2024 Existing Geometric Conditions			Corradino Recommended Signalized			CALTRAN Roundabout			Vehicular Volumes Year 2024		2024 Existing Geometric Conditions			Corradino Recommended Signalized			CALTRAN Roundabout		
				LOS	Delay	95% (ft)	LOS	Delay	95% (ft)	LOS	Delay	95% (ft)			LOS	Delay	95% (ft)	LOS	Delay	95% (ft)	LOS	Delay	95% (ft)
SW Pine Avenue & SW Palm City Road	EB	Left	-	C	16.3	2.5	E	55.5	19.0	A	5.1	0.0	Left	-	C	18.6	2.5	E	62.3	27.0	A	5.2	0.0
		Thru	4										Thru	6									
		Right	2										Right	2									
	WB	Left	38	B	14.7	10.0	B	13.6	20.0	A	2.9	0.0	Left	56	C	15.4	15.0	A	9.3	6.0	A	3.0	0.0
		Thru	4										Thru	6									
		Right	-										Right	-									
	NB	Left	2	A	8.6	0.0	A	5.4	18.0	A	4.8	25	Left	2	A	8.6	0.0	A	4.8	18.0	A	5.6	25.0
		Thru	-										Thru	-									
		Right	304										Right	406									
	SB	Left	-	A	0.0	0.0	A	6.0	110.0	A	7.3	50	Left	-	A	0.0	0.0	A	5.1	103.0	A	7.5	50.0
		Thru	525										Thru	525									
		Right	4										Right	4									

Based on the annual growth rates analysis, it was determined that a conservative 1.00% Compounded Annual Historic Growth Rates could be applied to the roadway network, as potential future traffic growth.

It is important to note that this analysis considered that about 50% of the traffic heading southbound through SW Palm City Road will be detoured/redistributed to US-1 due to the future geometric concerns.





# Cost Estimated

Initial Estimate \$2.327 Million

SW Pine Ave and SW Palm City Roadway Improvements				
Engineer's Cost Estimate				
PAY ITEM NO.:	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE
0102 01	MAINTENANCE OF TRAFFIC	DA	300	\$ 1.11
0102 60	WORK ZONE SIGN	ED	2500	\$
0102 62 13	BARRIER MOUNTED WORK ZONE SIGN	ED	240	\$ 0.67
0102 76	ARROW BOARD / ADVANCE WARNING ARROW PANEL	ED	360	\$ 6.61
0102 115	TYPE III BARRICADE	ED	180	\$ 0.26
0104 10 3	SEDIMENT BARRIER	LF	1066	\$ 2.99
0104 18	INLET PROTECTION SYSTEM	EA	1	\$ 166.65
0107 1	LITTER REMOVAL	AC	0.2464	\$ 12.80
0107 2	MOWING	AC	0.1458	\$ 22.43
0110 1 1	CLEARING & GRUBBING	AC	0.0999	\$ 49,451.66
0110 4 10	REMOVAL OF EXISTING CONCRETE	SY	152.16	\$ 28.90
0120 1	REGULAR EXCAVATION	CY	114.21	\$ 27.32
0120 6	EMBANKMENT	CY	175.37	\$ 26.26
0160 4	TYPE B STABILIZATION	SY	114.21	\$ 7.99
0285 708	OPTIONAL BASE, BASE GROUP 08	SY	114.21	\$ 29.50
0327 70 6	MILLING EXISTING ASPHALT PAVEMENT, 1 1/2" AVG DEPTH	SY	1490.88	\$ 3.19
0334 1 52	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B, PG76-22	TN	6.28	\$ 174.84
0337 7 80	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-9.5, PG 76-22	TN	6.28	\$ 170.37
0350 30 13	CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH	SY	225.55	\$ 260.00
0425 5	MANHOLE, ADJUST	EA	1	\$ 444.66
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	1021.47	\$ 51.08
0520 2 4	CONCRETE CURB, TYPE D	LF	116.49	\$ 33.15
0520 2 8	CONCRETE CURB, TYPE RA	LF	203.40	\$ 62.00
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	31.04	\$ 96.86
0570 1 2	PERFORMANCE TURF, SOD	SY	85.35	\$ 4.88
0700 1111	SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF	EA	4	\$ 483.27
0700 1600	SINGLE POST SIGN, REMOVE	EA	2	\$ 32.00
0710 90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	1	\$ 31,425.65
0711 11124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS	LF	21.07	\$ 4.58
0711 11141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10" GAP EXTENSION, 6"	GM	0.0198	\$ 2,874.03
0711 11224	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON	LF	109.05	\$ 4.56
0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	0.1531	\$ 5,498.41
0711 16602	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 8"	GM	0.0274	\$ 7,031.10
0711 16201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	0.1502	\$ 5,382.66
	MISCELLANEOUS UTILITIES - GAS, ELECTRIC, FIBER, WATER	LS	1	\$ 300,000.00
		Subtotal	1	\$ 164.67

MOBILIZATION (10% CONSTRUCTION COST)				1	LS	\$ 156,460.00	\$ 156,460.00				\$ -	1	\$ 156,460.00		
				Funds for Construction (Phase 52)				\$ 1,721,058.76	Local Funds for Construction (Phase 52)				\$ -	Subtotal	\$ 1,721,058.76
DESIGN (FDOT IN-HOUSE/CONSULTANT) (Phase 32) (19%)				1	LS		\$ 327,001.16								
ENVIRONMENTAL SERVICES (Phase C-2)				1	LS		\$ 30,000.00								
CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI) (Phase 62-01) (11%)				1	LS		\$ 189,316.46								
POST DESIGN SERVICES (Phase 62-02) (3.5%)				1	LS		\$ 60,237.06								
CONTINGENCY				Contingency is not a FHWA Participating Item					1	LS					
FDOT IN-HOUSE CONSTRUCTION SUPPORT (Phase 61)				1	LS			FDOT In-House Support must be included as an FHWA Participating Item							
FDOT IN-HOUSE DESIGN SUPPORT (Phase 31)				1	LS										
								\$ 2,327,613.44					\$ -	\$ 2,327,613.44	
				Subtotal FHWA Participating					Subtotal FHWA Non-Participating					Total Construction Cost Estimate	

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

PAY ITEM NO.:	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
	MOBILIZATION (10%)	LS	1		\$ 85,015.47
	DESIGN (FDOT IN-HOUSE/CONSULTANT) (PHASE 32) (35%)	LS	1		\$ 297,554.14
	ENVIRONMENTAL SERVICES (PHASE C-2)	LS	1		\$ 30,000.00
	CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI) (PHASE 62-01) (13%)	LS	1		\$ 110,520.11
	POST DESIGN SERVICES (PHASE 62-02) (5%)	LS	1		\$ 42,507.73
TOTAL					\$ 1,415,752.12

FDOT recommends the City to revisit the LOPP preferred alternative for intersection.

- A preferred alternative with minimal impact to the Ewing Triangle
- A preferred alternative that takes utilities, ROW, and other constraints into account
- A preferred alternative that addresses safety concerns, such as hard braking at US-1 or queues backing up into US-1
- A preferred alternative that is less sensitive to traffic redistribution assumptions



# THANK YOU!



# QUESTIONS ?



**POLICY BOARD MEETING  
AGENDA ITEM SUMMARY**

<b>MEETING DATE:</b> September 15, 2025	<b>DUE DATE:</b> September 8, 2025	<b>UPWP#:</b> 5
<b>WORDING:</b> WILLOUGHBY BOULEVARD EXTENSION PD&E STUDY PRESENTATION		
<b>REQUESTED BY:</b> MPO	<b>PREPARED BY:</b> Ricardo Vazquez / Beth Beltran	<b>DOCUMENT(S) REQUIRING ACTION:</b> N/A

**BACKGROUND**

The Florida Department of Transportation (FDOT) is currently conducting a Project Development and Environment (PD&E) Study for the Willoughby Boulevard Extension Project from State Road (SR) 714/Monterey Road to US-1. A PD&E Study is FDOT's process to evaluate the social, economic, and environmental impacts associated with a planned transportation improvement project.

The purpose of this project is to provide system linkage in the roadway network by extending Willoughby Boulevard from its northern terminus to US-1 and to improve multimodal connectivity and mobility.

**ISSUES**

At the September 2025 Policy Board meeting, FDOT staff will provide an update on the Willoughby Boulevard Extension PD&E Study.

**RECOMMENDED ACTION**

Provide comments.

