INDIAN RIVER COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

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Chief Tad Stone, Indian River Shores
William Howard, Vero Beach Regional Airport
Marsha Taylor-Long FDOT District 4 (non-voting)

Jason Jeffries, City of Vero Beach – Chair

AGENDA

A Combined Meeting of the MPO Technical Advisory Committee, MPO Citizens Advisory Committee and MPO Bicycle and Pedestrian Advisory Committee will be conducted on Tuesday, August 5, 2025 at 2:00PM in the First Floor Conference Room (B1-501), County Administration Building B, 1800 27th Street, Vero Beach, FL.

1. Call to Order

2. Consideration of the Safe Streets for All (SS4A) Action Plan
   Action Required

3. Consideration of Long Range Transportation Plan – Draft Cost Feasible Plan Concepts
   Action Required

4. Consideration of Transportation Improvement Program (TIP) Amendment
   Action Required

5. Presentation on the Southern Brevard Trails Master Plan
   No Action Required

6. Review of the Public Participation Plan Annual Evaluation for FY 2024/25
   No Action Required

7. Consideration of the Amendment to the MPO Agreement
   No Action Required

8. Status Report of MPO Advisory Committees
   No Action Required

9. Other Business

10. Comments from the Public

11. Adjournment

Next Meeting: TAC-CAC-BPAC Combined Meeting – October 28, 2025 – 2:00 PM

If you have any questions concerning the items on this agenda, please contact MPO staff at (772) 226-1455. Anyone who may wish to appeal any decision which may be made at this meeting will need to ensure that a verbatim record of the proceeding is made, which includes the testimony and evidence on which the appeal is based. Anyone who needs a special accommodation for this meeting must contact the County's Americans with Disabilities Act (ADA) Coordinator at 772 226-1223 at least 48 hours in advance of the meeting.

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the American with Disabilities Act, please contact MPO staff at (772) 226-1455 or mpo@indianriver.gov.

Except for those matters specifically exempted under State Statute and Local Ordinance, the Committee shall provide an opportunity for public comment prior to the undertaking by the Committee of any action on the agenda. Public comments shall also be heard on any proposition which the Committee is to take action which was either not on the agenda or distributed to the public prior to the commencement of the meeting. Public participation is solicited 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 translation services (free of charge) should contact MPO staff at (772) 226-1455 or mpo@indianriver.gov at least seven days prior to the meeting.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: July 28, 2025

SUBJECT: **Consideration of the Safe Streets for All Action Plan**

It is requested that the information presented herein be given formal consideration by the TAC, CAC, and BPAC at their joint meeting of August 5, 2025.

DESCRIPTION, CONDITIONS, & ANALYSIS

"Vision Zero" is a nationwide initiative with the goal of eliminating all traffic-related fatalities. Beginning in 2018, and in each year since, the MPO has adopted zero as its target for the following safety performance measures:

- average annual fatalities;
- average annual serious injuries;
- average annual fatality rate per 100 million vehicle miles travelled;
- average annual serious injury rate per 100 million vehicle miles travelled; and
- average annual pedestrian and bicycle serious injuries.

Last year, the MPO was awarded a USDOT Safe Streets for All (SS4A) grant to develop a safety action plan to identify strategies for improving roadway safety. Preparation of the Safety Action Plan was performed by one of the MPO's General Planning Consultants (Inspire Placemaking Collective along with Patel, Greene, and Associates).

Earlier this year, the MPO coordinated with the Consultants on public engagement activities, which included developing a project website and conducting four public workshops throughout the community. During the spring, the Consultants prepared a Safety Analysis, which was then presented to the MPO and advisory committees.

Since then, the Consultants have prepared a final report which identifies numerous projects and strategies to improve roadway safety (see Attachment #1). One corridor identified as “high priority” in the safety analysis was 45th Street between 43rd Avenue and 58th Avenue. For that corridor, the Consultants developed a concept for improving the corridor as a “Complete Street” with sidewalks, bike lanes, and transit stop amenities (see Attachment #2). Currently, the 45th Street “Complete Street” project is the MPO’s #1 Highway Priority.

At the August 5th joint meeting of the TAC, CAC, and BPAC, the Consultants will present the final report of the Safe Streets for All Action Plan.

RECOMMENDATION

Staff recommends that the TAC, CAC, and BPAC review the attached information, consider the consultant presentation, and recommend that the MPO approve Safe Streets for All Action Plan.

ATTACHMENT

1. Safe Streets for All Action Plan
2. 45th Street Improvement Concept

Safe Streets For All
Indian River MPO

Indian River County Safe Streets For All Action Plan

INDIAN RIVER COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

Inspire
PLACEMAKING COLLECTIVE

PGA Patel, Greene & Associates

July 2025

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Executive Summary

01

Indian River County MPO seeks to eliminate deaths and serious injuries on our roads by **2045.**

On average 25 people are killed and 117 are seriously injured each year on Indian River County roadways. Any number of roadway injury or death is unacceptable. In response, the Indian River MPO has adopted a Vision Zero objective with the goal of eliminating deaths and serious injuries on our roads by **2045**.

Vision Zero is a nationwide initiative with the fundamental belief that all traffic deaths are preventable. Utilizing a Safe System Approach, Vision Zero analyzes the transportation system as a whole and works to create safety redundancies at every level from Policy to Road Users to Roadway Design.

Planning Structure

In late 2023, Indian River County was awarded a planning grant from the United States Department of Transportation's Safe Streets and Roads for All (SS4A) program to create the Indian River County Action Plan. The Indian River County Metropolitan Planning Organization (IRC MPO) is tasked with overseeing the plan development.

This Action Plan is the first step in reaching the Vision Zero objective.

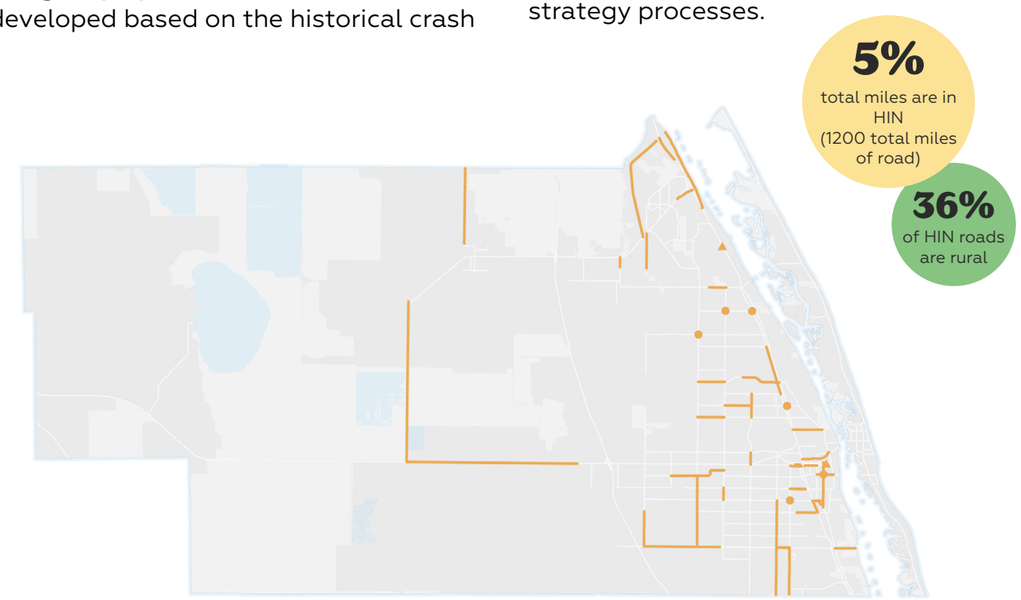
Safety Analysis

The plan evaluates crash data between 2019 and 2023 to understand existing trends and conditions across the Indian River County road network. The five-year period serves as the baseline for developing a data-driven strategy to achieve Vision Zero.

A ***High Injury Network (HIN)*** was developed based on the historical crash data. The HIN is an informed map based on fatal and serious injury crash rates. The HIN aims at identifying roads and intersections where a disproportionate number of fatal and serious injury crashes occur in Indian River County. The aim of the HIN is to identify where fatal and serious injury crashes have been occurring in the past so that measures to address concerns at these locations can be developed. The aim of the HIN is to determine where fatal and serious injury crashes are most likely to occur based on previous crashes.

Special Interest Populations

Understanding the relationship between the communities of Indian River County and HIN is critical to creating effective actions. Concentrations of children and older populations across the County were identified and evaluated. Connecting these populations with the HIN better informs the planning and strategy processes.



Map 1. High Injury Network (HIN)

Engagement and Collaboration

Engagement was key to the creation of the Action Plan. The public was able to interact with the project team and provide feedback on the County's transportation safety through the project website and four open houses in early 2025. Additionally, a stakeholder meeting was held on January 30th, 2025 to discuss transportation safety with key transportation stakeholders in Indian River County.

Feedback received throughout the project helped to inform areas of concern beyond the HIN as well as identify potential strategies that can be successfully implemented to address existing safety issues.

Policy

In addition to crash data, an analysis of current policies and processes across the MPO was conducted to understand what tools were already in place to reach the Vision Zero objective. Across the six plans reviewed, there were resounding efforts toward promoting transportation safety in the community. These polices, however, have been uncoordinated in their efforts.

As the overarching planning agency, the MPO aims to use the Action Plan to promote intergovernmental coordination including local partnerships to implement Vision Zero policies across Indian River County.

Strategy and Project Selections

The focus of the Action Plan is to eliminate fatal and serious injury crashes in Indian River County. The plan was developed using a Safe System Approach to identify a variety of measures to address existing safety concerns. Crash profiles were developed based on reported characteristics and were used to develop proactive strategies for enhancing safety throughout the county. The HIN was used to inform the development of specific projects that can be implemented along corridors or at intersections that have historically experienced a high frequency of severe crashes.

Based on characteristics of the HIN, crash profiles, and community feedback, a toolbox was developed with a series of strategies that can be applied to a range of locations not only within the HIN but across the County's road network. The toolbox is broken down into six categories:

1. Speed Management
2. Pedestrian & Bicyclist Enhancements
3. Pavement Markings & Signage Improvements
4. Roadway Upgrades
5. Intersection Modifications
6. Lighting

The toolbox was used to identify projects that can be implemented on HIN corridors and intersections. Prioritization criteria was developed to rank the projects. The priority rankings can be used to guide the decision making process. The criteria focused on six key elements:

1. Crash Rate greater than 0.15 KSI crashes per million vehicle miles traveled
2. Speed Limit equal to or greater than the max target speed range for the context
3. Within 1/2 mile of school
4. Within 1/4 mile of public comment
5. On a fixed transit route
6. On a priority bike/pedestrian project corridor

Introduction

02

On average, 117 serious injuries and 25 fatalities occur on Indian River County's Roadways each year.

Indian River County MPO seeks to eliminate deaths and serious injuries on our roads by 2045.

Indian River County was awarded a Safe Streets for All (SS4A) Planning grant in late 2023 for the purpose of creating a Safety Action Plan. The Indian River County Metropolitan Planning Organization (IRC MPO) is tasked with overseeing the plan development with a goal of identifying a project that can be advanced further through SS4A Implementation funding. Additionally, the safety action plan will enable the community to identify a list of projects to enhance safety at high-risk locations while proactively working to address systemic safety concerns.

This plan provides an analysis of traffic safety data for Indian River County and identifies data-driven strategies for eliminating traffic related fatalities and serious injuries. The primary mechanism for delivering safer outcomes is through the adoption of Vision Zero and the application of Safe System Approach principles.

Vision Zero

Vision Zero is a fundamental shift in how we think about traffic fatalities and serious injuries. Over the past decade, an average of 117 serious injuries and 25 fatalities have been reported on Indian River County's roadways each year. These numbers represent family members, friends, coworkers, grandparents, and children who have all been lost or had their lives fundamentally changed. The Vision Zero target recognizes that even one fatality or serious injury is not acceptable and is built upon the following principles as defined by the Federal Highway Administration (FHWA):

Traffic deaths and injuries are unacceptable and preventable.

The ultimate goal of the plan it to eliminate crashes that result in death and serious injury.

People make mistakes.

Human mistakes happen, but the road system can be designed to accommodate and minimize the impact of these mistakes.

Humans are vulnerable and their health and safety should be prioritized.

Transportation systems should be human centric and prioritize the safety of people.

Responsibility for road safety is shared.

Everyone has a role in preventing roadway fatalities and injuries.

Traffic safety is proactive.

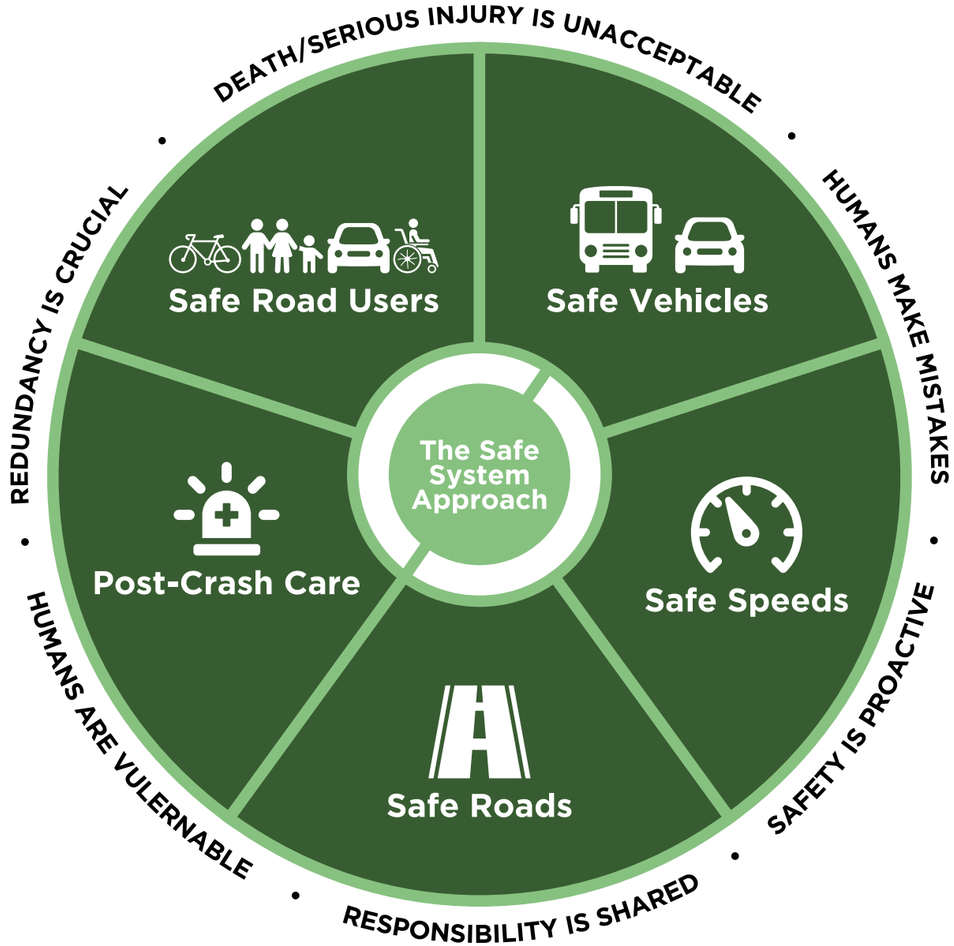
Potential risks to safety should be addressed before crashes happen.

Redundancy is critical.

Reducing risk requires a holistic approach, so that if one part fails, the other part still protects people.

Safe System Approach

The Safe System Approach recognizes that transportation engineering design alone cannot get us to zero traffic fatalities or serious injuries. Rather, an integrated approach that encourages partnerships and promotes a culture of safety is needed to address a variety of factors that contribute to serious crashes.



Safety Analysis, Existing Conditions & Crash Data

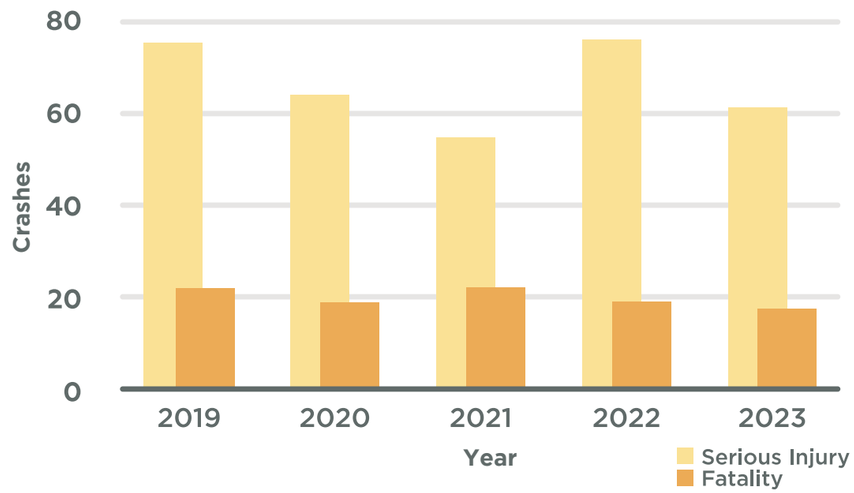
03

It is critical to understand the current state of safety in the Indian River County transportation network.

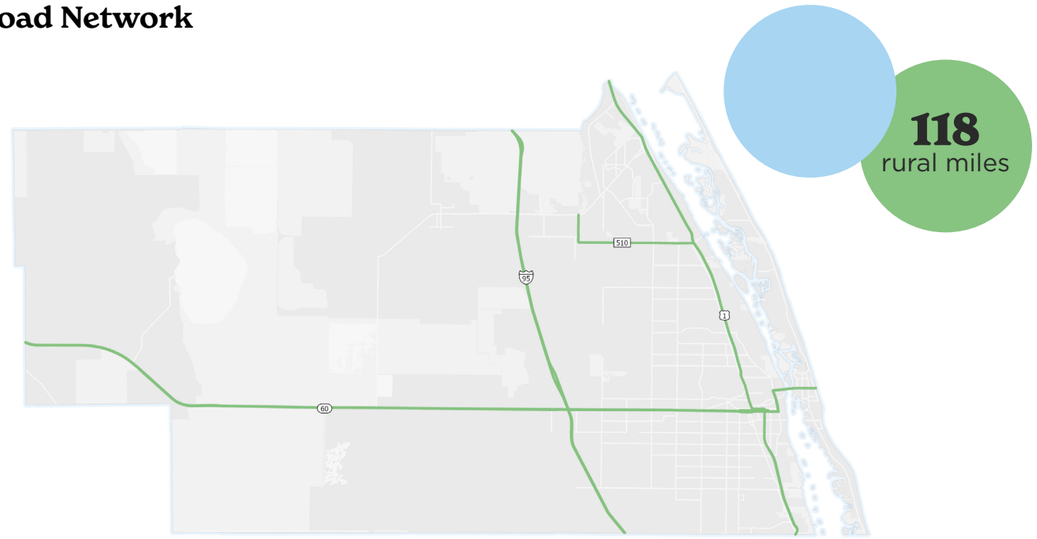
Understanding existing trends and conditions serves as the foundation for developing a data-driven strategy to achieve Vision Zero. The existing conditions also provide a baseline from which to measure progress towards zero deaths and serious injuries as strategies are implemented on the ground.

Crash data for the most recent five-year period (calendar years 2019 through 2023) was evaluated. This plan focuses on publicly-owned, non-limited access roadways; therefore, crashes noted as occurring on I-95 or in parking lots were excluded from the analysis.

Figure 1: Fatal & Serious Injury Crashes by Year



Road Network



Map 2. Road Network

Speeds

Posted speed limits range from 25 miles per hour (mph) in more dense, urban areas to 65 mph along SR 60 to the west of I-95 where the adjacent land is primarily agricultural.

Vehicle speed plays a critical role related to the severity level of crashes, as reflected in the Safe Speeds component of the Safe Systems Approach. Speeds are especially critical when vulnerable users, such as pedestrians or bicyclists, are involved in a crash. Research shows that as speeds increase, the risk of a pedestrian dying after being struck by a vehicle increases dramatically. The average risk of death for an impact speed of 23 mph is 10 percent, versus an average risk of 75 percent for a pedestrian struck by a vehicle traveling at 50 mph. The risk of death or severe injury increases for more vulnerable populations such as pedestrians over 70 years of age. This is particularly concerning for a community like Indian River County where approximately a third of the population is above age 65.

Fatal or serious injury crashes are most likely to occur...

at intersections **unlit roads at night** **rural roads**

Crashes

In general, the number of crashes per year has been increasing since 2019, apart from a dip in 2020, during the COVID-19 pandemic. For the five-year analysis period, a ***total of 15,623 crashes were reported*** on roadways across the County (excluding the interstate and collisions reported in parking lots). Of the crashes reported over the five years reviewed, ***99 crashes were fatal***, and **331 collisions resulted in incapacitating (or serious) injuries**. Fatal crashes have remained somewhat steady at around 20 per year. Reported crashes resulting in serious injuries have varied from 55 to 76 per year, with an average of 66 serious injury crashes per year.

Road Users

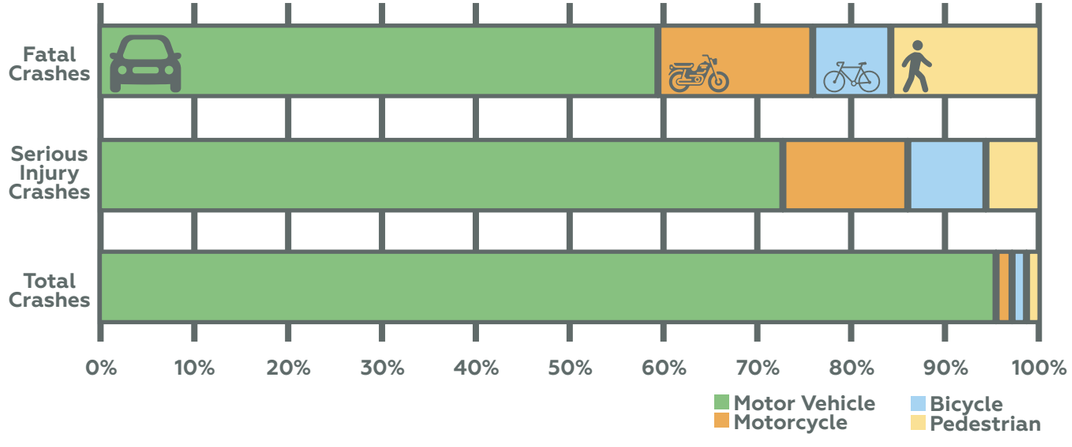
Mode

95%

of all crashes involve only motor vehicles. The remaining 5% is split between motorcycles, bicycles, and pedestrians.

