

**2009**

**PRIORITY PROJECTS REPORT**

**INDIAN RIVER COUNTY**

**METROPOLITAN PLANNING ORGANIZATION**



*This document was produced in cooperation with  
the Florida Department of Transportation and  
the Federal Highway Administration*

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**INDIAN RIVER COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
2009 PRIORITY PROJECTS REPORT**

**INTRODUCTION**

In September of each year, MPOs in Florida are required to submit priority projects lists to the Florida Department of Transportation (FDOT). The September priority projects submittal date allows FDOT time to incorporate MPO priorities in a new draft tentative Five Year Work Program, transmit the draft tentative work program to MPOs in November, present the work program to MPOs and hold public hearings in December. The Five Year Work Program is then submitted to the Legislature in January, sixty days prior to the start of the legislative session.

This report contains the Indian River County MPO's 2009 priority projects lists. The MPO priority lists are used by FDOT as the basis for developing its annual five year work program. The projects included in this report will be considered for funding by FDOT, primarily in the fifth year (FY 2014/2015) of its FY 2010/11-2014/15 Five Year Work Program.

The component lists of the MPO's 2009 Priority Projects Report are the same as those in the 2008 report. As in 2008, the MPO has opted to divide the highway priorities list into three categories, roughly mirroring three major available funding sources: Strategic Intermodal System (SIS) projects; Regional Roadway projects; and Other Highways. Since 2006, the MPO has refined its regional roadway projects methodology. In addition to the highway priorities list, the MPO has included a second list for priority Congestion Management Process (formerly known as Congestion Management System) projects, a third list for priority Enhancement projects, a fourth list for priority Transit projects, and a fifth list for priority Aviation projects.

**PRIORITY HIGHWAY PROJECTS**

This section explains the specific methodology utilized to prepare the MPO's 2009 Priority Highway Projects List. In this section, the inputs and data used to develop and rank the projects are explained, and a brief explanation of each project and its rank is also provided.

The primary input used in developing the 2009 list of priority highway projects was the MPO's adopted 2030 Long Range Transportation Plan (LRTP). Besides the 2030 LRTP, routine system monitoring and discussions with staff from other MPOs, local governments, and FDOT were also used as inputs in developing the list.

The 2030 LRTP (Table A-10 of the Appendix) was used as the primary basis in developing the priority highway projects list. The reasons for this include:

- SAFETEA-LU and state regulations require projects funded through FDOT to be consistent with the MPO's adopted LRTP;

- the LRTP's recommended roadway improvement projects are consistent with adopted local government comprehensive plans, including the Transportation Element of the County's adopted 2020 Comprehensive Plan;
- the improvements listed in the MPO's adopted LRTP were analyzed for need using sound transportation planning and engineering practices; and
- the MPO's LRTP was adopted after considerable involvement of citizens, technical experts, and elected officials.

In addition to using the LRTP, MPO staff reviewed the status of the projects listed in the MPO's 2008 priority highway projects list and compared those projects to FDOT's current (FY 2009/10 - 2013/14) adopted Five Year Work Program. Finally, meetings and discussions with municipal, County, and FDOT staff provided additional information utilized in preparing the 2009 list. In those meetings, local government staff familiar with localized capacity and safety problems provided additional information regarding needed projects, while FDOT staff provided input regarding potential projects based on the results and recommendations of numerous FDOT corridor studies undertaken within the County.

In order to adopt a priority list that more closely approximates the major classifications of the roadway network, the MPO has, as it did in 2008, divided its highway priority list into three categories: SIS Highways, Regional Highways, and Other Highways.

### SIS Highways

The Strategic Intermodal System in Indian River County consists of I-95, the Florida Turnpike, and SR 60 West of I-95 to Osceola County. Projects on the SIS generally serve an interstate and inter-regional function and carry high volumes of traffic and goods across long distances. FDOT allocates funding specifically for Strategic Intermodal System (SIS) projects and has requested local input into the SIS funding prioritization process. This year's top SIS project in Indian River County remains the Oslo Road Interchange.

### Regional Highways

Regional roadways serve a function of connecting major population or activity concentrations that are separated by some distance. With the Growth Management Legislation that was signed into law in July of 2006, regional roadways became more important, because that legislation established a new grant program, known as the Transportation Regional Incentive Program (TRIP), for use on roadways determined to be regional in nature.

In order to qualify for TRIP funding, the MPO engaged in a number of actions. These included establishing a new regional entity, the Treasure Coast Transportation Council (TCTC), with Martin and St. Lucie Counties; developing a regional roadway network map; and developing a set of interim criteria for prioritizing TRIP project candidates on a regional basis. In 2008, the interim prioritization criteria were applied to the list of regional projects identified in the Long Range Plans of the individual counties. The results of that prioritization,

which were subsequently adopted by the TCTC and all three MPOs, are contained in Table A-11 of this report.

A TRIP funded project phase may not begin until the funds have been allocated by FDOT. In addition, the project must be at least 50% funded with local money. Unlike every other priority list in this document, the Regional priorities list is not adopted solely by the MPO. After approval of Indian River County's regional priority candidates by the MPO, the candidate projects from all three counties will be ranked and approved by the TCTC. After approval, the TCTC regional priorities will be submitted to FDOT. According to FDOT, funds will be awarded to eligible priority projects that are construction ready. If none of the top priorities are construction ready, then funds will be allocated for the right-of-way and design phases of the top-ranked priorities.

In each of the last several years, the amount of funding allocated by the State of Florida to the TRIP program in the three-county Treasure Coast area has been declining. That is because the source of funds allocated to regional priority projects is documentary stamp fees associated with real estate transactions. In fact, this funding source has declined so drastically in 2009 that FDOT will not be funding the TRIP program.

Indian River County has, nonetheless, identified four regional projects, including 3 segments of 66<sup>th</sup> Avenue and 1 segment of County Road 510, as TRIP project candidates over the next three years in the event that funding to the TRIP program is restored. These projects are the top unfunded or partially-funded Indian River County projects on the 2008 TCTC regional priority list.

### Other Highways

Non-SIS and Non-regional roadways for which the MPO is seeking federal and state funding are included on the Other Highways priority list. Last year, the MPO's top priority was US 1 from Oslo Road to Highlands Drive. That project received \$6,800,000 in construction funding in FY 2013/14 in the current TIP, but the project is not yet fully funded. Therefore, this project will remain on the MPO's priority list as the top "Other Highway" priority.