**APPROVAL**

MPO

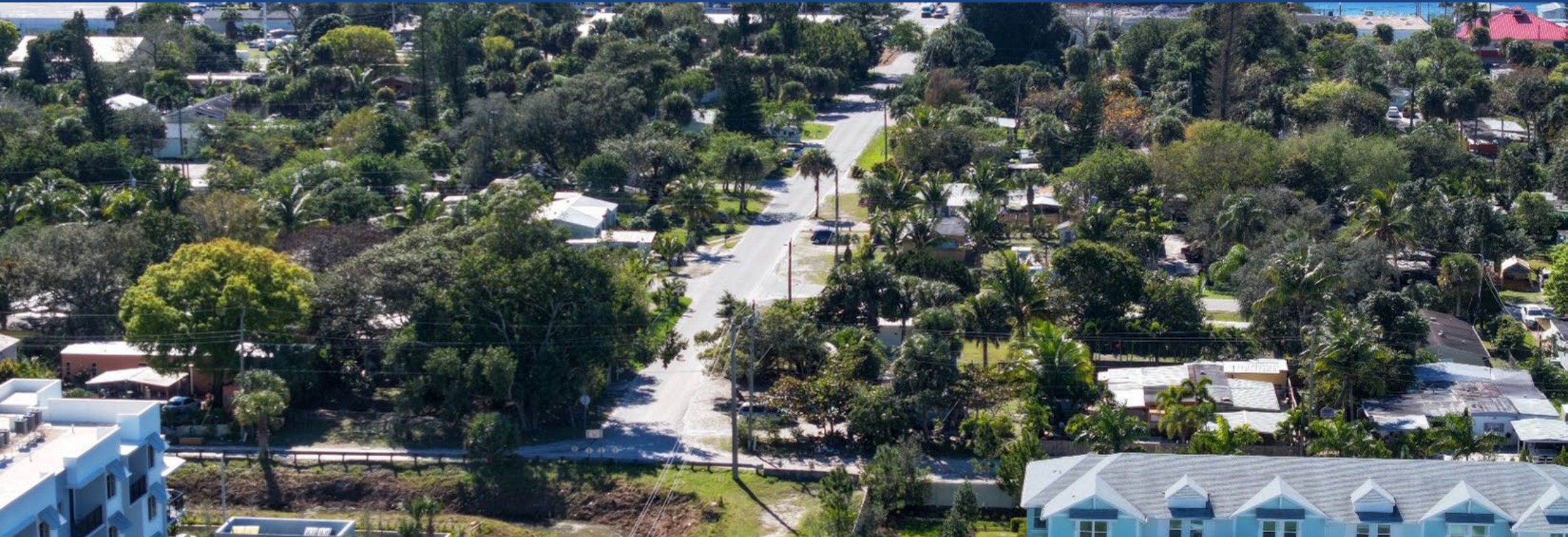
**ATTACHMENTS**

- Willoughby Boulevard Extension PD&E PowerPoint Presentation





**Project Development & Environment (PD&E) Study**  
**Martin MPO Board**  
**Willoughby Boulevard Extension**  
from State Road (SR) 714/Monterey Road to US 1/SR 5/Federal Highway  
Martin County, Florida



**Florida Department Of Transportation**

Financial Project ID: 419669-3-22-09  
MPO Policy Board Meeting 9/15/2025

ETDM No: 14512

**September 15, 2025**

112 of 146



## Project Team



**María Formoso, P.E., P.M.P.**  
Project Manager  
Florida Department of  
Transportation (FDOT)



**Chris Rizzolo, P.E.**  
Consultant Project  
Manager  
AECOM



**Walna Calixte**  
Community Outreach  
Specialist  
Infinite Source  
Communications Group



# Transportation Development Process

1 PLANNING

2 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

3 DESIGN

4 RIGHT OF WAY ACQUISITION (IF NEEDED)

5 CONSTRUCTION

6 MAINTENANCE

## Why is a PD&E Study performed?

- To determine the best alternative for development in the Design Phase
- To evaluate the potential environmental and social effects
- To include public participation to help shape the project
- To comply with federal, state, and local laws

## During the PD&E Study:

- The community will have several opportunities for input on the project
- Project effects to the environment will be avoided or minimized
- Coordination with federal, state and local agencies will occur
- Project reports and plans will be available for public view

# Project Location

**FPID:** 419669-3-22-03  
**ETDM#:** 14512

**County:** Martin  
**City:** Stuart

**Roadway:** Willoughby Boulevard Extension

**RR Crossings:** None

**Project Study Limits:** Willoughby Boulevard Extension from State Road (SR) 714/Monterey Road to US 1/SR 5/Federal Highway

## Project Scope

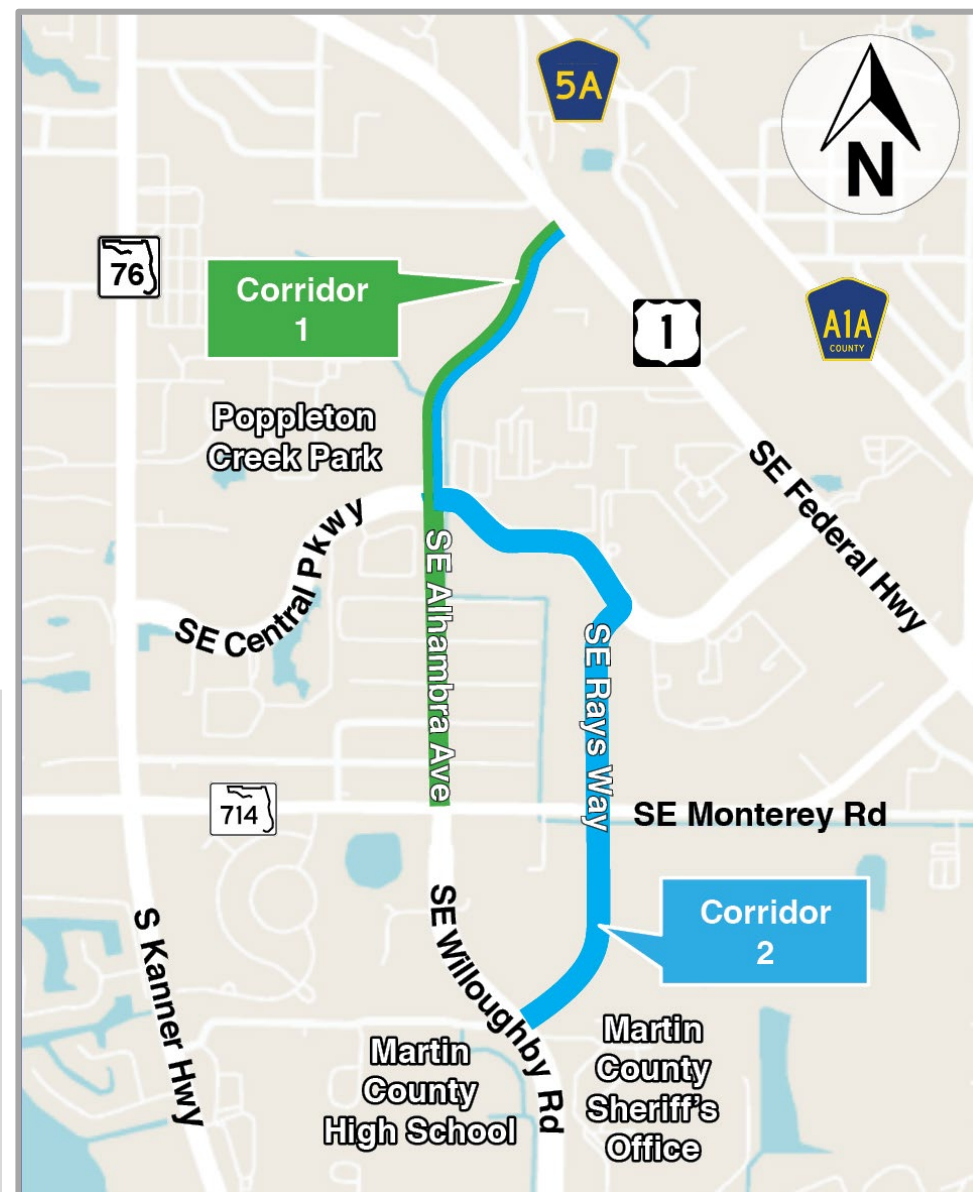
Extending Willoughby Boulevard from its northern terminus at SR 714/Monterey Road to a logical and appropriate terminus at SR 5/US 1/Federal Highway

### Corridor 1 (approximately 3/4 miles)

- Alhambra Avenue (1/4 mile) (*existing road*)
- New roadway from Alhambra Avenue to US 1/Federal Highway (1/2 mile)

### Corridor 2 (approximately 1-1/4 miles)

- New roadway south of SR 714/Monterey Road to Rays Way (1/4 mile)
- Rays Way (1/4 mile) (*existing road*)
- Central Parkway (1/4 mile) (*existing road*)
- New roadway from Central Parkway to US 1/Federal Highway (1/2 mile)



# Adjacent Projects and Previous Studies

## Adjacent Projects

Project Name	Project FPID	Project Type	Project Phase
SR 714/Monterey Road at FEC Railroad Crossing	441636-2	Railroad Crossing Improvements	PD&E Study
SR 714/Monterey Road/Dixie Highway/Palm Beach Road	444405-2	Bike Lane/Sidewalk	Design
SR 714/Monterey Road from Citrus Boulevard to SW Martin Downs Boulevard	436870-1	Add Capacity	Construction
Cove Road from SR 76/Kanner Highway to SR 5/US 1	441700-1	Widening	PD&E Study
CR 713 from I-95 to SW Martin Highway	441699-1	Widening	PD&E Study

## Previous Studies

The Corridor Feasibility Study Report for Willoughby Boulevard from SR 714/Monterey Road to US 1/Federal Highway (FPID: 419669-3)

