



## **MPO TECHNICAL ADVISORY COMMITTEE (TAC)**

Jim Davis, IRC Public Works  
Chris Mora, IRC Assistant Public Works Director  
Jason Brown, IRC Office of Management  
and Budget  
Sgt. James Stewart, IRC Sheriff's Department  
Karen Wood, Senior Resource Association  
Ruth Freeman-Wheeler, IRC School Board  
William Schauman, Town of Indian River Shores  
Deb Branwell, Town of Orchid

Tim McGarry, City of Vero Beach Planning  
Monte Falls, City of Vero Beach Engineering  
Eric Menger, Vero Beach Municipal Airport  
Rebecca Grohall, City of Sebastian Planning  
Dave Fisher, City of Sebastian Engineering  
Joseph Griffin, Sebastian Airport Director  
Jason Nunemaker, City of Fellsmere  
Lois Bush FDOT, District 4  
Gustavo Schmidt, FDOT, District 4  
Wanda Parker-Garvin, FDEP

Bob Keating, Community Development Director – Chairman

## **AGENDA**

**The MPO TECHNICAL ADVISORY COMMITTEE (TAC) will meet at 10:00 AM on FRIDAY, FEBRUARY 22, 2008, CONFERENCE ROOM B1-501 in County Administration Building B, 1800 27<sup>th</sup> Street, Vero Beach, FL.**

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- 1. Call to Order**
- 2. Annual Election of Officers**
- 3. Approval of Minutes**  
**December 12, 2007**  
*Action Required*
- 4. Appointment of Member to the Treasure Coast Transportation Council Regional Advisory Committee (RAC)**  
*Action Required*
- 5. Consideration of Aviation Boulevard Extension (US 1 – Indian River Boulevard)**  
*Action Required*
- 6. Status Report of Other MPO Advisory Committees**  
*No Action Required*
- 7. Other Business**

**8. Comments From The Public**

**9. Adjournment**

**Next Meeting**

**March 28, 2008; 10:00AM; Conference Room B1-501.**

IF YOU HAVE 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 PROCEEDINGS IS MADE WHICH INCLUDES THE EVIDENCE AND TESTIMONY UPON WHICH THE APPEAL WILL BE BASED.

ANYONE WHO NEEDS A SPECIAL ACCOMMODATION FOR THIS MEETING WILL NEED TO CONTACT THE COUNTY'S AMERICANS WITH DISABILITIES ACT (ADA) COORDINATOR AT 567-8000, EXT. 223 AT LEAST 48 HOURS IN ADVANCE OF THE MEETING.

**METROPOLITAN PLANNING ORGANIZATION**  
**TECHNICAL ADVISORY COMMITTEE**

A meeting of the Indian River County (IRC) Metropolitan Planning Organization Technical Advisory Committee (MPOTAC) was held at 10:00 a.m. on Friday, December 7, 2007, in Conference Room "B1-501" in Building B of the County Administration Building, 1800 27<sup>th</sup> Street, Vero Beach, Florida.

Present were members: Chairman Robert Keating, IRC Community Development Director; James Davis, IRC Public Works Director; Chris Mora (arrived at 10:08 a.m.), IRC Assistant Public Works Director; Jason Brown (arrived at 10:37 a.m.), IRC Office of Management and Budget Director; Sergeant James Stewart, IRC Sheriff's Department; Karen Wood, Community Transportation Coordinator, Senior Resource Association; Monte Falls, Public Works and Engineering Director, City of Vero Beach; Eric Menger (arrived at 10:08 a.m.), Airport Director, City of Vero Beach; Deb Branwell, Interim Town Manager, Town of Orchid; Ruth Freeman-Wheeler, IRC School Board; Arlene Tanis (Alternate) and Gustavo Schmidt, Florida Department of Transportation (FDOT); and Lieutenant Robert Stabe, Alternate, Town of Indian River Shores.

Also present were IRC staff: Phil Matson, MPO Staff Director; and Darcy Vasilas, Commissioner Assistant, District 3. Others Present: Stacy Miller, Head of Planning and Programming, FDOT; Mike Derosa, FDOT Administrator of the Work Program and Budget; Chuck Mechling, Pointe West; and Stephen Melchiori, Onsite Management Corporation.