Once a project is deemed to be a priority, the project must remain on the priority list until construction funding for the project is programmed by FDOT in its five-year work program. Otherwise, FDOT will not fund the project, since FDOT programs only those projects that the MPO designates as priorities. For that reason, it is not unusual for a project to stay on the highway priority list for ten or more years. Even when initial project phases, including PD&E (project development & environmental), design, and right-of-way acquisition, are programmed, a project needs to stay on the priority list until construction funding is reflected in FDOT's work program. Because projects stay on the priority list until construction funds are programmed, few projects are removed from the priority list each year.

When the MPO adopted the new highway priority list format in 2005, the intent was to expedite certain projects. Under FDOT's current funding formula, those projects which had been on the MPO's priority list for several years would take many more years to produce. This was due to a disproportionate increase in project costs (such as labor, right of way

acquisition and raw materials costs) relative to funding allocations at the Federal and State level. Consequently, the County decided that several of its long-standing priorities would have a better chance of getting built if they were removed from the federal funding process. And, in fact, the county was able to obtain roughly \$11 million in state funding by placing several priorities (including Oslo Road, CR 512, and 58<sup>th</sup> Avenue at SR 60) on the Regional Highways priority list.

In light of the above changes, the MPO's top unfunded highway priorities are as follows: the MPO's top SIS Highway priority is the same as last year's priority, the Oslo Road Interchange. The top Regional Highway priority is 66<sup>th</sup> Ave from SR 60 to 41<sup>st</sup> Street, and the top Other Highways priority is US 1 from Oslo Road to Highlands Drive.

The complete list of highway priorities is included as Tables A-1, A-2, and A-3 in the Appendix. That list is consistent with the 2030 LRTP interim year project sets, as well as local comprehensive plans, MPO plans, and FDOT's work program. A summary description of each project in order of priority ranking and an explanation of its ranking is presented below.

*2009 List of Priority Highway Projects – SIS*

- 1. Oslo Road Interchange at Interstate 95** – The project was included in the MPO's 2030 LRTP – Cost Feasible Plan based on anticipated future travel demand in the Oslo Road corridor. Not only will the project help meet demand, but the project will also assist in generating commercial/industrial activity. Finally, this interchange will enhance hurricane evacuation capabilities in the county. Right of Way and construction funding is requested for this project.

*2009 List of Candidate TRIP Grant Priority Highway Projects – Regional*

- 1. 66th Avenue from SR 60 to CR 510**

This project, involves four laning 66th Avenue from CR510 to SR 60. This roadway serves as the primary connector between Sebastian and the SR 60 area near the Indian River Mall, one of the County's largest employers and major trip generator. Construction funding is requested for the first two phases of this project, which includes widening 66<sup>th</sup> Avenue from SR 60 to 41<sup>st</sup> Street and from 41<sup>st</sup> Street to 61<sup>st</sup> Street.

- 2. CR 510 from CR 512 to US 1** - This project involves four laning CR 510 from US 1 to CR 512. This roadway serves as the primary evacuation route from the northern barrier island to I-95 and is also north county's major east-west arterial. Construction funding is requested for the first phase of the project, the widening of CR 510 from CR 512 to 82<sup>nd</sup> Avenue.

*2009 List of Priority Highway Projects – Other*

1. **US 1, six laning from Oslo Road to Highlands Drive** - This project is a continuation of a project in the current TIP, the six laning of US 1 from south of Indian River Boulevard to Oslo Road. The segment of US 1 from Oslo Road to Highlands Drive experiences congestion that needs to be addressed in the intermediate (5-15 year) term. This project will alleviate the congestion and capacity issues on this road segment. The project is currently at the right-of-way acquisition phase and has received partial construction funding. Additional construction funding is requested for this project.
2. **US 1, six laning from the St. Lucie County Line to Highlands Drive** - This project is a follow-on to the top priority, six laning US 1 from south of Oslo Road to Highlands Drive. The St. Lucie County Line to Highlands Drive segment experiences congestion that needs to be addressed in the intermediate (5-15 year) term. This project will alleviate the congestion and capacity issues on this road segment. Construction funding is requested for this project.
3. **82nd Avenue, two laning from 26th Street to CR 510** - The MPO's 2030 LRTP includes a project to construct 82nd Avenue as a two lane facility from its current terminus near 26th Street to CR 510. This segment of roadway is identified as a Greenways corridor with multi-use pathways for non-motorized transportation. As currently proposed, the project would involve paving 82nd Avenue from 26th Street to CR 510. This project is currently under design. Right-of-way acquisition and construction funding are requested for this project.

*Conclusion*

As structured, the MPO's 2009 List of Priority Highway Projects identifies only those projects for which state and/or federal funding is requested. As indicated in the MPO's 2030 LRTP, many of the plan's cost-feasible roadway improvements will be funded with local revenues and constructed by the County or local municipalities. Because locally funded roadway improvement projects can generally be completed in shorter timeframes than state or federally funded projects, it is often preferable not to include projects on the MPO's priority highways list where local funding is available for those projects. Therefore, the priority highway projects list includes only roadway projects which require state or federal funds and which are not needed for several years. The 2009 highway priority projects are also shown on the priority projects map included in this report.

**PRIORITY CONGESTION MANAGEMENT PROCESS (CMP) PROJECTS**

Beginning with the 1998 Priority Projects Report, MPO staff has utilized the MPO's Congestion Management System (CMS) plan to identify and prioritize improvement strategies for the county's most congested corridors. In 2003, the MPO performed a CMS Plan Major Update. With the 2006 passage of SAFETEA-LU, the new federal highway authorization bill, the Congestion Management System was renamed the "Congestion Management Process," or CMP. In 2009, MPO staff completed a new CMP analysis and a plan update. Using the CMP

methodology adopted by the MPO in 2003, staff identified the most congested corridors in the county based on existing and vested trips; eliminated those corridors which are programmed for widening; and eliminated those corridors which have already been evaluated through the CMP process. The remaining corridors were then subject to a screening process to identify appropriate CMP strategies and projects. The resulting CMP priorities are as follows:

| <b>CORRIDOR</b>  | <b>STRATEGY</b>   |
|--|---|
| 27 <sup>th</sup> Street (4 <sup>th</sup> Street – 12 <sup>th</sup> Street) | Add turn lanes at 27 <sup>th</sup> Avenue and 12 <sup>th</sup> Street                 |
|  | Analyze computerized signal system.   |
|  | Implement intersection improvements at 1 <sup>st</sup> and 5 <sup>th</sup> Streets SW |
| Indian River Boulevard/37 <sup>th</sup> Street                             | Add turn lanes on Indian River Boulevard at 37 <sup>th</sup> Street                   |
|  | Connect 5 <sup>th</sup> Avenue to the Miracle Mile Shopping Center                    |
|  | Provide a new transit route on 17 <sup>th</sup> Street /South Indian River Boulevard  |

There is no specific allocation of FDOT funding reserved exclusively for CMP projects. Since MPO formula highway funding has been significantly curtailed in recent years, the MPO will not request the allocation of funds that would otherwise be used for MPO highway priorities but will instead seek alternative funding sources (such as County Incentive Grant, Intermodal, and ITS funding) for the construction of CMP projects.