# Purpose and Need

## Purpose

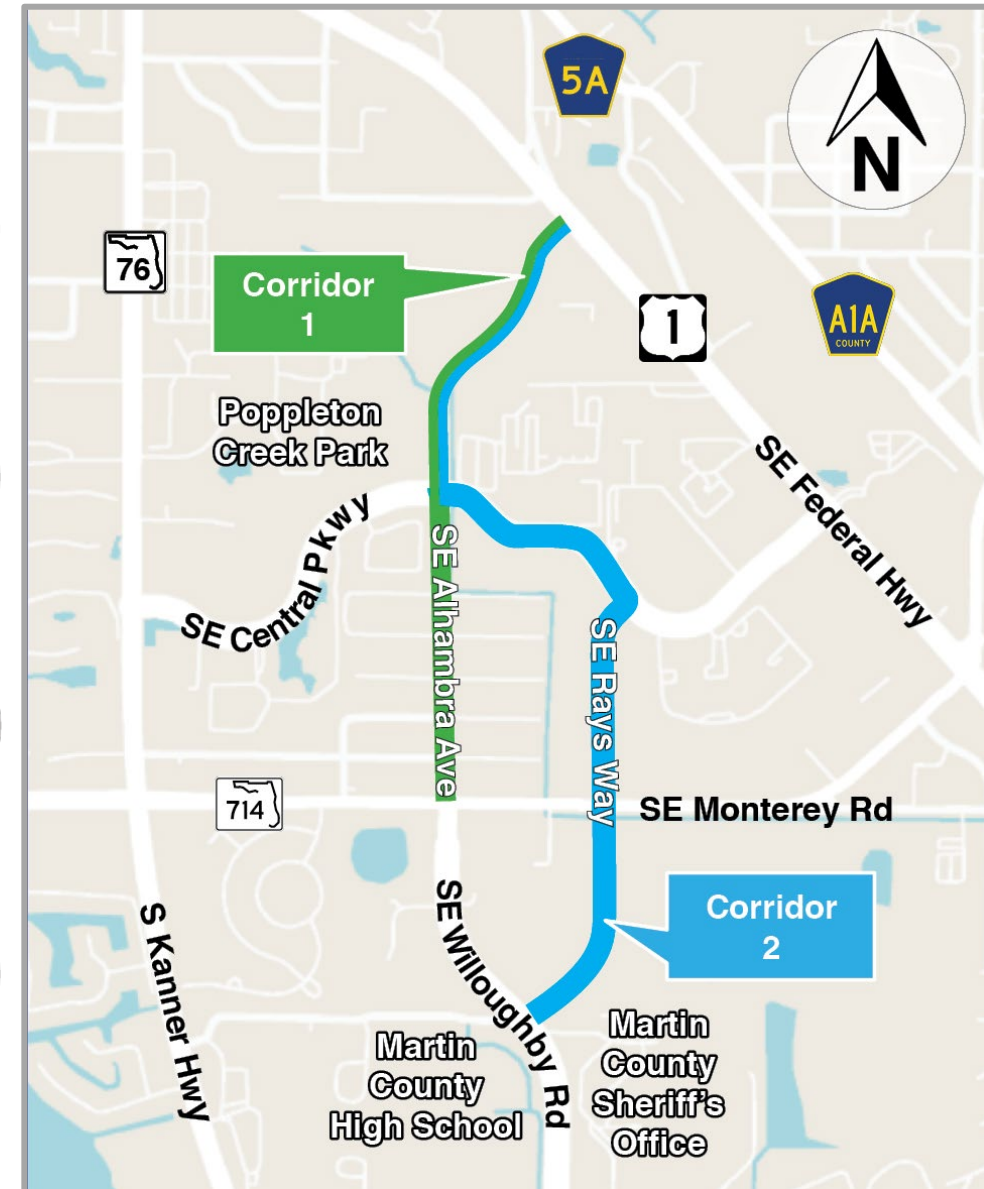
- ❖ Extend north-south corridor and provide system linkage
- ❖ Strengthen multimodal interconnectivity and mobility
- ❖ Improve safety for pedestrians and bicyclists

## Need

- ❖ Willoughby Boulevard does not connect to US 1, resulting in circuitous routes for traffic.
- ❖ Existing routing increases travel time congestion.
- ❖ Limited bicycle and pedestrian facilities are available in the project area.
- ❖ SR 714/Willoughby Boulevard intersection is a high bicyclist crash area.

## Objectives

- ❖ Optimize regional connectivity, improve traffic operations, relieve congestion on existing streets, and improve pedestrian and bicycle safety.
- ❖ Obtain **Location and Design Concept Acceptance (LDCA)** for a proposed alternative that meets the purpose and need.





## Existing Conditions – Roadway

- ❖ Local roads
- ❖ Two vehicular travel lanes (one in each direction)
- ❖ Posted speed Limit: 25 miles per hour (mph)

### Alhambra Avenue

- ❖ Sidewalks on west side from Monterey Rd to Seville St

### Rays Way

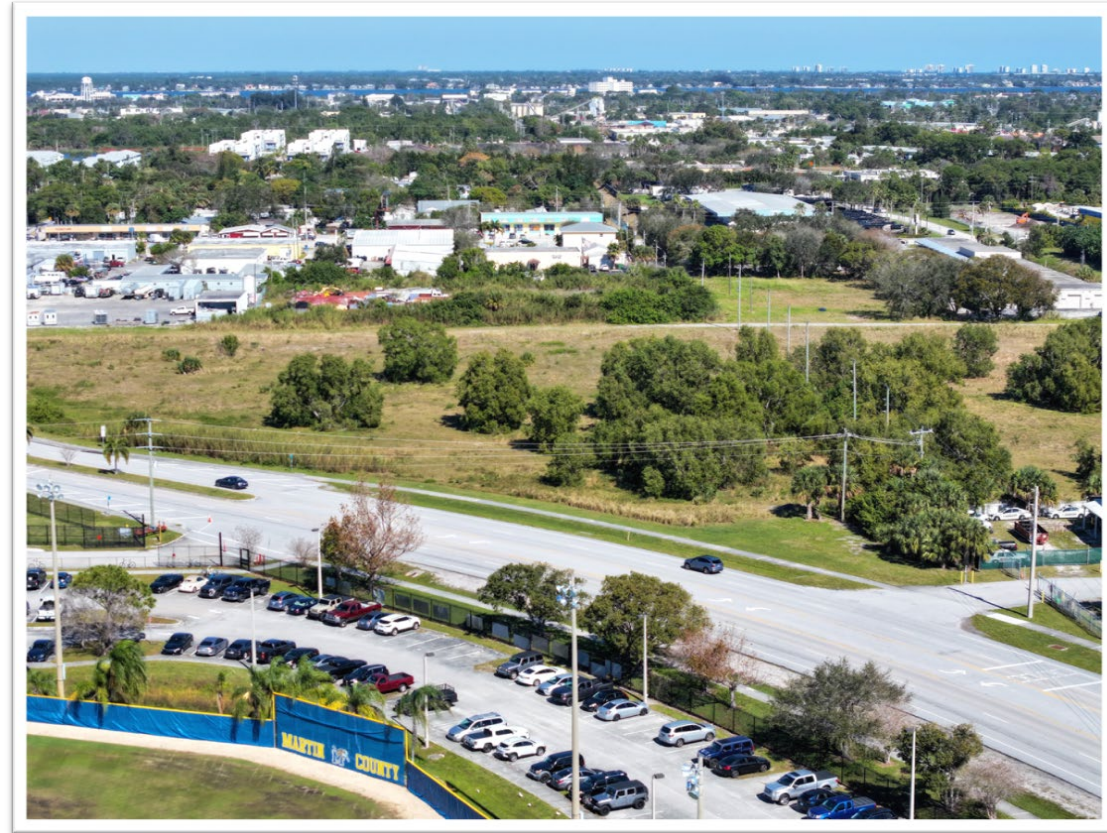
- ❖ Sidewalks on west side from Monterey Rd to Central Pkwy

### Central Parkway

- ❖ Traffic calming, sidewalks, mid-block crossings, and on-street parking

## 12 Key Intersections

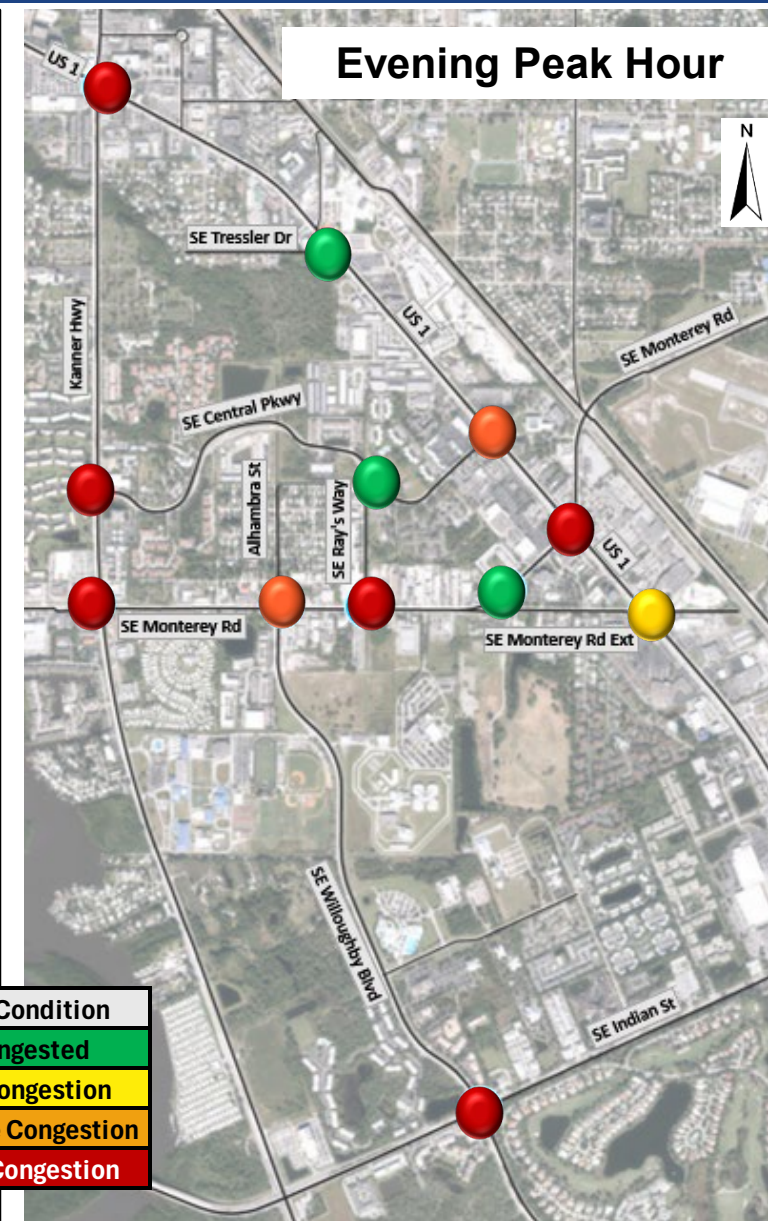
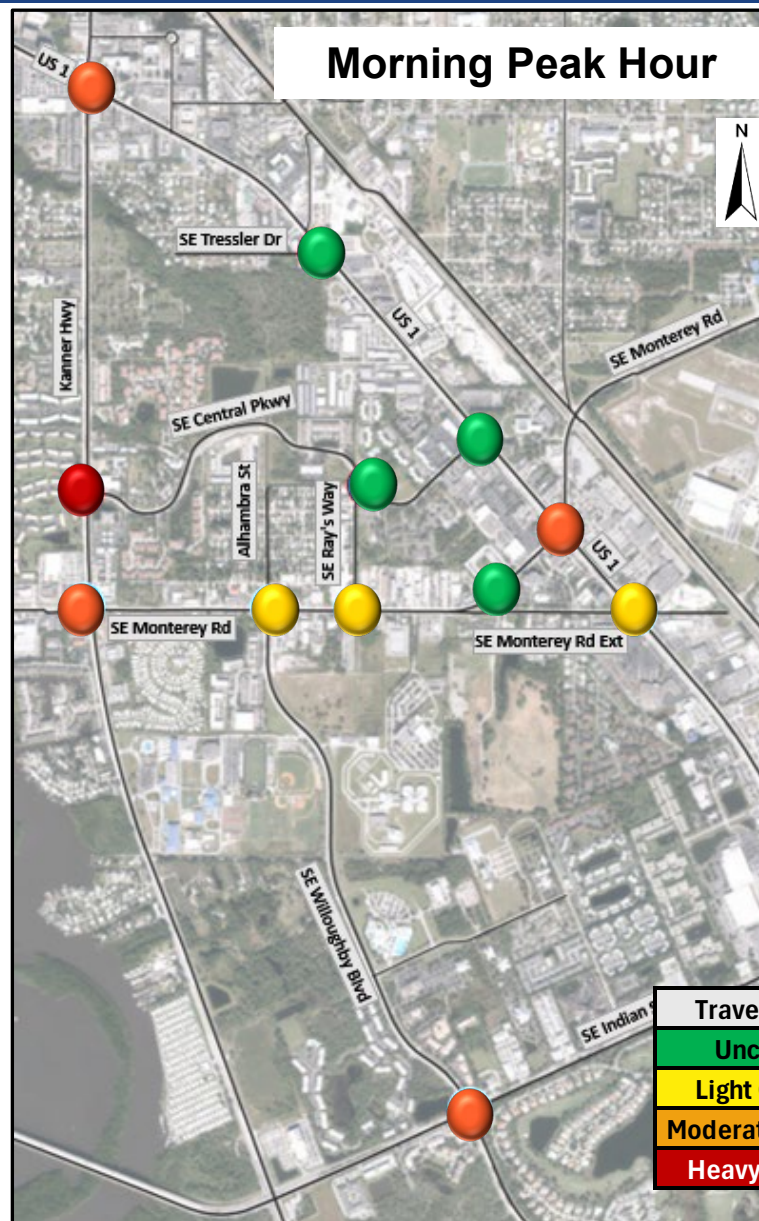
- ❖ Intersection Control Evaluations (ICE) at 5 locations
  1. Stop control
  2. Signalized
  3. Roundabout