As the severity of injuries increases the share of non-motor vehicle modes increases as well with motorcycles, bicycles, and pedestrians involved in nearly 30% of serious injury crashes and over 40% of fatal crashes.

Figure 2: Crashes by mode and severity



Crash Profiles

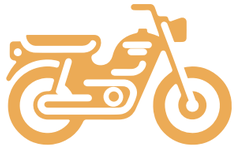
Crashes were analyzed based on different user groups including pedestrians, bicyclists, motorcyclists, and motor vehicles. Within each user group, crash attributes related to both roadways and users were evaluated. Emerging patterns were used to create crash profiles that identify a set of characteristics that tend to occur together in a high frequency. These crash profiles will be used to guide the development of proactive solutions, versus a more reactive approach where countermeasures are selected to address concerns at specific locations identified based on observed crash history.

- **Pedestrians struck at midblock locations where no lighting is present**

- **Left turn & angle collisions at signalized intersections**
- **Left turn & angle collisions at intersections without signals**
- **Single vehicle crashes on rural roadway segments**

- **Midblock collisions**
- **Collisions with turning vehicles at intersections**

- **Impaired driving at night on rural roadways**
- **Distracted driving**
- **Speeding**



- **Motorcycle crashes at intersections or driveways**

- **Crashes involving aging drivers**

Age

Teen drivers represent between 13 and 15 percent of crashes for each severity level with the exception of being involved in only 5 percent of fatal crashes.

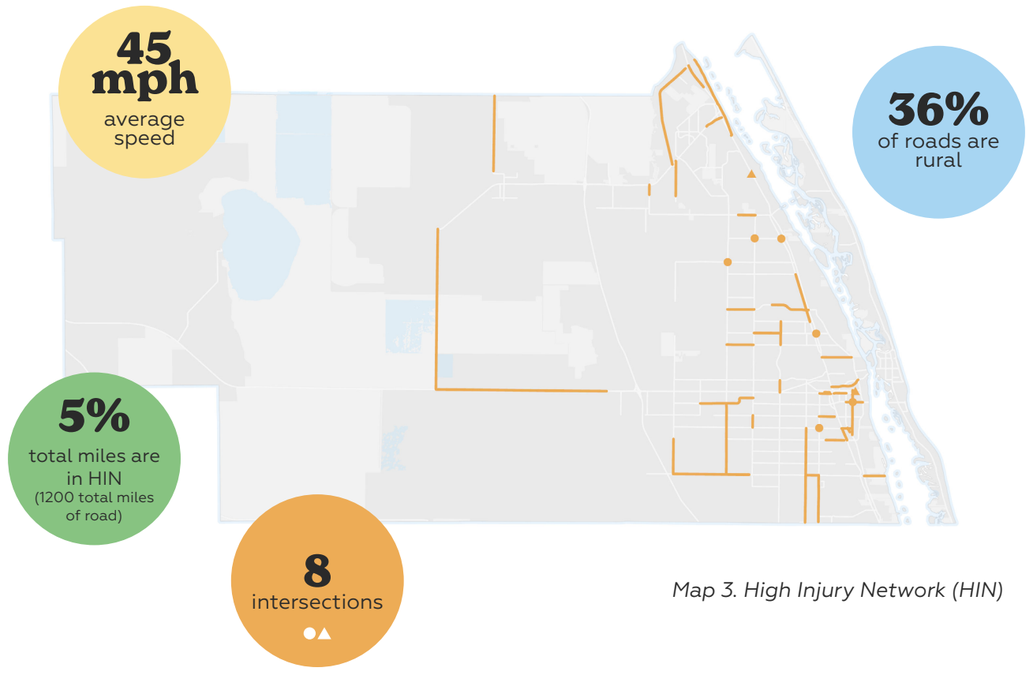
Aging drivers who are 65 years old and over are involved in 36 percent of all crashes, but represent 44 percent of fatal crashes, indicating that aging drivers are overrepresented in fatal crashes. The County ranks in the top 40 percent of counties with similar populations for crashes involving aging road users aged 65 years and older.

Impairment

In Florida, 25% of all traffic fatalities involve an impaired driver. A study by the Florida Impaired Driving Coalition (FIDC) found that although crashes involving impaired drivers have decreased since 2017, traffic fatalities involving impaired drivers continue to rise. Crashes involving impaired drivers are most typical on weekend nights. Addressing impaired driving is a top emphasis area for the County.

The High Injury Network

The High Injury Network (HIN) identifies locations within the county where disproportionate rates of fatal and serious injury crashes occur. Whereas the crash profiles allow the county to proactively implement safety measures to address factors associated with fatal and severe injury crashes, the HIN highlights specific locations where projects can be developed to address recurring safety concerns.



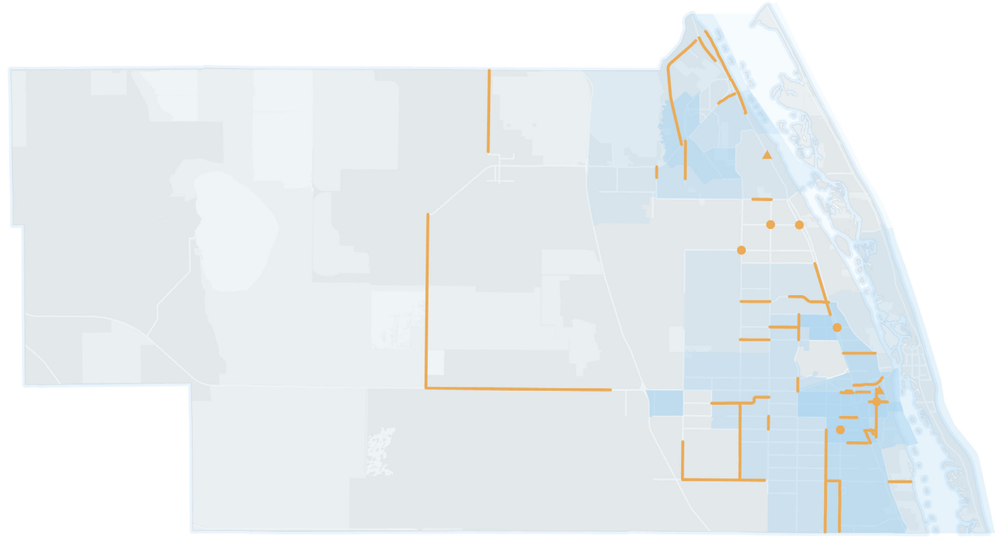
Map 3. High Injury Network (HIN)

Special Groups

04

Understanding the relationship between the communities of Indian River County and the HIN is critical to creating effective actions.

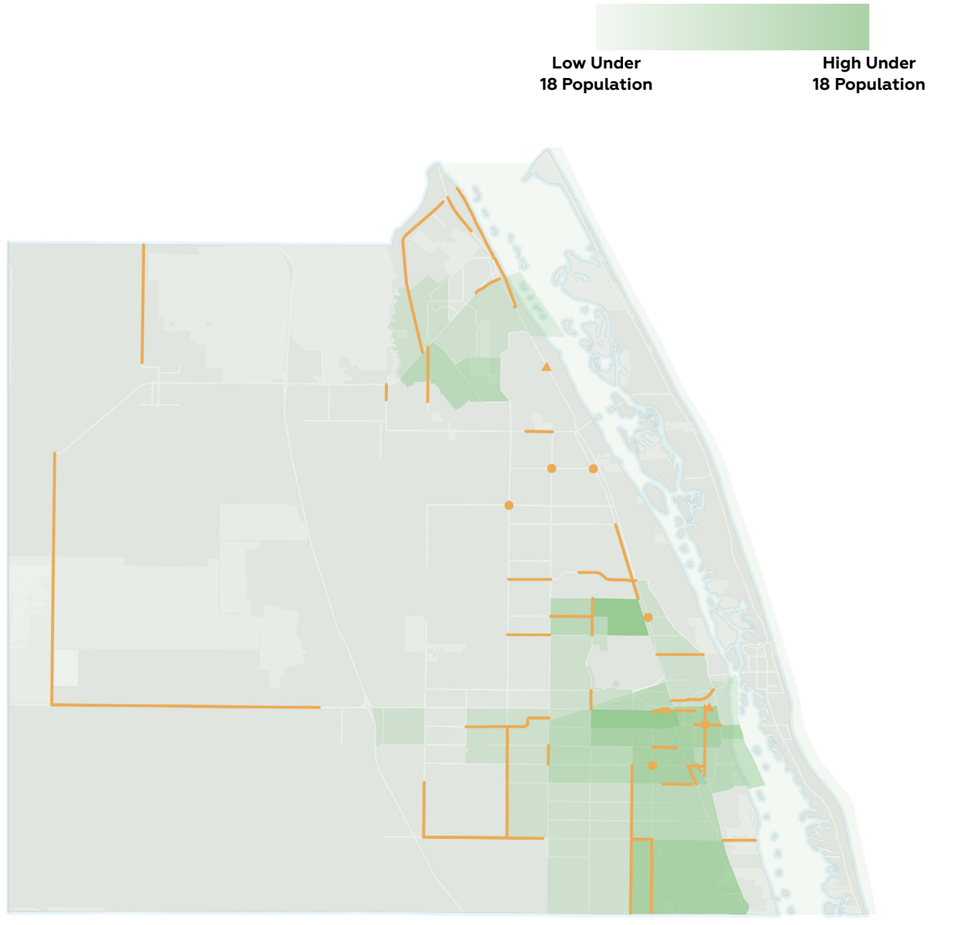
Today, the population of Indian River County is ***163,856 people***. The County is primarily split by I-95 into rural and urban areas with denser urban areas located towards the coast. Safety improvements in denser areas have the potential to be more effective in their results as they impact more road users.



Map 4. Total Population/Area

Areas with Children

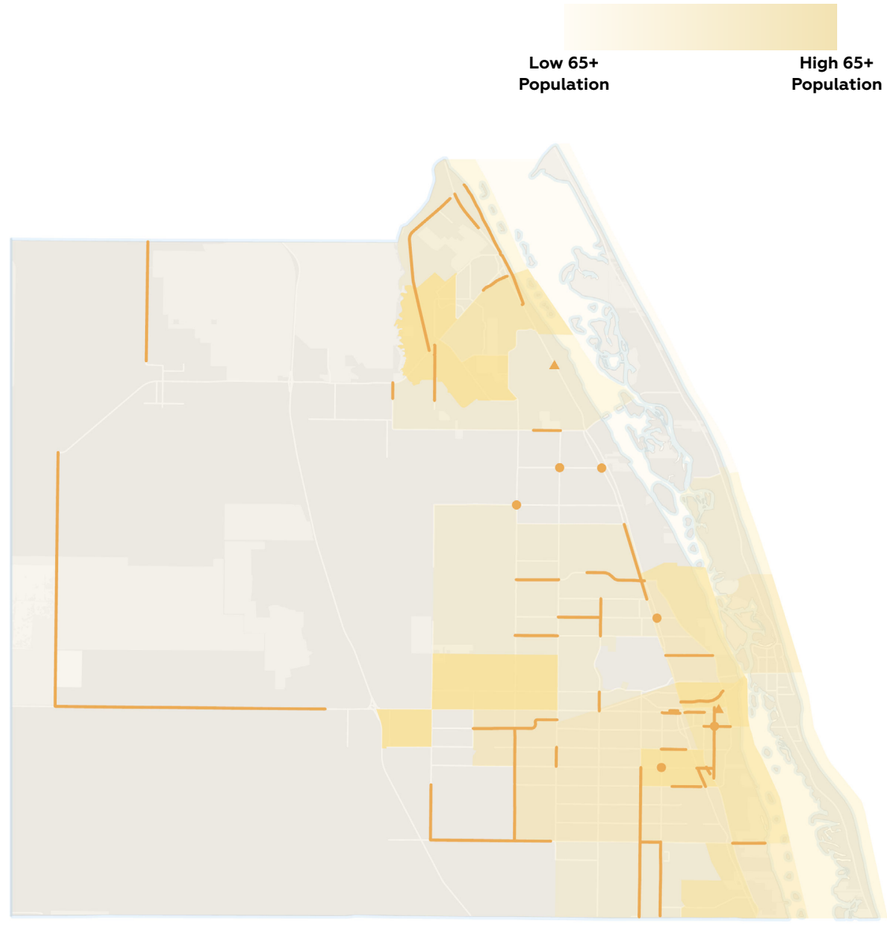
An area of special concern for the County is locations where the HIN and high populations of children overlap. There are high concentrations of children under 18 years of age in the Vero Beach area, especially in the areas surrounding Vero Beach Regional Airport.



Map 5. Children under 18 years of age/area

Areas with Residents 65+

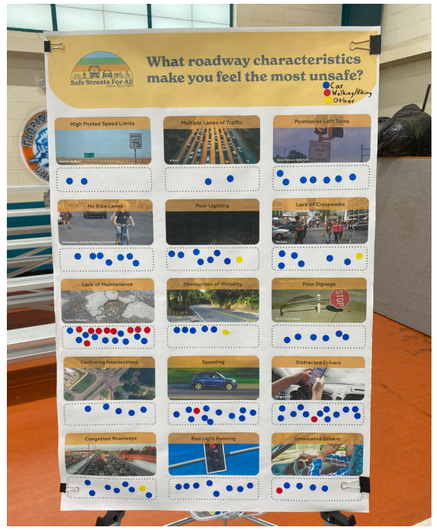
Indian River County has a higher share of residents aged 65 or older as compared with the statewide population. Additionally, aging drivers were involved in 36 percent of all crashes and 44 percent of fatal and serious injury crashes evaluated as part of this plan. Understanding where older populations are concentrated across the HIN can better inform strategies and policies related to roadway improvements. Older populations are concentrated in developed areas around Sebastian and Vero Beach.

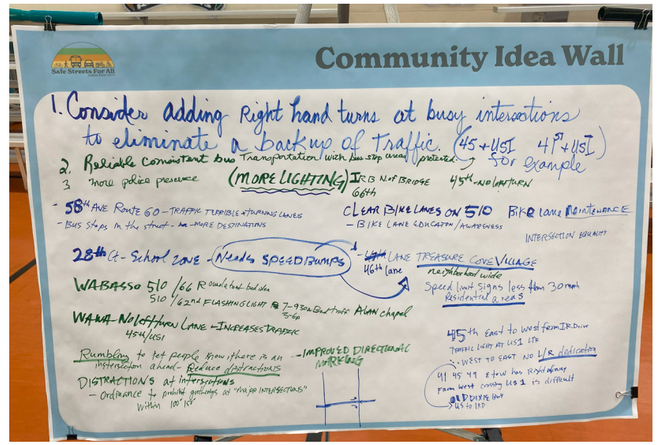


Map 5. Residents 65+ years of age/area

Engagement

05





The project had multiple opportunities for remote and in-person public engagement and a stakeholder meeting.

The public was able to interact with the project team and provide feedback on the County's transportation safety through the project website and four open houses in early 2025. Additionally, a stakeholder meeting was held on January 30th, 2025, to discuss transportation safety with key transportation stakeholders in Indian River County.

Virtual Engagement

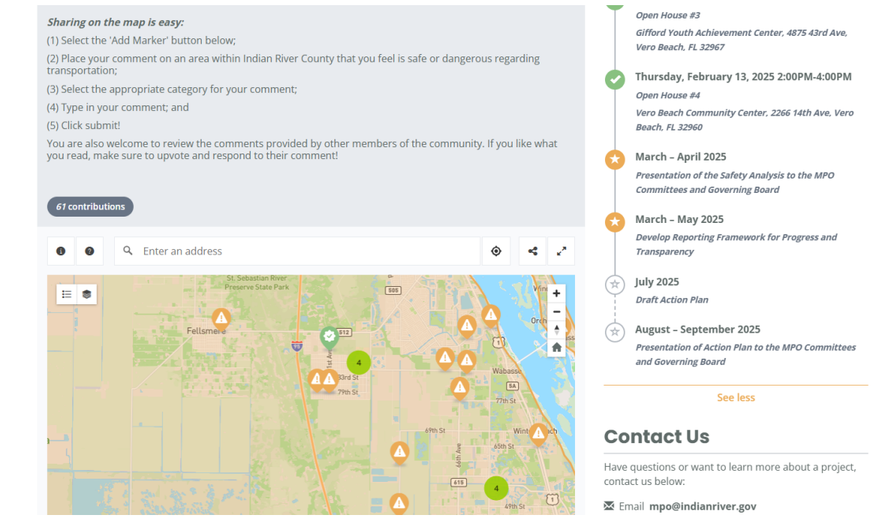
The project website (https://www.inspire-engagement.com/irc-ss4a) served as a one stop shop for the public to learn about the project and provide feedback throughout the development of the project. Website visitors were able to learn more about the project through the website's general overview, frequently asked questions, a project schedule, and contact information. Website visitors were able to engage with the project through the website's survey and an interactive map.

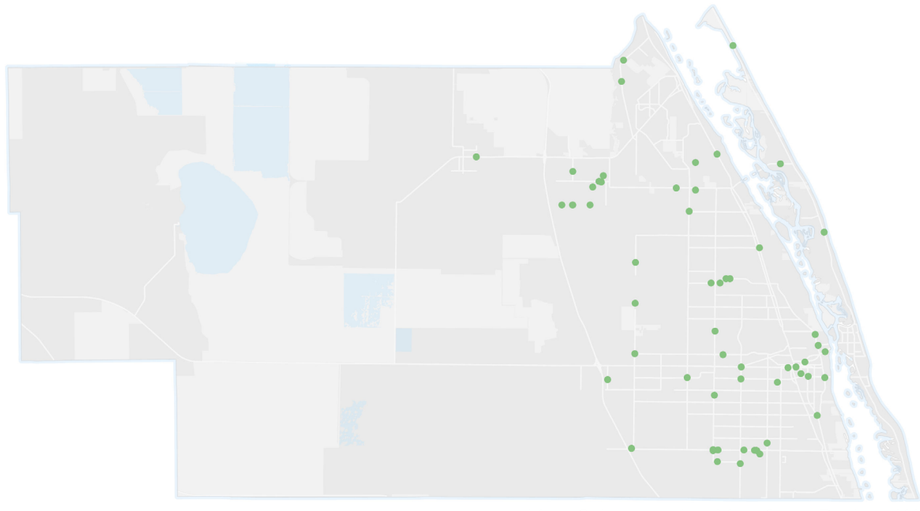
Survey

Based on the survey results transportation safety is a critical issue in Indian River County. 86% of respondents said transportation safety factors into where they are willing to travel. The top three factors that respondents cited as contributing to crashes include distracted driving, speeding, and a lack of traffic enforcement. The top three priorities for improving transportation safety were traffic enforcement, intersection improvement, and infrastructure maintenance.

Interactive Map

The interactive map allowed website visitors to point out areas in the County that were perceived as safe or unsafe for various modes of transportation. Visitors were able to provide details on what makes these areas feel safe or unsafe for travel and comment on other people's responses. The top concerns noted on the map were dangerous merge lanes, lack of sidewalks, rumble strips in bike lanes, lack of marked crosswalks, lack of roadway maintenance, and lack of road lighting. The main roadway characteristics that made people feel safe included dedicated turn lanes, stop signs, separated bike lanes, and pedestrian pathways.





Map 6. Interactive Map from Project Website

Open Houses

The project had a series of four open houses held at various locations throughout Indian River County, to make accessing the open houses easier for all the County's residents.

Each open house included a series of stations to gather key information and feedback on the community's perspective of roadway safety across Indian River County.

The four open houses provided the residents of Indian River County the opportunity to provide in-person feedback on the County's transportation safety. The three takeaways from these events were:

1. The need for police presence to enforce traffic regulations.
2. The need for more street lighting.
3. The need for general transportation safety improvements.

Stakeholder Meeting

Key stakeholders, including representatives from bike/ped groups, staff from local municipalities, Indian River County, FDOT, senior oriented services, GoLine (IRC Transit), community organizations, and law enforcement were invited to a meeting to discuss transportation safety concerns within the community.. The meeting was separated into two sections, a discussion on key safety concerns and possible strategies to address these safety concerns.

The three takeaways from the meeting were:

1. The need for more refined policies and roadway/intersection improvements for each jurisdiction,
2. The need for Countywide hands-free ordinance; and,
3. The need for education and outreach activities.

Policy Changes

06

In addition to data analysis and public engagement, an analysis of current policies and processes across the MPO was conducted to understand what tools were already in place to reach the Vision Zero objective.

Indian River County and its major municipalities each address multimodal safety to varying degrees. Each of the cities utilizes the goals, objectives, and policies of their comprehensive plan to evaluate shortcomings in their transportation network and outline actionable policy improvements to encourage safer outcomes.

To be effective, the strategies developed in this Action Plan need to be rooted in partnership and commitment. The following policy recommendations aim to fill gaps in existing plans through coordination, municipal codes, and tools.

1 Develop Intergovernmental Coordination

2 Establishment of Periodic Local Government Workshops or Summits

3 Continued Partnerships with Non-Profits

4 Facilitate Data Sharing

5 Codification of Multi-Modal Design Practices

6 Integration of Complete Street Policies

7 Countywide Hands-Free Ordinance

Strategies

07

Crash Profiles

To develop a truly robust safety action plan, it is important to understand crash patterns with regards to the crash types and settings, regardless of specific locations. A systemic safety analysis evaluates historical crash data with the goal of identifying features or characteristics within the transportation system that might contribute to crashes. Such elements can be physical or behavioral.

