### Project History

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
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<tbody>
<tr>
<td>1980</td>
<td>Need for Third Bridge Crossing Within Port St. Lucie Identified. Additional bridge crossing between Prima Vista Boulevard and Port St. Lucie Boulevard identified in the City of Port St. Lucie Comprehensive Plan.</td>
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<td>1989-1990</td>
<td>City conducted a study to assess project need, the required number of lanes, and the alignment for a crossing of the NFSLR. - Considered four (4) build alternatives (West Virginia Drive [A], Walters Terrace [B], Damask Avenue [C], and Thornhill Drive [D]) and a no build alternative - Design Year 2015. - Coordination with public (three workshops). - Recommended West Virginia Drive Alternative.</td>
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<td>1991-2002</td>
<td>Early Project Milestones - Bridge will completely span the River and all of the wetlands - Spans over wetlands will be constructed without placing construction equipment in the wetlands.</td>
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<td>1991-1994</td>
<td>City sells their land adjacent to the NFSLR to the State of Florida (FDEP), with the anticipation of being allowed to construct a future River crossing along West Virginia Drive.</td>
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<td>1995</td>
<td>City advises FDEP of the plans for a roadway crossing of the NFSLR in the vicinity of a proposed nature trail and canoe launch (now Savannas Preserve State Park - Halpatiokee Canoe Launch and Nature Trail).</td>
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<td>1995</td>
<td>City begins right of way acquisition program from willing sellers along West Virginia Drive Alternative in preparation of constructing a new crossing.</td>
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<td>1998</td>
<td>St. Lucie County MPO adopts a resolution (98-06) in support of a third River crossing within the City of Port St. Lucie.</td>
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<td>1999</td>
<td>City adopts resolution (99-R3) supporting the need for the corridor, and requesting City staff to pursue an easement over the NFSLR.</td>
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<td>2000</td>
<td>City coordination with FDOT, FDEP, and SFWMD regarding permitting requirements to cross the NFSLR. FDOT programs funds for a PD&amp;E Study in 2003 for the Third East-West Corridor from I-95 to U.S. 1 (including a River crossing), thereby federalizing the project.</td>
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<td>2001-2002</td>
<td>City decides to fund the Third East-West Corridor from I-95 to Floresta Drive and FDOT issues statement of agreement with FHWA concurring with this change in logical termini, and the independent utility of the East-West Corridor from I-95 to Floresta Drive. Funding for a new River crossing will not be jeopardized.</td>
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<td>2003-2005</td>
<td>First Advanced Notification Package sent July 8, 2003. Agency and stakeholder meetings conducted. - Agency Kick Off Meeting - First Project Scoping Meeting held January 29, 2004 - Four (4) Project Advisory Committee Meetings (Technical Advisory, Environmental Advisory, Environmental Advisory, Core) - Public Kick Off Meeting (June 5, 2003). - Three (3) Public Workshops/Homeowners Meetings - Public Outreach via News Letters, Project Hotline, and Project Website - Conceptual alternatives developed, analyzed, and refined based on input from meetings - Corridor Analysis eliminates four (4) corridors (Widening of Prima Vista and Port St. Lucie Boulevards, Gatlin/Savage Boulevard, Paar Drive, and Becker Road - Crosstown Parkway Corridor Selected) - Eight (8) build alternatives (4, 3, 2A, 2D, 1C, 1F, 6B, 6A), two (2) system alternatives (Transportation System Management and Multimodal) and a no build alternative emerge within the Crosstown Parkway Extension Corridor. - Level 1 Analysis conducted (desktop analysis). - Alternatives 4 and 3 eliminated - six build alternatives remain (2A, 2D, 1C, 1F, 6B, 6A). - Level 2 Analysis conducted - Informal agreement was reached to carry 3 alternatives (2A, 1C, and 6A) into the PD&amp;E at a joint meeting of the Environmental Advisory Committee and Technical Advisory Committee (Attendees included FDOT, St. Lucie County MPO, USEPA, USACE, NMFS, FDEP, FWCC, SFWMD, and St. Lucie Audubon Society). Notice of Intent (NOI) to conduct an Environmental Impact Statement was drafted and sent to FHWA for review, but was not published.</td>
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<td>2006</td>
<td>City voters approve Crosstown Parkway Bond Referendum for $165 million.</td>
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### Alternative Development Activity

