

# St. Lucie West Boulevard Widening Feasibility Study - Phase 2

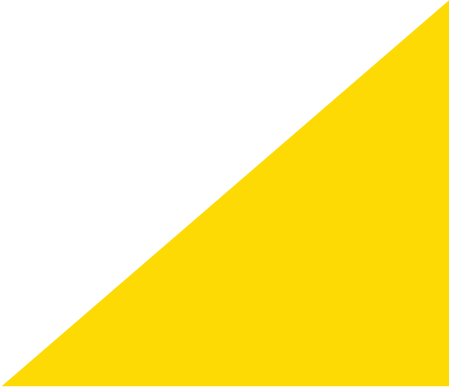
Summer Workshop

July 22, 2026



**KITTELSON**  
& ASSOCIATES

# **Agenda**

- **Project Scope**
  - **Future Build Alternatives**
  - **Build Design**
  - **Next Steps**
  - **Open Discussion**
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# **Project Scope**

*St. Lucie West Blvd. Widening Feasibility Study*



# Project Scope

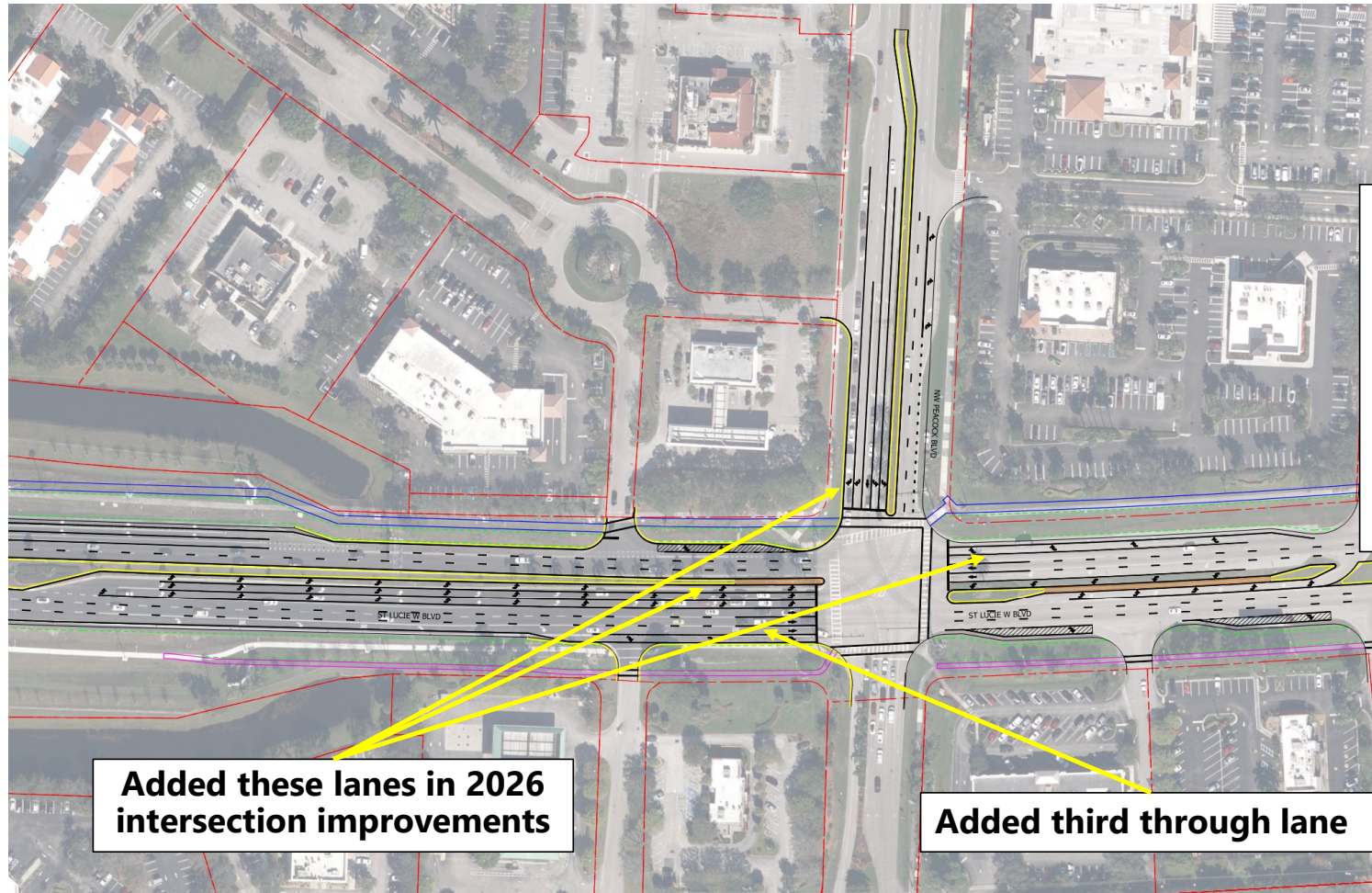
- Conduct a “Sub Area Travel Demand Model”
  - Utilize existing volumes and sub-area model to forecast future traffic volumes
  - Analyze the future No-Build and Build operational performance at the 8 signalized intersections along the corridor
  - Develop Build typical sections and intersection concepts to reflect the proposed Build alternative (*Turn lane conversion, six-lanes divided*)
  - Document the project analysis in a final report
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# **Future Build Alternatives**