Through this systemic approach and in conjunction with behaviors identified by the community, eleven crash profiles were identified, each with a unique set of characteristics that contribute to fatal and serious injury crashes.

For each profile, strategies were identified to address common safety concerns within the community. Care should be taken to ensure that each strategy is appropriate for the specific roadway context and features when selecting different strategies to employ at specific locations.

Table 3. Crash Profiles and Strategies

Profile		Strategies
Pedestrian	Pedestrians struck at midblock where no lighting is present	• Install lighting at midblock crossing locations. • Install regularly spaced, enhanced midblock pedestrian crossings in areas with pedestrian activity. • Install raised crosswalks where appropriate. • Install lighting at a pedestrian scale along corridors with high pedestrian activity. • Coordinate land development reviews to orient pedestrian access and building entrances to safe crossing locations.
Bicyclists	Midblock collisions involving bicycles	• Convert striped or buffered bicycle lanes with paint-only to separated bicycle lane with flexible delineator posts, concrete separators, or another physical separator element in the buffer zone. • Install separated bicycle lanes or shared use pathways on roadways with higher vehicular volumes and speeds. • Where bike lanes may not fit or be appropriate, add shared lane markings and signage to reinforce the legal right and expectation that bicyclists will be using the travel lanes. • Ensure that bicyclist operations are considered when planning rumble strip installations. • Implement on-street parking restrictions within 20 feet of driveways and/or side streets. • Restrict landscaping and other street-side elements from being placed within 15 feet of driveways. • Identify and designate parallel/alternate comfortable routes or Bicycle Boulevards. • Deploy an educational campaign focused on how drivers and bicyclists can share the road.
	Bicycle collisions with turning vehicles at intersections	• Reduce corner radii to manage speeds of turning vehicles. • Install protected corners at intersections. • Use green pavement markings and continue bicycle markings through intersections to highlight conflict areas between through bicyclists and turning vehicles. • Integrate elements of protected intersections such as bend-in and bend-out designs for bicycle lanes at intersections to enhance bicyclist visibility to turning vehicles.
Bicyclists	Bicycle collisions with turning vehicles at intersections	• Install bicycle wayfinding signage. • Provide ramps to allow bicyclists to transition to sidewalks before large and/or complicated intersections. • Strategically add crossings along bike routes to also increase frequency of pedestrian crossings.
Motorcycles	Motorcycle crashes at intersections or driveways	• Administer a targeted educational campaign to raise driver awareness of motorcycles on the road. • Offer a motorcycle safety program to educate motorcyclists on techniques to enhance their visibility. • Improve sight distances at intersections and driveways.
Motor Vehicles	Left turn and angle collisions at signalized intersections	• Install dedicated left turn lanes. • Install protected left turn phases (note, this could be implemented for peak periods or full time). • Provide advanced dilemma zone detection for high-speed approaches. • Install flashing yellow arrow signal heads for exclusive left turn movements • Implement signal retiming program to moderate speeds and achieve corridor target speeds. • Evaluate yellow change intervals for signalized intersections. • Offset left turn lanes where permissive left turn phasing
Motor Vehicles	Left turn and angle collisions at an unsignalized intersections	• Apply multiple low-cost countermeasures such as signing and pavement markings. • Install additional stop control or traffic signals where warranted. • Offset left turn lanes.
	Single vehicle crashes on rural roadway segments	• Install edge line and centerline rumble strips. • Install intersection lighting. • Install wider edge lines along rural roadways. • Install retroreflective raised pavement markers. • Install enhanced delineation for horizontal curves.

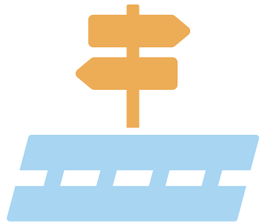
Profile		Strategies
Aging Drivers	Crashes involving aging drivers	• Administer a targeted media campaign using materials available through the FDOT Safe Mobility for Life Program. • Enhance nighttime visibility along roadways (retroreflective pavement markings and signage, lighting as appropriate), especially in and around areas with higher concentration of aging population.
Problem Driving Behaviors	Impaired driving at night on rural roadways	• Implement sobriety check points. • Administer Place of Last Drink surveys. • Deploy targeted media campaigns.
Problem Driving Behaviors	Distracted driving	• Administer targeted media campaigns. • Implement teen driving education programs. • Design streetscapes that encourage safe speeds and require engagement from drivers to retain attention.
Problem Driving Behaviors	Speeding	• Execute targeted law enforcement campaigns. • Install speed feedback signs. • Develop a speed management toolbox and implement recommended measures for different roadway contexts. • Perform a speed limit audit to identify roadways where posted speed limits do not fit with the surrounding land use context and target speeds.
Problem Driving Behaviors	Speeding	• Develop a program to identify corridors where vehicle speeds exceed the posted speed limits or the speed limits are greater than the target speeds. Using the speed management toolbox, identify and employ speed countermeasures along problem corridors. • Implement lane repurposing where appropriate to enhance bicycle and pedestrian infrastructure and incorporate speed management measures.

Project Toolbox

Based on characteristics of the HIN, crash profiles, and community feedback a toolbox of strategies was developed with a series of strategies that can be applied to a range of locations throughout not only the HIN but across the County's road network. The toolbox is broken down into six categories:

Speed Management

Pedestrian & Bicyclist Enhancements



Pavement Markings & Signage Improvements

Roadway Upgrades

Intersection Modification

Lighting

Project Selections

08

To effectively advance safety within the transportation network, it is essential to prioritize improvement projects based on both urgency and feasibility.

A structured prioritization process ensures that limited resources are allocated to the most critical safety needs, integrates safety enhancements into ongoing infrastructure efforts, and reflects community-identified concerns through a data-informed lens.

In this Safety Action Plan, High Injury Network (HIN) projects were grouped into three primary categories to reflect the types of locations and potential strategies for implementation:

- **HIN Roadways with CIP/TIP Projects** – Corridors already slated for infrastructure upgrades, where safety improvements can be efficiently incorporated.
- **HIN Roadways** – Segments with identified safety issues but no current improvement plans, requiring new funding or long-term planning strategies.
- **HIN Intersections** – Locations where crash patterns or user behaviors indicate elevated risk.

Each project utilizes Safety Strategies identified in the project to best address safety concerns in the context of each location.

To determine prioritization within each category, a set of objective criteria was applied to each location. Prioritization was broken down into six criteria all related to users, location, and potential risk.

- ***Crash Rate > 0.15 –*** Highlights locations with a higher-than-average frequency of crashes.
- ***Speed Limit Above Target Range –*** Identifies roads where posted speeds exceed recommended design thresholds. (Note – this criterion was not applied to intersections)
- ***Proximity to Schools (within ½ mile) –*** Emphasizes the need to protect vulnerable users, especially children.
- ***Proximity to Public Comments (within ¼ mile) –*** Ensures responsiveness to community-reported concerns.
- ***Presence on a Transit Route –*** Recognizes the importance of safety for transit users and the increased likelihood of vulnerable users along the corridor.
- ***Designated Priority Bike/Pedestrian Corridor –*** Supports multimodal safety and active transportation goals based on priority projects identified in the Indian River County Bicycle & Pedestrian Master Plan.

Points were assigned based on whether a project meets each criterion. Based on the total score, each project was assigned either high, medium, or low priority. This prioritization methodology supports a proactive, data-driven approach to safety planning, ensuring that improvements are aligned with both technical analysis and community values.

Table 4. Recommended strategies for HIN corridors with existing or recently completed CIP/TIP projects

Road Segment	From	To	Recommended Safety Plan Strategies	Priority
45th Street	**58th Ave**	**43rd Ave**	**Speed Management** **Pedestrian/Bicyclist Enhancements** **Intersection Modifications** **Lighting**	**High**
27th Avenue	**Oslo Rd**	**Oslo Rd**	**Speed Management** **Pedestrian/Bicyclist Enhancements** **Roadway Upgrades** **Intersection Modifications** **Lighting**	**High**
37th Street	US 1	Indian River Blvd	Speed Management Pedestrian/Bicyclist Enhancements Intersection Modifications Lighting	Medium
43rd Avenue	49th St	45th St	Speed Management Pedestrian/Bicyclist Enhancements Pavement Marking & Signage Improvement Intersection Modifications Lighting	Medium
Oslo Road	82nd Ave	58th Ave SW	Currently Undergoing Construction	Medium
82nd Avenue	4th St	Oslo Rd	Pedestrian/Bicyclist Enhancements	Medium
85th St	63rd Ave	58th Ave	Speed Management Pedestrian/Bicyclist Enhancements Lighting	Medium
CR 510 /90th Ave	CR 512/ Sebastian Blvd	North of Mako Way	Roadway Upgrades	Medium
53rd Street	66th Ave	58th Ave	Roadway Upgrades	Low

Road Segment	From	To	Recommended Safety Plan Strategies	Priority
66th Avenue	16th St/ College Lane	4th St	Pavement Marking & Signage Improvements Roadway Upgrades Lighting	Low
43rd Avenue	26th St	20th St	Speed Management Pedestrian/Bicyclist Enhancements Pavement Marking & Signage Improvements Intersection Modifications Lighting	Low
SR 60/20th Street	CR 512/ Armory Dr	102nd Avenue	Pavement Marking & Signage Improvements Roadway Upgrades	Low

Table 5. Recommended strategies for HIN corridors

Road Segment	From	To	Recommended Safety Plan Strategies	Priority
20th Street	**17th Avenue**	**14th Ave**	**Speed Management** **Pedestrian/Bicyclist Enhancements** **Lighting**	**High**
16th St - College Ln	**74th Ave**	**58th Ave**	**Speed Management** **Pedestrian/Bicyclist Enhancements** **Pavement Marking & Signage Improvements** **Lighting**	**High**
20th Ave SW	**Oslo Rd**	**17th Pl SW**	**Pedestrian/Bicyclist Enhancements** **Pavement Marking & Signage Improvements** **Intersection Modifications** **Lighting**	**High**
27th Avenue	**8th St**	**4th St**	**Speed Management** **Pedestrian/Bicyclist Enhancements** **Pavement Marking & Signage Improvements** **Intersection Modifications** **Lighting**	**High**
Oslo Road	**27th Ave SW**	**20th Ave SW**	**Speed Management** **Pedestrian/Bicyclist Enhancements** **Roadway Upgrades** **Intersection Modifications** **Lighting**	**High**
Royal Palm Blvd	**US 1**	**Indian River Blvd**	**Speed Management** **Pedestrian/Bicyclist Enhancements** **Intersection Modifications** **Lighting**	**High**
US 1	**8th St**	**6th Ave**	**Speed Management** **Road Upgrades**	**High**

Road Segment	From	To	Recommended Safety Plan Strategies	Priority
12th Street	17th Avenue	14th Ave	Speed Management Pedestrian/Bicyclist Enhancements Roadway Upgrades Lighting	Medium
17th Street	US 1	Indian River Blvd	Speed Management Pedestrian/Bicyclist Enhancements Intersection Modifications Lighting	Medium
19th Place	20th Ave	Old Dixie Hwy	Speed Management Pedestrian/Bicyclist Enhancements Intersection Modifications Lighting	Medium
20th Ave SW	17th Pl SW	25th St SW	Speed Management Pavement Marking & Signage Improvements Lighting	Medium
20th St	Commerce Ave	US 1	Speed Management Pedestrian/Bicyclist Enhancements Intersection Modifications Lighting	Medium
43rd Avenue	45th St	41st St	Speed Management Pedestrian/Bicyclist Enhancements Pavement Marking & Signage Improvements Lighting	Medium
Laconia Street	Sebastian Blvd	Crystal Mist Ave	Speed Management Pedestrian/Bicyclist Enhancements Intersection Modifications Lighting	Medium
Old Dixie Hwy	65th St	49th St - Lindsey Rd	Speed Management Pedestrian/Bicyclist Enhancements Intersection Modifications Lighting	Medium
6th Ave*	21st St	US 1	Pedestrian/Bicyclist Enhancements Pavement Marking & Signage Improvements Roadway Upgrades	Medium

Road Segment	From	To	Recommended Safety Plan Strategies	Priority
41st Street	66th Ave	58th Ave	Speed Management Pedestrian/Bicyclist Enhancements Pavement Marking & Signage Improvements Roadway Upgrades Intersection Modifications Lighting	Low
53rd Street	51st Ct	US 1	Speed Management Pedestrian/Bicyclist Enhancements Pavement Marking & Signage Improvements Roadway Upgrades Intersection Modifications Lighting	Low
58th Avenue	12th St	8th St	Speed Management Pedestrian/Bicyclist Enhancements Pavement Marking & Signage Improvements Roadway Upgrades Intersection Modifications Lighting	Low
8th Street	Old Dixie Hwy	6th Ave	Speed Management Pedestrian/Bicyclist Enhancements Intersection Modifications Lighting	Low
CR 512/ Sebastian Blvd	Sebastian Blvd	US 1	Pedestrian/Bicyclist Enhancements Pavement Marking & Signage Improvements Lighting	Low
Old Dixie Hwy	8th St	4th St	Pedestrian/Bicyclist Enhancements Pavement Marking & Signage Improvements Roadway Improvements Intersection Modifications Lighting	Low
Roseland Road	Capewell Ct/ Corporate Park Dr	CR 512/ Sebastian Blvd	Speed Management Pedestrian/Bicyclist Enhancements Pavement Marking & Signage Improvements Roadway Upgrades Lighting	Low

Road Segment	From	To	Recommended Safety Plan Strategies	Priority
Roseland Road	West of US 1	Capewell Ct/ Corporate Park Dr	Speed Management Pedestrian/Bicyclist Enhancements Pavement Marking & Signage Improvements Roadway Upgrades Lighting	Low
US 1	Roseland Rd	Jackson St	Pedestrian/Bicyclist Enhancements Pavement Marking & Signage Improvements Lighting	Low
27th Avenue	12th Sq SW	25th St SW	Pedestrian/Bicyclist Enhancements Pavement Marking & Signage Improvements Roadway Upgrades Lighting	Low
27th Avenue	Oslo Rd	12th Sq SW	Speed Management Pavement Marking & Signage Improvements Roadway Upgrades Intersection Modifications Lighting	Low
4th Street	16th Ave	9th Ave	Speed Management Pedestrian/Bicyclist Enhancements Intersection Modifications Pavement Marking & Signage Improvements Lighting	Low
66th Avenue	4th St	Oslo Rd	Pedestrian/Bicyclist Enhancements Pavement Marking & Signage Improvements Roadway Upgrades Lighting	Low
CR 507/138th Ave	County Line	99th St	Pavement Marking & Signage Improvements Roadway Upgrades	Low
CR 512/ Armory Dr	79th Street	SR 60/20st St	Pavement Marking & Signage Improvements Roadway Upgrades Lighting	Low
N Indian River Drive	Roseland Rd	US 1	Speed Management Pedestrian/Bicyclist Enhancements Road Upgrades Intersection Modifications	Low

Table 5. Recommended strategies for HIN intersections

Intersection	Recommended Safety Action Plan Strategies	Priority
45th St & US 1	• **Install advanced intersection warning signs** • **Install skip lines through intersection** • **Evaluate left turn phasing** • **Evaluate clearance timings** • **Install high-visibility crosswalks on all approaches** • **Implement ADA upgrades, including providing directional curb ramps** • **Reduce corner radii** • **Install pedestrian refuges or hardened centerlines** • **Add crosswalk to north leg**	**High**
8th St & 20th Ave	• **Install advanced intersection warning signs** • **Install supplemental signal heads** • **Evaluate left turn phasing** • **Evaluate clearance timings** • **Evaluate pavement surface conditions** • **Evaluate feasibility to convert intersection to roundabout**	**High**
77th St & 58th Ave	• **Install traffic signal (based on warrant analysis)** • **Install marked crosswalk on north leg and provide sidewalk connections to transit stops** • **Install hardened centerlines** • **Extend bicycle lanes through intersection and apply green pavement markings**	**High**
21st St & 5th Ave/Public Drwy	• **Convert side streets to right out only.** • **Install directional left turns on 21st St.** • **Install pedestrian crossing.**	**High**

Intersection	Recommended Safety Action Plan Strategies	Priority
17th St & 6th Ave	• Install advanced intersection warning signs • Upgrade signal heads to include separate left turn signal heads • Evaluate clearance timings • Enhance pedestrian facilities • Implement ADA upgrades, including providing directional curb ramps • Reduce corner radii • Install hardened centerlines • Continue bicycle lane markings through intersection	Medium
99th St & US 1	• Convert to Restricted Crossing U-Turn (RCUT) intersection	Medium
69th St & 66th Ave**	• 66th Ave being widened – re-evaluate intersection after construction is complete	Medium*
77th St & Old Dixie Hwy**	• Review of more recent crash data after installation of traffic signal suggests that the traffic signal has addressed the major safety concerns for the intersection. • Continue to monitor post-signalization crashes.	Medium*

Note – The target speed criteria used for the HIN corridors does not apply and is, therefore, excluded from the criteria used to prioritize intersections.

A more indepth analysis of project strategies and prioritization is available in Appendix B & C.

* The 6th Ave recently completed a resurfacing and improvement project. Crash reports should be monitered throughout the segment to determine if the alterations have adequately addressed historical safety concerns and/or to identify any new safety concerns.

** The 69th St & 66th Ave and 77th St & Old Dixie Hwy intersections were recently modified. Crash reports should be monitored at these locations to determine if the alterations have adequately addressed historical safety concerns and/or to identify any new safety concerns.

Based on the prioritization criteria, the 45th Street corridor from 58th Avenue to 43rd Avenue was recognized as a high priority corridor for safety improvements. As part of this plan conceptual design plans and planning-level cost estimates were developed for the corridor incorporating the recommended safety plan strategies. The goal of this project is to enhance pedestrian and bicyclist safety and connectivity and to manage vehicular speeds along the corridor. The 45th Street corridor plan is included in Appendix D.

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Progress and Tracking

09

The true effectiveness of this plan, its strategies, and projects will be measured as a total reduction of fatalities and serious traffic- related injuries in Indian River County.

Utilizing data provided by the Florida Traffic Safety Dashboard (https://signal4analytics.com/) residents can track the changes in KSI crashes in Indian River County as the Vision Zero objective is met.

Scan here!

TECHNICAL MEMORANDUM: PROJECT DEVELOPMENT

DATE: July 23, 2025

TO: Brian Freeman, AICP Indian River County MPO

FROM: Kelly Farabee, PE, PTOE, RSP_2I, Patel Greene & Associates

RE: Safety Action Plan: 45th St Project Development

CC: Eric Raasch, AICP, Inspire Placemaking Collective

The Safety Action Plan identified 45th Street, from 58th Avenue to 43rd Avenue as a high priority corridor for safety improvements. To assist the MPO in pursuing further funding to implement improvements on the corridor, conceptual design plans (included as Attachment A) and planning-level cost estimates (Attachment B) were developed for the corridor.

The goal of this project is to enhance pedestrian and bicyclist safety and connectivity and to manage vehicular speeds along the corridor. The proposed modifications would include installing sidewalks with landscaped buffers and seven-foot buffered bicycle lanes on both sides of the road. Midblock crosswalks, including rectangular rapid flashing beacons (RRFBs), are proposed at select transit stops.

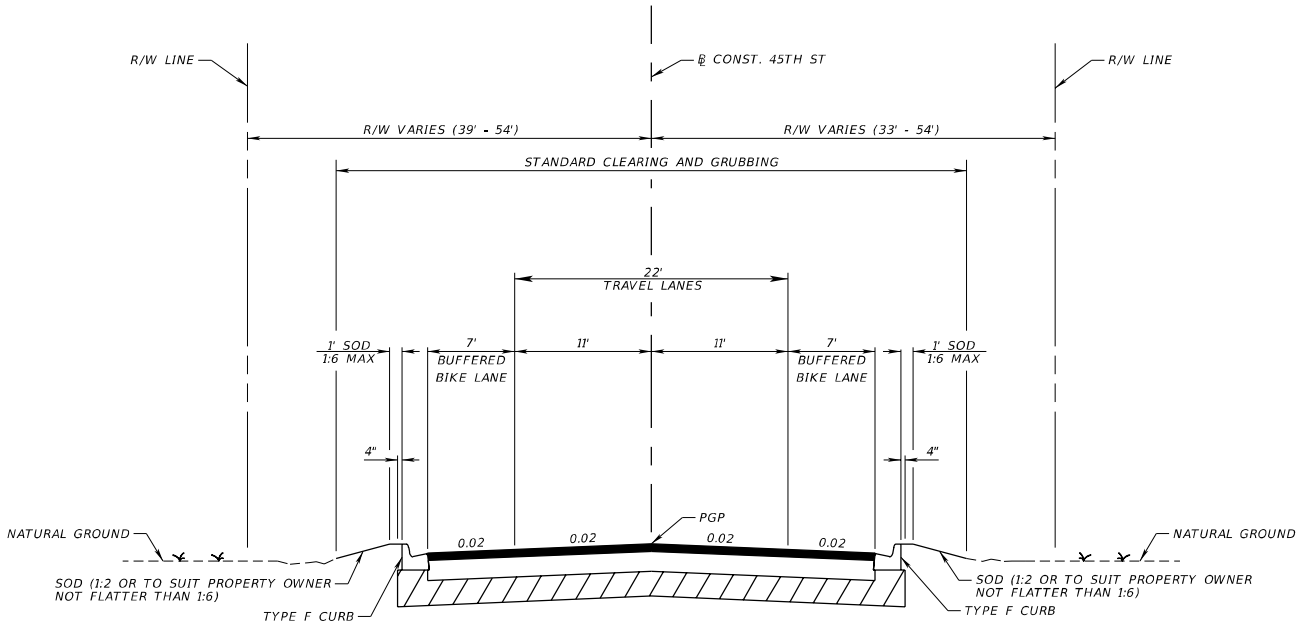
Traffic counts and analysis were not performed as part of the concept development. Topographical survey data was not collected. The design was developed based on right-of-way data available within GIS.