## Existing Conditions - Traffic

- ❖ Congestion on SR 76 and SR 714
- ❖ LOS C along the Willoughby Blvd corridor
- ❖ Average daily truck percentage 6.7%



## Existing Conditions - Safety

### ❖ Overall (2019 to 2023)

- 1,695 crashes
- 3 fatalities

### ❖ Existing Segments

- US 1/Federal Highway from SR 76/Kanner Highway to Central Parkway: 274 crashes (2 fatalities)
- SR 76/Kanner Highway from US 1 /Federal Highway to Monterey Road: 214 crashes (1 fatality)
- Central Parkway from SR 76/Kanner Highway to US 1/Federal Highway: 17 crashes
- SR 714/Monterey Road from SR 76/Kanner Highway to US 1/Federal Highway: 91 crashes
- Monterey Road Ext from SR 714/Monterey Road to US 1/Federal Highway: 12 crashes
- Rays Way from Central Parkway to SR 714/Monterey Road Ext: 0 crashes
- Willoughby Boulevard from SR 714/Monterey Road to Indian Street: 31 crashes





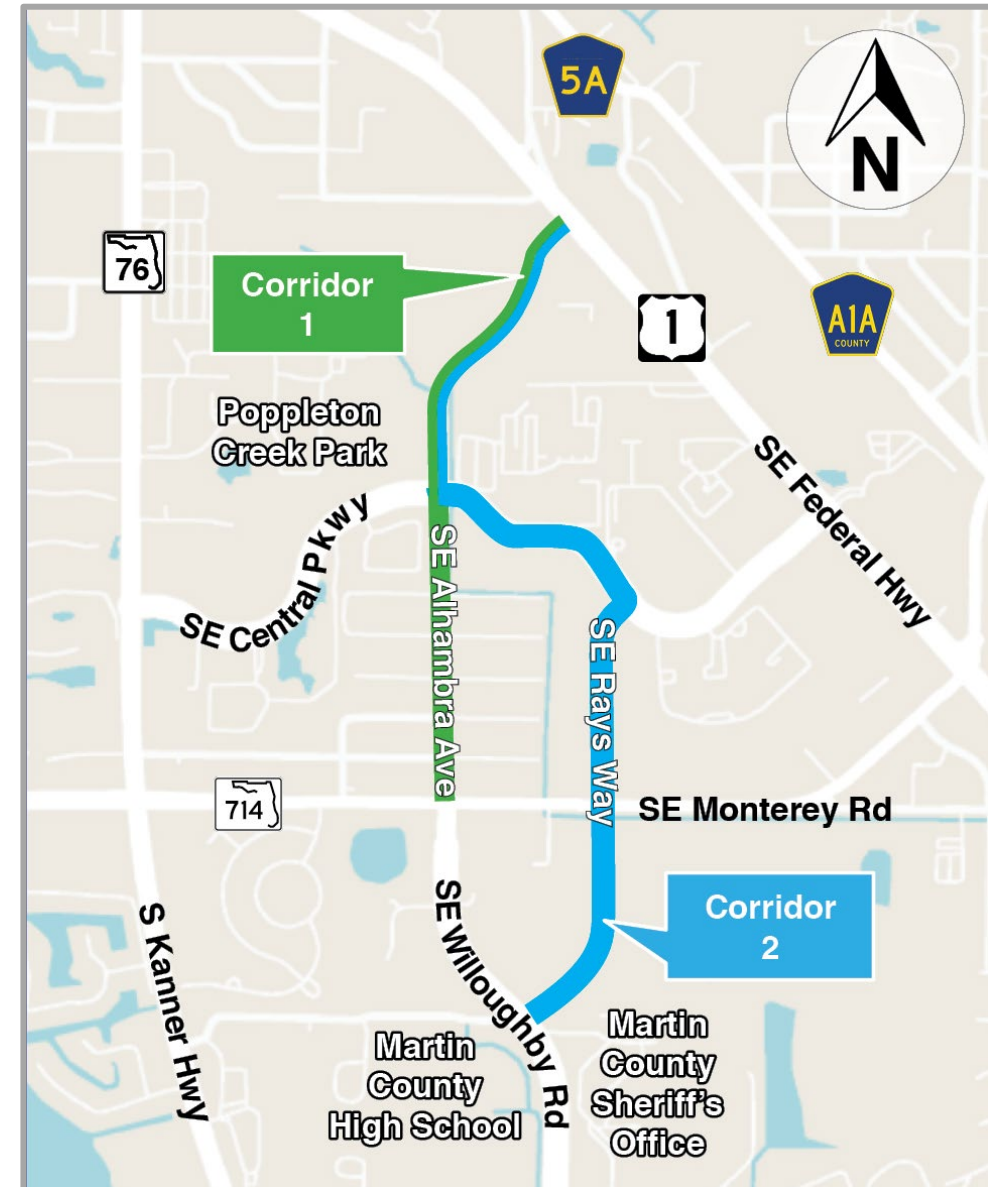
# Engineering - Alternatives

## Corridor 1

- Will require right of way from residential parcels along Alhambra Avenue
- Will require right of way between San Jose Street and US 1/Federal Highway

## Corridor 2

- Will require right of way acquisition of vacant non-residential properties near southern segment (planned development)
- Potential for right of way acquisition at SR 714/Monterey Road intersection
- May require right of way acquisition from adjacent commercial, retail, and industrial properties along existing roadway segments of Rays Way





## Engineering - Alternatives

- ❖ Two vehicular travel lanes (one in each direction).
- ❖ Includes Bike lanes, sidewalks, and crosswalks.
- ❖ Intersections will include exclusive turn lanes.
- ❖ Relief in area congestion and redistribution of traffic expected to reduce the number of potential crashes.