Absent were: Tim McGarry, Planning Director, City of Vero Beach; Wanda Parker-Garvin, Florida Department of Environmental Protection (FDOEP); Joseph Griffin, Airport Director, Rebecca Grohall, Growth Management Director, and Dave Fischer, Engineer, City of Sebastian; Jason Nunemaker, City Manager, City of Fellsmere; and William Schauman, Public Safety Director, Town of Indian River Shores (all excused).

**Call to Order**

Chairman Keating called the meeting to order at 10:10 a.m., at which time it was determined a quorum was present.

**Approval of Minutes** (10:07)

**ON MOTION by Mr. Falls, SECONDED by Mr. Menger, the members voted unanimously (10-0) to approve the minutes of November 8, 2007 as**

presented.

Mr. Mora and Mr. Menger arrived at 10:08 a.m.

**Review of FDOT Draft Tentative Five-Year Work Program For Fiscal Years 2008/09 through 2012/13.**

Mr. Phil Matson, IRC MPO Staff Director, reviewed the background of the work program. Briefly he explained the MPO does a long range plan, a priority list which migrates items from the long range plan to the short range plan, and a short range plan.

Mr. Matson explained the short range plan governs the expenditure of the federal and state gas tax dollars and other revenues. He continued in July, 2008, the FDOT Short Range Plan, the Five Year Work Program and Budget, integrated with the County's Capital Improvement Program, would form a document called the TIP (Transportation Improvement Plan).

Mr. Matson reviewed the procedure used to develop the Work Program.

He then turned the presentation over to Mr. Gustavo Schmidt, FDOT District Planning Director; Ms. Stacy Miller, FDOT Head of Planning & Programming, and Mr. Mike Derosa, FDOT Administrator of the Work Program and Budget.

Mr. Jason Brown, IRC Director of Management & Budget, arrived at 10:37 a.m.

Ms. Miller gave an overview of the four handouts concerning the Draft Tentative Work Program (FY08/09 – FY12/13) she provided. Copies of each are on file in the Commission Office.

Mr. Schmidt interjected what was preventing the FDOT from funding particular projects was not funding constraints, but basically the justification process. He continued when an interchange could be justified, funding would be available.

Mr. Chuck Mechling, representing Pointe West, asked for clarification of the figures listed under the Administration, Construction and Incentive designations. A lengthy discussion ensued with explanations and comments.

(11:33:22)

**ON MOTION BY Mr. Menger, SECONDED BY Mr. Mora, the members voted unanimously (13-0) to**

**approve the Draft Tentative Work Program with the few minor changes noted during the discussion.**

**Review of Transit Development Plan (TDP) Major Update Proposed Scope of Service**

Mr. Matson related the Senior Resource Association launched the new look of their bus system recently with a tropical theme. He then gave a brief overview of the transit improvements as described in his memorandum dated November 27, 2007. A copy of this memorandum is on file in the Commission Office.

Mr. Matson pointed out chronologically speaking, age-wise out of 3,000 counties within the United States, IRC was the fifth oldest. We have more senior citizens in a higher median age and the four counties higher than IRC were all in Florida. He continued disabled persons were also major constituents of transit services and low income persons who do not have access to a car.

Mr. Matson reported the bus transportation route goes from Barefoot Bay to Vero Beach on US Highway 1. He added the ridership had tripled since the year 2000, with up to 318,000. With two new routes in place, the number should go over 400,000.

Some of the things being looked at for the future were Sunday service, potential new routes, shorter wait times between buses, service to St. Lucie County and alternative revenue sources.

Mr. Matson announced the Consultant hired to prepare a TDP was Stanley Consultants. He noted they had until September, 2008 to develop a draft plan at a cost of \$122,750.

Mr. Brown related under Task VIII, there should be a statement added about the base of the capital and operating plan being a financially feasible plan from available funding sources with a set of alternatives in the event of growth.

Mr. Menger left the meeting at 11:49 a.m.

(11:49:47)

**ON MOTION BY Mr. Schmidt, SECONDED BY Mr. Brown, the members voted unanimously (12-0) to approve the Transit Development Plan (TDP) proposed Scope of Services as presented with the addition to Task VII as recommended.**

Mr. Keating announced the matters voted on today would be going to the December 12, 2007 MPO meeting and welcomed any comments or questions from the members.