**PRIORITY ENHANCEMENT PROJECTS**

One important component of SAFETEA-LU, the federal highway act, is the federal enhancements program. Funded with ten percent of Surface Transportation Program allocations, the enhancement program focuses on improvements that complement the transportation system. In Florida, enhancement funds are allocated to each FDOT district, which then determines how these funds will be distributed among the MPOs in its jurisdiction.

For the past 2 years, the MPO has suspended the enhancement prioritization cycle since a single year of enhancement funding in Indian River County has proven to be insufficient to construct a project of significant impact. As a result of this action, FDOT District Four has allocated approximately \$1,096,450, including \$820,450 in 2011/12 and \$276,000 in 2012/13, to the Indian River County MPO for enhancement projects in its FY 2009/09-2012/13 Five Year Work Program.

In 2006, the MPO adopted its first ever Greenways Plan. That plan, which sought to identify safe, off-road travel opportunities throughout the central (and later north) areas of the county, resulted in the identification of a number of candidate Greenways projects. The plan also identified the Enhancement program as a potential source of funds for these projects. Therefore, the MPO decided to use its Enhancement funding to implement projects identified in its Greenways plan.



The prioritization process for Enhancement Funds was based on the criteria used to rate the projects in the County's Greenways Master Plan. Those criteria, including connectivity, constructability, quality of life benefits, agency support and cost, are summarized in A-9 of the Appendix. The highest ranked Greenways projects based on the criteria are shown in Table A-5 and Table A-6, and are described in detail below.

*2009 List of Priority Enhancement Projects*

- 1. Trans-Florida Central Railroad Corridor** – The Trans-Florida Central Railroad Corridor begins at the western end of the City of Sebastian near the St. Sebastian River, crosses I-95 and CR 507, and ends at the Blue Cypress Conservation Area west of the Fellsmere city limits. The corridor lies almost entirely on publicly owned abandoned right-of-way of the Trans-Florida Central Railroad. Major attractors along the corridor include the St. Sebastian River State Buffer Preserve, Sebastian Middle School, the City of Fellsmere, North County Park and Aquatic Center, the North County Canoe Launch, several historic properties, the Indian River County Shooting Range, the North County Library, and a number of dense residential neighborhoods.

The proposed corridor is 12 miles in length and has an estimated cost of \$4,800,000 for constructing a paved surface trail. The MPO is currently requesting funds for design and construction of the trail, between North County Park and 104<sup>th</sup> Avenue, at an estimated cost of approximately \$500,000.

- 2. South Sebastian Greenway Corridor** – The South Sebastian Greenway corridor is a north-south connector, traversing between Barber Street and CR 512. It runs within the City of Sebastian, with most of the right-of-way under City of Sebastian or Indian River County ownership. The corridor provides access to two elementary schools, the Sebastian Stormwater Park, the Sebastian Harbor Preserve Conservation Area, Sebastian City hall, Schumann Drive Park, Easy Street Park, shopping centers, and residential neighborhoods in the City of Sebastian. The corridor is 4 miles long, with an estimated cost of \$1,840,000 for construction of a paved surface trail. For the 2009 Enhancement cycle, the MPO is requesting funds for construction of 1.75 miles of the corridor, from Barber Street to Kildare Drive. The estimated cost of the project is \$805,000.
- 3. Airport Loop Greenway Trail** – The Vero Beach Airport Greenway and Mountain Bike Park trails run along 43<sup>rd</sup> Ave, 41<sup>st</sup> St, the FEC Railroad corridor parallel to US1, and the Main Relief Canal along Aviation Blvd/26<sup>th</sup> St. It includes the “Flatwoods” section west of 43<sup>rd</sup> Ave, and connects to Dodgertown, the Vero Beach Airport, and the Gifford Community. It is planned as a 10' wide shared-use path, approximately 6.6 miles in length. Parts of the trail pass through right-of-way owned by the FEC Railroad, the Indian River Farms Water Control District, and the City of Vero Beach. Currently, the section of the trail along Aviation Boulevard is designed and scheduled to be constructed in 2010/11 as part of the Aviation Boulevard widening project. To proceed with construction and operation of the remaining portions of the trail, the MPO would need to obtain agreements from the applicable local agencies.

The MPO is currently requesting funds for the construction of the trail that runs along Aviation Boulevard. This segment is 1.5 miles long and has an estimated cost of \$1,000,000.

**PRIORITY TRANSIT PROJECTS**

Because of the way that transit projects are funded, transit priorities were not included in the MPO's priority projects list until the year 2000. Prior to that time, the MPO had not considered it necessary to develop transit priority lists, because transit capital and transit operations are funded by FTA and because a separate grant application is submitted directly to FTA. In the last several years, however, the MPO obtained funds from a variety of sources, including discretionary state grants. In order to apply for many federal and state grant programs, proposed projects must be included on an adopted MPO priority list. In addition, fixed route transit travel has gained in popularity in recent years, which has made the need to prioritize available resources in order to meet demand even greater. For those reasons, FDOT encouraged the MPO to develop a transit priority list as a mechanism to implement the MPO's transit plans.

For 2009, the primary source of projects in the transit priority list was the MPO's Transit Development Plan (TDP) - Major Update. Since a major update of the TDP in 2008, the county has been implementing a number of TDP strategies, such as new service, new facilities, a bus wrap program, and adjustments to existing routes. Many of these TDP projects have not been implemented, and these form the basis of the transit priority list.

Priority Transit Projects

| Ranking | Project   | Unit Cost    | Funding Source |
|---------|---|--------------|----------------|
| 1       | New Service: West SR 60 Corridor/Indian River State College | \$156,224/yr | State/Federal  |
| 2       | Expand Operating hours to 7pm on Routes 6, 9                | \$101,794/yr | State/Federal  |
| 3       | Provide service on South Indian River Boulevard             | \$294,512/yr | State/Federal  |
| 4       | Vero Beach Intermodal Hub Improvements                      | \$50,000     | State/Federal  |
| 5       | Shelters and Benches Program                                | \$60,000/yr  | State/Federal  |
| 6       | Expand Saturday Service Hours                               | \$114,113/yr | State/Federal  |

**PRIORITY AIRPORT PROJECTS**

In Indian River County, there are two publicly owned general aviation airports, each of which qualifies for state and federal funding. Separate priority project lists have been established for each airport. This report includes a Vero Beach Airport priority projects list and a Sebastian Airport priority projects list.