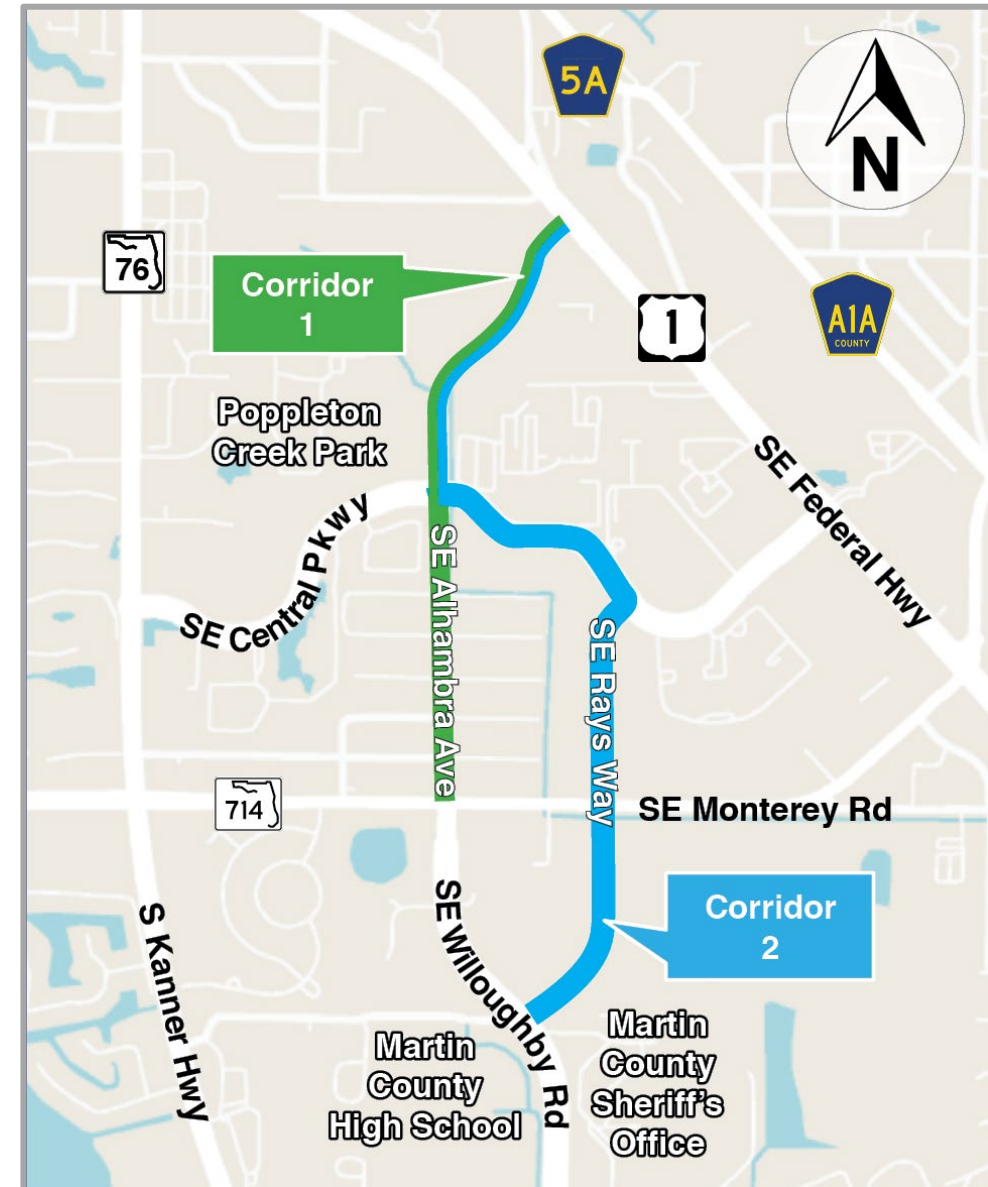
### Proposed intersections

#### Build Alternative 1:

- Willoughby Blvd Extension and Central Pkwy
- Willoughby Blvd Extension and US 1

#### Build Alternative 2:

- Willoughby Blvd Extension at Martin County High School
- Rays Way and Monterey Road (*existing*)
- Rays Way and Central Parkway (*existing*)
- Willoughby Blvd Extension and Central Parkway
- Willoughby Blvd Extension and US 1



# Environmental

## ❖ Key Project Issue

### Natural

- ❖ **Protected Species and Habitat**
  - Wetlands and Other Surface Waters
  - Essential Fish Habitat
  - Floodplains
- ❖ **Water Resources (Water Quality and Quantity)**

### Cultural

- Section 106 (NHPA)
- Historic Sites/Districts
- Archaeological Sites
- ❖ **Section 4(f)**
- ❖ **Recreational Areas**

### Physical

- ❖ **Highway Traffic Noise**
  - Air Quality
- ❖ **Potential Contamination**
  - Utilities and Railroads
  - Construction

### Social & Economic

- ❖ **Communities**
- ❖ **Economic**
- ❖ **Land Use Changes**
- ❖ **Mobility**
- ❖ **Aesthetic Effects**
- ❖ **Relocation Potential**

### Required Agency Coordination



## Design, Right of Way, and Construction: Not Funded



# Public Involvement

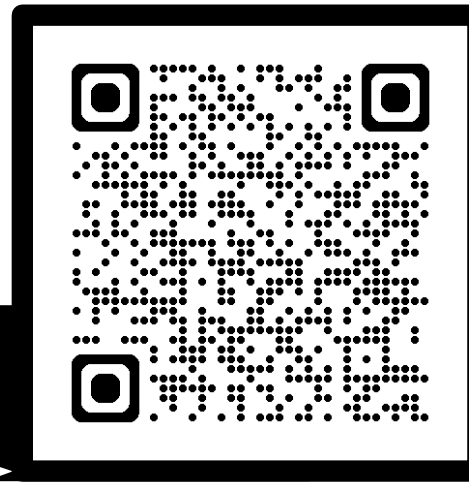
## Public Meetings

- ❖ Virtual Kick-Off Meeting – June 25, 2025
- ❖ In-Person Kick-Off Meeting – June 26, 2025
- ❖ Public Alternatives Meeting – May 2026 (tentative)
- ❖ Public Hearing – January 2028 (tentative)

## Public Participation through:

- ❖ Attending Public Meetings
- ❖ Opportunities for input
- ❖ Project webpage:

<https://www.fdot.gov/projects/willoughbypde/>



## Stakeholder Meetings



**Elected Officials**  
**Local Businesses**  
**Local Neighborhoods**



Facebook: MyFDOTSEFL  
Instagram: myfdot\_sefl  
Twitter: @MyFDOT\_SEFL



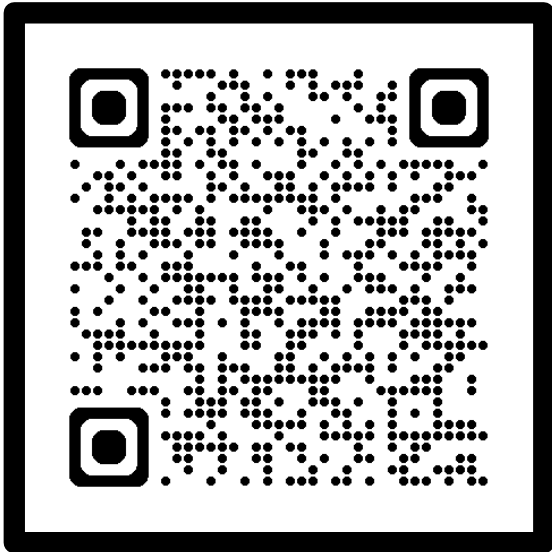
## Safety Message



# Thank you!

## Project Website

<https://www.fdot.gov/projects/willoughbypde/>



## FDOT Project Manager Contact Information

**María Formoso, P.E., P.M.P.**

Florida Department of Transportation

3400 West Commercial Boulevard

Fort Lauderdale, Florida 33309

(954) 777-4677

[Maria.Formoso@dot.state.fl.us](mailto:Maria.Formoso@dot.state.fl.us)

# Questions & Answers





**POLICY BOARD MEETING  
AGENDA ITEM SUMMARY**

<b>MEETING DATE:</b> September 15, 2025	<b>DUE DATE:</b> September 8, 2025	<b>UPWP#:</b> 5
<b>WORDING:</b> CR-708/BRIDGE ROAD-HOBE SOUND BRIDGE FEASIBILITY STUDY PRESENTATION		
<b>REQUESTED BY:</b> MPO	<b>PREPARED BY:</b> Ricardo Vazquez / Beth Beltran	<b>DOCUMENT(S) REQUIRING ACTION:</b> N/A

**BACKGROUND**

The Florida Department of Transportation (FDOT) has conducted a CR-708/Bridge Road-Hobe Sound Bridge Feasibility Study, after the Martin County Board of County Commissioners passed a resolution that requested the replacement of the bridge. FDOT initiated a feasibility study to assess needs, alternatives, costs, and impacts.

The Hobe Sound Bridge is currently Priority #5 on the Martin MPO FY27-FY31 List of Project Priorities (LOPP).

**ISSUES**

At the September 2025 Policy Board meeting, FDOT staff will provide an update on the CR-708/Bridge Road-Hobe Sound Bridge Feasibility Study.

**RECOMMENDED ACTION**

Provide comments.

**APPROVAL**

MPO

**ATTACHMENTS**

- CR-708/Bridge Road-Hobe Sound Bridge Feasibility Study PowerPoint Presentation





Geysa Y. Sosa, P.E.  
Ronald Sanchez, P.E.