# Peacock Boulevard



Added these lanes in 2026  
intersection improvements

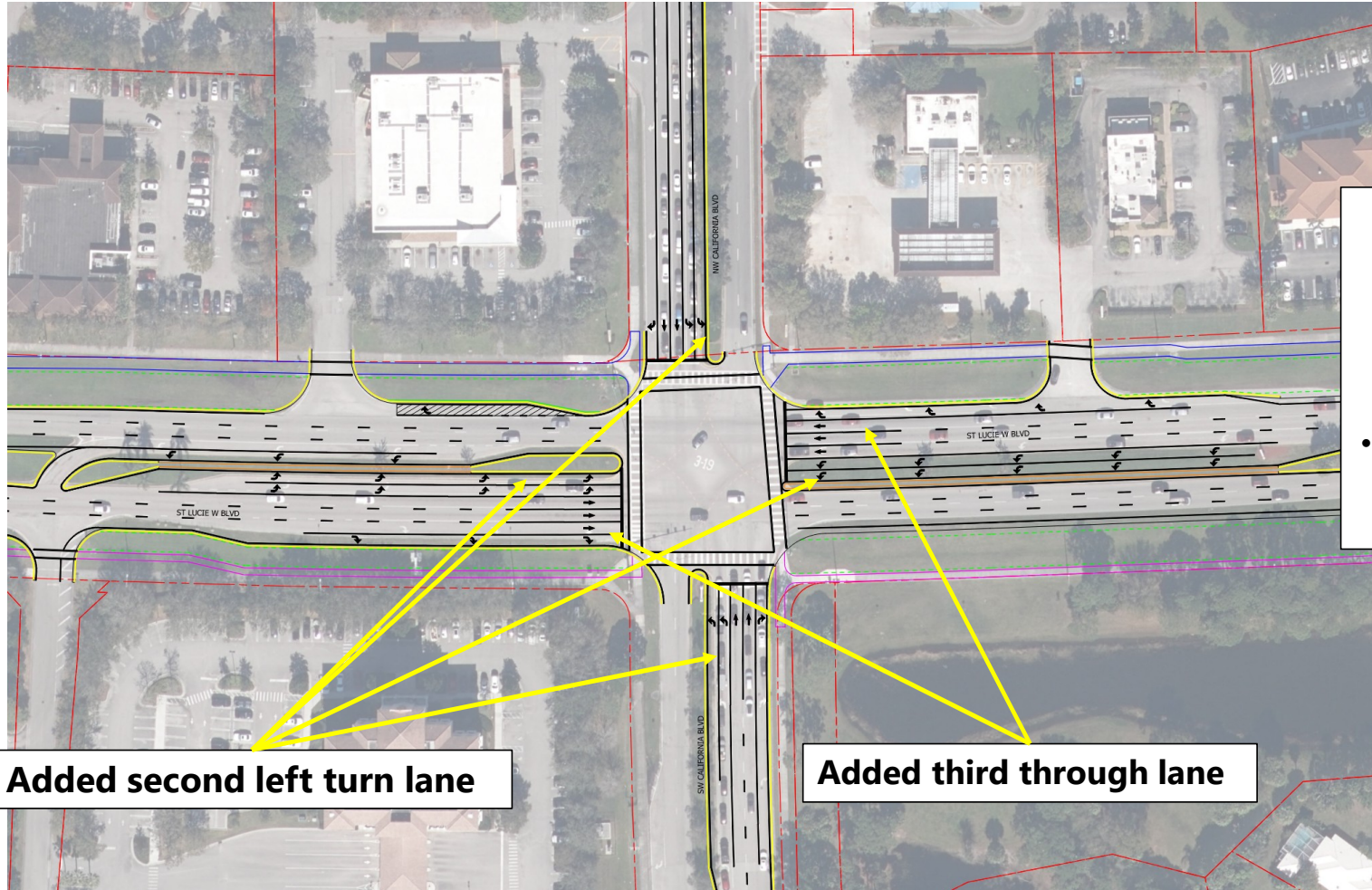
Added third through lane

## Operational Summary

- Failing in multiple 2055 No-Build time periods
- Average delay is >60 seconds less in Build