To develop the airport priority projects list, MPO staff reviewed the current JACIPs (Joint Automated Capital Improvement Programs) for each of the two public airports in the county,

identified which projects in the JACIPs were unfunded, and coordinated with respective airport staffs. The following airport priority projects were identified for 2009 - 2013.

Vero Beach Airport Priority Projects

|    |  |
|----|--|
| 1  | Rehabilitate Runway 11L/29R, Taxiway F, and Connectors |
| 2  | Rehabilitate Taxiway C                                 |
| 3  | Clear Part 77 Obstructions, Phase 2                    |
| 4  | Construct Operations Facility                          |
| 5  | Alternative Energy Project                             |
| 6  | Rehabilitate Runway 4/22                               |
| 7  | Airport Drive Improvements                             |
| 8  | Construct/Mark/Light West GA Apron, Phase 3            |
| 9  | Airport Security Improvements, Phase 3                 |
| 10 | Environmental Assessment Runway 4/22 Extension         |
| 11 | Airport Master Plan                                    |
| 12 | Extend Taxiway E - East of Runway 4                    |
| 13 | Reconstruct/Mark/Light North GA Apron                  |
| 14 | Rehabilitate Taxiway B                                 |
| 15 | Parking/Access Improvements Bldg 78                    |

Sebastian Airport Priority Projects

|   |  |
|---|--|
| 1 | Construct Access Road  |
| 2 | Planning/Engineering for construction and/or rehabilitation of Taxiways, Taxilanes, and Apron F. |
| 3 | Stormwater Master Plan Update ~ East Basins  |
| 4 | Construct Commercial "Lease" Hanger  |
| 5 | Construct Corporate Hangers  |

**Conclusion**

The five components of the Indian River County MPO’s 2009 Priority Projects Report—the priority highway projects list, the priority CMP projects list, the priority enhancement projects list, the priority transit projects list, and the priority airport projects list—were reviewed by the MPO Technical Advisory Committee (TAC), the MPO Citizens Advisory Committee (CAC), and by the MPO Board. Opportunities for public comment were available at the TAC, CAC, and MPO meetings. Before making decisions regarding the five priority projects lists, the MPO and its advisory committees considered public input.

At its meeting of September 10, 2009, the Indian River County MPO considered the 2009 Priority Projects Report. The MPO also reviewed the accompanying staff report, considered the recommendations of the TAC and CAC, and discussed various issues. The MPO then

2009 List of Priority Projects

adopted the priority projects report containing the MPO's 2009 lists of priority highway, CMP, enhancement, transit, and airport projects.

**APPENDIX  
Summary Tables, Maps and Reference Material**

**Table A-1  
Priority Highway Projects, SIS Highways**

| Project Rank |      |      |      | Roadway                                | Location |    | Length (miles) | Improvement Type | Jurisdiction | FDOT FY 2009/09 – 2012/13 Five Year Work Program |                                  | Funding Source Requested |
|--------------|------|------|------|--|----------|----|----------------|------------------|--------------|--|----------------------------------|--------------------------|
| 2009         | 2008 | 2006 | 2005 |  | From     | To |                |                  |              | FI/FM #  | Programmed Improvements (\$000s) |                          |
| 1            | 1    | 1    | 1    | Oslo Road Interchange at Interstate 95 | -        | -  | n/a            | Add interchange  | Federal      | 4130482  | FY 12/13 PE \$2,200              | State/Federal            |

**Table A-2  
Priority Highway Projects, Regional Highways**

| Project Rank |      |      |      | Roadway     | Location |       | Length (miles) | Improvement Type             | Jurisdiction | FDOT FY 2009/09 – 2012/13 Five Year Work Program |  | Funding Source Requested |
|--------------|------|------|------|-------------|----------|-------|----------------|------------------------------|--------------|--|--|--------------------------|
| 2009         | 2008 | 2006 | 2005 |             | From     | To    |                |                              |              | FI/FM #  | Programmed Improvements (\$000s)                     |                          |
| 1            | 2    | 5    | -    | 66th Avenue | CR 510   | SR 60 | 7.5            | Widen from two to four lanes | County       | n/a  | No Phase Programmed                                  | State only (TRIPS)       |
| 2            | 3    | 1    | 1    | CR 510      | CR 512   | US 1  | 5.82           | Widen from two to four lanes | County       | 4056061  | No Phase Programmed currently. (FY 07/08 PE \$2,100) | State/Federal            |

**Table A-3  
Priority Highway Projects, Other Highways**

| Project Rank |      |      |      | Roadway              | Location            |                 | Length (miles) | Improvement Type             | Jurisdiction | FDOT FY 2009/09 – 2012/13 Five Year Work Program |                                  | Funding Source Requested |
|--------------|------|------|------|----------------------|---------------------|-----------------|----------------|------------------------------|--------------|--|----------------------------------|--------------------------|
| 2009         | 2008 | 2006 | 2005 |                      | From                | To              |                |                              |              | FI/FM #  | Programmed Improvements (\$000s) |                          |
| 1            | 1    | 2    | 2    | US 1                 | Oslo Rd             | Highlands Drive | 1.5            | Widen from four to six lanes | State        | 2285834  | FY 12/13 CST \$3,575             | State/Federal            |
| 2            | 2    | 3    | 3    | US 1                 | Highlands Drive     | S. County Line  | 0.5            | Widen from four to six lanes | State        | 2285832  | FY 09/10 ROW \$3,694             | State/Federal            |
| 3            | -    | -    | -    | 82 <sup>nd</sup> Ave | 26 <sup>th</sup> St | CR 510          | 7.0            | New Road two lane undivided  | County       | 2308791  | FY 06/07 PE \$ 1,550             | State/Federal            |

**Table A-4  
CMP Priority Projects**

| <b>CORRIDOR</b>  | <b>STRATEGY</b>   |
|--|---|
| 27 <sup>th</sup> Street (4 <sup>th</sup> Street – 12 <sup>th</sup> Street) | Add turn lanes at 27 <sup>th</sup> Avenue and 12 <sup>th</sup> Street                 |
|  | Analyze computerized signal system.   |
|  | Implement intersection improvements at 1 <sup>st</sup> and 5 <sup>th</sup> Streets SW |
| Indian River Boulevard/37 <sup>th</sup> Street                             | Add turn lanes on Indian River Boulevard at 37 <sup>th</sup> Street                   |
|  | Connect 5 <sup>th</sup> Avenue to the Miracle Mile Shopping Center                    |
|  | Provide a new transit route on 17 <sup>th</sup> Street /South Indian River Boulevard  |