Florida Department of  
Transportation, District 4/HDR

Planning and Environmental  
Management  
Project Development

MPO Policy Board Meeting 9/15/2025

## CR-708/Bridge Road-Hobe Sound Feasibility Study

Bridge No. 890107

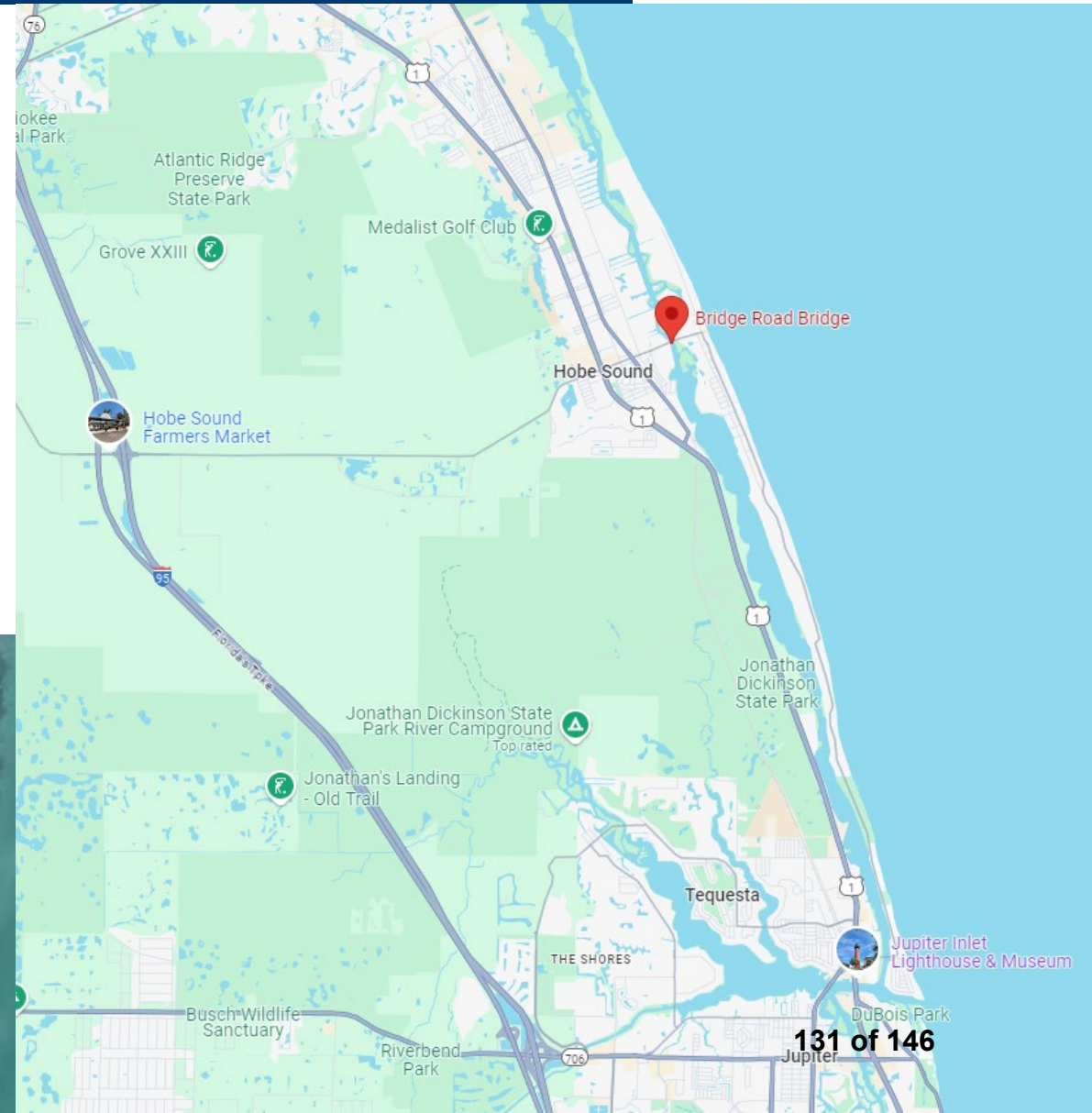
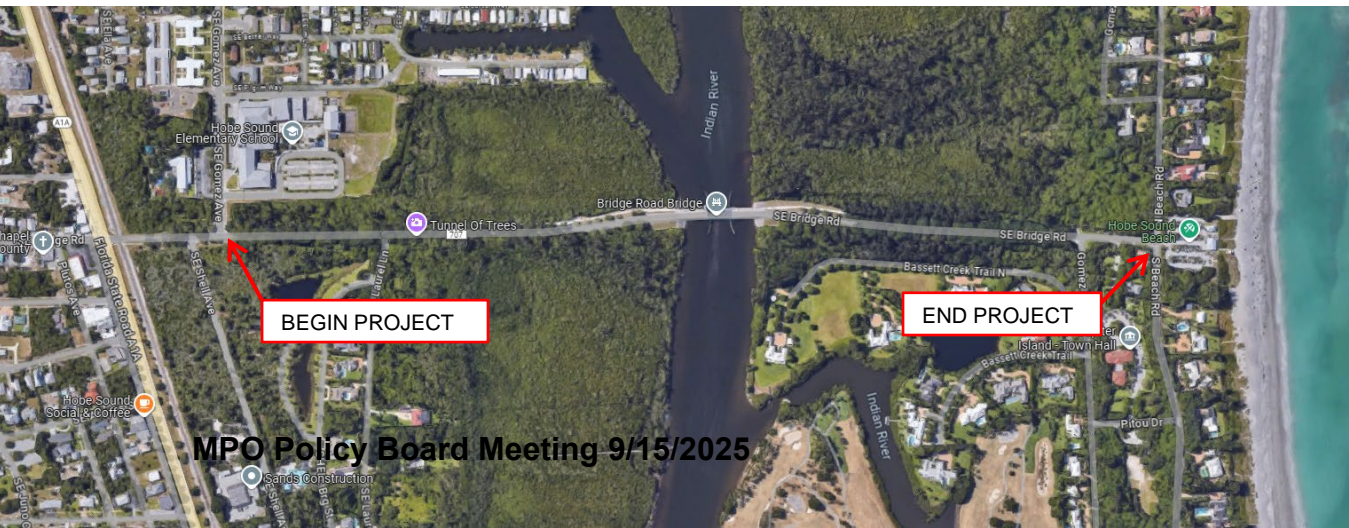
SE Gomez Ave. to CR-707 (SE Beach Road)

FM: 450794-1-22-01

# Agenda



- Purpose
- Existing Characteristics
- Alternatives
- Comparison Matrix
- Draft Recommendation
- Next Steps





# Project Purpose and Need



## Purpose

- Bridge replacement included in Martin County's 2024 & 2025 Priority Projects list
- Assess existing conditions of Hobe Sound Bridge (Bridge 890107, CR-708 over Intracoastal Waterway)
- Evaluate alternatives:
  - No-Build
  - Rehabilitation (structural, mechanical, electrical)
  - Replacement

## Need

- Martin County Board of County Commissioners Resolution No. 22-2.15 requested bridge replacement
- FDOT initiated feasibility study to assess needs, alternatives, costs, and impacts

Inst. # 2948303  
Blk: 3299 Pg: 1951 Pages: 1 of 2  
Recorded on: 3/14/2022 4:11 PM Doc: GOV  
Carolyn Timmann  
Clerk of the Circuit Court & Comptroller  
Martin County, FL  
Rec Fees: \$18.50



BEFORE THE BOARD OF COUNTY  
MARTIN COUNTY, FLORIDA

### RESOLUTION NO. 22-2.15

A RESOLUTION IN SUPPORT OF THE FLORIDA DEPARTMENT OF  
TRANSPORTATION PROJECT DEVELOPMENT AND  
ENVIRONMENTAL STUDY, DESIGN, AND REPLACEMENT OF THE  
BASCULE BRIDGE IN THE COUNTY'S RIGHT-OF-WAY FOR CR-708  
(SE BRIDGE ROAD) BETWEEN SE GOMEZ AVENUE AND CR-707 (SE  
BEACH ROAD)

WHEREAS, it is anticipated that the Martin Metropolitan Planning Organization (MPO) Policy Board will approve a draft list of prioritized projects for the Florida Department of Transportation (FDOT) to include in its Five-Year Work Program, beginning July 1, 2022; and

WHEREAS, the list includes a Project Development and Environmental Study, design, and replacement of the bascule bridge on CR-708 (SE Bridge Road) between SE Gomez Avenue and CR-707 (SE Beach Road); and

WHEREAS, the County owns the right-of-way for CR-708 (SE Bridge Road); and

WHEREAS, the Florida Department of Transportation requires a resolution of support from the local governing agency when the FDOT will provide design and construction of a prioritized project in County right-of-way; and

WHEREAS, the Board of County Commissioners has determined it is appropriate to support the Florida Department of Transportation's PD&E Study, design, and replacement of the bascule bridge in the CR-A1A (SE Dixie Highway) right-of-way; and

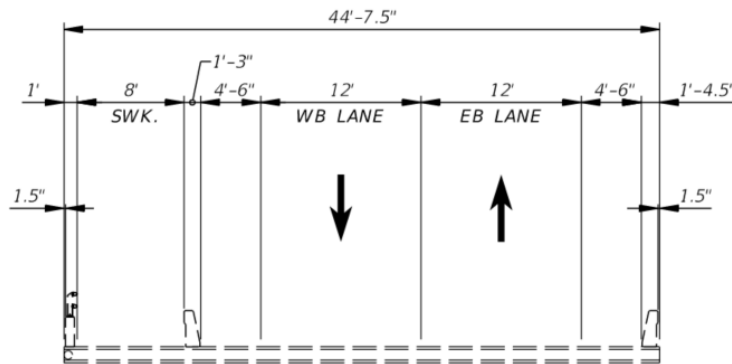
NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Martin County, Florida, as follows:

The Board of County Commissioners hereby supports the Florida Department of Transportation's Project Development and Environmental Study, design, and replacement of the bascule bridge in the CR-708 (SE Bridge Road) right-of-way.