Coordination with Go-Line may be required to relocate transit stops per the conceptual design plans. The conceptual design includes converting the existing open drainage to a closed drainage system; however, detailed drainage design has not been performed. The final design process should consider impacts to adjacent properties. There are existing above-ground utilities on the north side of the road, which will require coordination during the design and construction process.

Planning-level cost estimates were developed based on the concepts. The project is expected to cost $14,124,000. The estimates were developed based on recent 12-month average costs for FDOT pay items and include mobilization (10%), maintenance of traffic (10%), a contingency for project unknowns (25%), final design (25%) and construction engineering inspection (15%).

Please reach out with any questions.

Attachment A



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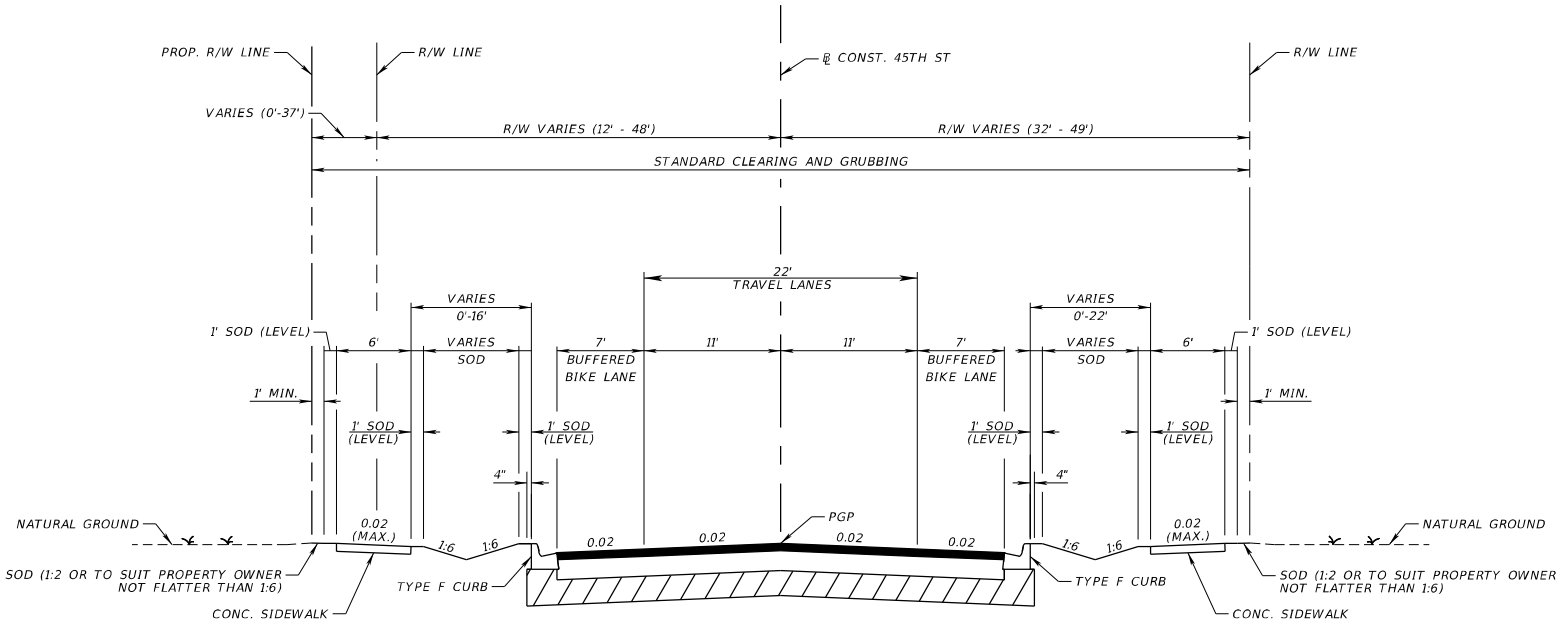

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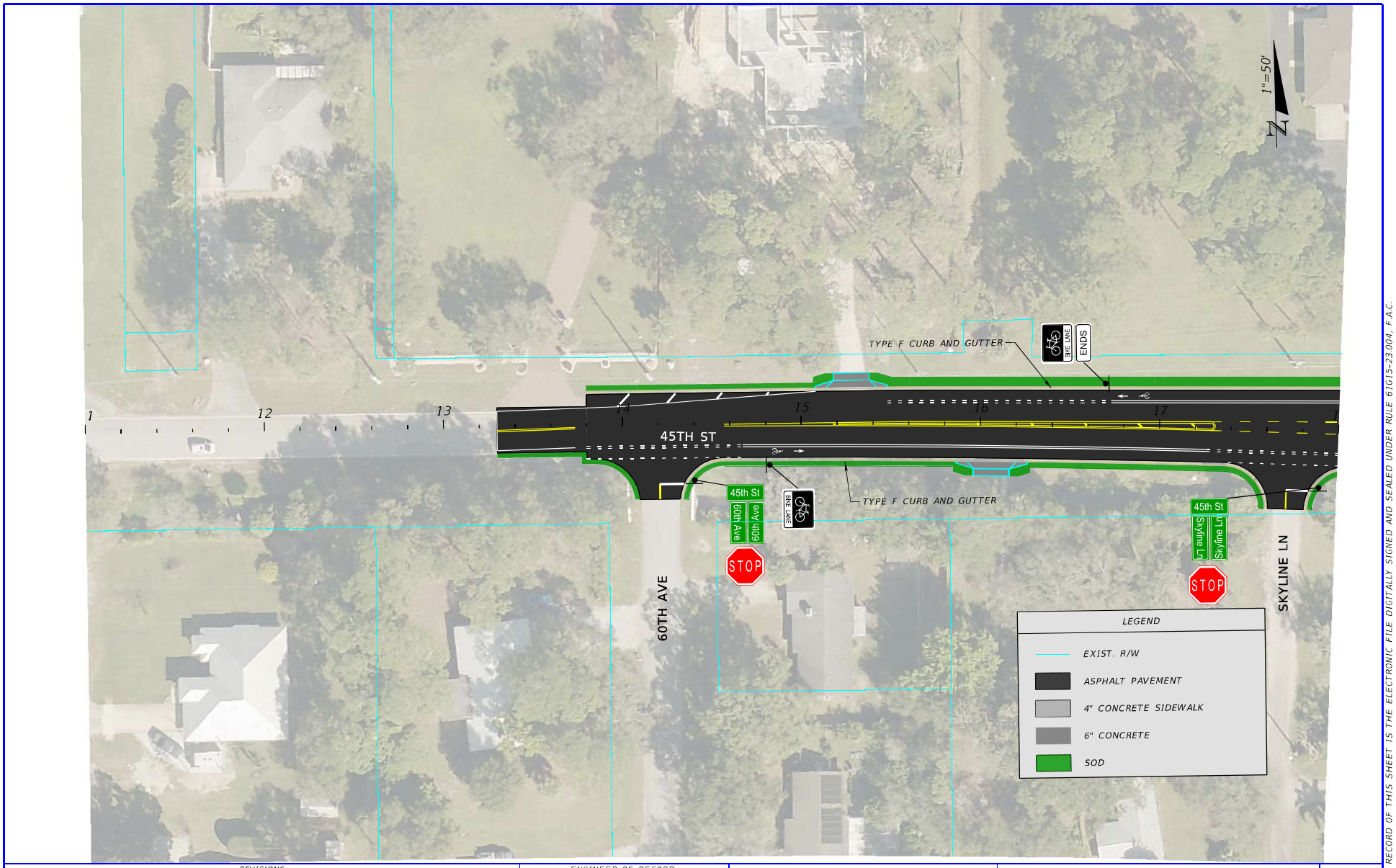

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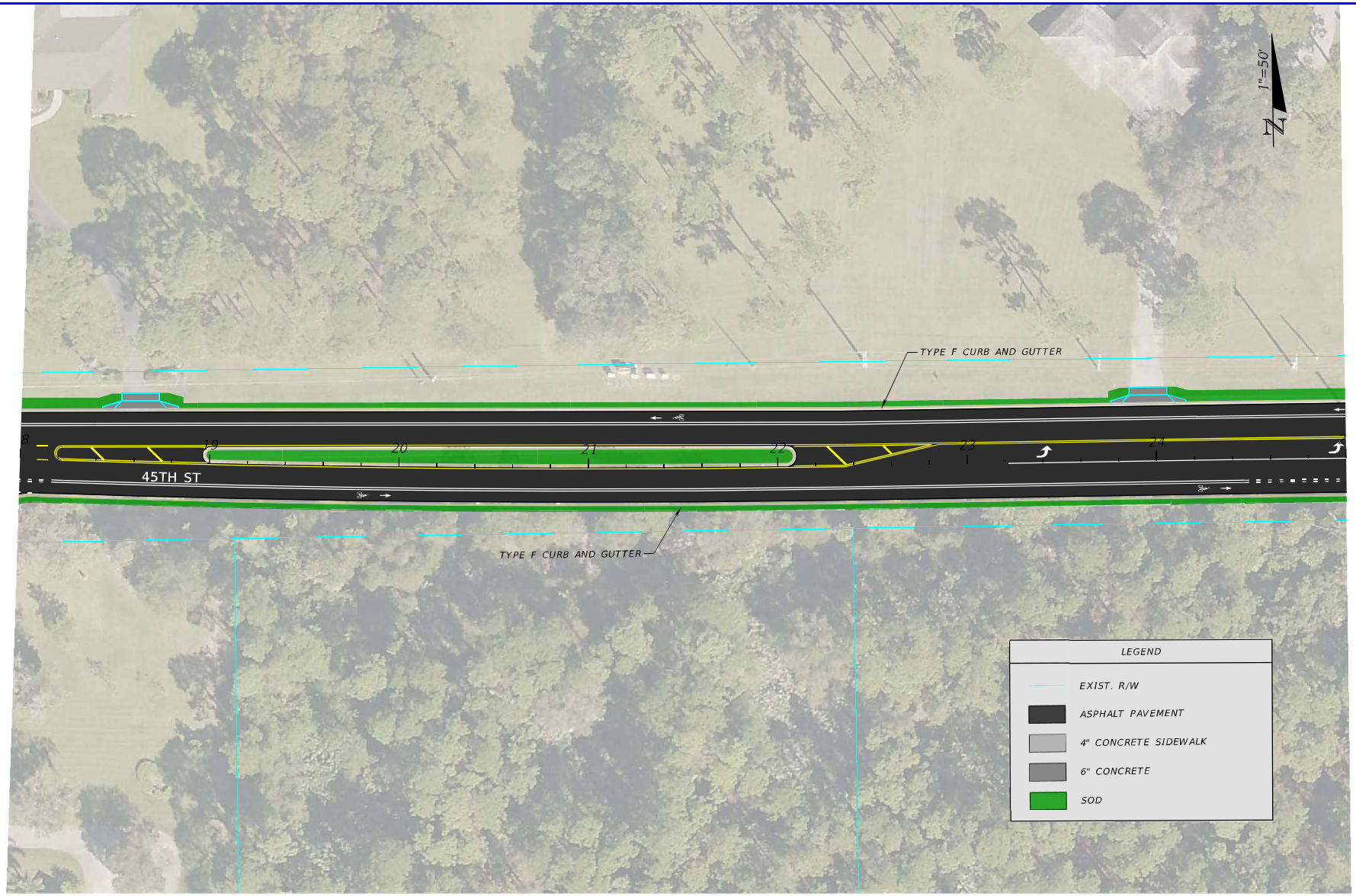

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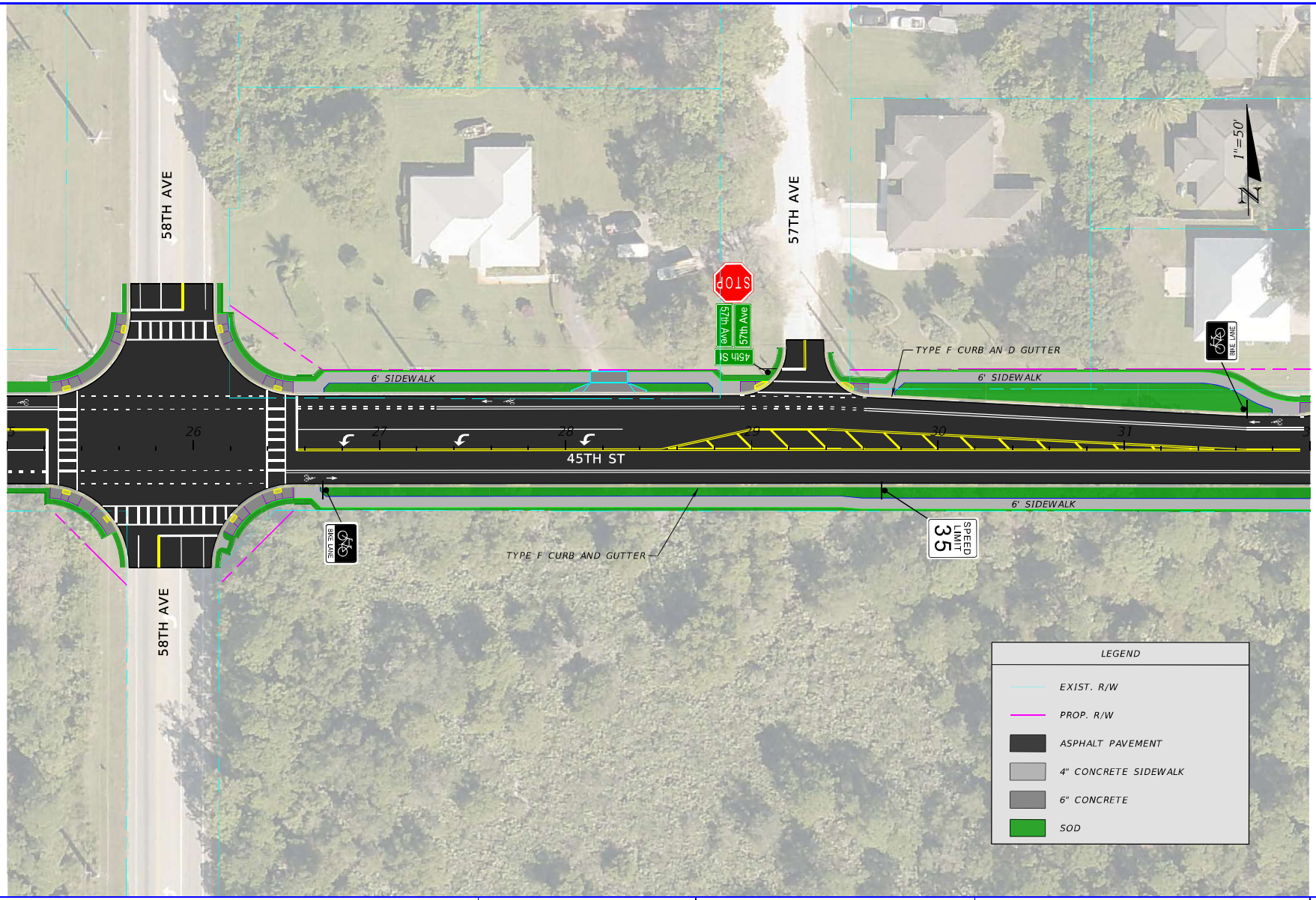

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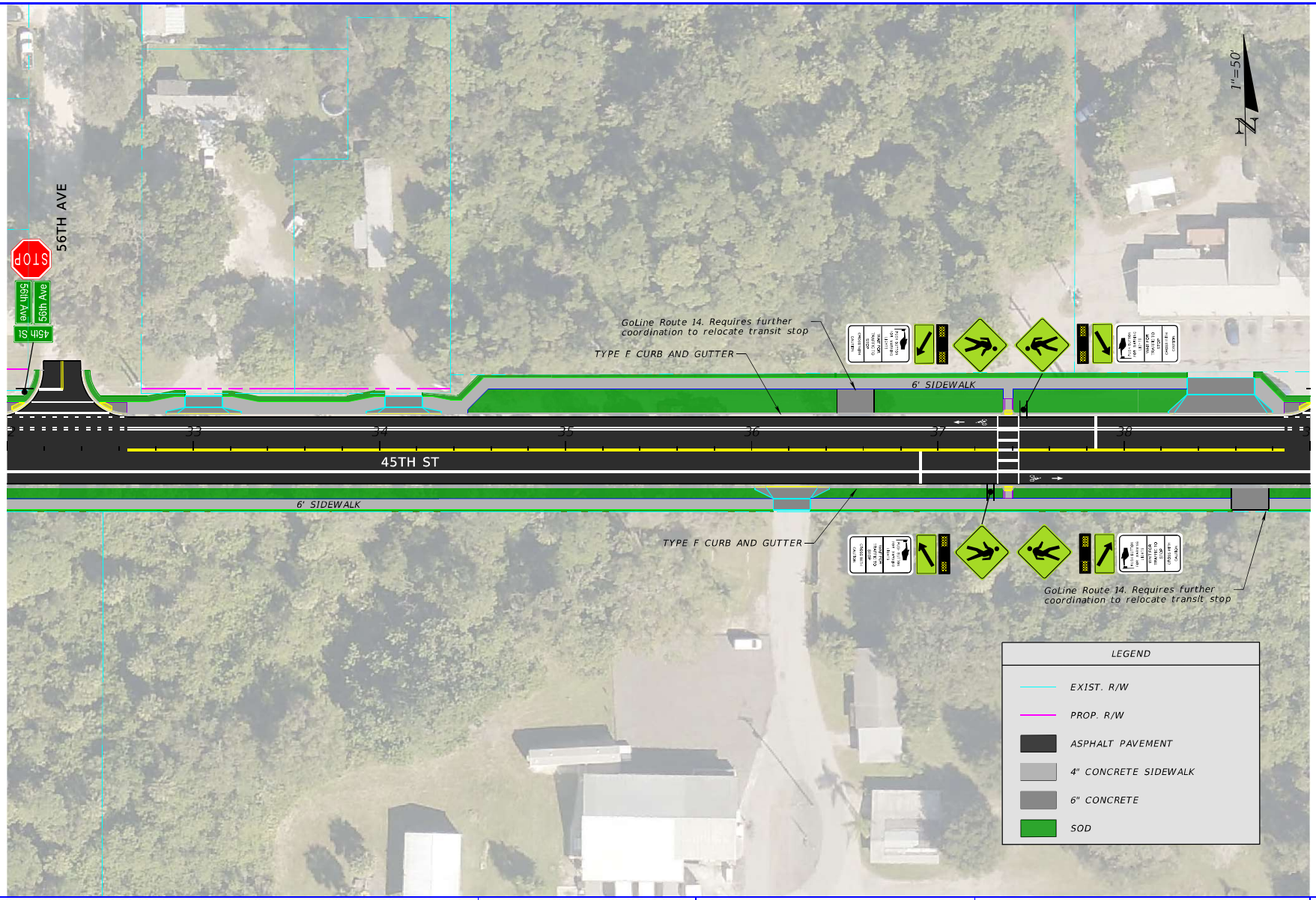

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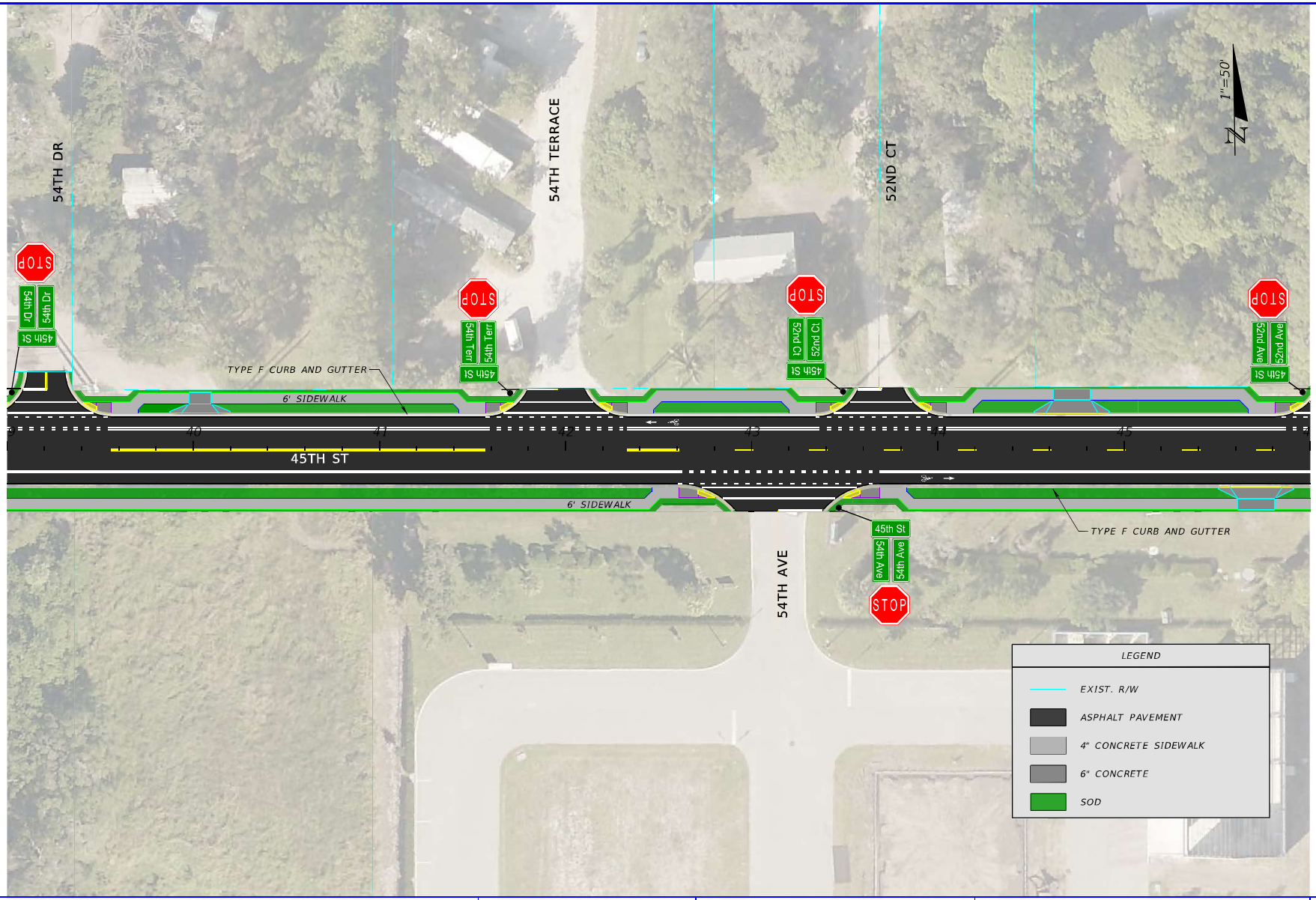