**Table A-5  
Priority Enhancement Projects**

| Project Rank | Prioritization Score | Roadway                            | Location          |                            | Length (miles) | Improvement Type                      | Jurisdiction         | FDOT FY 2005/06 – 2009/10 Five Year Work Program |                                  | Funding Source Requested |
|--------------|----------------------|------------------------------------|-------------------|----------------------------|----------------|---------------------------------------|----------------------|--|----------------------------------|--------------------------|
|              |                      |                                    | From              | To                         |                |                                       |                      | FI/FM #  | Programmed Improvements (\$000s) |                          |
| 1            | 93                   | Trans-Florida Railroad Corridor    | Western Trailhead | Buffer Preserve /104th Ave | 1              | Pave Trails, Add Trail Infrastructure | City, County & State | n/a  | No Phase Programmed              | State/Federal            |
| 2            | 83                   | South Sebastian                    | Barber St.        | Kildare Dr.                | 1.75           | Pave Trails, Add Trail Infrastructure | City                 | n/a  | No Phase Programmed              | State/Federal            |
| 3            | 77.29                | Airport Loop Trail / Aviation Blvd | US 1              | 43 <sup>rd</sup> Ave       | 1.5            | Pave Trails, Add Trail Infrastructure | City                 | n/a  | No Phase Programmed              | State/Federal            |

**Table A-6  
2009 Enhancement Prioritization**

| Projects                        | Criteria               |                                |                              |                      |                           |           |                          | Total<br>(100) |
|---------------------------------|------------------------|--------------------------------|------------------------------|----------------------|---------------------------|-----------|--------------------------|----------------|
|                                 | Transportation<br>(15) | System<br>Connectivity<br>(20) | Regional<br>Benefits<br>(15) | Multiple<br>Use (10) | Agency<br>Support<br>(20) | Cost (10) | Constructability<br>(10) |                |
| Trans-Florida Railroad Corridor | 15                     | 20                             | 15                           | 8                    | 20                        | 10        | 5                        | 93             |
| South Sebastian Trail           | 15                     | 20                             | 15                           | 8                    | 10                        | 10        | 5                        | 83             |
| Airport Loop Trail              | 11                     | 18.57                          | 10.14                        | 6.86                 | 16.57                     | 7.14      | 7                        | 77.29          |

**Table A-7  
Priority Transit Projects**

| <b>Ranking</b> | <b>Project</b>  | <b>Unit Cost</b> | <b>Funding Source</b> |
|----------------|---|------------------|-----------------------|
| 1              | New Service: West SR 60 Corridor/Indian River State College | \$156,224/yr     | State/Federal         |
| 2              | Expand Operating hours to 7pm on Routes 6, 9                | \$101,794/yr     | State/Federal         |
| 3              | Provide service on South Indian River Boulevard             | \$294,512/yr     | State/Federal         |
| 4              | Vero Beach Intermodal Hub Improvements                      | \$50,000         | State/Federal         |
| 5              | Shelters and Benches Program                                | \$60,000/yr      | State/Federal         |
| 6              | Expand Saturday Service Hours                               | \$114,113/yr     | State/Federal         |

**Table A-8  
Priority Aviation Projects for Vero Beach Airport**

|    |  |
|----|--|
| 1  | Rehabilitate Runway 11L/29R, Taxiway F, and Connectors |
| 2  | Rehabilitate Taxiway C                                 |
| 3  | Clear Part 77 Obstructions, Phase 2                    |
| 4  | Construct Operations Facility                          |
| 5  | Alternative Energy Project                             |
| 6  | Rehabilitate Runway 4/22                               |
| 7  | Airport Drive Improvements                             |
| 8  | Construct/Mark/Light West GA Apron, Phase 3            |
| 9  | Airport Security Improvements, Phase 3                 |
| 10 | Environmental Assessment Runway 4/22 Extension         |
| 11 | Airport Master Plan                                    |
| 12 | Extend Taxiway E - East of Runway 4                    |
| 13 | Reconstruct/Mark/Light North GA Apron                  |
| 14 | Rehabilitate Taxiway B                                 |
| 15 | Parking/Access Improvements Bldg 78                    |

**Table A-9  
Priority Aviation Projects for Sebastian Airport**

|   |  |
|---|--|
| 1 | Construct Access Road  |
| 2 | Planning/Engineering for construction and/or rehabilitation of Taxiways, Taxilanes, and Apron F. |
| 3 | Stormwater Master Plan Update ~ East Basins  |
| 4 | Construct Commercial "Lease" Hanger  |
| 5 | Construct Corporate Hangers  |