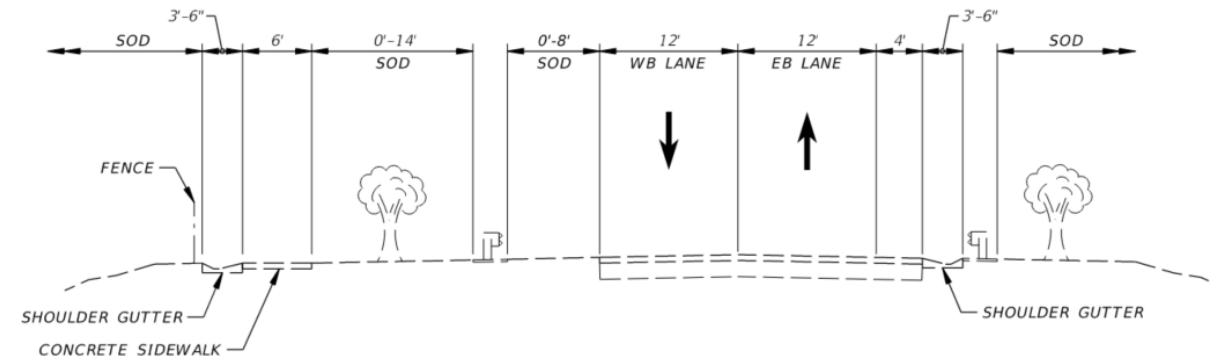
# Existing Characteristics - Geometry



- Existing bridge built in 1985
- 2 ~ 12' lanes, 4'-6" shoulders, and an 8' sidewalk on WB side of bridge.
- Navigation
  - Vertical clearance in closed position is 21'
  - Width of navigation channel is 90'
- Traffic
  - ~20% volume increase expected thru 2045 per TCRPM V5.1



Existing Bridge – Typical Section



Existing Roadway – Typical Section



# Existing Characteristics - Structural Condition



- Bridge in satisfactory or good condition as of latest inspection on 10/17/2023
  - Structural components in good or satisfactory condition
  - Scour countermeasures are recommended, but channel bottom has been stable since 2001.
  - Electrical systems replaced in 2023-4.
  - Mechanical system may need rehabilitation in 15 to 20 years

OVERALL NBI RATINGS:	
DECK:	7 Good
SUPERSTRUCTURE:	6 Satisfactory
SUBSTRUCTURE:	7 Good
PERF. RATING:	Good
CHANNEL:	7 Minor Damage
CULVERT:	N N/A (NBI)
SUFF. RATING:	79
HEALTH INDEX:	92.48

# Alternative Analysis



## Alternative 1: No-Build

### Description

- Baseline alternative intended to describe the effect of no action

### Advantages

- No new expenditures for roadway or bridge design, utility relocations, right-of-way acquisition, or construction
- No inconveniences to the traveling public
- No impacts to the natural environment

### Disadvantages

- Does not address the desired improvements requested by Martin County
- Does not address security concerns



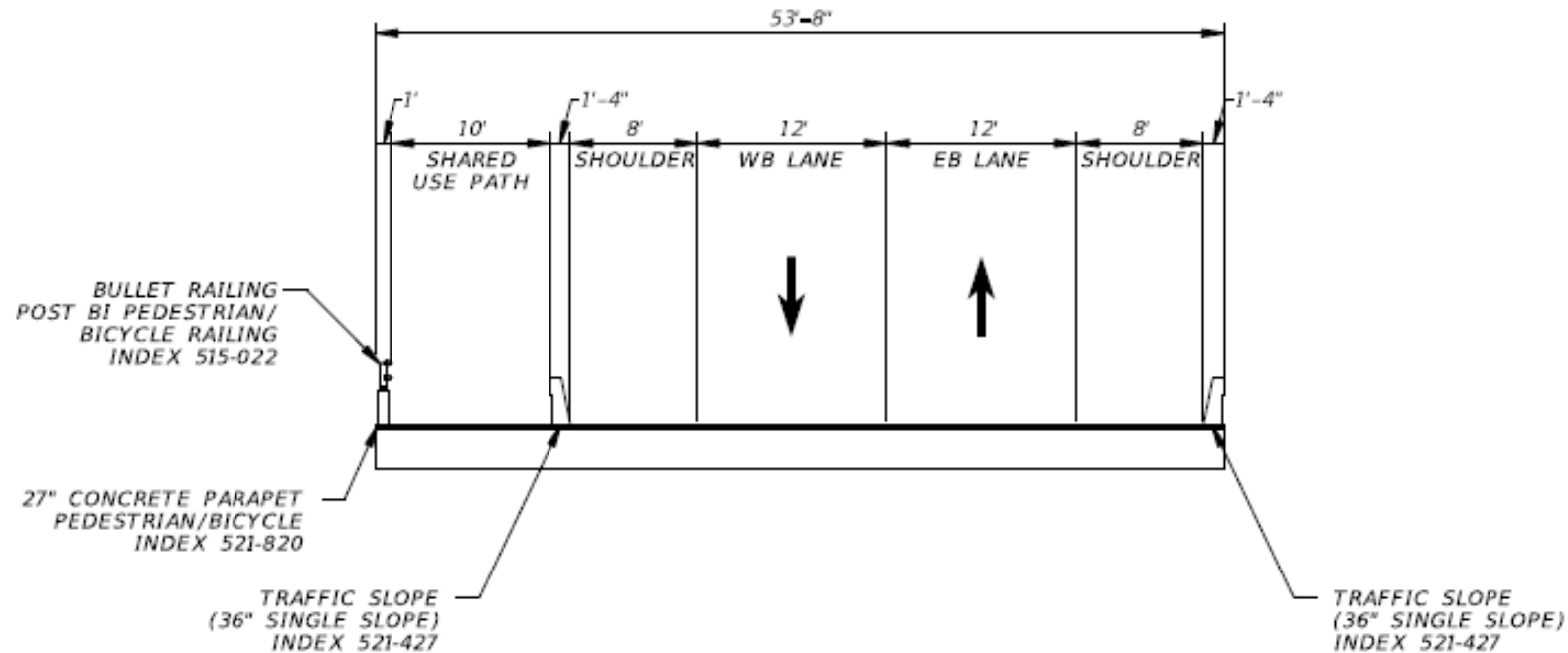
# Alternative Analysis



## Proposed Typical Section

The proposed typical section is common between Alternatives 2, 3a, and 3b

Note: Martin County requested SUP in both directions. However, there is no existing EB connectivity and so EB SUP is omitted from alternatives.



## Proposed Typical Section

## Alternative 2: Rehabilitation (Widening)

### Description

- Widen bridge via overhangs on the movable span, and additional longitudinal stringers on approach span

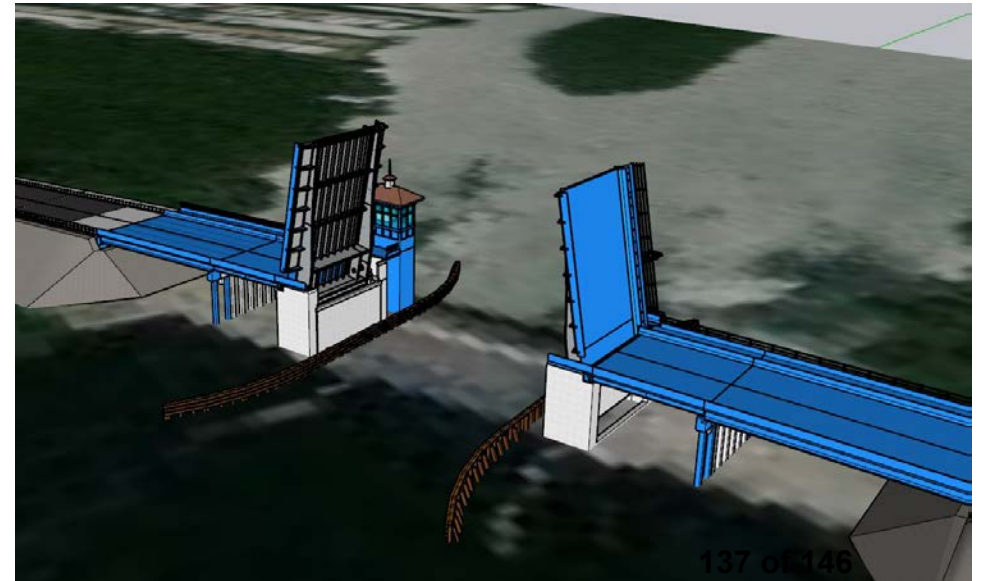
### Advantages

- Increases width of SUP to 10' and adds 8' Shoulders
- Minimal impacts to natural environment
- New Control House

### Disadvantages

- No improvement to navigational clearance
- A relatively large expense after mechanical/electrical systems were just repaired/replaced in 2023

Note: Blue highlight is New Work





## Alternative 3a: Bridge Replacement (High-Level Fixed)

### Description

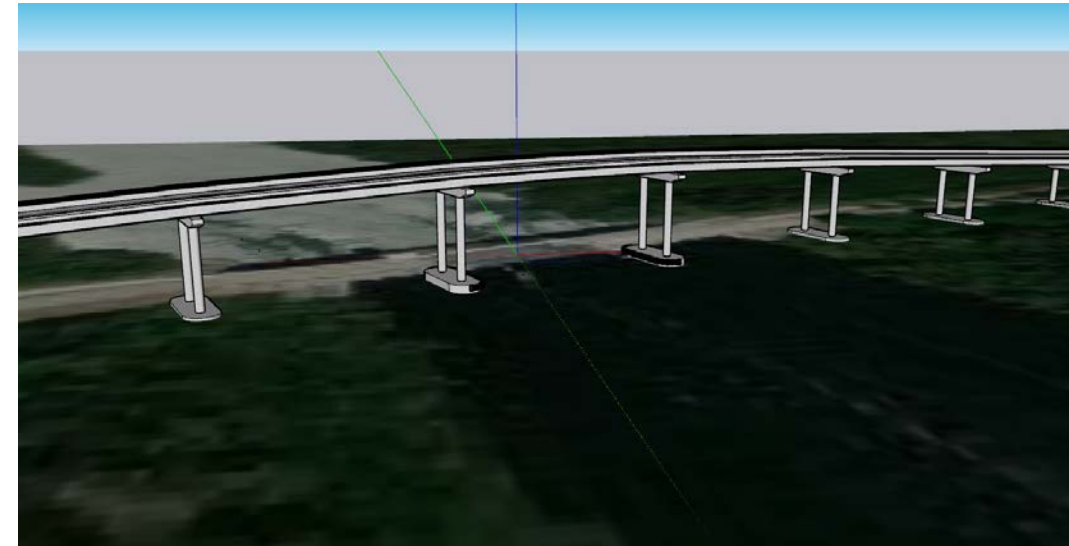
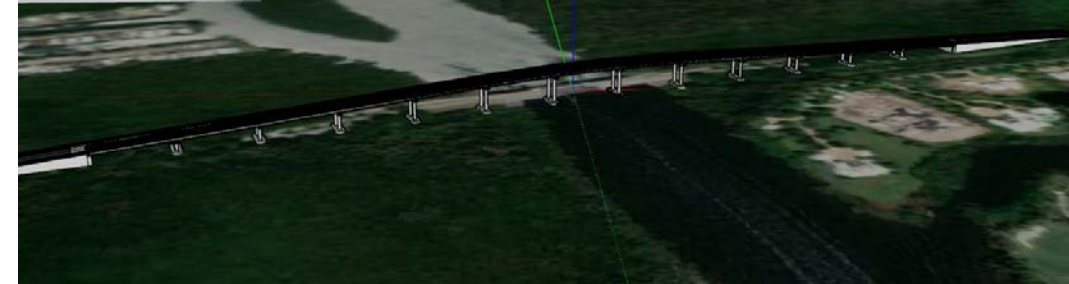
- 13 spans of FIB 72 beams, span length of approx. 160'
- RC substructure, prestressed concrete piles
- 65' minimum vertical clearance