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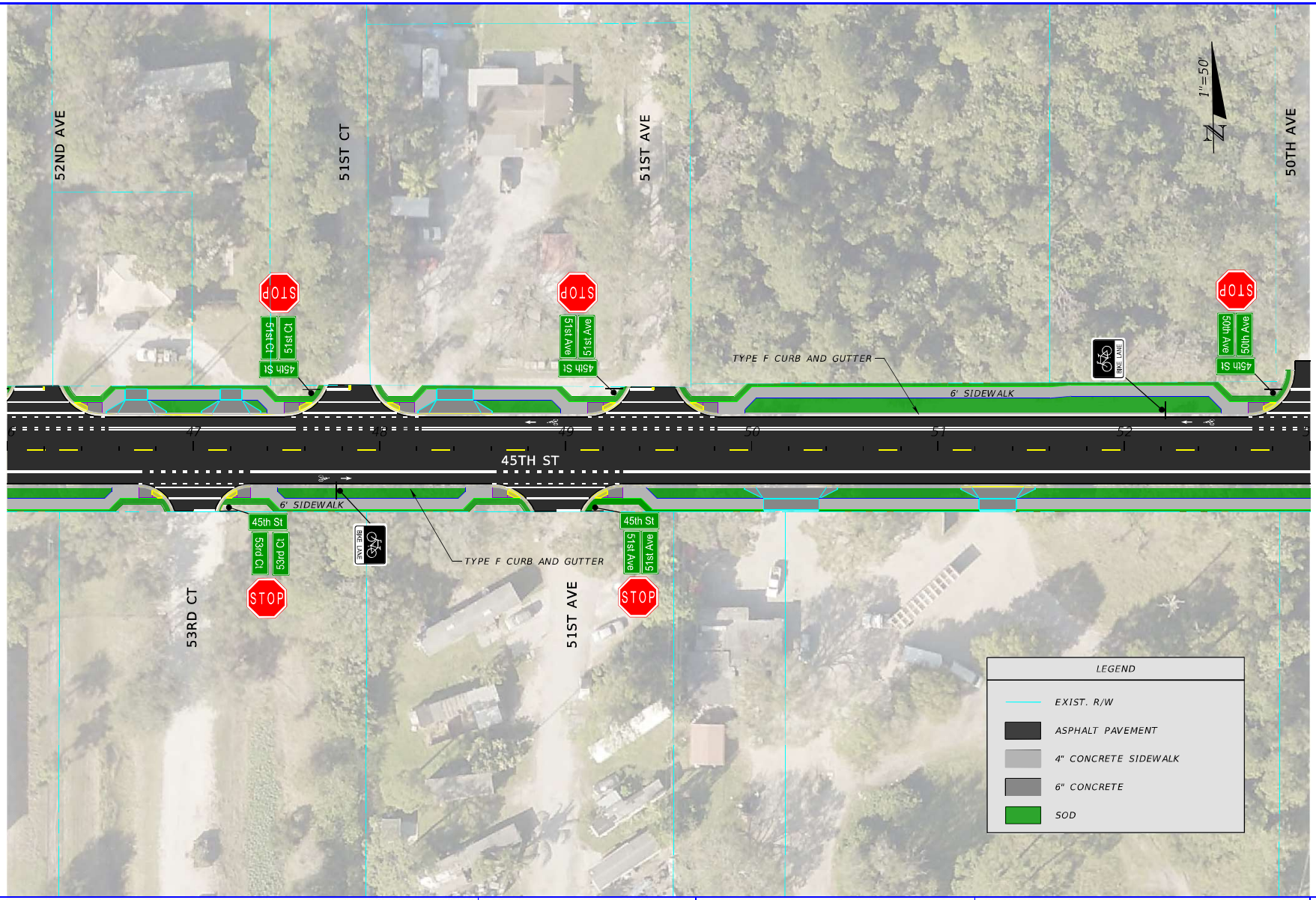

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DATE	DESCRIPTION	DATE	DESCRIPTION	PATEL, GREENE & ASSOCIATES, LLC 1776 N. PINE ISLAND ROAD, SUITE 106 PLANTATION, FL 33322	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		

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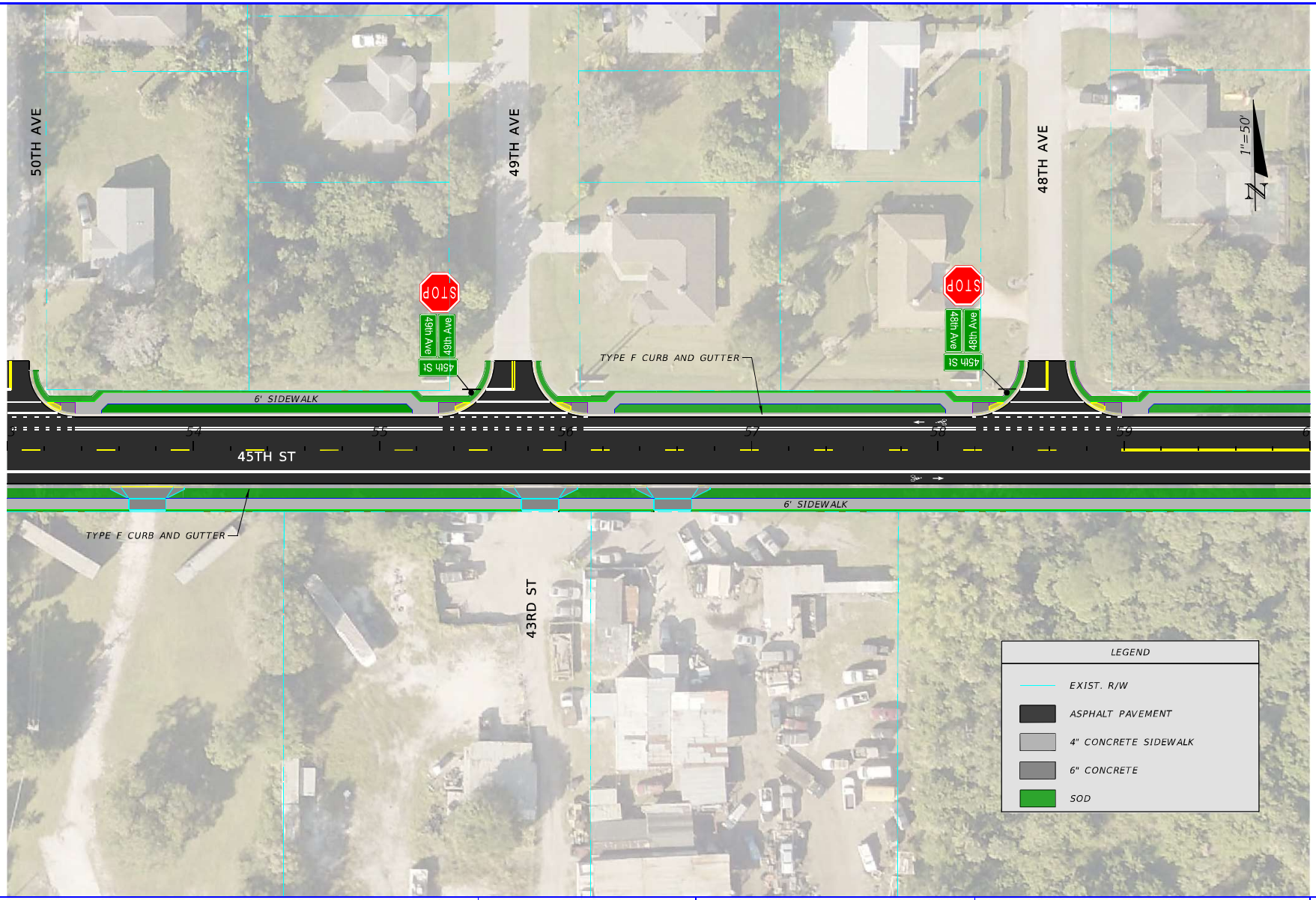
Attachment A



REVISIONS				ENGINEER OF RECORD	INDIAN RIVER COUNTY METROPOLITAN PLANNING ORG.			45TH STREET IMPROVEMENTS 60TH AVENUE TO 43RD AVENUE CONCEPTUAL PLANS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	PATEL, GREENE & ASSOCIATES, LLC 1776 N. PINE ISLAND ROAD, SUITE 106 PLANTATION, FL 33322	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		

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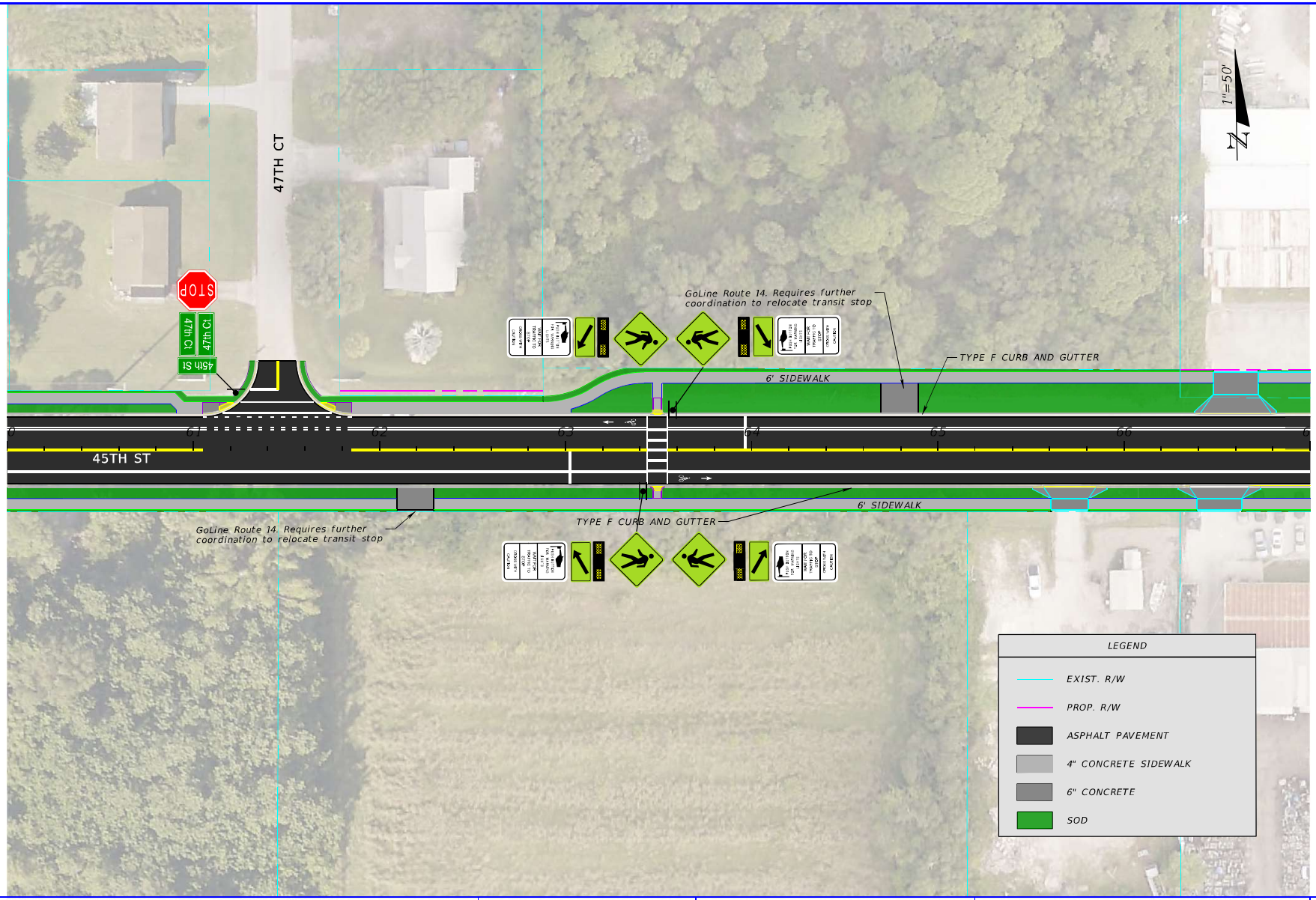
Attachment A



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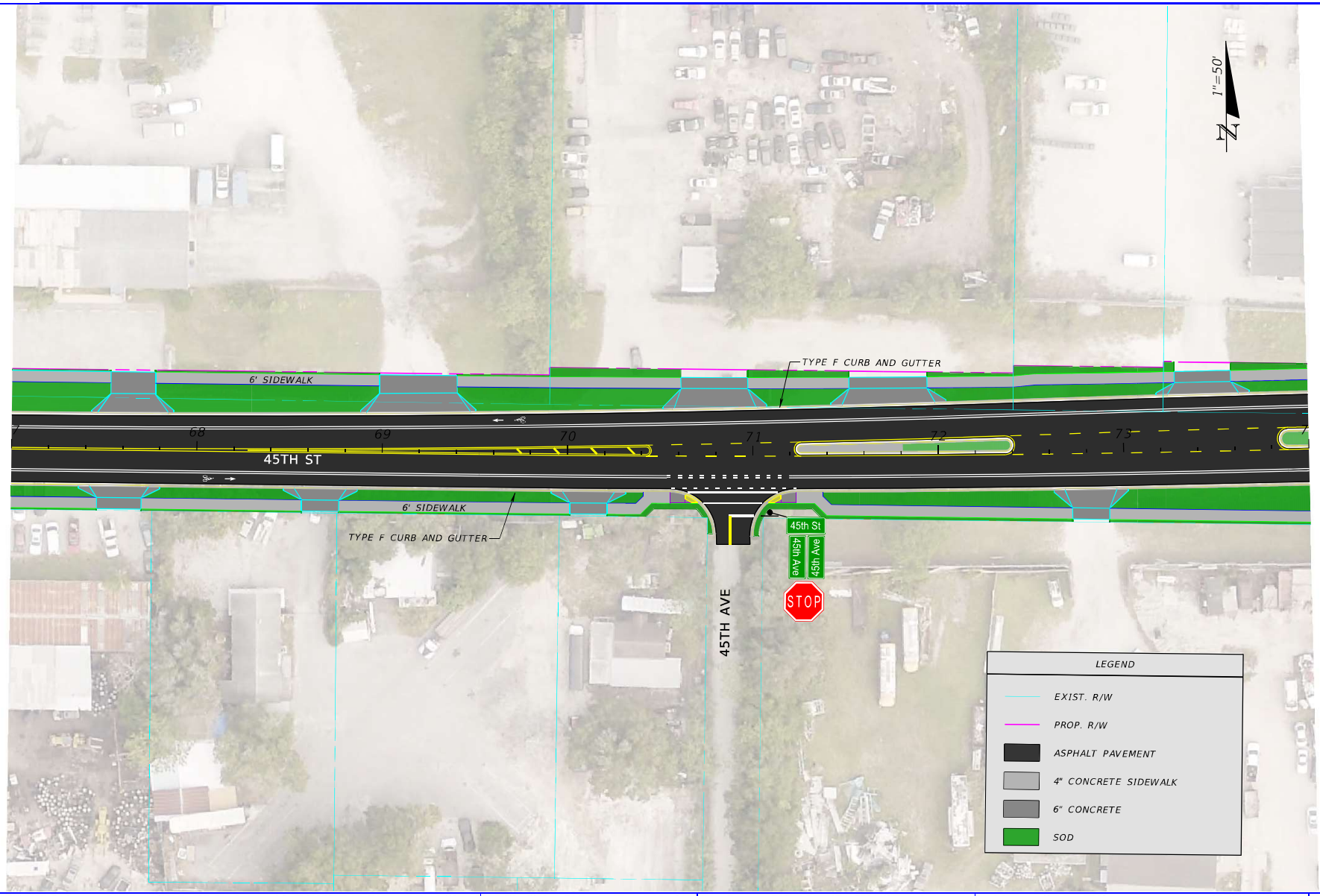
Attachment A



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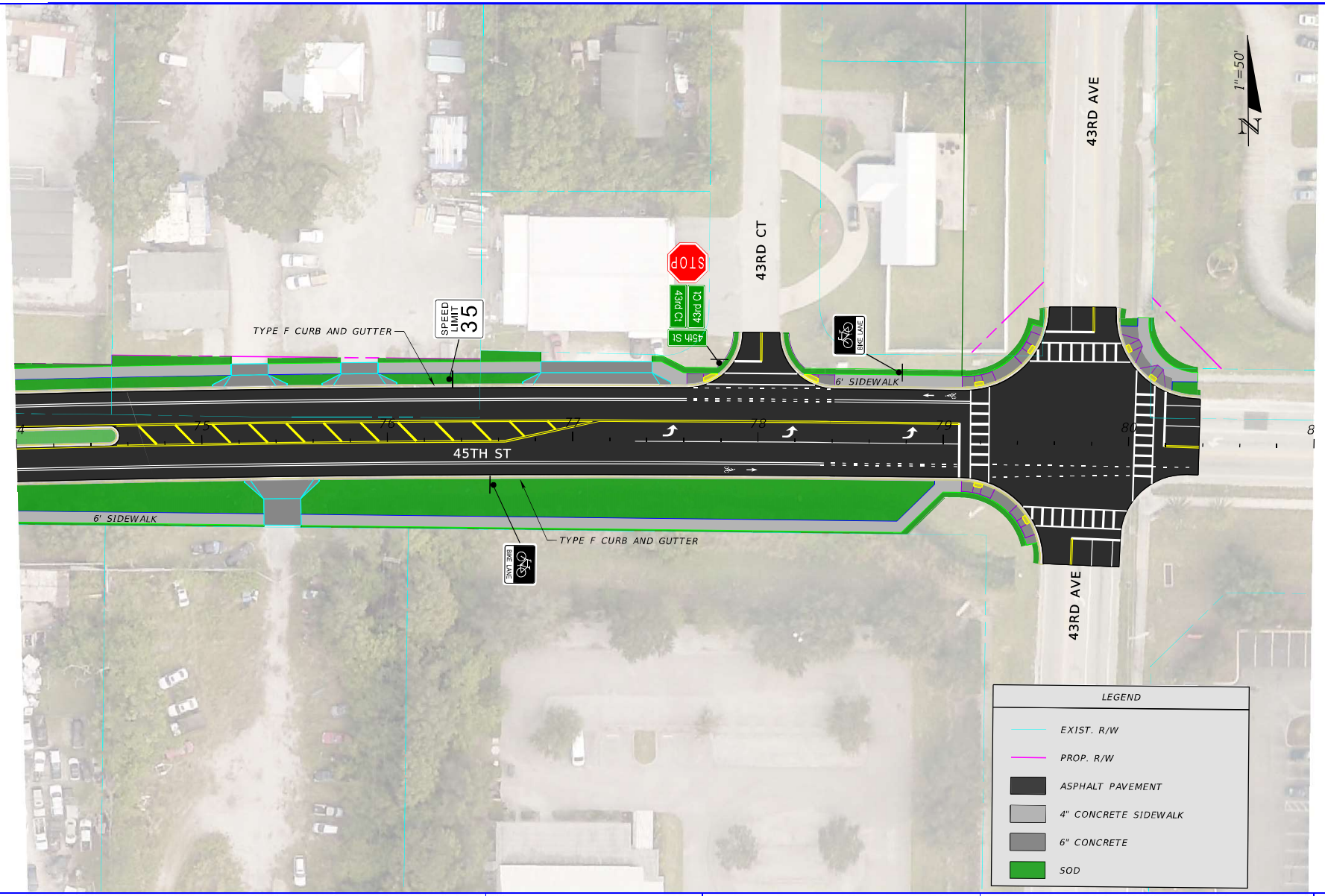
Attachment A