**Table A-10**  
**2030 Long Range Transportation Plan, Cost Affordable Plan**

**Phase 1: 2011 to 2020**

|              | On Street   | From             | To                | 2011 Road Type   | 2020 Road Type   | Total Cost           |
|--------------|---|------------------|-------------------|------------------|------------------|----------------------|
| <b>SIS</b>   | I-95  | S. COUNTY LINE   | N. COUNTY LINE    | 4 Lane Freeway   | 6 Lane Freeway   | \$109,919,000        |
| State        | SR 60   | I-95             | 82ND AVE          | 4 Lane Divided   | 6 Lane Divided   | \$8,119,445          |
|              | US 1  | S. COUNTY LINE   | OSLO RD           | 4 Lane Divided   | 6 Lane Divided   | \$12,064,823         |
|              | Congestion Management System Projects (\$500 thousand per year) |                  |                   |                  |                  | \$5,000,000          |
| County Roads | 12TH ST   | 90TH AVE         | 82ND AVE          | N/A              | 2 Lane Undivided | \$3,781,786          |
|              | 12TH ST   | 43RD AVE         | 27TH AVE          | 2 Lane Undivided | 2 Lane Divided   | \$2,854,618          |
|              | 26TH ST   | 66TH AVE         | 43RD AVE          | 2 Lane Undivided | 4 Lane Divided   | \$13,006,154         |
|              | AVIATION BLVD   | 43RD AVE         | U.S. 1            | 2 Lane Undivided | 4 Lane Divided   | \$8,537,828          |
|              | 27TH AVE  | S. COUNTY LINE   | OSLO RD           | 2 Lane Undivided | 4 Lane Divided   | \$9,560,909          |
|              | 27TH AVE  | OSLO RD          | S.R. 60           | 2 Lane Undivided | 2 Lane Divided   | \$12,330,699         |
|              | 43RD AVE  | OSLO RD          | 8TH ST            | 2 Lane Undivided | 2 Lane Divided   | \$8,311,058          |
|              | 58TH AVE  | S. COUNTY LINE/K | OSLO RD           | 2 Lane Undivided | 4 Lane Divided   | \$11,850,325         |
|              | 66TH AVE  | SR 60            | C.R. 510          | 2 Lane Undivided | 4 Lane Divided   | \$36,173,489         |
|              | AVIATION BLVD EXT   | US 1             | INDIAN RIVER BLVD | N/A              | 4 Lane Divided   | \$14,387,771         |
|              | C.R. 510  | C.R. 512         | U.S. 1            | 2 Lane Undivided | 4 Lane Divided   | \$36,369,280         |
|              | C.R. 510  | U.S. 1           | ICWW              | 2 Lane Undivided | 4 Lane Divided   | \$3,718,539          |
|              | C.R. 512  | FELLSMERE CITY   | I-95              | 2 Lane Undivided | 4 Lane Divided   | \$19,192,929         |
|              | C.R. 512  | I-95             | C.R. 510          | 4 Lane Divided   | 6 Lane Divided   | \$13,317,010         |
|              | C.R. 512  | C.R. 510         | ROSELAND RD       | 4 Lane Divided   | 6 Lane Divided   | \$6,674,370          |
|              | 8TH ST  | 82ND AVE         | 74TH AVE          | N/A              | 2 Lane Undivided | \$3,955,196          |
|              | OSLO RD   | I-95             | 58TH AVE          | 2 Lane Undivided | 4 Lane Divided   | \$19,484,669         |
|              | SCHUMANN DR   | C.R. 510         | BARBER ST         | 2 Lane Undivided | 4 Lane Divided   | \$3,974,335          |
|              | Congestion Management System Projects (\$500 thousand per year) |                  |                   |                  |                  | \$5,000,000          |
| Totals       | State SIS (Strategic Intermodal System)                         |                  |                   |                  |                  | \$109,919,000        |
|              | Other State Roads   |                  |                   |                  |                  | \$25,184,268         |
|              | County Roads  |                  |                   |                  |                  | \$232,480,965        |
|              | City Roads  |                  |                   |                  |                  | \$0                  |
|              | <b>TOTAL</b>  |                  |                   |                  |                  | <b>\$367,584,233</b> |

**Phase 2: 2021 to 2030**

|   | On Street   | From           | To                | 2021 Road Type   | 2030 Road Type   | Total Cost           |
|---|---|----------------|-------------------|------------------|------------------|----------------------|
| <b>SIS</b>  | SR 60   | 98TH AVE       | I-95              | 4 Lane Divided   | 6 Lane Divided   | \$2,543,842          |
| State   | SR 60   | 6TH AVE        | INDIAN RIVER BLVD | 4 Lane Divided   | 6 Lane Divided   | \$1,864,758          |
|   | US 1  | AVIATION BLVD  | OLD DIXIE HWY (N) | 4 Lane Divided   | 6 Lane Divided   | \$44,372,047         |
|   | US 1  | ROSELAND RD    | N. COUNTY LINE    | 4 Lane Divided   | 6 Lane Divided   | \$5,255,518          |
|   | Congestion Management System Projects (\$500 thousand per year) |                |                   |                  |                  | \$5,000,000          |
|   | County Roads  | 4TH ST         | 98TH AVE          | 66TH AVE         | N/A              | 2 Lane Undivided     |
| 13TH ST SW  |   | 66TH AVE       | 58TH AVE          | N/A              | 2 Lane Undivided | \$4,041,388          |
| 13TH ST SW  |   | 43RD AVE       | 34TH AVE          | N/A              | 2 Lane Undivided | \$1,560,899          |
| 13TH ST SW  |   | 34TH AVE       | 27TH AVE          | N/A              | 2 Lane Undivided | \$3,359,684          |
| 13TH ST SW  |   | 27TH AVE       | 20TH AVE          | N/A              | 2 Lane Undivided | \$1,922,225          |
| 17TH ST SW  |   | 66TH AVE       | 58TH AVE          | N/A              | 2 Lane Undivided | \$4,019,519          |
| 26TH ST   |   | 82ND AVE       | 74TH AVE          | N/A              | 2 Lane Undivided | \$3,850,481          |
| 43RD AVE  |   | S. COUNTY LINE | OSLO RD           | 2 Lane Undivided | 4 Lane Divided   | \$12,974,563         |
| 53RD ST   |   | 82ND AVE       | 66TH AVE          | N/A              | 2 Lane Undivided | \$9,599,620          |
| 66TH AVE  |   | S. COUNTY LINE | OSLO RD           | N/A              | 2 Lane Undivided | \$8,562,423          |
| 66TH AVE  |   | OSLO RD        | 4TH ST            | 2 Lane Undivided | 4 Lane Divided   | \$8,887,466          |
| 66TH AVE  |   | 4TH ST         | SR 60             | 2 Lane Divided   | 4 Lane Divided   | \$8,853,565          |
| 82ND AVE  |   | S. COUNTY LINE | OSLO RD           | N/A              | 2 Lane Undivided | \$7,302,941          |
| 82ND AVE  |   | 26TH ST        | C.R. 510          | N/A              | 2 Lane Undivided | \$28,174,165         |
| LACONIA ST  |   | C.R. 510       | CONCHA DR         | N/A              | 2 Lane Undivided | \$11,076,344         |
| INDIAN RIVER BLVD   |   | ROYAL PALM     | 37TH ST           | 4 Lane Divided   | 6 Lane Divided   | \$8,678,255          |
| ROSELAND RD   |   | C.R. 512       | U.S. 1            | 2 Lane Undivided | 2 Lane Divided   | \$12,847,897         |
| Congestion Management System Projects (\$500 thousand per year) |   |                |                   |                  | \$5,000,000      |                      |
| City  | BARBER ST   | SCHUMANN DR    | U.S. 1            | 2 Lane Undivided | 2 Lane Divided   | \$3,621,587          |
|   | BARBER ST   | C.R. 512       | SCHUMANN DR       | 2 Lane Undivided | 2 Lane Divided   | \$7,596,306          |
|   | FLEMING ST  | EASY ST        | SCHUMANN DR       | N/A              | 2 Lane Undivided | \$4,838,861          |
| Totals  | State SIS (Strategic Intermodal System)                         |                |                   |                  |                  | \$2,543,842          |
|   | Other State Roads   |                |                   |                  |                  | \$56,492,323         |
|   | County Roads  |                |                   |                  |                  | \$156,973,470        |
|   | City Roads  |                |                   |                  |                  | \$16,056,754         |
|   | <b>TOTAL</b>  |                |                   |                  |                  | <b>\$232,066,389</b> |