**Status Report of Other MPO Advisory Committees**

Mr. Matson gave a synopsis of the Joint MPOTAC/MPOCAC meeting held on November 8, 2007. He announced the next MPOTAC meeting would be held January 25, 2008, depending on items being ready to present.

A tentative schedule of all MPO and MPO Advisory Committee meetings for 2008 was distributed, a copy of which is on file in the Commission Office.

**Adjournment**

There being no further business, the meeting adjourned at 11:52 a.m.

**INDIAN RIVER COUNTY, FLORIDA**

**MEMORANDUM**

**TO:** Members of the Indian River County MPO Technical Advisory Committee (TAC)

**THROUGH:** Robert M. Keating, AICP *RMK*  
Community Development Director

**FROM:** Phillip J. Matson *PJM*  
MPO Staff Director

**DATE:** February 13, 2008

**SUBJECT: APPOINTMENT OF MEMBER TO THE TREASURE COAST  
TRANSPORTATION COUNCIL – REGIONAL ADVISORY  
COMMITTEE (RAC)**

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It is requested that the information presented herein be given formal consideration by the Indian River County MPO Technical Advisory Committee (TAC) at its meeting of February 22, 2008.

**DESCRIPTION, CONDITIONS & ANALYSIS**

At its May 9, 2007 meeting, the Indian River County MPO approved the Treasure Coast Transportation Plan (TCTP). One strategy contained in that plan was the development of a Regional Advisory Committee (RAC), a new multi-county committee that provides citizen and technical input on regional transportation planning issues. As stated in the TCTP, the RAC will be composed of one CAC member, one TDLCB member, and two TAC members from each of the three Treasure Coast MPOs. In accordance with the TCTP, members will be re-appointed on an annual basis by their respective local boards. Currently, the RAC representatives from the TAC are Bob Keating, TAC Chairman, and Jason Nunemaker, representing municipalities in the county. RAC alternates are Chris Mora, TAC Vice-Chairman and Al Minner, a member of the TAC.

**RECOMMENDATION**

Staff recommends that the TAC nominate the TAC Chairman and one municipal representative as voting members of the RAC, with the TAC Vice-Chairman and one other TAC member serving as alternates.

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

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**TO:** Members of the Indian River County Metropolitan Planning Organization –  
Technical Advisory Committee

**THROUGH:** Robert M. Keating, AICP *AMK*  
Community Development Director

**FROM:** Phillip J. Matson *PJM*  
MPO Staff Director

**DATE:** February 11, 2008

**SUBJECT:** Discussion of Aviation Boulevard Extension (US 1 – Indian River Boulevard)

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It is requested that the information presented herein be given formal consideration by the Indian River County MPO Technical Advisory Committee (MPOTAC) at its meeting of February 22, 2008.

SUMMARY

In March of 2006, a work order was issued to the MPO's General Planning Consultant, Kimley-Horn and Associates, to determine whether a proposed extension of Aviation Boulevard between US 1 and Indian River Boulevard was feasible and to identify a preferred alignment for the new road. The study concluded that, while two proposed alternatives were physically possible, neither alignment was cost feasible, and no further study was authorized by the MPO. In response, a report was prepared by concerned citizens. That report identified a new alignment not considered in the original study. On February 2, 2007, the MPO authorized staff and the consultant to work with concerned citizens and examine the conclusions contained in the citizens' report. After collecting and analyzing additional data, the consultant concluded that the new alignment lacked sufficient right-of-way to safely accommodate a major roadway (Attachment 1). Subsequent to the consultant's finding, staff, the consultant, and a citizen representative met and agreed that staff should continue to work with local developers and stakeholders to improve connectivity in the Indian River Boulevard/37<sup>th</sup> Street Corridor. Staff recommends that the TAC consider the staff-consultant presentation on February 22, provide staff with any comments or recommendations, and recommend that the MPO direct staff to coordinate with local stakeholders on a future roadway alignment.