# California Boulevard



**Added second left turn lane**

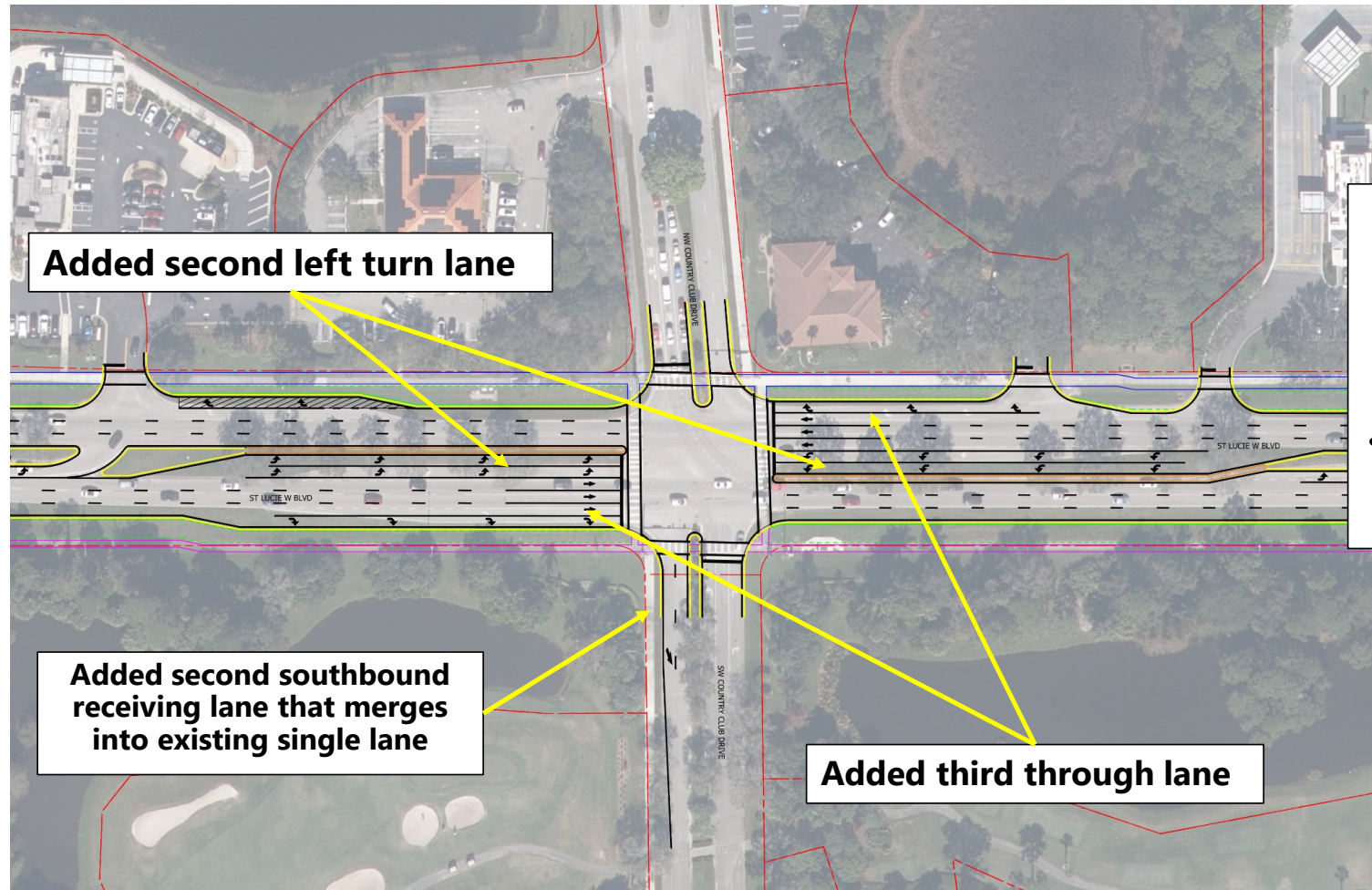
**Added third through lane**

## **Operational Summary**

- Failing in multiple 2055 No-Build time periods
- Average delay is >115 seconds less in Build



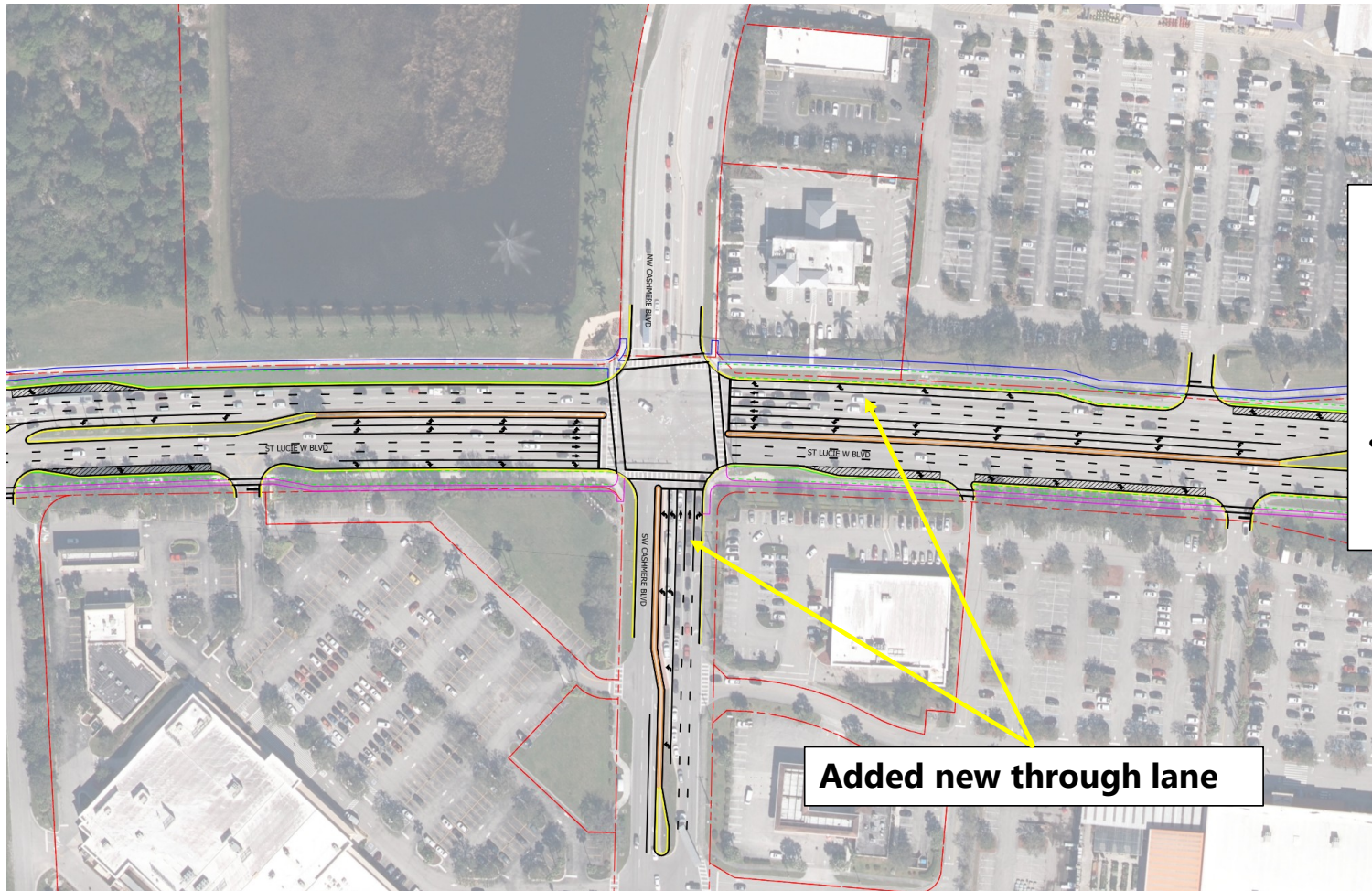
# Country Club Drive



## Operational Summary

- Failing in multiple 2055 No-Build time periods
- Average delay is >70 seconds less in Build