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Attachment B

45th Street, from 60th Avenue to 43rd Avenue					
Indian River County					
Pay Item Number	Description	Unit of Measure	Quantity	Unit Price	Cost
0104 10 3	SEDIMENT BARRIER	LF	13160	$ 2.75	$ 36,190.00
0110 1 1	CLEARING & GRUBBING	AC	13.5	$ 48,851.39	$ 659,493.77
110 4 10	REMOVAL OF EXISTING CONCRETE	SY	71.2	$ 27.64	$ 1,967.97
120 6	EMBANKMENT	CY	13921	$ 12.15	$ 169,140.15
0160 4	TYPE B STABILIZATION	SY	31860	$ 5.38	$ 171,406.80
285704	OPTIONAL BASE, BASE GROUP 04	SY	31865	$ 31.22	$ 994,825.30
0334 1 12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	TN	3506	$ 172.32	$ 604,153.92
0425 1311	INLETS, CURB, TYPE P-1, <10'	EA	39.9	$ 11,097.44	$ 442,787.86
0425 1321	INLETS, CURB, TYPE P-2, <10'	EA	17.1	$ 12,060.77	$ 206,239.17
0425 2 61	MANHOLES, P-8, <10'	EA	3	$ 7,255.50	$ 21,766.50
0425 2 91	MANHOLES, J-8, <10'	EA	25	$ 11,576.49	$ 289,412.25
0425 1553	INLETS, DT BOT, TYPE E, J BOT, <10'	EA	3	$ 14,765.80	$ 44,297.40
430982129	MITERED END SECTION, OPTIONAL ROUND, 24" CD	EA	24	$ 3,001.68	$ 72,040.32
430175118	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 18"S/CD	LF	3200	$ 145.11	$ 464,352.00
430175124	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 24"S/CD	LF	2850	$ 142.41	$ 405,868.50
430175130	PIPE CULVERT, OPT MATERIAL, ROUND, 30"S/CD	LF	1600	$ 195.73	$ 313,168.00
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	15329	$ 34.63	$ 530,843.27
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	SY	5810	$ 75.55	$ 438,945.50
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	SY	2182	$ 110.04	$ 240,107.28
0527 2	DETECTABLE WARNINGS	SF	570	$ 45.28	$ 25,809.60
0570 1 2	PERFORMANCE TURF, SOD	SY	9832	$ 4.44	$ 43,654.08
0630 2 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	LF	800	$ 17.60	$ 14,080.00
0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	600	$ 40.99	$ 24,594.00
0632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	2	$ 12,088.07	$ 24,176.14
0632 7 6	SIGNAL CABLE, REMOVE- INTERSECTION	PI	2	$ 1,964.53	$ 3,929.06
0634 4600	SPAN WIRE ASSEMBLY, REMOVE- POLES REMAIN	PI	1	$ 1,829.00	$ 1,829.00
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	24	$ 1,675.70	$ 40,216.80
0635 2 12	PULL & SPLICE BOX, F&I, 24" X 36" COVER SIZE	EA	4	$ 3,230.27	$ 12,921.08
0639 1121	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER FURNISHED BY POWER COMPA	AS	3	$ 6,042.27	$ 18,126.81
0639 1610	ELECTRICAL POWER SERVICE, REMOVE OVERHEAD	AS	1	$ 909.69	$ 909.69
0639 2 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	LF	150	$ 15.55	$ 2,332.50
0641 2 12	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II SERVICE POLE	EA	5	$ 2,804.16	$ 14,020.80
0641 2 60	PRESTRESSED CONCRETE POLE, COMPLETE POLE REMOVAL- PEDESTAL/SERVICE POLE	EA	2	$ 1,101.04	$ 2,202.08
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	12	$ 3,046.26	$ 36,555.12
0649 21 10	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 60'	EA	6	$ 88,450.10	$ 530,700.60
0649 26 1	STEEL MAST ARM ASSEMBLY, REMOVE, POLE ONLY- ENTIRE FOUNDATION REMAINS	EA	2	$ 3,485.33	$ 6,970.66
0650 1 14	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY	AS	12	$ 1,917.50	$ 23,010.00
0650 1 16	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 4 SECTION, 1 WAY	AS	8	$ 2,370.50	$ 18,964.00
0653 1 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS	12	$ 1,156.79	$ 13,881.48
0654 2 12	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- AC	AS	4	$ 14,985.97	$ 59,943.88
0660 4 11	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL CABINET EQUIPMENT	EA	1	$ 17,732.02	$ 17,732.02
0660 4 12	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL ABOVE GROUND EQUIPMENT	EA	6	$ 7,942.49	$ 47,654.94
0665 1 50	PEDESTRIAN DETECTOR, ADJUST/MODIFY ON EXISTING POLE	EA	1	$ 809.92	$ 809.92
0670 5112	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA, 2 PREEMPTION	AS	1	$ 50,700.84	$ 50,700.84
0685 1 11	UNINTERRUPTIBLE POWER SUPPLY, FURNISH AND INSTALL, LINE INTERACTIVE	EA	1	$ 5,946.88	$ 5,946.88
0700 5 22	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL, OVERHEAD MOUNT, 12-18 SF	EA	6	$ 6,220.10	$ 37,320.60
0700 1 111	SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF	EA	29	$ 4,956.15	$ 143,728.35
0700 1600	SINGLE COLUMN GROUND SIGN ASSEMBLY, REMOVE	EA	23	$ 216.00	$ 4,968.00
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	EA	8	$ 323.50	$ 2,588.00
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	2542	$ 3.99	$ 10,142.58
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	553	$ 6.93	$ 3,832.29
0711 11141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"	GM	1.055	$ 2,798.15	$ 2,952.05
0711 11241	THERMOPLASTIC, STANDARD, YELLOW, 2-4 DOTTED GUIDELINE/ 6-10 DOTTED EXTENSION L	GM	0.124	$ 2,482.56	$ 308.67
0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	8	$ 76.81	$ 614.48
0711 11224	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON	LF	497	$ 4.72	$ 2,345.84
0711 14125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	749	$ 20.39	$ 15,272.11
0711 14160	THERMOPLASTIC, PREFORMED, WHITE MESSAGE	EA	24	$ 251.28	$ 6,030.72
0711 14170	THERMOPLASTIC, PREFORMED, WHITE ARROW	EA	24	$ 219.07	$ 5,257.68
0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	4.286	$ 5,669.86	$ 24,298.46
0711 16201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	2.105	$ 5,678.70	$ 11,951.61
0711 16231	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"	GM	0.304	$ 3,006.55	$ 915.46
Segments Construction Sub-Totals					$ 6,725,521.07

Mobilization (10%)	$	672,552.11
Maintenance of Traffic (10%)	$	672,552.11
Project Unknowns (25%)	$	2,017,656.32

Attachment B

Project Construction Total	$	10,088,281.60

Final Design / Engineering (25%)	$	2,522,070.40
Construction Engineering Inspection (CEI) (15%)	$	1,513,242.24

GRAND TOTAL	**$**	**14,123,594.24**

Inflation-Adjusted Estimate	**Inflation Factor**	Adjusted Cost	
2 years Estimated Project Cost	1.2	$	16,948,313.09
5 years Estimated Project Cost	1.5	$	21,185,391.36

NOTES:

1. This opinion of probable cost is based solely on conceptual level analysis and typical scopes of work for similar projects. Actual construction costs may vary significantly based on project specifics determined during the final design process and the market conditions at the time of bidding.

2. Pay items and unit prices are based on 12-month historical average costs (statewide) and market area 11, published by FDOT for the local region, and engineering judgement.

3. This opinion of probable cost does not include costs associated with right-of-way acquisition, easements, reimbursable utility relocation costs, permitting fees, driveway, tree removal or any costs associated with environmental or species mitigation requirements.

4. Due to current conditions in the construction industry, we have used inflation factors higher than the FDOT work program factors to account for some of the uncertainty.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: July 28, 2025

SUBJECT: **Consideration of Long Range Transportation Plan – Draft Cost Feasible Plan Concepts**

It is requested that the information presented herein be given formal consideration by the TAC, CAC, and BPAC at their joint meeting of August 5, 2025.

DESCRIPTION, CONDITIONS, & ANALYSIS

A primary function of every MPO is the development and adoption of a Long Range Transportation Plan (LRTP). One reason why the LRTP is so important is that a roadway widening or other major transportation project must first be identified in the MPO's Long Range Transportation Plan before it can receive any state or federal gas tax funding, which account for a majority of transportation improvements funds within Indian River County. In order to reflect changing conditions, new Long Range Transportation Plan updates must be adopted every five years and typically cover a 25-year planning horizon. The Indian River County MPO adopted its first LRTP (the 2020 LRTP) in 1995. Since then, the LRTP has been updated by the MPO every five years, with completion of the most recent update (the 2045 LRTP) occurring in December 2020.

The 2050 LRTP is being prepared by Kimley-Horn and Associates, one of the MPO's General Planning Consultants. Earlier this year, Kimley-Horn prepared a Public Involvement Plan; Goals, Objectives, Policies, and Performance Measures; a fiscal resources summary; and a preliminary needs assessment for transportation improvements through the year 2050. Also during the month of April, the MPO coordinated with the Consultants to conduct a series of public workshops throughout the county.

Recently, the Consultant developed a set of cost-feasible projects for transportation

improvements through the year 2050 (see Attachment #1). If acceptable, this set of transportation projects will be further developed into a Cost Feasible Plan, which will include sequencing based on year of expenditure (YOE) costs.

ANALYSIS

The Needs Assessment contains all projects needed to address future congestion deficiencies on the County's roadway network. After projecting the cost of those projects and future transportation revenues, staff and consultants determined that not all of the Needs Plan projects would be affordable in Indian River County. Therefore, MPO staff and consultants began prioritizing Needs Plan projects for inclusion in the MPO's Cost Feasible Plan.

Attachment 1 contains a draft set of roadway network alternatives that address future roadway congestion. This set of cost-feasible projects includes long-standing MPO priorities, such as the widening of CR 510 and US 1 and the improvement of 82nd Avenue as a two-lane road. In addition to those priorities, other cost-feasible projects include the extension of 53rd Street and the widening of 43rd Avenue, Aviation Blvd./26th Street, and CR 512.

At the August 5th joint meeting of the TAC, CAC, and BPAC, Kimley-Horn will present the draft Cost Feasible Plan alternatives for discussion purposes. In addition, the alternatives will be presented at public workshops to be conducted on August 21st. After that, a set of preferred alternatives will be presented to the MPO and advisory committees for approval in October.

Once adopted by the MPO, the adopted Cost Feasible Plan roadway network will constitute the basis for the MPOs final 2050 Long Range Transportation Plan. Since not all of the Needs Plan projects are affordable, there will still be some deficiencies on the roadway network, even after the Cost Feasible Plan improvements are adopted. Therefore, the final 2050 LRTP will also contain alternative strategies for meeting demand on the network. Some of those strategies may include traffic systems management solutions (such as signalization, intersection, and interchange improvements); demand management solutions (such as parking management); and alternative travel modes (such as transit and bicycle facilities).

RECOMMENDATION

Staff recommends that the TAC, CAC, and BPAC review the attached draft Cost Feasible Plan roadway network alternatives, consider the consultant presentation, and provide staff with any comments on the alternatives.

ATTACHMENT

1. Indian River County MPO Long Range Transportation Plan 2050 Update, Cost Feasible Plan Project Concepts

Indian River County MPO 2050 Revenue Forecast
Present Day Value (PDV, 2025$)

State Highway System (Non-SIS) – Non-TMA[2]		$ 2,643,411	$ 2,282,051	$ 3,747,423	$ 8,672,885
Other Roads (Non-SIS, Non-SHS) "Off-System"		$ 2,403,101	$ 2,064,103	$ 3,381,443	$ 7,848,647
Surface Transportation Block Grant – Non-TMA (SL)[4]		$ 10,162,791	$ 8,403,846	$ 13,515,464	$ 32,082,101
Transportation Alternatives – Any Area (TALT, TALN, TALM, TALL)[4]		$ 1,940,000	$ 1,940,000	$ 3,880,000	$ 7,760,000
Subtotal Non-SIS Federal/State Revenues (For Capacity)		**$ 44,319,535**	**$ 41,705,897**	**$ 78,212,577**	**$ 164,238,010**
State Levied Fuel Taxes	County Gas Tax	$ 4,075,000	$ 4,075,000	$ 8,150,000	$ 16,300,000
	Constitutional Gas Tax	$ 9,350,000	$ 9,350,000	$ 18,700,000	$ 37,400,000
Locally Levied Fuel Taxes	Local Option Gas Tax	$ 17,940,000	$ 17,940,000	$ 35,880,000	$ 71,760,000
	9th Cent Gas Tax	$ 975,000	$ 975,000	$ 1,950,000	$ 3,900,000
Infrastructure Sales Tax (1%)		$ 68,190,000	$ 79,825,000	$ 194,555,000	$ 342,570,000
Road Impact Fees		$ 25,710,000	$ 30,010,000	$ 79,760,000	$ 135,480,000
Subtotal Local Revenues (For Capacity)		**$ 93,900,000**	**$ 109,835,000**	**$ 274,315,000**	**$ 478,050,000**
Grand Total (Available for Capacity)		**$ 138,219,535**	**$ 151,540,897**	**$ 352,527,577**	**$ 642,288,010**

1. Based on SIS First Five Year Plan FY 2024/2025 - FY 2028/2029 and SIS Cost Feasible Plan 2035-2050
2. Estimated Indian River County MPO allocation of funding eligible for non-TMA MPOs
3. According to the FDOT 2050 Revenue Forecast. MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available from the statewide "Product Support" program to support PD&E and PE activities.
4. Estimated IRC MPO allocation of funding (Assumed 100% of districtwide amount)
5. Estimated IRC MPO allocation of funding based on current and historical amounts.
(Banded items are identified as revenue sources to be used for roadway capacity projects.)

DRAFT: 7/29/2025

2050 LRTP Preliminary Cost Feasible - (Present Day Value/2025 Dollars)

Indian River County MPO

2050 Capacity Needs

On Street	From Street	To Street	Mi.	Improv Type	Total Cost Remaining*	Funding Source(s)	Tentative Status for 2050 LRTP
CR 510	W OF 82ND AVE	58TH AVE	3.02	WIDEN 2 TO 4 LANES	$ 31,006,375	Mix	Funded 2031 - 2035
CR 510	58TH AVE	US 1	0.60	WIDEN 2 TO 4 LANES	$ 102,703,100	Mix	Funded 2031 - 2035
US 1	53RD ST	CR 510	4.32	WIDEN 4 TO 6 LANES	$ 72,282,177	Mix	Funded 2036 - 2040
53RD ST	66TH AVE	58 AVE	1.03	NEW 2 LANES	$ 3,390,407	Local	Funded 2036 - 2040
AVIATION BLVD EXT	US 1	35 LN	0.89	NEW 2 LANES	$ 8,086,797	Local	Funded 2041 - 2050
82 AVE	26TH ST	69TH ST	5.02	NEW 2 LANES	$ 32,833,580	State/Federal	Funded 2041 - 2050
82 AVE	69TH ST	CR 510	2.02	NEW 2 LANES	$ 20,183,481	State/Federal	Funded 2041 - 2050
82 AVE	CR 510	CONCHA DR	0.97	NEW 2 LANES	$ 16,321,844	Mix	Funded 2041 - 2050
AVIATION BLVD	43RD AVE	US 1	1.95	WIDEN 2 TO 4 LANES	$ 40,317,646	Mix	Funded 2041 - 2050
CR 512	WILLOW ST	I-95	2.45	WIDEN 2 TO 4 LANES	$ 52,034,688	Mix	Funded 2041 - 2050
CR 512	I-95	CR 510	2.56	WIDEN 4 TO 6 LANES	$ 43,989,681	Mix	Funded 2041 - 2050
26TH ST	66TH AVE	58TH AVE	1.02	WIDEN 2 TO 4 LANES	$ 13,194,065	Local	Funded 2041 - 2050
26TH ST	58TH AVE	43RD AVE	1.00	WIDEN 2 TO 4 LANES	$ 12,928,901	Local	Funded 2041 - 2050
53RD ST	82 AVE	66TH AVE	1.99	NEW 2 LANES	$ 33,554,721	Local	Funded 2041 - 2050
12TH STREET	74 AVE	66 AVE	1.00	IMPROVED 2 LANES	$ 18,840,209	Local	Funded 2041 - 2050
43RD AVE	ST. LUCIE COUNTY LINE	18 ST	5.28	WIDEN 2 TO 4 LANES	$ 112,098,272	Local	Funded 2041 - 2050
INDIAN RIVER BOULEVARD	US1/4TH STREET	37TH STREET	3.71	STRATEGIC IMPROVEMENTS	$ 10,000,000	Local	Funded 2041 - 2050
5TH ST SW	20TH AVE	OLD DIXIE HWY	1.42	IMPROVED 2 LANES	$ 26,934,909	TBD	Unfunded
66TH AVENUE	CR 510	BARBER STREET	0.80	WIDEN 2 TO 4 LANES	$ 17,017,710	TBD	Unfunded
ROSELAND RD	CR 512	US 1	4.70	WIDEN 2 TO 4 LANES	$ 99,740,893	TBD	Unfunded
27 AVE SW	ST LUCIE COUNTY LINE	OSLO RD	2.01	WIDEN 2 TO 4 LANES	$ 42,740,798	TBD	Unfunded
SW 58 AVE	ST LUCIE COUNTY LINE	OSLO RD	2.59	NEW 2 LANES	$ 43,701,861	TBD	Unfunded

**Reflective of unfunded costs remaining beyond the 5-year Transportation Improvement Program timeframe (FY 2025/26-2029/30)*

MAP 1

N

BREVARD

ST. LUCIE

Atlantic Ocean

VERO BEACH

FELLSMERE

SEBASTIAN

ORCHID

INDIAN RIVER SHORES

45TH ST
41ST ST
58TH AVE
43RD AVE
Aviation Blvd
20TH ST
16TH ST
12TH ST
8TH ST
4TH ST
INDIAN RIVER BLVD

95
512
510
60
1
AIA
FLORIDA'S TURNPIKE

MAIN ST
ROSELAND RD
BARBER ST
SCHUMANN DR
LACONIA ST
82ND AVE
98TH AVE
74TH AVE
66TH AVE
77TH ST
69TH ST
65TH ST
53RD ST
49TH ST
45TH ST
41ST ST
58TH AVE
43RD AVE
VERO BEACH
Aviation Blvd
20TH ST
16TH ST
12TH ST
8TH ST
4TH ST
1ST ST SW
5TH ST SW
OSLO RD
66TH AVE SW
58TH AVE SW
43RD AVE SW
INDIAN RIVER BLVD
27TH AVE
20TH AVE
HIGHLAND DR SW

2050 Preliminary Cost Feasible

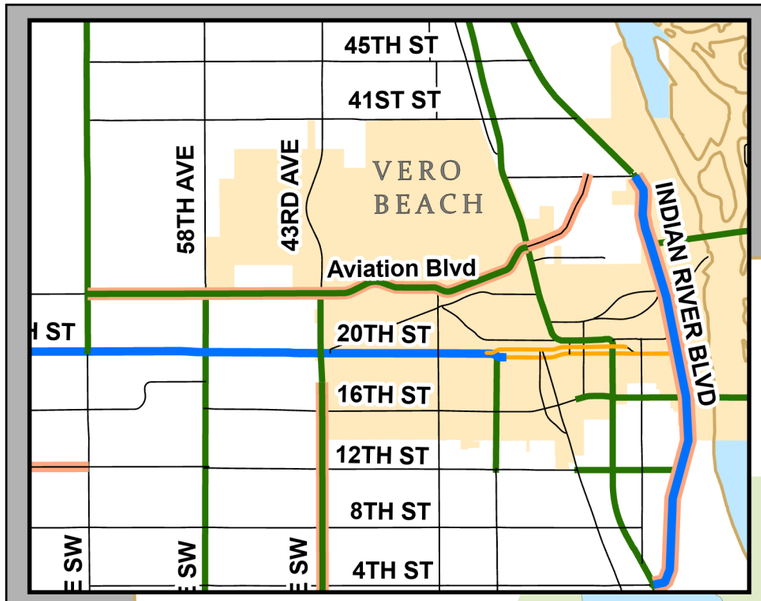
Indian River County

- 2 Lane
- 3 Lane
- 4 Lane
- 6 Lane
- 2050 Cost Feasible

0 1 2 4 Miles

07/29/2025

MAP 2



BREVARD

ST. LUCIE

Atlantic Ocean

FELLSMERE

SEBASTIAN

ORCHID

INDIAN RIVER SHORES

95 512 510 60 1 AIA

MAIN ST
ROSELAND RD
BARBER ST
SCHUMANN DR
LACONIA ST
77TH ST
69TH ST
65TH ST
66TH AVE
82ND AVE
53RD ST
49TH ST
45TH ST
41ST ST
58TH AVE
43RD AVE
VERO BEACH
Aviation Blvd
20TH ST
INDIAN RIVER BLVD
98TH AVE
74TH AVE
16TH ST
12TH ST
8TH ST
4TH ST
1ST ST SW
5TH ST SW
66TH AVE SW
58TH AVE SW
43RD AVE SW
OSLO RD
27TH AVE
20TH AVE
HIGHLAND DR SW

2050 LRTP Roadway Needs

Indian River County

- 2 Lane
- 3 Lane
- 4 Lane
- 6 Lane
- Needs

0 1 2 4 Miles

N

07/29/2025

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning & Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Mark Vietze
Senior Planner

DATE: July 28, 2025

SUBJECT: **Consideration of Transportation Improvement Program (TIP) Amendment**

It is requested that the information presented herein be given formal consideration by the TAC, CAC, and BPAC at their joint meeting of August 5, 2025.

DESCRIPTION, CONDITIONS & ANALYSIS

At the end of each state fiscal year, FDOT typically requests a roll-forward amendment to the TIP. Approval of the roll-forward amendment to the TIP ensures that the included projects can continue from FDOT's FY 2024/25 Work Program into the new FY 2025/26 Work Program. The attached Roll-Forward Report, provided by FDOT, lists the projects that will carry forward into the new work program.

RECOMMENDATION

Staff recommends that the TAC, CAC, and BPAC recommend that the MPO approve the proposed TIP roll-forward amendment.

