PROJECT OVERVIEW
The Crosstown Parkway Extension Design/Build Project, nearing completion with an opening of September 28, 2019, will provide a new bridge crossing over the North Fork of the St. Lucie River in the City of Port St. Lucie, connecting the existing Crosstown Parkway from Manth Lane to U.S. Highway 1 at Village Green Drive. The project is approximately two miles long with a 4,000 foot bridge. The six-lane divided highway and bridge will serve as a multi-modal transportation alternative to include accommodations for automobile, bicycle, pedestrian and public transit. The project will help alleviate traffic congestion, providing relief to the two existing crossings of the North Fork of the St. Lucie River at Port St. Lucie and Prima Vista Boulevards. The project will improve public safety, emergency response times, help reduce travel times and enhance mobility and evacuation routes while also providing a linear park.

PROJECT BENEFITS
- Provide a much needed third east-west connection across the North Fork of the St. Lucie River (NFSLR) from Manth Lane to U.S. Highway 1 at the Village Green Drive intersection, alleviating traffic congestion on Port St. Lucie and Prima Vista Boulevards
- Improve safety and emergency response times
- Provide a new evacuation route for hurricanes and other emergencies
- Improve travel times across the City
- Enhances both pedestrian and vehicular mobility, and provide new recreation opportunities
- Sustain the safety and long-term viability of the existing corridors
- Increase connectivity between the commercial corridors, U.S. Highway 1 and Interstate I-95
- Acquisition and preservation of 110 acres of environmentally sensitive lands adjacent to the North Fork of the St. Lucie River
- Removal of exotics from the preserved areas
- Completion of four water quality restoration projects along the North Fork of the St. Lucie River
- New trail for the Savannah’s Recreation Area
- New Evans Creek Canoe Access Point
- Classroom addition to the Savannas Preserve State Park Education Center

PROJECT FUNDING
This project was made possible with combined federal, state and local funding. Working as a partnership, the contributions included approximately 50 percent from Federal Highway Administration (FHWA), approximately 25 percent from Florida Department of Transportation (FDOT) and approximately 25 percent from the City of Port St. Lucie. The design and construction of the project cost approximately $91 million.
HISTORY OF THE PROJECT AND KEY EVENTS:

The need for the additional crossing over the North Fork of the St. Lucie River has long been recognized, dating back as far as 1980. The project has been included and adopted in the following plans: City of Port St. Lucie’s Comprehensive Plan; the St. Lucie County Transportation Planning Organization (TPO) 2025 Long Range Transportation Plan; the 2002 Martin and St. Lucie Counties Regional Lane Use Study; the 2004 Urban Land Institute Port St. Lucie, Florida Panel Report and the Florida Department of Transportation Work Program Fiscal Year 2005 - 2010. Key milestones included:

- In 2003, the Project Development and Environment (PD&E) Study was initiated from Floresta Drive (Manth Lane) to U.S. Highway 1.
- In 2005, a City-wide election was held for a bond referendum to fund the design and construction of Crosstown Parkway between I-95 and U.S. Highway 1. The bond referendum was approved by over 89 percent, helping the City to fund Crosstown Parkway from just west of I-95 to Manth Lane and begin the preliminary design of Crosstown Parkway to U.S. Highway 1.
- In 2008, regulatory agencies were involved in the PD&E Study to evaluate a third river crossing over the North Fork of the St. Lucie River. The City, in coordination with the FDOT, the FHWA and cooperating agencies, initiated an Environmental Impact Study (EIS).
- In March 2009, the City opened the Crosstown Parkway Interchange at I-95 to traffic. This interchange completed a five-mile segment of Crosstown Parkway extending from I-95 to Manth Lane.
- The City adopted a resolution supporting the Alternative 1C with a request that FHWA concur with the selection. FHWA agreed with the final EIS and provided a Record of Decision (ROD) in 2014.
- The Design / Build team was selected in June 2015 to finalize the design and construct the project. Archer Western is the prime contractor and RS&H is the designer for the project.
- Following permit and legal challenges, the contractor started construction January 2017.
- On September 28, 2019, the community and dignitaries will come together to officially open the new bridge to traffic.