- Alternative Development Activity
- Public Outreach Activities
- Resource and Regulatory Agency Coordination
- Alternative Elimination Activity
PROJECT HISTORY

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| 2005-2006 | FHWA Questions Logical Termini  
- Preliminary Alternatives Analysis Report submitted with logical termini as Floresta Drive and U.S. 1  
- Preliminary Alternatives Analysis Report revised to address FHWA comments, and to address the change in logical termini  
- Preliminary Alternatives Analysis Report is broken into two separate reports: Analysis of Potential River Crossing Corridors - Part I of II (Corridor Report); and Crosstown Parkway Corridor Extension Alternatives Report - Part II of II (Alternatives Report)  
- Project must be processed through Environmental Transportation Decision Making (ETDM) since NOI was not published prior to October 2005  |
| 2005-2006 | Coordination with FDEP, FWC, and USFWS to resolve red flags from ETDM Screening  
- FDEP and FWC remove red flags - degree of affect changed to "substantial"  
- USFWS maintains red flags on all alternatives except for Alternative 6A  
- FHWA requests City to process a Determination of Applicability for Alternatives 2A, 1C, and 6A regarding 4(f) resources  
- FDEP recommends development of a Conceptual Environmental Resource Permit through the SFWMD to address the permittability of the project  
- FHWA determines that all 3 alternatives (2A, 1C, and 6A) impact 4(f) resources  |
| 2007 | FHWA agrees to initiate the PD&E as an Environmental Impact Statement (EIS)  
- FHWA determines Draft Environmental Impact Statement (DEIS) will provide USFWS the detailed information necessary to assess whether or not the project is permitable  
- FHWA requires City to carry the six (6) build alternatives analyzed as part of Tier 2 into the EIS (2A, 2D, 1C, 1F, 6B, and 6A)  
- City revises Corridor and Alternatives reports to reflect conclusion to carry six (6) build alternatives into the DEIS  
- FHWA requires City to conduct a Determination of Applicability for 4(f) for additional alternatives (2D, 1F, and 6B)  
- FHWA accepts Corridor and Alternatives reports  |
| 2008-2010 | Notice of Intent to conduct an Environmental Impact Statement was published July 17 & 21, 2008  
- Final ETDM Programming Summary Report Published (October 6, 2008)  
- City begins DEIS  
- City begins processing a Conceptual Environmental Resource Permit to address requirements for an easement across FDEP land  
- Agency and Stakeholder Meetings & Public Outreach  
  - Public and Agency and Elected Officials Kick Off (July 10, 2008)  
  - Agency Scoping Meeting (September 18, 2008)  
  - Monthly Team Meetings with resource and regulatory agencies including: FDOT, FHWA, USEPA, USACE, USFWS, NMFS, USCG, FDEP, and SFWMD  
  - Public Kick Off Meeting (July 10, 2008)  
  - Alternatives Public Workshop (June 4, 2009)  
  - Updated Project Website  
  - Project Hotline  
  - FDOT ETDM Website - Project No. 8247  |
| 2008-2010 | Alternatives analyzed by the City in the DEIS to ensure all feasible alternatives were analyzed  
- Widening of Existing Bridges (Corridor 1 from the Corridor Report) reevaluated - addresses ETDM comments from FDEP (eliminated in DEIS)  
- Tunnel Concept Report developed and analyzed - addresses ETDM comments from USACE, NMFS, USFWS (eliminated in DEIS)  
- Cable-Stayed Bridge reviewed as avoidance alternative - addresses ETDM comments from the USACE (eliminated in DEIS)  
- Flyover Ramps at Port St. Lucie Boulevard and U.S. 1 reevaluated - addresses historical comments from the public (eliminated in DEIS)  
- Double Deck the Bridge - reviewed as a minimization alternative (eliminated in DEIS)  
- TSM alternative reevaluated - recommended by the FDOT PD&E process (eliminated in DEIS)  
- Multimodal alternative reevaluated - recommended by the FDOT PD&E process (eliminated in DEIS)  
- No Build Alternative reevaluated with current data (still under consideration)  
- Alternatives 2A, 2D, 1C, 1F, 6B, 6A (detailed analysis carried forward from previous analyses - still under consideration)  |