## **DESCRIPTION, CONDITIONS & ANALYSIS**

Included in the 2030 Long Range Transportation Plan is an extension of 26<sup>th</sup> Street/Aviation Boulevard. That extension would lengthen Aviation Boulevard by approximately one mile to the east of US 1, providing a continuous highway from 66<sup>th</sup> Avenue to Indian River Boulevard. According to the LRTP, the new project would provide relief for a number of congested facilities and could also forestall the need to widen parts of Indian River Boulevard. Since the proposed extension was a completely new alignment, and not the paving or widening of an existing alignment, the LRTP indicated that a feasibility study of the underlying corridor would be necessary. In March of 2006, a work order was issued to the MPO's Highway General Planning Consultant, Kimley-Horn and Associates. The purpose of that study was for the consultant to assess the financial, environmental, and construction feasibility of the proposed extension and to identify a preferred alignment for the new road.

In November of 2006, phase 1 of that study was completed. The study concluded that, while two alternatives were possible, neither alignment was cost feasible and, therefore, the more detailed analysis proposed under phase 2 of the study should not be undertaken.

In response, a report was prepared by concerned citizens and presented to the MPO. That report identified a new alignment not considered in the original study. On February 2, 2007, the MPO authorized staff and the consultant to work with citizens and examine the conclusions contained in the citizens' report.

## **ANALYSIS**

The results of the study of the citizens' alignment are contained in the attached report (Attachment 1). After collecting and analyzing additional data, the consultant concluded that the new alignment lacked sufficient right-of-way to safely accommodate a major roadway. Therefore, no additional study or funding for the alignment is warranted at this time.

Subsequent to the consultant's finding, staff, the consultant, and a citizen representative met and agreed that staff should continue to work with local developers and stakeholders to improve connectivity in the Indian River Boulevard/37<sup>th</sup> Street Corridor. Specifically, the study recommends that a 2-lane continuous local collector road be provided if and when future development occurs in the corridor. While a four-lane facility is needed to provide substantial relief on adjacent arterials, a two-lane facility would provide relief on a smaller scale as well as have other benefits, such as promoting safety and reducing emergency response time. While the general vicinity of the collector road has been identified, no specific alignment is presently recommended. In addition, the study suggests that sufficient right-of-way be provided in the course of the development of the collector road to accommodate roadway buffering and possible future expansion.

Finally, the consultants have collected data on a number of obstacles to future roadway construction, such as wetlands and noise sensitive receptors. This information, which is not contained in the attached report, may be useful in future roadway and other project development.

## **RECOMMENDATION**

Staff recommends that the TAC consider the staff-consultant presentation on February 22, provide staff with any comments or recommendations, and recommend that the MPO direct staff to coordinate with local stakeholders on a future roadway alignment.

## **ATTACHMENT**

1. Analysis of Aviation Boulevard Extension Citizens' Alignment – attachment to be provided.

F:\Community Development\Users\MPO\Meetings\TAC\2007\02-02-07\Aviation Boulevard Extension Update.doc

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

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**TO:** Members of the Indian River County MPO Technical Advisory Committee (TAC)

**THROUGH:** Robert M. Keating, AICP *RMK*  
Community Development Director

**FROM:** Phillip J. Matson *PM*  
MPO Staff Director

**DATE:** February 14, 2008

**SUBJECT:** STATUS REPORT OF MPO ADVISORY COMMITTEES

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It is requested that the information presented herein be given formal consideration at the MPO Technical Advisory Committee (TAC) meeting of February 22, 2008.

**CAC MEETING**

The CAC met on December 7, 2007 to discuss the 2008/09 – 2012/13 FDOT Five Year Tentative Work Program. After reviewing the work program, the CAC unanimously recommended that the MPO approve the work program.

**MPO MEETING**

The MPO met on December 12th to discuss the 2008/09 – 2012/13 FDOT Five Year Tentative Work Program. At that meeting, a presentation was made by FDOT staff, including District Secretary James Wolfe, regarding the work program and future funding in the District. After considering the comments of FDOT and the recommendations of the CAC and TAC, the MPO unanimously approved the work program.

**BAC MEETING**

The BAC met on November 8<sup>th</sup> to discuss the Central and North County Greenways Plans. After considering the Greenways Plans, the BAC provided the consultants with a number of recommendations on the plans.

**UPCOMING MEETINGS**

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

**MPO Meeting: March 12, 2008 – 10:00 am**

**MPOTAC: March 28, 2008 – 10:00 am**

**MPOCAC: March 4, 2008 – 2:00 pm**

**MPOBAC: February 28, 2008 – 2:00 pm**



Kimley-Horn  
and Associates, Inc.