# Cashmere Boulevard



## Operational Summary

- Failing in multiple 2055 No-Build time periods
- Average delay is >35 seconds less in Build

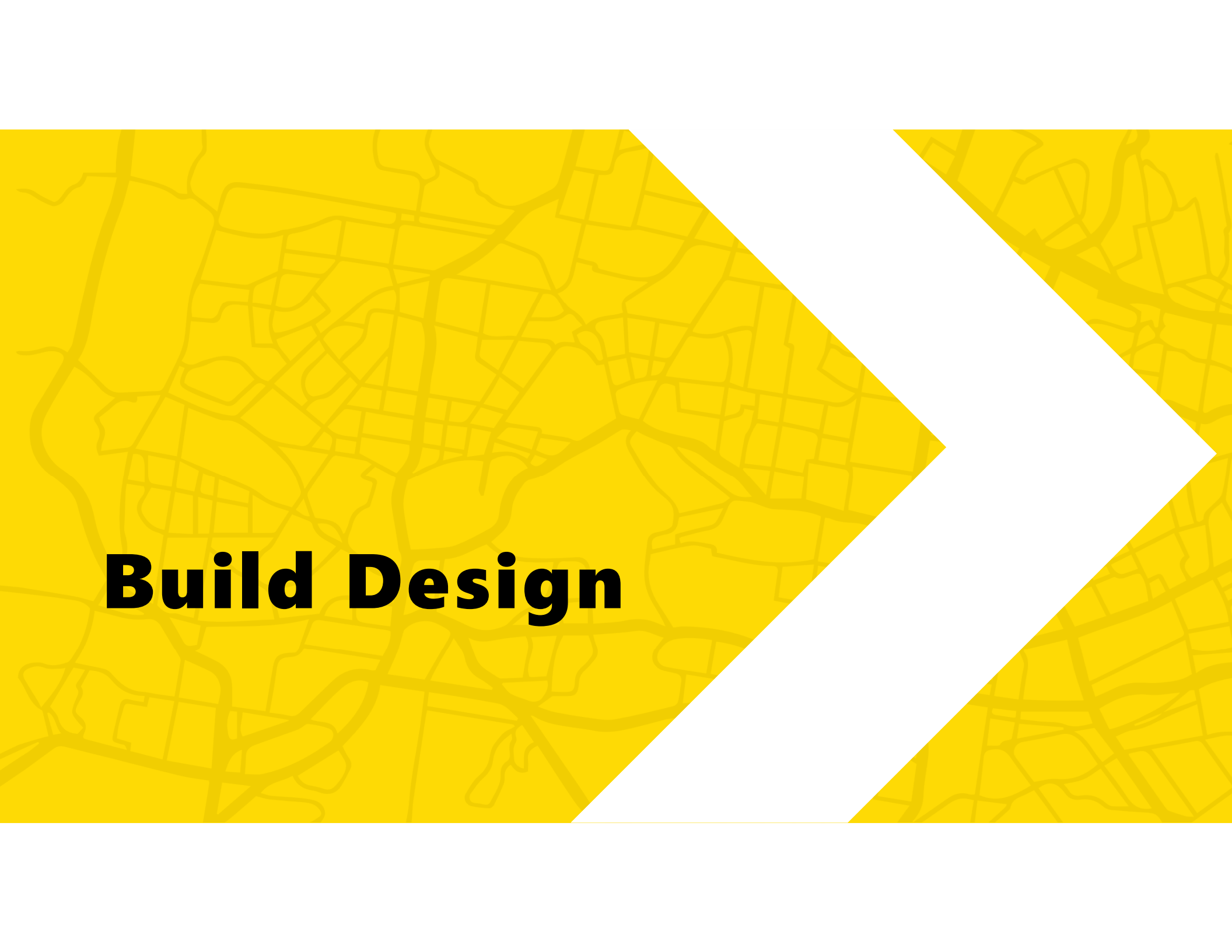
Added new through lane



# Intersections with Minimal Impacts





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# **Build Design**

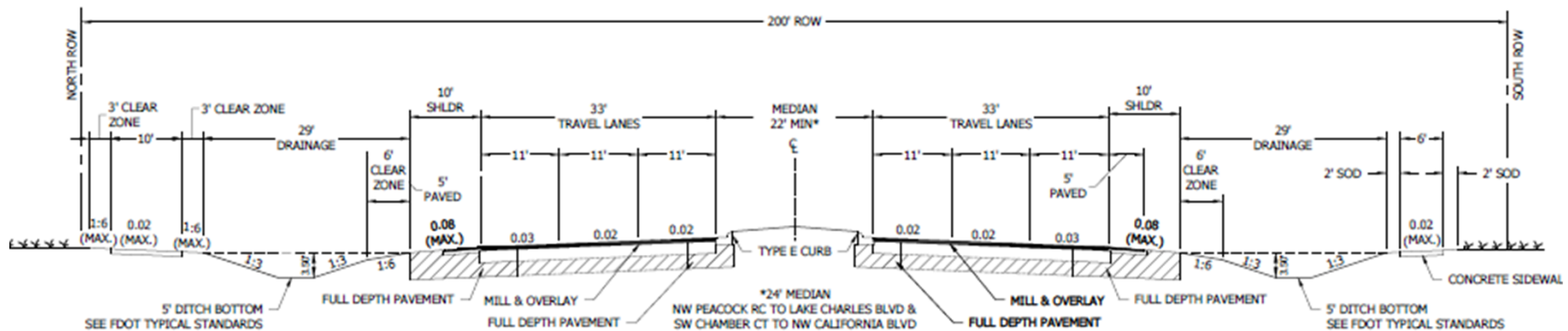
# **Build Typical Sections**

- **Build typical sections developed in collaboration with City staff to limit ROW impacts**
    - **Narrower cross section required for eastern section**
    - **Mainline typical sections are expected to be within the ROW**
    - **ROW impacts may occur at intersections where additional turn lane improvements are required**
  - **Key features include:**
    - **(6) 11-foot travel lanes**
    - **10-foot shared use path on north side**
    - **Maintaining open drainage**
    - **Curb/gutter with flume connecting to swale used in tighter areas**
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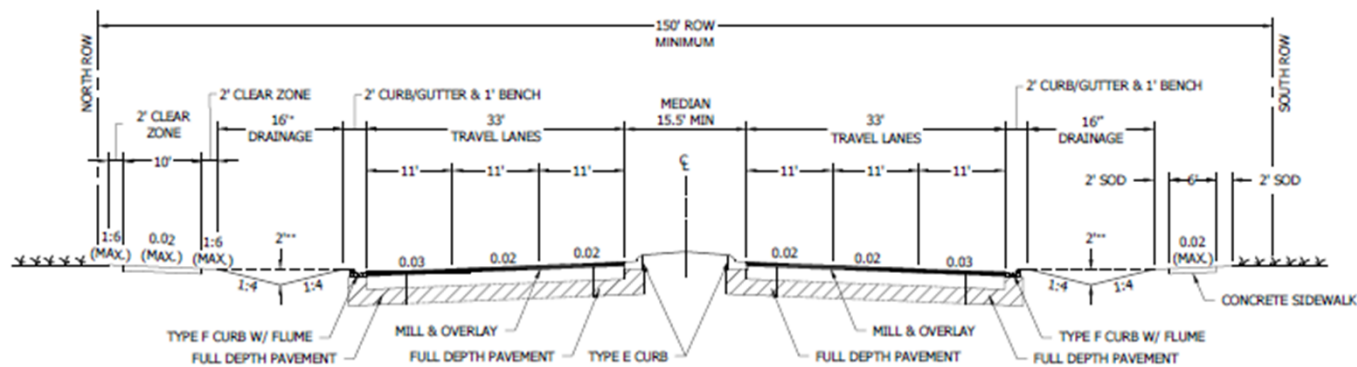