ATTACHMENTS

1. Roll-forward TIP Amendment for FY 2025/26

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

ITEM NUMBER:230879 1 PROJECT DESCRIPTION:82 AVE FROM 26TH STREET TO CR-510 *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:NEW ROAD CONSTRUCTION
EX DESC:CITRUS HWY; NEW 2 LANE ROAD 12 MPO PRIORITY #1

ROADWAY ID:88503500 PROJECT LENGTH: 7.020MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 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								
DIH	1,229	0	0	0	0	0	0	1,229
SN	957,895	0	0	0	0	0	0	957,895
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
EB	892,728	0	0	0	0	0	0	892,728
GFSA	20,848	0	0	0	0	0	0	20,848
SA	221,335	0	0	0	0	0	0	221,335
SN	1,649,291	0	0	0	0	0	0	1,649,291
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	458	4,867	0	0	0	0	0	5,325
EB	207,321	0	0	0	0	0	0	207,321
GFSA	1	0	0	0	0	0	0	1
SA	319,590	0	0	0	0	0	0	319,590
TOTAL 230879 1								

ITEM NUMBER:230879 3 PROJECT DESCRIPTION:82ND AVE FROM 26TH STREET TO 69TH STREET *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:NEW ROAD CONSTRUCTION
EX DESC:2024 MPO HIGHWAY PRIORITY #4/5 NEW 2 LANE ROADWAY FUND WITH SN/TALN; SL/TALL

ROADWAY ID:88503500 PROJECT LENGTH: 5.000MI 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	18,120	3,231	0	0	0	0	0	21,351
SA	1,670,219	180	0	0	0	0	0	1,670,399
SL	451,970	0	0	0	0	0	0	451,970
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSM	0	633,162	0	0	0	0	0	633,162
GFSN	59,075	0	0	0	0	0	0	59,075
SA	0	3,117,049	100,000	618,861	0	840,861	0	4,676,771
SM	0	1,103,236	331,897	0	400,000	0	0	1,835,133
SN	893,104	245,101	697,652	663,680	0	0	0	2,499,537
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	129,070	0	0	0	0	0	0	129,070
TOTAL 230879 3								
TOTAL PROJECT:								

4,270,696 **4,867** **0** **0** **0** **0** **0** **4,275,563**

3,221,558 **5,101,959** **1,129,549** **1,282,541** **11,976,468**
7,492,254 **5,106,826** **1,129,549** **1,282,541** **400,000** **840,861** **16,252,031**
400,000 **840,861**

0
0

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

ITEM NUMBER:405606 3 PROJECT DESCRIPTION:CR-510/85TH ST FROM W OF 82ND AVE TO 58TH AVE *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:ADD LANES & RECONSTRUCT
EX DESC:2024 MPO HIGHWAY PRIORITY #2 WIDEN FROM 2 TO 4 LANES FUND WITH SN/TALN; SL/TALL; NOT SU (>200K POPULATION) CONSTRUC
TION ON SEGMENTS -5/-6 WHEN FUNDED PD&E ON SEGMENT -2 PH36-01 LF WITH INDIAN RIVER COUNTY

ROADWAY ID:88050000 PROJECT LENGTH: 3.260MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 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	1,000,693	1,775	0	0	0	0	0	1,002,468
SA	1,179,437	0	0	0	0	0	0	1,179,437
SL	2,705,929	7,136	0	0	0	0	0	2,713,065
SN	186,053	0	0	0	0	0	0	186,053
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACCM	0	1,813,831	0	0	0	0	0	1,813,831
ACSA	26,394	74,352	0	0	0	0	0	100,746
ACSL	1,565,948	599,600	0	0	0	0	0	2,165,548
ACSN	296,343	637,369	0	0	0	0	0	933,712
ARPI	239,576	432	0	0	0	0	0	240,008
CARL	939	0	0	0	0	0	0	939
CM	0	0	590,581	0	0	0	0	590,581
GFSL	75,885	123,832	0	0	0	0	0	199,717
GFSN	214,058	0	0	0	0	0	0	214,058
LF	0	471,600	0	0	0	0	0	471,600
SA	0	1,053,719	0	0	0	0	0	1,053,719
SL	0	1,407,573	1,025,429	2,371,766	0	0	0	4,804,768
SN	268,671	1,362,048	0	0	0	0	0	1,630,719
TALN	39,664	331,812	0	0	0	0	0	371,476
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	685,842	69,158	0	0	0	0	0	755,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	12,045	0	0	0	0	0	0	12,045
SL	578,885	0	0	0	0	0	0	578,885

TOTAL 405606 3

ITEM NUMBER:405606 4 PROJECT DESCRIPTION:CR-510/85TH ST FROM CR-512 TO W OF 82ND AVE *NON-SIS*
DISTRICT:04 **9,076,362** **7,954,237** **1,616,000** COUNTY:INDIAN RIVER **2,371,766** **0** **0** **0** **21,018,375** TYPE OF WORK:ADD LANES & RECONSTRUCT
EX DESC:2024 MPO HIGHWAY PRIORITY #2 WIDEN FROM 2 TO 4 LANES FUND WITH SN/TALN; SL/TALL CONSTRUCTION ON SEGMENTS -7/-8 WHEN
FUNDED PD&E ON SEGEMENT -2 36-01= UTILITY DESIGN

ROADWAY ID:88050000 PROJECT LENGTH: 2.200MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 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	324,034	0	0	0	0	0	0	324,034
GFSL	73,144	0	0	0	0	0	0	73,144
SA	972,825	0	0	0	0	0	0	972,825
SL	2,098,557	1,571	0	0	0	0	0	2,100,128
SN	983,284	0	0	0	0	0	0	983,284
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	8,304	333,024	0	0	0	0	0	341,328
CM	2,550,435	210,939	0	0	0	0	0	2,761,374
GFSL	28,338	0	0	0	0	0	0	28,338
SA	991,124	694,037	0	0	0	0	0	1,685,161
SL	2,549,684	18,407	0	0	0	0	0	2,568,091
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	519,024	52,976	0	0	0	0	0	572,000

PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
ACSA	244	0	0	0	0	0	0	244
DS	150	0	0	0	0	0	0	150
SL	129,058	0	0	0	0	0	0	129,058

TOTAL 405606 4

ITEM NUMBER:405606 7 PROJECT DESCRIPTION:CR-510/85TH ST FROM CR-512 TO 87TH ST *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:ADD LANES & RECONSTRUCT
EX DESC:2024 MPO HIGHWAY PRIORITY #2 WIDEN FROM 2 TO 4 LANES DESIGN AND ROW FUNDED ON 405606-4 56-01=UWHCA INDIAN RIVER COU
NTY 52-01= LUMP SUM LFA WITH INDIAN RIVER COUNTY FOR MAST ARMS

ROADWAY ID:88050000 PROJECT LENGTH: .978MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 1

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
			0	**0**	**0**	**0**	**0**	
LF	1,994,577	1,922,088	0	0	0	0	0	3,916,665
ACCM	80,000	0	0	0	0	0	0	80,000
ACPR	6,394,282	302,385	0	0	0	0	0	6,696,667
DDR	0	150,000	0	0	0	0	0	150,000
LF	337,857	0	0	0	0	0	0	337,857
SA	13,779,159	575,260	0	0	0	0	0	14,354,419
SL	3,474,376	788,559	0	0	0	0	0	4,262,935
SN	974,367	0	0	0	0	0	0	974,367

PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

TOTAL 405606 7
TOTAL PROJECT:

	27,034,618							**30,772,910**
	47,339,185	**1,310,954**	**3,738,292** **13,003,483**	**1,616,010**	**2,371,766**			**64,330,444**

ITEM NUMBER:413048 2 PROJECT DESCRIPTION:SR-9/I-95 @ OSLO ROAD INTERCHANGE *SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:INTERCHANGE (NEW)
EX DESC:2023 MPO SIS PRIORITY #1 REALIGNMENT OF 82ND & 86TH AVENUE PH32-02= VE STUDY, G/W 431521-1 (LEAD)

ROADWAY ID:88000441 PROJECT LENGTH: 7.379MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
			0	**0**	**0**	**0**	**0**	
						0	**0**	
DDR	70,356	0	0	0	0	0	0	70,356
DIH	131,343	0	0	0	0	0	0	131,343
GMR	1,102,428	0	0	0	0	0	0	1,102,428
ARPA	249,998	0	0	0	0	0	0	249,998
DDR	434,358	0	0	0	0	0	0	434,358
DIH	1,054	0	0	0	0	0	0	1,054
DS	99,217	0	0	0	0	0	0	99,217
GMR	1,186,508	0	0	0	0	0	0	1,186,508
NHPP	2,684,673	0	0	0	0	0	0	2,684,673
ACNP	213,512	2,179,516	0	0	0	0	0	2,393,028
ACSA	16,000	0	0	0	0	0	0	16,000
DDR	1,156,878	0	0	0	0	0	0	1,156,878
DS	2,098,304	0	0	0	0	0	0	2,098,304
NFP	7,460,663	0	0	0	0	0	0	7,460,663
NHPP	14,674,076	0	0	0	0	0	0	14,674,076
SA	17,593	1,207	0	0	0	0	0	18,800
ACNP	4,139,270	0	0	0	0	0	0	4,139,270
ARPA	2,739,260	0	0	0	0	0	0	2,739,260

PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT

PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

DDR	25,000	0	0	0	0	0	0	25,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	407,403	0	0	0	0	0	0	407,403
ACSA	115,000	0	0	0	0	0	0	115,000
ARPA	25,757,968	0	0	0	0	0	0	25,757,968
DDR	20,744,298	0	0	0	0	0	0	20,744,298
DI	403,513	0	0	0	0	0	0	403,513
DIH	64,355	70,104	0	0	0	0	0	134,459
DS	7,346,956	0	0	0	0	0	0	7,346,956
SA	3,615,102	0	0	0	0	0	0	3,615,102
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DEM	0	440,000	0	0	0	0	0	440,000
DS	17,600	0	0	0	0	0	0	17,600
SA	435,520	708	0	0	0	0	0	436,228
SN	52,082	0	0	0	0	0	0	52,082
TOTAL 413048 2								
TOTAL PROJECT:	**97,460,288**	**2,691,535**						**100,151,823**
	97,460,288	**2,691,535**						**100,151,823**

ITEM NUMBER:431152 1 PROJECT DESCRIPTION:US-1 LATERAL DITCH RESTORATION, INDIAN RIVER COUNTY, VARIOUS LOCATIONS *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:DRAINAGE IMPROVEMENTS
EX DESC:MP 1.082 TO MP 19.904 WITH 12 OUTFALL DITCHES; TOTALING 18,340 LF (3.47 MILES) PH32-01 PART ($102,210) OF THE ESTIM
ATE USED FOR SURVEY R/W PHASES FOR INVERSE **0** **0** **0** **0** **0**
0 **0** **0** **0** **0**
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: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	509,796	0	0	0	0	0	0	509,796
DIH	81,088	0	0	0	0	0	0	81,088
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	37,507	0	0	0	0	0	0	37,507
DIH	7,894	0	0	0	0	0	0	7,894
DS	0	101	0	0	0	0	0	101
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,305,262	0	0	0	0	0	0	1,305,262
DIH	110,221	0	0	0	0	0	0	110,221
DS	187,322	0	0	0	0	0	0	187,322
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	10,746	0	0	0	0	0	0	10,746
DS	13,995	0	0	0	0	0	0	13,995
TOTAL 431152 1								
TOTAL PROJECT:	**2,263,831**	**101**						**2,263,932**
	2,263,831	**101**						**2,263,932**

ITEM NUMBER:431521 1 PROJECT DESCRIPTION:OSLO ROAD FROM SW 82ND AVE TO 58TH AVENUE NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:ADD LANES & RECONSTRUCT
EX DESC:2023 MPO HIGHWAY PRIORITY #3 WIDEN 2 LANE TO 4 LANE; G/W 413048-2 USE TALN/SN; TALL/SL
0 **0** **0** **0** **0**
0 **0** **0** **0** **0**
ROADWAY ID:88601000 PROJECT LENGTH: 2.683MI 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								
EB	33,497	0	0	0	0	0	0	33,497
SA	119,991	0	0	0	0	0	0	119,991
SL	1,069,225	0	0	0	0	0	0	1,069,225

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	2030	GREATER THAN 2030	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
GFSL	143,960	0	0	0	0	0	0	143,960
GFSN	134,035	0	0	0	0	0	0	134,035
SA	584,620	0	0	0	0	0	0	584,620
SL	2,359,424	0	0	0	0	0	0	2,359,424
SN	23,897	0	0	0	0	0	0	23,897
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	746,842	1,275,959	0	0	0	0	0	2,022,801
GFSN	5,820	0	0	0	0	0	0	5,820
SA	5,645,659	192	316,063	0	0	0	0	5,961,914
SL	154,783	226,672	0	0	0	0	0	381,455
SN	1,473,183	71,810	0	0	0	0	0	1,544,993
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	5,607,487	415,015	0	0	0	0	0	6,022,502
SA	64,149	0	0	0	0	0	0	64,149
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	1,215,763	0	0	0	0	0	0	1,215,763
ARPA	37,536,985	0	0	0	0	0	0	37,536,985
DDR	90,000	0	0	0	0	0	0	90,000
LF	90,000	0	0	0	0	0	0	90,000
PROT	2,297,071	0	0	0	0	0	0	2,297,071
SA	1,317,020	449,870	0	0	0	0	0	1,766,890
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	473,228	0	0	0	0	0	0	473,228
TALL	155,624	0	0	0	0	0	0	155,624
TALN	339,597	0	0	0	0	0	0	339,597
TALT	175,675	0	0	0	0	0	0	175,675
TOTAL 431521 1								
TOTAL PROJECT:	**61,857,535**	**2,439,518**	**316,063**					**64,613,116**
	61,857,535	**2,439,518**	**316,063**					**64,613,116**

ITEM NUMBER:441692 1 PROJECT DESCRIPTION:CR-510 FROM 58TH AVENUE TO E SR-5/US-1 *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:ADD LANES & RECONSTRUCT
EX DESC:2024 MPO HIGHWAY PRIORITY #3 R/W NEEDED WIDEN FROM 2 TO 4 LANES

				0	**0**	**0**	**0**	
				0	**0**	**0**	**0**	

ROADWAY ID:88050000 PROJECT LENGTH: .600MI 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	85,000	0	0	0	0	0	0	85,000
CM	747,353	0	0	0	0	0	0	747,353
GFSL	20,000	0	0	0	0	0	0	20,000
SA	626,838	0	0	0	0	0	0	626,838
SL	236,621	5,720	0	0	0	0	0	242,341
SN	243,399	0	0	0	0	0	0	243,399
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ARPI	701,834	0	0	0	0	0	0	701,834
CARL	20,117	0	0	0	0	0	0	20,117
CM	800,001	0	0	0	0	0	0	800,001
SA	370,619	996,073	0	0	0	0	0	1,366,692
SL	611,990	9,545	0	0	0	0	0	621,535
TALL	471,750	0	0	0	0	0	0	471,750
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SL	0	0	0	0	1,801,748	0	0	1,801,748
SN	0	0	0	0	565,400	0	0	565,400

PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

CM	10,000	0	0	0	0	0	0	10,000

TOTAL 441692 1
TOTAL PROJECT:

	4,945,522	**1,011,338**			**2,367,148**			**8,324,008**
	4,945,522	**1,011,338**			**2,367,148**			**8,324,008**

ITEM NUMBER:445618 1 PROJECT DESCRIPTION:SR-A1A OVER SEBASTIAN INLET- BRIDGE REPLACEMENT *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:BRIDGE REPLACEMENT
EX DESC:ALSO INCLUDES WORK IN BREVARD COUNTY R/W IS NEEDED; GAME PH5A NEXT CYCLE (FOR FY28) G/W 445618-2 52-01: LUMP SUM WI
TH INDIAN RIVER COUNTY FOR ARTIFICIAL REEF **0** **0** **0** **0**
0 **0** **0** **0**
ROADWAY ID:88070000 PROJECT LENGTH: 1.098MI LANES EXIST/IMPROVED/ADDED: 2/ 1/ 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								
BRP	221,531	0	0	0	0	0	0	221,531
DIH	98,059	0	0	0	0	0	0	98,059
NHBR	1,714,232	0	0	0	0	0	0	1,714,232
SA	121,601	0	0	0	0	0	0	121,601
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACBR	0	436,811	0	0	0	0	0	436,811
DS	166,075	0	0	0	0	0	0	166,075
NHBR	5,174,496	69,457	0	0	0	0	0	5,243,953
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACBR	59,482	5,668,503	0	0	0	0	0	5,727,985
NHBR	8,505	0	0	0	0	0	0	8,505
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACBR	0	2,300,000	0	0	0	0	0	2,300,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACBR	0	105,301,668	0	0	0	0	0	105,301,668
GFBR	0	17,813,196	0	0	0	0	0	17,813,196
LF	0	2,053,407	0	0	0	0	0	2,053,407
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	0	0	0	0	1,000,000	0	1,000,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACBR	83,475	0	0	0	0	0	0	83,475
DS	420	0	0	0	0	0	0	420

TOTAL 445618 1
TOTAL PROJECT:

		133,643,042						
	7,647,876	**133,643,042**						**142,290,918**
	7,647,876					**1,000,000**		**142,290,918**
						1,000,000		

ITEM NUMBER:446040 1 PROJECT DESCRIPTION:SR-9/I-95 AND FELLSMERE ROAD *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:LANDSCAPING
ROADWAY ID:88010000 PROJECT LENGTH: .821MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

			0	**0**	**0**		**0**	
			0	**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								
DDR	29,663	0	0	0	0	0	0	29,663
DIH	4,828	0	0	0	0	0	0	4,828
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	457,889	0	0	0	0	0	0	457,889
DIH	0	1,000	0	0	0	0	0	1,000

DS	21,376	0	0	0	0	0	0	21,376
TOTAL 446040 1								
TOTAL PROJECT:								

513,756 **514,756**

ITEM NUMBER:446106 2 PROJECT DESCRIPTION:SR-656/17TH ST EAST END OF BRIDGE *NON-SIS*

DISTRICT:04 **513,756** **1,000** COUNTY:INDIAN RIVER TYPE OF WORK:BRIDGE REHABILITATION **514,756**

EX DESC:BRIDGE NUMBER 880077; AT&T TEMP STRUCTURE **1,000**

0 0 0 0 0

0 0 0 0 0

ROADWAY ID:88003000 PROJECT LENGTH: 2.327MI 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	1,403,844	0	0	0	0	0	0	1,403,844
DIH	48,633	0	0	0	0	0	0	48,633
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	1,023,100	125,050	0	0	0	0	0	1,148,150
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ARPA	24,357,274	0	0	0	0	0	0	24,357,274
BRRP	217,301	0	0	0	0	0	0	217,301
DIH	39,429	0	0	0	0	0	0	39,429
DS	161,208	0	0	0	0	0	0	161,208
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	360,000	0	0	0	0	0	0	360,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	18,476	0	0	0	0	0	0	18,476
TOTAL 446106 2								
TOTAL PROJECT:								

~~27,629,265~~ **~~27,754,315~~**

27,629,265 **125,050** **27,754,315**

ITEM NUMBER:447646 1 PROJECT DESCRIPTION:SR-5/US-1 FROM DAVIS STREET TO SOUTH END OF BRIDGE #700224 *NON-SIS*

DISTRICT:04 **125,050** COUNTY:INDIAN RIVER TYPE OF WORK:RESURFACING

EX DESC:52-02 FOR UWHCA WITH INDIAN RIVER COUNTY

0 0 0 0 0

0 0 0 0 0

ROADWAY ID:88010000 PROJECT LENGTH: 2.054MI 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	277,896	0	0	0	0	0	0	277,896
DIH	289,403	0	0	0	0	0	0	289,403
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	5,070,407	0	0	0	0	0	0	5,070,407
DIH	33,319	0	0	0	0	0	0	33,319
DS	1,476,332	0	0	0	0	0	0	1,476,332
LF	17,920	5,376	0	0	0	0	0	23,296
SA	267,759	0	0	0	0	0	0	267,759
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	36,711	0	0	0	0	0	0	36,711
TOTAL 447646 1								
TOTAL PROJECT:								

7,469,747 **7,475,123**

7,469,747 **5,376** **7,475,123**

5,376

0 0 0 0 0

ITEM NUMBER:447648 1 PROJECT DESCRIPTION:SR-5/US-1 FR N 12TH ST TO N OF 20TH PL *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:RESURFACING
EX DESC:4' BIKE LANES BOTH DIRECTIONS 52.02 = UWHCA WITH CITY OF VERO BEACH

ROADWAY ID:88010000 PROJECT LENGTH: 1.066MI 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								
DIH	40,005	530	0	0	0	0	0	40,535
DS	696,096	0	0	0	0	0	0	696,096
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,183,343	0	0	0	0	0	0	3,183,343
DIH	45,076	52,531	0	0	0	0	0	97,607
DS	293,973	0	0	0	0	0	0	293,973
LF	14,692	4,460	0	0	0	0	0	19,152
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	5,857	0	0	0	0	0	0	5,857
TOTAL 447648 1								
TOTAL PROJECT:	**4,279,042**							**4,336,563**
	4,279,042							**4,336,563**

ITEM NUMBER:449332 1 PROJECT DESCRIPTION:CR-512 FROM EAST OF I-95 TO WEST OF 106TH AVENUE *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:WIDEN/RESURFACE EXIST LANES
EX DESC:EXTEND EASTBOUND RAMP TERMINAL LANE TO ELIMINATE DROP LANE

ROADWAY ID:88040000 PROJECT LENGTH: .381MI 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								
ACSA	522,731	0	0	0	0	0	0	522,731
SA	35,412	53,591	0	0	0	0	0	89,003
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SA	0	0	2,567,464	0	0	0	0	2,567,464
TOTAL 449332 1								
TOTAL PROJECT:	**558,143**	**53,591**	**2,567,464**	**0**	**0**	**0**	**0**	**3,179,198**
	558,143	**53,591**	**2,567,464**	**0**	**0**	**0**	**0**	**3,179,198**

ITEM NUMBER:452995 1 PROJECT DESCRIPTION:43RD AVENUE SIDEWALK FROM 45TH STREET TO 49TH STREET *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:SIDEWALK
ROADWAY ID:88520500 PROJECT LENGTH: .503MI 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								
TALT	0	5,000	0	0	0	0	0	5,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY INDIAN RIVER COUNTY								
LF	0	0	42,000	0	0	0	0	42,000
TALL	0	0	361,305	0	0	0	0	361,305
TALT	0	0	761,474	404,403	0	0	0	1,165,877
TOTAL 452995 1								
TOTAL PROJECT:	**5,000**		**1,164,779**	**404,403**				**1,574,182**
			1,164,779	**404,403**				**1,574,182**

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

ITEM NUMBER:456180 1 PROJECT DESCRIPTION:SR-60/BEACHLAND BLVD WEST OF FLAMINGO DRIVE *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
ROADWAY ID:88060000 PROJECT LENGTH: .002MI 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								
ACER	0	8,611	0	0	0	0	0	8,611
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	0	45,434	0	0	0	0	0	45,434
TOTAL 456180 1								
TOTAL PROJECT:								