Removed from L RTP in 2008

Table A-11

**Regionally Ranked 2030 Needs Projects**

**Regional Project Prioritization**

Indian River, St. Lucie and Martin MPOs

Table 3 (Summary Table)

| Project                  | From                       | To                        | Improvement              | Total Lanes | Cost Feasible | Technical Score |
|--------------------------|----------------------------|---------------------------|--------------------------|-------------|---------------|-----------------|
| Tri-Rail Extension       | Stuart                     | Palm Beach County         | New Commuter Rail        | -           | N             | 36              |
| U.S. 1                   | Roseland Rd                | N. County Line            | Add 2 Lanes              | 6           | Y             | 27              |
| Indian Street Bridge Prj | FL Turnpike                | Willoughby Rd             | Add 2-4 Lanes/New Bridge | 6           | Y             | 26              |
| Stuart-WPB Express       | Stuart                     | Palm Beach County         | New Express Route        | -           | N             | 25              |
| FixedRoute to IRC        | Fl. Pierce                 | Indian River County       | New Fixed Route          | -           | N             | 25              |
| Jenkins Rd.              | Midway                     | Edwards Rd                | Add 2-4 Lanes/Bridge     | 4           | Y             | 24              |
| U.S. 1                   | Aviation Blvd              | Old Dixie Hwy (N)         | Add 2 Lanes              | 6           | Y             | 24              |
| Indian River Blvd        | Royal Palm                 | 37th St                   | Add 2 Lanes              | 6           | Y             | 24              |
| Crosstown Parkway        | Floresta Dr                | US 1                      | New 6 Lane Bridge        | 6           | N             | 23              |
| FL Turnpike              | Okeechobee County Line     | Martin County Line        | Add 2 Lanes              | 6           | N             | 23              |
| S.R. 60                  | I-95                       | 82nd Ave                  | Add 2 Lanes              | 6           | Y             | 23              |
| US 1                     | Edwards Rd                 | Midway Rd                 | Add 2 Lanes              | 6           | Y             | 22              |
| Jenkins Rd.              | Okeechobee Rd              | Edwards Rd                | Add 2 Lanes              | 4           | Y             | 21              |
| I-95                     | FL Turnpike (In Martin Co) | Palm Beach County Line    | Add 2 Lanes              | 8           | N             | 21              |
| Martin Downs Blvd        | High Meadows Ave           | Kanner Hwy                | Add 2 Lanes              | 6           | N             | 21              |
| US 1                     | Jensen Beach Blvd          | North of Roosevelt Bridge | Add 2 Lanes              | 8           | N             | 21              |
| Midway Rd                | I-95                       | Selvitz Rd                | Add 2 Lanes              | 6           | Y             | 20              |
| Rangeline Rd             | Glades Cut Off             | Martin County Line        | Add 2 Lanes              | 4           | N             | 20              |
| US 1                     | Indian River County Line   | Juanita Ave.              | Add 2 Lanes              | 6           | N             | 20              |
| FL Turnpike              | St. Lucie County Line      | Palm Beach County Line    | Add 2 Lanes              | 6           | N             | 20              |
| S.R. 60                  | 98th Ave                   | I-95                      | Add 2 Lanes              | 6           | Y             | 20              |
| U.S. 1                   | S. County Line             | Oslo Rd                   | Add 2 Lanes              | 6           | Y             | 20              |
| 66th Ave                 | SR 60                      | C.R. 510                  | Add 2 Lanes              | 4           | Y             | 20              |
| 25th Street              | Virginia Ave               | Edwards Rd.               | Add 2 Lanes              | 6           | N             | 19              |
| Kings Hwy (South)        | Angle Rd                   | Okeechobee Rd             | Add 2 Lanes              | 4           | Y             | 19              |
| Midway Rd                | 25th Street                | US 1                      | Add 2 Lanes              | 4           | Y             | 19              |
| C.R. 512                 | Fellsmere City Limits      | I-95                      | Add 2 Lanes              | 4           | Y             | 19              |
| C.R. 512                 | I-95                       | C.R. 510                  | Add 2 Lanes              | 6           | Y             | 19              |
| Orange Ave               | Kings Highway              | Jenkins Road              | Add 4 Lanes              | 6           | N             | 18              |
| SR 714                   | Western Palm City Corridor | Martin Downs Blvd         | Add 2 Lanes              | 4           | N             | 18              |
| I-95                     | S. County Line             | N. County Line            | Add 2 Lanes              | 6           | Y             | 18              |
| C.R. 510                 | C.R. 512                   | U.S. 1                    | Add 2 Lanes              | 4           | Y             | 18              |
| C.R. 510                 | U.S. 1                     | ICWW                      | Add 2 Lanes              | 4           | Y             | 18              |
| Okeechobee Rd            | FL Turnpike                | McNeil Rd                 | Add 4 Lanes              | 6           | N             | 17              |
| Orange Ave               | Jenkins Road               | 25th Street               | Add 2 Lanes              | 6           | N             | 17              |
| Indrio Rd                | Emerson Avenue             | Kings Highway             | Add 2 Lanes              | 4           | N             | 16              |
| Kings Hwy (Middle)       | Indrio Rd                  | Angle Rd                  | Add 2 Lanes              | 4           | Y             | 16              |
| Okeechobee Rd            | McNeil Rd                  | Virginia Ave              | Add 2 Lanes              | 6           | N             | 16              |
| SR 710                   | Okeechobee County Line     | Allapattah Rd / CR 609    | Add 2 Lanes              | 4           | N             | 16              |
| 25th Street              | US 1                       | Orange Ave                | Add 2 Lanes              | 6           | N             | 15              |
| Jenkins Rd.              | Angle Rd                   | Okeechobee Rd             | Add 2-4 Lanes            | 4           | Y             | 15              |
| Midway Rd                | Selvitz Rd                 | 25th Street               | Add 2 Lanes              | 4           | Y             | 15              |
| Port St Lucie Blvd       | Gallin Rd                  | Becker Rd                 | Add 2 Lanes              | 4           | Y             | 15              |
| Walton Rd                | Lennard Rd                 | Green River Pkwy          | Add 2 Lanes              | 4           | Y             | 15              |
| SR 76                    | US 441                     | SR 710                    | Add 2 Lanes              | 4           | N             | 15              |
| SR 76                    | SR 710                     | CR 711                    | Add 2 Lanes              | 4           | N             | 15              |
| 58th Ave                 | S County Line/Koblegard Rd | Oslo Rd                   | New 4 Lane               | 4           | Y             | 15              |
| Keen Rd                  | Angle Road                 | St. Lucie Blvd            | Add 4 Lanes/New Bridge   | 4           | N             | 14              |
| Bridge Rd                | CR 711                     | CR A1A                    | Add 2 Lanes              | 4           | N             | 14              |
| SR 76                    | CR 711                     | Monterey Rd               | Add 2 Lanes              | 6           | Y             | 14              |
| US 1                     | Bridge Rd                  | Palm Beach County Line    | Add 2 Lanes              | 6           | N             | 14              |
| 27th Ave                 | Oslo Rd                    | S.R. 60                   | Add 2 Lanes              | 4           | Y             | 14              |
| Edwards Rd               | Jenkins Rd                 | 25th Street               | Add 2 Lanes/Bridge       | 4           | N             | 13              |
| Glades Cut-Off Rd        | Reserve Blvd               | Selvitz Road              | Add 2 Lanes              | 4           | N             | 13              |
| Cove Rd                  | SR 76                      | US 1                      | Add 2 Lanes              | 4           | Y             | 13              |
| 27th Ave                 | S. County Line             | Oslo Rd                   | Add 2 Lanes              | 4           | Y             | 13              |
| 43rd Ave                 | Oslo Rd                    | 8th St                    | Add 2 Lanes              | 4           | Y             | 13              |
| 25th Street South        | Midway Rd                  | Edwards Rd                | Add 2 Lanes              | 6           | N             | 12              |
| Midway Rd                | Okeechobee Rd              | I-95                      | Add 2 Lanes              | 4           | N             | 12              |
| Okeechobee Rd            | Brooksmith Rd              | Florida's Turnpike        | Add 2 Lanes              | 6           | N             | 12              |
| US 1                     | Midway Rd                  | Walton Rd                 | Add 2 Lanes              | 8           | N             | 12              |
| High Meadow Ave          | Martin Hwy                 | I-95                      | Add 2 Lanes              | 4           | N             | 12              |
| SR 710                   | Kanner Hwy / CR 726        | Palm Beach County Line    | Add 2 Lanes              | 4           | N             | 12              |
| 43rd Ave                 | S County Line              | Oslo Rd                   | Add 2 Lanes              | 4           | Y             | 12              |
| Shinn Rd                 | Orange Ave                 | Glades Cut Off            | New 2 Lane               | 2           | N             | 11              |
| St Lucie Blvd/Immokolee  | Emerson Ave                | 25th Street               | Add 2 Lanes              | 4           | N             | 11              |
| CR 609                   | St Lucie Co Line           | SR 714                    | Add 2 Lanes              | 4           | N             | 11              |
| US 1                     | Osprey St                  | Bridge Rd                 | Add 2 Lanes              | 6           | N             | 11              |
| S.R. 60                  | 6th Ave                    | Indian River Blvd         | Add 2 Lanes              | 6           | Y             | 11              |
| 82nd Ave                 | S County Line              | Oslo Rd                   | New 2 Lane               | 2           | Y             | 11              |