# Build Typical Sections

## Western Section: Peacock Blvd. to Country Club Dr.

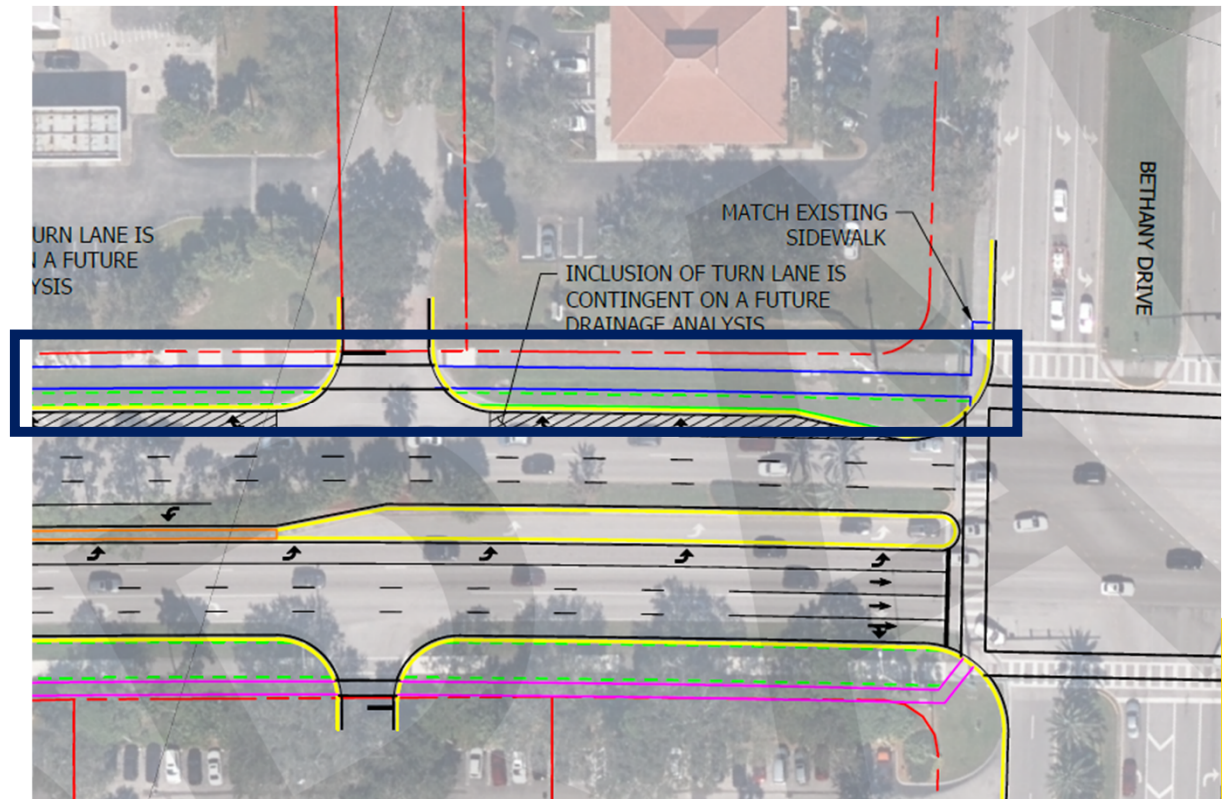


## Eastern Section: Country Club Dr. to Cashmere Blvd.



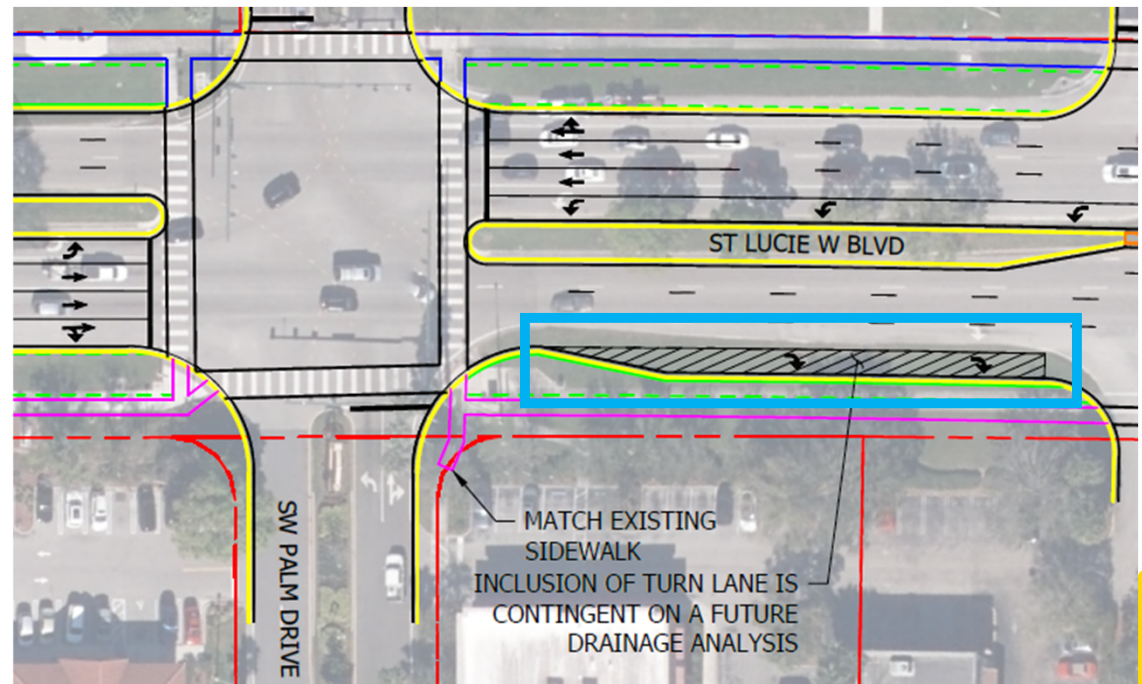
# Build Intersection Concept Development

- **Drainage questions:**
  - Drainage analysis will be needed in next phase to determine how much space is needed for the swales
  - Drainage analysis also needed to determine if stormwater ponds need to be enlarged due to additional pavement
  - Example: The drainage area northwest of Bethany Dr. intersection is consistent with typical section, but this area may need more drainage space



# Build Intersection Concept Development

- **Shopping Plaza Right Turn Lanes:**