ITEM NUMBER:456228 1 PROJECT DESCRIPTION:A1A IRIS LANE TO CAMELIA LANE *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
ROADWAY ID:88070000 PROJECT LENGTH: .312MI 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								
ACER	12,071	5,169	0	0	0	0	0	17,240
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	152,288	9,000	0	0	0	0	0	161,288
TOTAL 456228 1								
TOTAL PROJECT:								

ITEM NUMBER:456229 1 PROJECT DESCRIPTION:SR 60(20TH ST AND 20TH PL) AT COMMERCE AVE *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:TRAFFIC SIGNALS
ROADWAY ID:88060000 PROJECT LENGTH: 29.547MI 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								
ACER	10,450	5,000	0	0	0	0	0	15,450
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	88,489	44,992	0	0	0	0	0	133,481
TOTAL 456229 1								
TOTAL PROJECT:								

ITEM NUMBER:456230 1 PROJECT DESCRIPTION:I-95 NB NEAR MILE POST 143 *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID:88081000 PROJECT LENGTH: .002MI 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								
ACER	0	9,691	0	0	0	0	0	9,691

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

ACER	0	57,534	0	0	0	0	0	57,534
TOTAL 456230 1								
TOTAL PROJECT:								

ITEM NUMBER:456231 1 PROJECT DESCRIPTION:SR 656 WB (+027.63236, -080.36205) NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:LIGHTING
ROADWAY ID:88003000 PROJECT LENGTH: .002MI 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								
ACER	1,921	5,107	0	0	0	0	0	7,028
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	20,174	7,540	0	0	0	0	0	27,714
TOTAL 456231 1								
TOTAL PROJECT:								

ITEM NUMBER:456326 1 PROJECT DESCRIPTION:INT OF SR-60/20TH PL & COMMERCE AVE, AND SR-60/20TH ST & COMMERCE AVE NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:TRAFFIC SIGNALS
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: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACER	168,930	200	0	0	0	0	0	169,130
TOTAL 456326 1								
TOTAL PROJECT:								
TOTAL DIST: 04								
TOTAL HIGHWAYS								

ITEM NUMBER:444403 1 PROJECT DESCRIPTION:RESURFACE TPK MAINLINE IN INDIAN RIVER COUNTY, MP 173 - 178.3 *SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:RESURFACING
ROADWAY ID:88470000 PROJECT LENGTH: 5.287MI 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	59,144	0	0	0	0	0	0	59,144
PKYR	1,132,085	2,403	0	0	0	0	0	1,134,488
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	17,491	0	0	0	0	0	0	17,491
PKYR	13,595,185	8,850	0	0	0	0	0	13,604,035
TOTAL 444403 1	**14,803,905**	**11,253**	**0**	**0**	**0**	**0**	**0**	**14,815,158**
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	1,379	0	0	0	0	0	0	1,379
PKYR	125,859	0	0	0	0	0	0	125,859
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	34,861	1,276	0	0	0	0	0	36,137
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYR	2,536,556	960	0	0	0	0	0	2,537,516
TOTAL 444403 2	**2,698,655**	**2,236**	**0**	**0**	**0**	**0**	**0**	**2,700,891**
TOTAL PROJECT:	**17,502,560**	**13,489**	**0**	**0**	**0**	**0**	**0**	**17,516,049**

ITEM NUMBER:452418 1 PROJECT DESCRIPTION:WIDEN TPK (SR91) 4 TO 6 LANES (MP 173.1-179) *SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:88470000 PROJECT LENGTH: 5.883MI 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	0	1,500	0	0	0	0	0	1,500
TOTAL 452418 1	**0**	**1,500**	**0**	**0**	**0**	**0**	**0**	**1,500**
TOTAL PROJECT:	**0**	**1,500**	**0**	**0**	**0**	**0**	**0**	**1,500**
TOTAL DIST: 04	**17,502,560**	**14,989**	**0**	**0**	**0**	**0**	**0**	**17,517,549**
TOTAL TURNPIKE	**17,502,560**	**14,989**	**0**	**0**	**0**	**0**	**0**	**17,517,549**

ITEM NUMBER:407190 2 PROJECT DESCRIPTION:SECTION 5307 FORMULA INDIAN RIVER CO VERO BEACH/SEBASTIAN UZA SMALL *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
EX DESC:URBAN CAPITAL SECTION 5307 - GOVERNOR'S ALLOCATED FUNDS SEGMENT 2 = FY 05/06 SEE WP45 GRANT EXECUTION INFO. NON-BUD
GET REVENUE PHASE 94- CAPITAL PHASE PHASE 84- OPERATING PHASE

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 INDIAN RIVER COUNTY								
FTA	0	4,191,934	0	0	0	0	0	4,191,934
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY INDIAN RIVER COUNTY								
FTA	4,223,872	2,840,000	2,840,000	2,840,000	2,840,000	2,840,000	0	18,423,872
TOTAL 407190 2								

ITEM NUMBER:407190 3 PROJECT DESCRIPTION:SECTION 5307 FORMULA INDIAN RIVER CO VERO BEACH/SEBASTIAN UZA SMALL *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
EX DESC:URBAN OPERATING SECTION 5307 - GOVERNOR'S ALLOCATED FUNDS SEG 3 = 06/07 GRANT #FL-90-X611

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 INDIAN RIVER COUNTY								
FTA	0	4,191,934	0	0	0	0	0	4,191,934
TOTAL 407190 3								
TOTAL PROJECT:								

4,223,872	**7,031,934**	**2,840,000**	**2,840,000**	**2,840,000**	**2,840,000**	**22,615,806**
	4,191,934					**4,191,934**
	11,223,868	**2,840,000**	**2,840,000**	**2,840,000**	**2,840,000**	**26,807,740**

ITEM NUMBER:445728 1 PROJECT DESCRIPTION:SECTION 5339 FORMULA INDIAN RIVER CO VERO BEACH/SEBASTIAN UZA SMALL *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:CAPITAL 5339 SMALL URBAN CAPITAL NON-BUDGET REVENUE

0	**0**	**0**	**0**	**0**	**0**	
					0	

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 INDIAN RIVER COUNTY								
FTA	0	512,000	240,000	240,000	240,000	240,000	0	1,472,000
TOTAL 445728 1								
TOTAL PROJECT:								

						1,472,000
	512,000	**240,000**	**240,000**	**240,000**	**240,000**	**1,472,000**
	512,000	**240,000**	**240,000**	**240,000**	**240,000**	

0		**0**
0		**0**

ITEM NUMBER:451139 2 PROJECT DESCRIPTION:SECTION 5310 DISCRETIONARY SENIOR RESOURCE ASSOC NON-UZA RURAL CAPITAL *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:CAPITAL

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 SENIOR RESOURCE ASSOCIATION								
LF	0	9,375	0	0	0	0	0	9,375
TOTAL 451139 2	**4,223,872**	**11,745,243**	**3,080,000**	**3,080,000**	**3,080,000**	**3,080,000**		**28,289,115**
TOTAL PROJECT:	**4,223,872**	**11,745,243**	**3,080,000**	**3,080,000**	**3,080,000**	**3,080,000**		**28,289,115**
TOTAL DIST: 04	**4,223,872**	**9,375**	**3,080,000**	**3,080,000**	**3,080,000**	**3,080,000**		**9,375**
TOTAL TRANSIT	**0**		**0**	**0**	**0**	**0**	**0**	
	0		**0**	**0**	**0**	**0**	**0**	
							0	
							0	

MISCELLANEOUS

ITEM NUMBER:452992 1 PROJECT DESCRIPTION:EMERGENCY REPAIR/DEBRIS/MOT/SERVICE PATROL - INDIAN RIVER *NON-SIS*
DISTRICT:04 COUNTY:INDIAN RIVER TYPE OF WORK:EMERGENCY OPERATIONS
EX DESC:EXECUTIVE ORDER#24-214 DTD 10/05/2024

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: MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DER	102,176	168,930	0	0	0	0	0	271,106
FEMA	291,991	0	0	0	0	0	0	291,991
TOTAL 452992 1	**394,167**	**168,930**						**563,097**
TOTAL PROJECT:	**394,167**	**168,930**						**563,097**
TOTAL DIST: 04	**394,167**	**168,930**						**563,097**
TOTAL MISCELLANEOUS	**394,167**	**168,930**	**0**	**0**	**0**	**0**	**0**	**563,097**
GRAND TOTAL	292,031,366	170,270,821	9,873,865	9,138,710	8,847,148	4,920,861	0	490,082,771
			0	**0**	**0**	**0**	**0**	
			0	**0**	**0**	**0**	**0**	
							0	

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: July 28, 2025

SUBJECT: **Presentation on the Southern Brevard Trails Master Plan**

It is requested that the information presented herein be given formal consideration by the TAC, CAC, and BPAC at their joint meeting of August 5, 2025.

DESCRIPTION, CONDITIONS, & ANALYSIS

The Space Coast Transportation Planning Organization (TPO), which serves as the MPO for Brevard County, is creating a Southern Brevard Trails Master Plan. The now drafted plan highlights the need for connectivity throughout the southern portion of the Brevard County mainland. Additionally, the plan recommends three connections to Indian River County: U.S. 1, C.R. 507, and the St. Johns River Eco-Heritage Trail. This last connection is consistent with the regional trail concept that was jointly adopted by the Indian River County MPO and Space Coast TPO in 2020.

The Space Coast TPO is nearing completion of the Trails Master Plan and is requesting to present to the Indian River County MPO advisory commitees as part of regional coordination efforts between the MPOs. Therefore, at the August 5th joint meeting of the TAC, CAC, and BPAC, the Space Coast TPO will present its Southern Brevard Trails Master Plan.

RECOMMENDATION

This is an informational item; no action is required.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning & Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Mark Vietze
Senior Planner

DATE: July 28, 2025

SUBJECT: **Review of the Public Participation Plan Annual Evaluation for FY 2024/25**

It is requested that the information presented herein be given formal consideration by the TAC, CAC, and BPAC at their joint meeting of August 5, 2025.

DESCRIPTION, CONDITIONS & ANALYSIS

Public participation is a key component of transportation planning and one of the core functions of the Indian River County MPO. The MPO's Public Participation Plan, updated in 2020, includes targets for measuring the effectiveness of the MPO's public engagement activities.

An annual evaluation of the MPO's public participation has been conducted for fiscal year 24/25 and provided for review (see Attachment #1). For FY 24/25, highlights include public engagement activities for the Long-Range Transportation Plan (over 103 participants) and the Bike Rodeo safety education program in local elementary schools (over 1,174 participants this year).

RECOMMENDATION

This is an informational item; no action is required.

ATTACHMENTS

1. PPP Annual Evaluation for FY 2025

MPO Public Participation and Objective Achievement 2024/2025		
	Total Community Participation	**Minority Community Participation**
MPO and its Committees		
MPO and Advisory Committee Meetings	416	57
MPO and Advisory Committee Meeting Comments	57	2
Community Traffic Safety Team	115	N/A
Total Participation	588	59
Objectives Achieved?	Y	
MPO Projects		
2050 Long Range Transportation Plan (LRTP) Workshops	103	N/A
Safe Streets 4 All (SS4A) Online Survey	438	N/A
Safe Streets 4 All (SS4A) Workshops	41	0
Safe Streets 4 All (SS4A) Interactive Webmap	61	N/A
Total Participation	643	0
Objectives Achieved?	Y	
MPO Activities		
Bike Rodeos (7 Elementary Schools)	1,174	N/A
Helmet Fitting/Distribution (Triathlon)	16	N/A
Bike Safety (Community Event)	0	N/A
Walk to School/Bike To School Days (Canceled due to Milton)	0	N/A
Bike Walk Indian River County Meetings	536	N/A
Total Participation	1,726	N/A
Objectives Achieved?	Y	
Total Participation, Meetings, Projects, and Activities	**2,854**	**59**
Outreach Efforts		
Radio programs (# of Appearances)	4	
Newspaper coverage (# of Articles)	11	
Communication Efforts		
MPO Newsletters Distributed (7 Newsletters)	5,606	
Other Publishings Distributed (5 Publications)	4,964	
MPO Website Hits		
Total Contacts	**13,542**	

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: March 19, 2025

SUBJECT: **Amendment to the FDOT/MPO Agreement**

It is requested that the information presented herein be given formal consideration by the TAC, CAC, and BPAC at their joint meeting of August 5, 2025.

DESCRIPTION, CONDITIONS, & ANALYSIS

On April 10, 2024, the MPO board approved the FY 2024/25 – 2025/26 Unified Planning Work Program (UPWP), which is the MPO's budget and description of upcoming transportation planning activities for those two fiscal years (July 1, 2024 through June 30, 2026). On December 11, 2024, the MPO Board approved an amendment to the UPWP, which added $160,642 in carryover funds from the previous UPWP.

Subsequently, FDOT prepared an amendment to the FDOT/MPO agreement which incorporates the additional funds. At the request of FDOT, the MPO Staff Director approved the amendment on June 30, 2025.

Staff approval of minor amendments to MPO plans is allowed pursuant to MPO resolution No. 99-02, adopted on July 14, 1999. That resolution allows such administrative amendments with the requirement that the MPO Staff Director provide a status report of any such amendment to the MPO, TAC, and CAC at their next regularly scheduled meetings. This is the required staff report.

RECOMMENDATION

This is an informational item; no action is necessary.

ATTACHMENT

1. Amendment to FDOT/MPO Agreement
2. MPO Resolution 99-02

Docusign Envelope ID: 5A959AC3-A19B-4827-BC3D-164962B2D80E

AMENDMENT TO THE FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT

Financial Project No.: 439327-5-14-01 (item-segment-phase-sequence)	Fund: PL Function: 615 Federal Award Project No.: 0418-062-M	FLAIR Approp.: _____ FLAIR Obj.: 780000
Contract No.: G2Y13	MPO SAM No.: FB3SLJJZ38K9	Org. Code: 55042010430 Vendor No.: F596000674022
CFDA Number & Title: 20.205 - Highway Planning and Construction		

THIS AMENDMENT TO THE FDOT/METROPOLITAN PLANNING ORGANIZATION AGREEMENT (Amendment) is made and entered into on this 21st day of JULY, 2025, by and between the STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION (Department), an agency of the State of Florida, whose address is Office of the District Secretary, 3400 West Commercial Boulevard, Fort Lauderdale, FL 33309-3421 and the Indian River County Metropolitan Planning Organization (MPO), whose address is 1800 27th Street, Vero Beach, FL 32960, and whose System for Award Management (SAM) Number is: FB3SLJJZ38K9 (collectively the "Parties").

RECITALS

WHEREAS, the Department and the MPO on June 20, 2024 entered into an FDOT/Metropolitan Planning Organization Agreement (Agreement), whereby the Department passed through Federal funds to the MPO to assist the MPO in performing transportation planning activities set forth in its Unified Planning Work Program (UPWP).

WHEREAS, the Parties have agreed to modify the Agreement on the terms and conditions set forth herein.

NOW THEREFORE, in consideration of the mutual covenants in this Amendment, the Agreement is amended as follows:

1. Paragraph 5 of the Agreement is amended to reflect:

Project Cost: The total budgetary ceiling for the Project is $1,733,934.00. The budget, including tasks, is summarized below and detailed in the UPWP, Exhibit "A". The budget may be modified by mutual agreement as provided for in paragraph 9, Amendments.

The Department's performance and obligation to pay under this Agreement are contingent upon an annual appropriation by the Legislature. No work shall begin before the Agreement is fully executed and a "Letter of Authorization" is issued by the Department. The total of all authorizations shall not exceed the budgetary ceiling established for this agreement and shall be completed within the term of this Agreement:

FINANCIAL PROJECT NO.	AMOUNT
439327-5-14-01 (Total PL)	$ 1,733,934.00
TOTAL	$ 1,733,934.00

2. Exhibit A (Scope of Work) of the Agreement is amended as follows:

The total budgetary ceiling is being increased from $1,573,292.00 to $1,733,934.00. This increase is due to the following:

- $160,642.00 being additional PL fund to be distributed amongst Tasks 1 through 7.

3. This Amendment is more fully described in the attached UPWP Revision Form #1.

Except as modified, amended, or changed by this Amendment, all terms and conditions of the Agreement and any amendments thereto shall remain in full force and effect.

Docusign Envelope ID: 5A959AC3-A19B-4827-BC3D-164962B2D80E

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement on the day, month and year set forth above.

MPO

Indian River County Metropolitan Planning Organization
MPO Name

Brian Freeman
Signatory (Printed or Typed)

Digitally signed by: Brian Freeman
Date: 2025.06.30 11:08:35 -04'00'
Signature

Executive Director
Title

Susan J. Prado
Digitally signed by: Susan J. Prado
DN: CN = Susan J. Prado email = sprado@indianriver.gov C = US O = Indian River County OU = County Attorneys Office
Date: 2025.06.30 16:28:16 -04'00'
Legal Review
MPO

Florida Department of Transportation

John P. Krane, P.E.
Department of Transportation

DocuSigned by:
John Krane
A534C9FDF7984A5...
Signature

Director of Transportation Development - District 4
Title

Signed by:
Francine Steelman
43DE6BB3D3BF464...
Legal Review
Department of Transportation

MPO RESOLUTION NO. 99-02

A RESOLUTION OF THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION AUTHORIZING THE MPO STAFF DIRECTOR TO PERFORM MINOR REVISIONS AND AMENDMENTS TO PLANS, REPORTS, AND DOCUMENTS APPROVED BY THE MPO, WHEN SUCH ACTION IS NEEDED TO OBTAIN FINAL STATE AND FEDERAL APPROVAL OF SUCH ITEMS AND IS NECESSARY DUE TO TIME OR OTHER CONSTRAINTS.

WHEREAS, the Indian River County Metropolitan Planning Organization (MPO) is the designated and constituted body responsible for the urban transportation planning and programming process for the Vero Beach Urbanized Area; and

WHEREAS, the MPO is responsible for preparing and approving several important transportation plans, reports, and documents; and

WHEREAS, the Florida Department of Transportation (FDOT), the US Department of Transportation (USDOT), or other state or federal agencies may require minor revisions to such transportation plans, reports, and documents as a condition of final approval; and

WHEREAS, minor revisions are generally defined as small-scale textual clarifications to MPO reports, plans, grant applications, consultant scopes of services, and other similar documents; minor changes to projects within the MPO's approved Transportation Improvement Program (TIP) including project advancement and state/federal project funding changes; and minor changes to the adopted Unified Planning Work Program (UPWP) involving budget line item revisions, and

WHEREAS, such minor revisions or amendments often need to be completed in short timeframes because of deadlines associated with such transportation plans, reports, and documents.

NOW, THEREFORE, BE IT RESOLVED BY THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION:

1. That the Indian River County Metropolitan Planning Organization (MPO) authorizes the MPO Staff Director to perform minor revisions amendments to plans, reports, and documents approved by the MPO, when such action is needed to obtain final state and federal approval of such items, and is necessary due to time or other constraints.

2. That the MPO Staff Director shall obtain concurrence from the MPO Chairman in the course of performing such minor revisions amendments.

3. That the MPO Staff Director shall provide a status report to the MPO, TAC, and CAC involving the nature of such minor revisions amendments at the next regularly scheduled MPO, TAC, and CAC meeting after the completion of such minor revisions amendments by the MPO Staff Director.

THIS RESOLUTION was moved for adoption by Caroline Ginn, and the motion was seconded by Fran Adams, and upon being put to a vote, the vote was as follows:

Chairman John W. Tippin	Aye
Commissioner Fran B. Adams	Aye
Councilwoman Sandra Bowden	Aye
Commissioner Caroline Ginn	Aye
Commissioner Kenneth Macht	Aye
Councilman John McCanis	Aye
Councilman Charles Neuberger	Aye
Councilman Carl Pease	Aye
Councilman Charles Wennstedt	Aye

ATTACHMENT 2

The Chairman thereupon declared the resolution duly passed and adopted this 14th day of July, 1999.

INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION

John W. Tippin, Chairman

ATTEST: Victoria M. Williams

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY

CHARLES P. VITUNAC
MPO ATTORNEY

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: July 28, 2025

SUBJECT: **Status Report of MPO Advisory Committees**

It is requested that the information presented herein be given formal consideration by the TAC, CAC, and BPAC at their joint meeting of August 5, 2025.

Transportation Disadvantaged Local Coordinating Board (TDLCB)

At its May 22nd meeting, the TDLCB reviewed and approved Progress Report/Reimbursement Invoice #3 for FY 2024/25 and the Transportation Disadvantaged Service Plan annual update for FY 2025/26. The TDLCB also conducted its annual public workshop.

Technical Advisory Committee (TAC)

At its May 30th meeting, the TAC considered the Transportation Improvement Program (TIP) for FY 2026-2030, the 2025 List of Priority Projects, and TIP amendments for FY 2025-2029. The TAC recommended approval of all items.

Citizens Advisory Committee (CAC) / Bicycle and Pedestrian Advisory Committee (BPAC)

At their June 3rd joint meeting, the CAC/BPAC considered the Transportation Improvement Program (TIP) for FY 2026-2030, the 2025 List of Priority Projects, and TIP amendments for FY 2025-2029. The CAC/BPAC recommended approval of all items.

Metropolitan Planning Organization (MPO)

At its June 11th meeting, the MPO Board considered Transportation Improvement Program (TIP) for FY 2026-2030, the 2025 List of Priority Projects, TIP amendments for FY 2025-2029, the TD Planning Grant for FY 2025/26, and an appointment to the TDLCB. The MPO Board approved all items.

Upcoming Meetings

The MPO and its advisory committees will next meet as follows:

MPO Meeting: August 13, 2025 – 10:00 am
TDLCB Meeting: August 28, 2025 – 10:00 am
TAC-CAC-BPAC Joint Meeting: October 28, 2025 – 2:00 pm