**Table A-12**

| IRC Greenways:<br>Project Prioritization  |   |               |
|---|---|---------------|
| Criteria  | Points  | Maximum Score |
| <b>Transportation:</b> Increases the use of non-motorized travel to destinations within 0.5 mile of the proposed corridor.                          | Access to Schools: 0-3 points max<br>Access to Employment and Retail: 0-3<br>Access to Parks & Recreation: 0-3<br>Access to Transit: 0-3<br>Access to Residential Neighborhoods: 0-3  | 15            |
| <b>System Connectivity:</b><br>Provides an essential link in creating a continuous greenway system within the study area.                           | Provides an essential link in the proposed network; without this link, the system could not be completed: 15-20 points<br><br>Important as a 'stand alone project, but not critical to the overall system: 5-15 points<br><br>A long-term element and potential future link in the system: 0-5 points | 20            |
| <b>Quality of Life Benefits:</b><br>Project will provide quality of life benefits to the residents, visitors and businesses of Indian River County. | Increases Tourism visits from outside of the County: 0-3 points max<br>Connects people to Conservation Lands: 0-3<br>Potential to attract / retain businesses: 0-3<br>Increases Public Health / Fitness: 0-3<br>Improves Traffic Safety: 0-3  | 15            |
| <b>Multiple Use:</b> Allows for a variety of trail users  | Bicyclists: 0-3 points max<br>Pedestrians / Runners: 0-3<br>Water Trail: 0-2<br>Equestrian: 0-2   | 10            |
| <b>Agency Support:</b> Project is supported by the organization(s) responsible for its implementation and management                                | Project has full agency support (15-20 points)<br><br>Project has potential to receive agency support (5-15)<br><br>Project is not likely to receive support (0-5)  | 20            |
| <b>Cost:</b> Project can be implemented within the unit costs provided based on identified opportunities and constraints                            | Project can be implemented within the following range of unit costs:<br><br>Less than \$200k / mile (8-10 points max)<br>\$200k - \$500k / mile (3-7 points)<br>Greater than \$500k / mile (0-2 points)   | 10            |
| <b>Constructability:</b> Project is ready to be advanced to design and construction   | Project presents significant constraints to construction (0-2 points)<br><br>Project requires further study but has the potential to be advanced (3-7 points)<br><br>Project is feasible and ready for implementation (8-10 points max)   | 10            |

**Table A-13  
SAFETEA LU Planning Factors**

Subtitle B, Section 1203(f) of SAFETEA lists eight metropolitan planning areas that must be considered as part of the planning process for all MPOs. The following eight areas have been explicitly considered, analyzed as appropriate, and reflected in the Indian River County MPO's 2009 Priority Projects Report:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and nonmotorized users;
- (3) Increase the security of the transportation system for motorized and nonmotorized users;
- (4) Increase the accessibility and mobility options available to people and for freight;
- (5) Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation; and
- (8) Emphasize the preservation of the existing transportation system.

**Table A-14**

**Definitions Used in the 2009 Priority Projects Report**

*Project Phases*

|      |   |
|------|---|
| CST  | Construction                                |
| DES  | Design                                      |
| PD&E | Project Development and Environmental Study |
| PE   | Preliminary Engineering                     |
| ROW  | Right of Way                                |

*Other Terms*

|            |  |
|------------|--|
| FDOT       | Florida Department of Transportation                               |
| LOS        | Level of Service (measure of roadway traffic congestion)           |
| L RTP      | Long Range Transportation Plan                                     |
| PLEMO      | Planning and Environmental Management Office (FDOT planning study) |
| SAFETEA-LU | Safe, Efficient Transportation Equity Act – a Legacy for Users     |