  - These driveways are expected to serve traffic reasonably without these turn lanes, but property owners may want them maintained
  - PSL Blvd. is an example of a 6-lane City roadway where these kinds of turn lanes were not included to save space
  - Drainage analysis required to determine the tradeoff between maintaining the turn lanes and ROW impacts
  - City will further evaluate maintaining these turn lanes in the next project phase





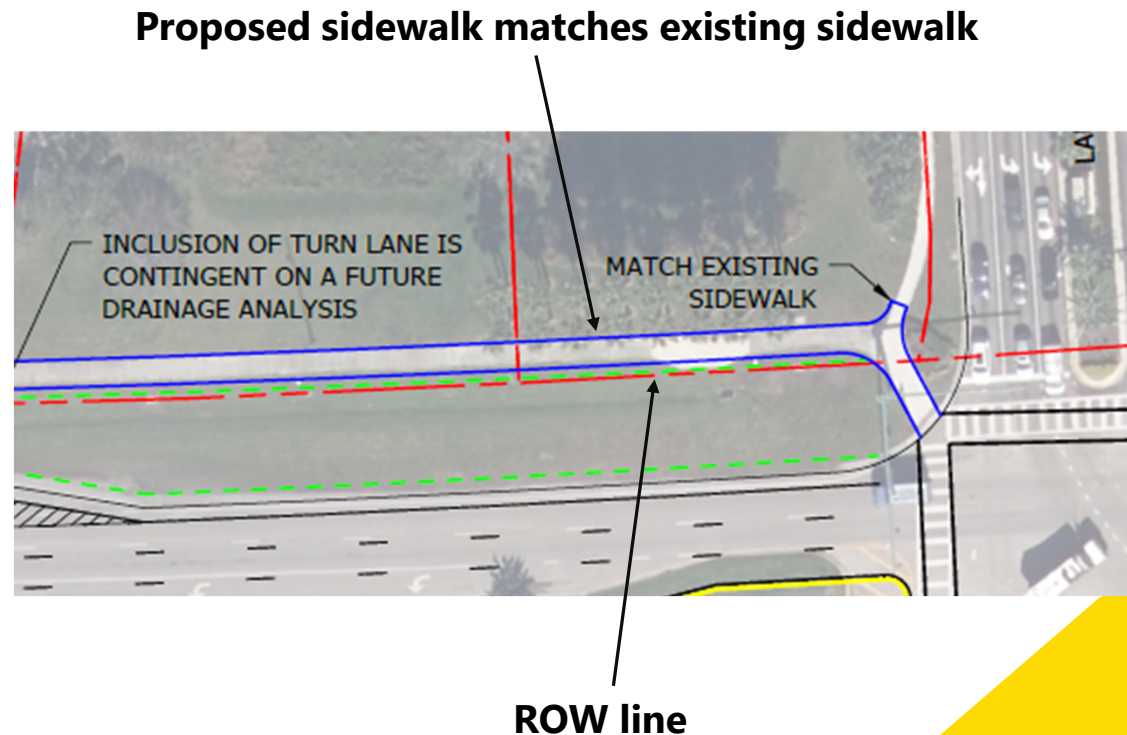
# Potential Build ROW Impacts

- ROW impacts to be realized during Design Criteria Package phase
- Potential ROW impacts may range between 8,000 and 30,000 square feet, pending primarily on exclusive right turn lanes at each plaza driveway