### Advantages

- No inconveniences of operating a movable bridge
- Less expensive construction and maintenance compared to a movable bridge

### Disadvantages

- Disallows a small portion of boat traffic to traverse this area
- Very large impact to natural, aesthetic, and cultural features



## Alternative 3b: Bridge Replacement (Movable)

### Description

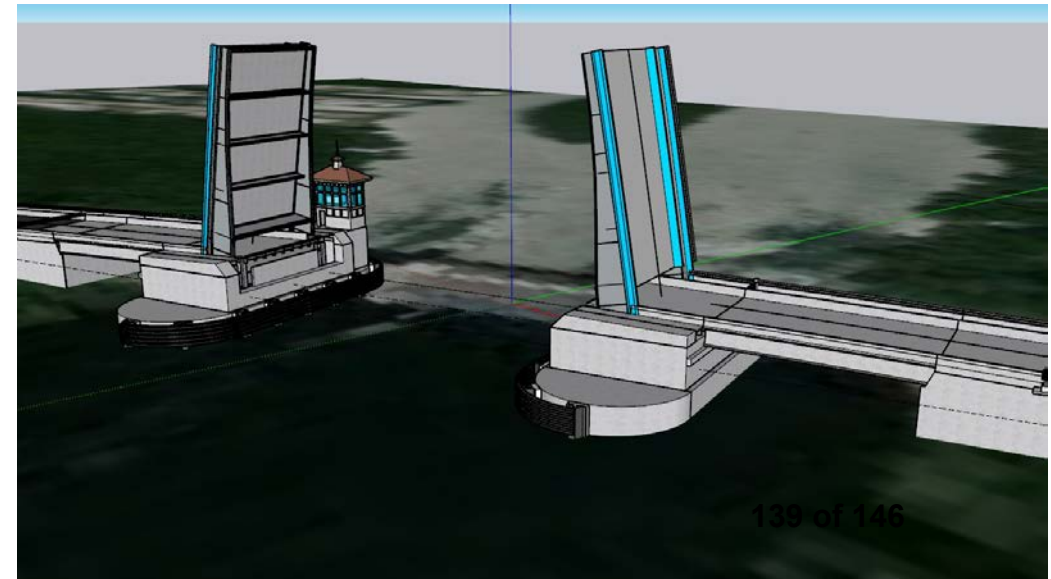
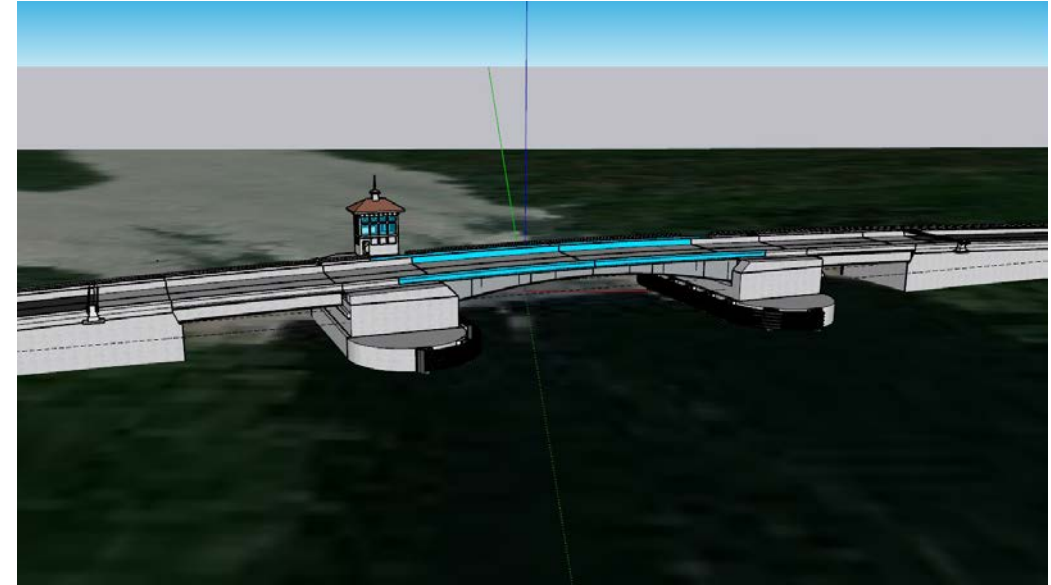
- Bascule bridge similar in concept to the existing bridge, but accommodates the proposed typical section and wider navigation channel (125 ft)

### Advantages

- Minimal impact to natural, aesthetic, and cultural features
- Allows all boat traffic to traverse this area

### Disadvantages

- Expensive relative to other alternatives
- Local community needs to continue to deal with inconvenience of movable bridge operations



## Construction Cost Estimate

Construction Cost Estimate (\$ in millions)		
Alternative	Description	Bridge Cost
2	Rehabilitation (Widening)	23.3
3A	Bridge Replacement (High-Level Fixed)	22.3
3B	Bridge Replacement (Movable)	49.4

## Life Cycle Cost Estimate

Life Cycle Cost Estimate (\$ in millions, present value adjusted)		
Alternative	Description	Life Cycle Cost
1	No Build	54.8
2	Rehabilitation (Widening)	69.0
3A	Bridge Replacement (High-Level Fixed)	22.1
3B	Bridge Replacement (Movable)	51.2

# Comparison Matrix



Alternatives Comparison Matrix					
Evaluation Factors	Weight	No-build	Rehabilitation (Widening)	High-Level Fixed (Full replacement)	Bascule Bridge (Full replacement)
<b>Bridge Functionality</b>	<b>0.25</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>5</b>
Traffic Capacity		Adequate	Adequate	Adequate	Adequate
Pedestrian Connectivity		Acceptable	Good	Very Good	Very Good
Bicycle Connectivity		Acceptable	Good	Very Good	Very Good
Navigation Channel		Acceptable	Acceptable	Meets USCG Guidelines	Meets USCG Guidelines
Safety		Meets FDOT Standards	Meets FDOT Standards	Meets FDOT Standards	Meets FDOT Standards
<b>Bridge Performance</b>	<b>0.25</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>4</b>
Structural Capacity		Satisfactory/Good	Good	Very Good	Very Good
Mechanical System		Good	Good	Very Good	Very Good
Electrical System		Good	Good	Very Good	Very Good
Future Maintenance and Rehabilitation Needs		Moderate	Moderate	Low	Low / Moderate
<b>Environmental Analysis</b>	<b>0.25</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>3</b>
Natural Environment Impact		N/A	Low	Very High	High
Cultural Environment Impact		N/A	None	Very High	Low
Permitting Requirements		N/A	Low	High	High
<b>Other Considerations</b>	<b>0.10</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>1</b>
Right-of-Way Acquisition		N/A	None	No R/W acquisition anticipated	R/W acquisition at bascule piers
Utility Relocations		N/A	None	Very High	Very High
Constructability		N/A	Conventional Widening	Category 1 Bridge	Category 2 Bridge
<b>Project Cost</b>	<b>0.15</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>3</b>
Construction Cost – Bridge (\$ in millions)		N/A	23.3	22.3	49.4
Construction Cost – Roadway (\$ in millions)		N/A	1.1	8.1	12.0
Bridge Lifecycle Cost (\$ in millions, present-value adjusted)		50.3	69.0	22.1	51.2
<b>Weighted Average Score:</b>					<b>3.70</b>
					<b>3.55</b>
					<b>3.55</b>
					<b>3.55</b>



## **Recommended Alternative : No-Build**

- Most practical & cost-effective option
- Bridge in satisfactory to good condition; recent rehab completed
- Avoids high costs, environmental impacts, and disruptions
- Existing infrastructure meets traffic, bike, & pedestrian needs
- Scour critical designation, but mudline stable for 20 years
- Preserves serviceability; major work can be reconsidered if needed

# Q & A Session

**Thank you!**



**POLICY BOARD MEETING  
AGENDA ITEM SUMMARY**

<b>MEETING DATE:</b> September 15, 2025	<b>DUE DATE:</b> September 8, 2025	<b>UPWP#:</b> 5
<b>WORDING:</b> SR-710 PROJECTS UPDATE		
<b>REQUESTED BY:</b> MPO	<b>PREPARED BY:</b> Ricardo Vazquez / Beth Beltran	<b>DOCUMENT(S) REQUIRING ACTION:</b> N/A

**BACKGROUND**

The future widening of SR-710/Warfield Boulevard (the MPO's #1 Priority) has been an ongoing discussion for the MPO. At the April 17, 2023, Policy Board Meeting, the Board requested that SR-710 become a standing agenda item for all future meetings until the widening is completed.

**ISSUES**

At the September 2025 Policy Board meeting, FDOT staff will give an update on the widening of SR-710.

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**RECOMMENDED ACTION**

Provide input.

**APPROVAL**

MPO



# *Notes*

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- Unified Planning Work Program Modification
- Martin County Bicycle and Pedestrian Facilities Map 2025