| <u>Without</u><br>Shopping<br>Plaza Right<br>Turn Lanes | Areas Already in<br>Private ROW | Potential ROW<br>Needs | <u>With</u><br>Shopping<br>Plaza Right<br>Turn Lanes | Areas Already in<br>Private ROW | Potential ROW<br>Needs |
|---------------------------------------------------------|---------------------------------|------------------------|------------------------------------------------------|---------------------------------|------------------------|
| -                                                       | 45,100 sq ft.                   | 8,800 sq ft.           | -                                                    | 48,000 sq ft.                   | 30,000 sq ft.          |

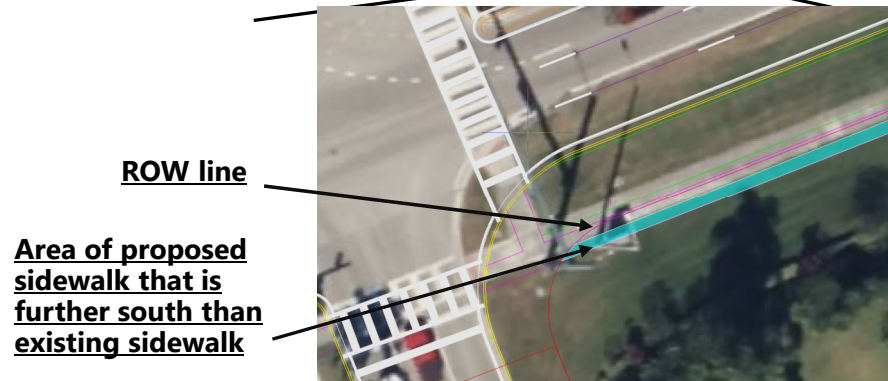
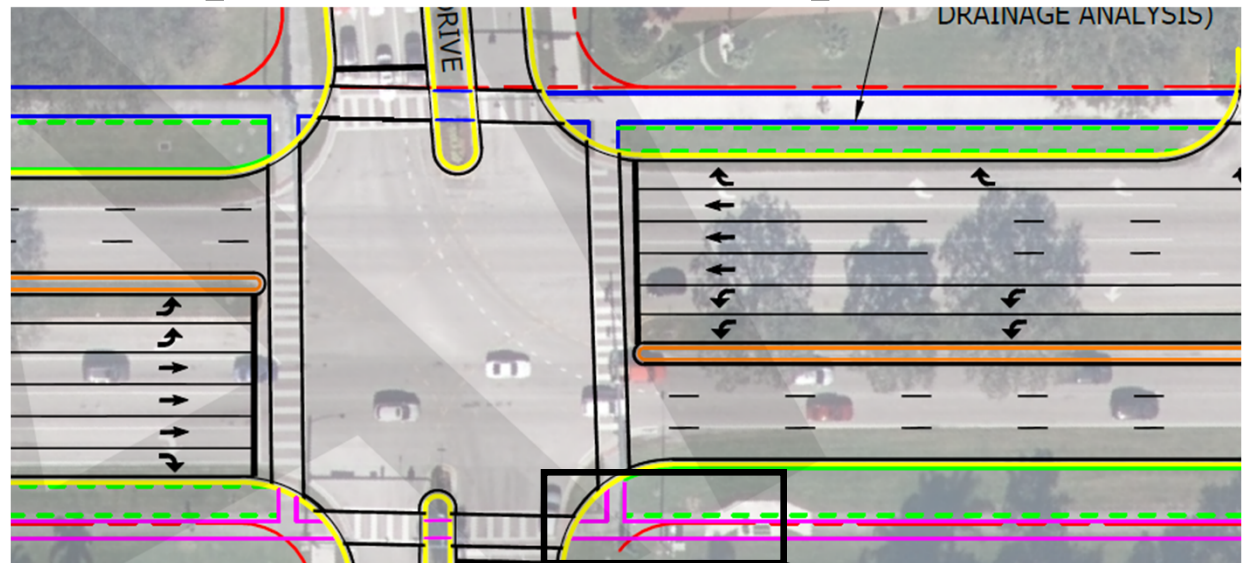
# ROW Impacts – Already in Private ROW

- The existing sidewalk already appears to be within the private ROW in some areas
- It is assumed that the current easement agreement can be maintained without additional ROW costs
- Example: Proposed sidewalk on northwest corner of Lake Charles Blvd. aligned with existing sidewalk in private ROW



# ROW Impacts – Intersection Improvements Require More Space

- New ROW impacts are typically due to intersection improvements requiring more space
- Example: The sidewalk south of Country Club Dr. is shifted south of the existing sidewalk
- This will require new ROW that is not already being used

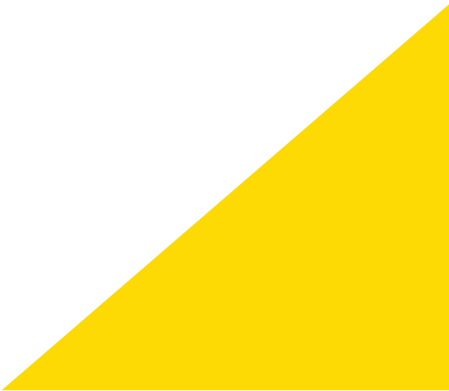




# Opinion of Probable Cost

- **This study conducted an initial Opinion of Probable Cost**
    - Accounts for the turn lane conversion identified in the planning level intersection concepts
    - Does not account for potential Drainage & Stormwater impacts, Utility impacts or Right-of-Way impacts
    - Proposed Typical Sections aim to avoid these impacts wherever possible
    - Opinion of Probable Cost intended to inform the Design Criteria Package
  - **Formal construction cost estimates will be prepared as part of the Design-Criteria Phase (Winter 2026)**
  - **Project is included in the TPO List of Priority Projects; an application for State-Funding (TRIP) was submitted in 2023**
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# Overall Timeline

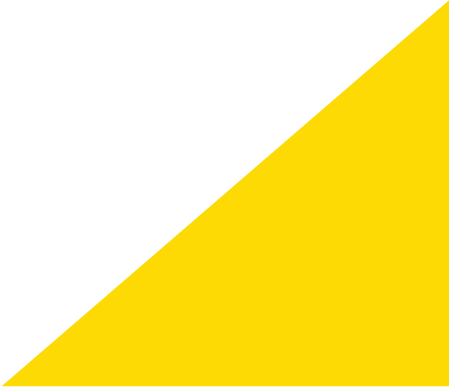
- **Step 1:** Prepare the Design Criteria package, solicitation Fall 2026
  - **Step 2:** Award DCP contract January 2027 (8-month contract)
  - **Step 3:** Design-Build Project Team solicitation Fall 2027, contract award January 2028;
    - 12 months for design portion of contract
    - 24-30 months for construction depending on MOT
    - Project completion expected to take 36-42 months
  - **Tentative project delivery date of FY2030/31**
    - Dependent on funding
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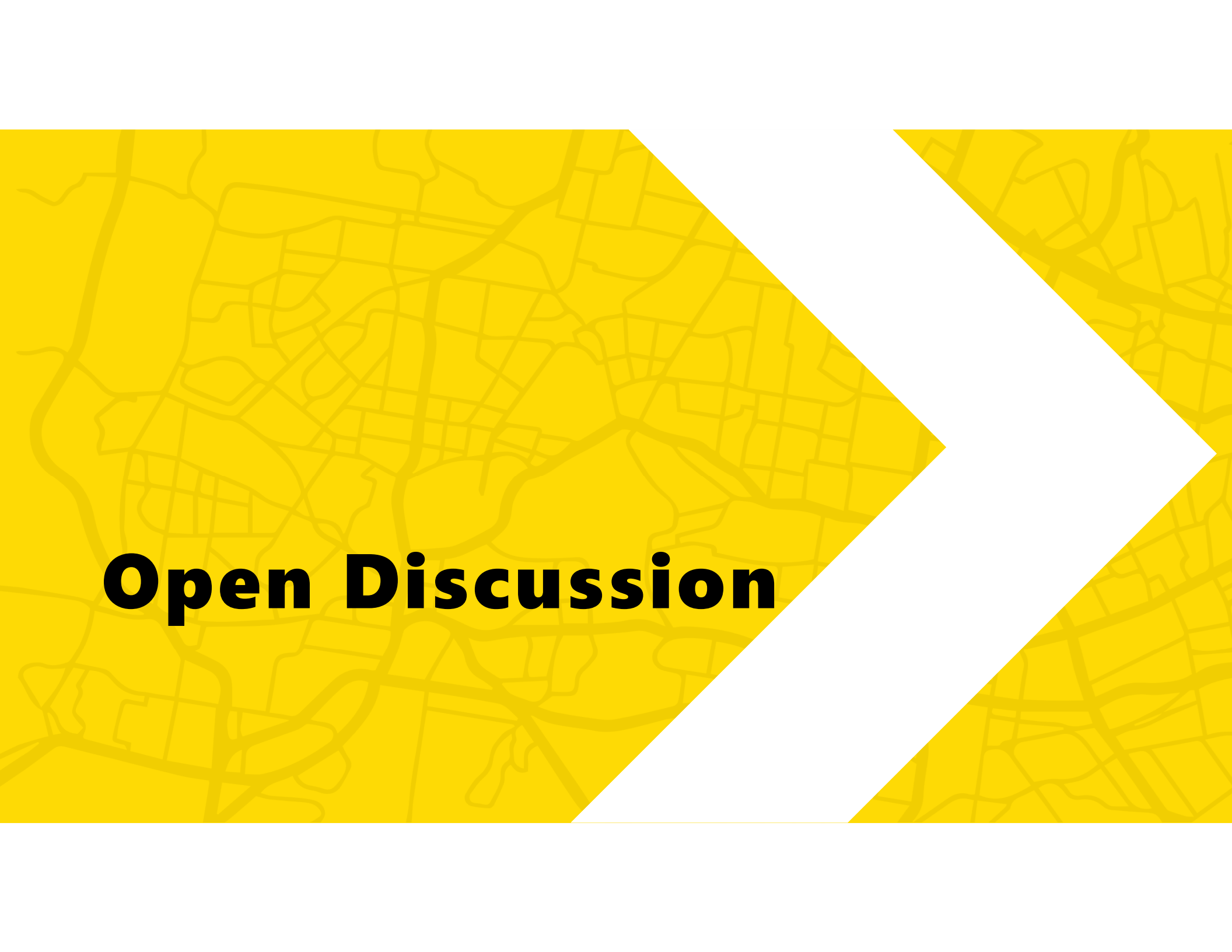
The background is a solid yellow color with a faint, light-yellow map pattern of streets and blocks. A large, white, stylized arrow points from the left side towards the right, spanning across the middle of the image. The text "Next Steps" is positioned on the left side, within the yellow area.

# **Next Steps**



# **Next Steps**

- **City Council approval of proposed typical sections**
  - **City staff will begin preparing Design Criteria Package for solicitation early Fall 2026**
  - **Design-Build Contract solicitation Summer 2027**
  - **Design-Built Contract award Fall 2027**
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# **Open Discussion**



**QUESTIONS?**