### *Memorandum*

To: Phil Matson  
Indian River County Metropolitan Planning Organization

From: Gregory S. Kyle, AICP *GSK*  
Kimley-Horn and Associates, Inc.

Date: February 18, 2008

Re: Aviation Boulevard Extension Corridor Study Phase II

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■  
Suite 109  
5200 N.W. 33rd Avenue  
Ft. Lauderdale, Florida  
33309

### **Background and Objectives**

Phase I of the Aviation Boulevard Corridor Study included the development of four potential alignments for the extension of Aviation Boulevard to the east from U.S. 1 to Indian River Boulevard. A fatal flaw screening was performed based on environmental and community impacts. Also considered were the costs associated with constructing a four-lane roadway along the potential alignments.

The Phase I evaluation revealed no environmental flaws that would preclude alignments from further consideration; however, the costs of constructing a four-lane facility along the alignments were found to represent a significant amount of the total projected funding available for roadway projects in Indian River County. Therefore, the extension of Aviation Boulevard was found to be cost prohibitive.

At the conclusion of the Phase I study, a report developed by a group of local citizens contained an alternative alignment that was a hybrid of the Corridor 1 (35<sup>th</sup> Lane) alignment evaluated in the Phase I study. The alignment proposed in this "citizens' report" begins at the Merrill Barber Bridge/Indian River Boulevard intersection, then curves sharply north and ultimately west, along the south edge of the Indian River County Hospital District property. The report also contained a cost estimate for the alternative alignment, which was significantly lower than the costs developed for the alignments evaluated in the Phase I study.

The objective of Phase II of the Aviation Boulevard Corridor Study was to evaluate the alternative proposed in the "citizens' report" to determine its feasibility, constructability, and costs based on the design requirements for a four-lane roadway.

■  
TEL 954 536 5100  
FAX 954 788 2247



## **Evaluation and Refinement of Aviation Boulevard Extension Alignment**

The alternative alignment and typical section developed in the "citizens' report" was evaluated based on the design requirements for the facility. During the preparation of the 2030 Long Range Transportation Plan, it was determined that the roadway must be four lanes with a minimum design speed of 40 miles per hour (mph) and a minimum posted speed limit of 35 mph in order to be an attractive east-west alternative in the study area.

### **Typical Section**

During Phase I of the Aviation Boulevard Corridor Study, right-of-way cost estimates were developed for the potential alignments assuming that the roadway corridor would require 120 feet of right-of-way, which is desirable for four-lane divided collector roadways in Indian River County. As part of the Phase II study, a typical section (see Attachment 1) was developed for the corridor to determine if the roadway could be constructed in a narrower corridor. The typical section developed for the corridor requires 100 feet of right-of-way to accommodate four 11-foot travel lanes along with a median, bike lanes, and sidewalks. Please note that the provision of bike lanes and sidewalks were deemed to be important for safety purposes and connectivity to Indian River County's Greenways Plan. In addition to the 100 feet of right-of-way, 10-foot construction easements would be required on both sides of the corridor to provide the slope needed to match the elevations of adjacent properties.

### **Alignment 1**

An alignment (Alignment 1 – see Attachment 2) was developed for the typical section based on design criteria for a roadway with a design speed of 40 mph, which would allow for a posted speed limit of 35 mph consistent with the criteria identified in the 2030 Long Range Transportation Plan. Also note the design speed for Alignment 1 matches the design speed for the Aviation Boulevard widening project west of U.S. 1. In order to accommodate the 40 mph design speed, the curve to the north immediately to the west of Indian River Boulevard requires a 535-foot radius. Alignment 1 would have considerable community impacts as the alignment of the curve to the west of Indian River Boulevard would require the acquisition of seven residential properties in the Country Club Point neighborhood. In addition, another 12 residential properties in the Country Club Point neighborhood would be isolated or landlocked by the alignment, thus also requiring their acquisition. Further to the west, the alignment bisects the Indian River County Hospital District property, passes in close proximity to the Florida Baptist Retirement Center and the Hospice House, and would require the demolition of residential structures in the "Beatty rental properties" area.

### **Alignment 2**

A second alignment (Alignment 2 – see Attachment 2) was developed for the typical section based on design criteria for a roadway with a design speed of 35 mph, which would correspond to a posted speed of 30 mph. Note the posted speed limit would not meet the criteria required to make the corridor an attractive



east-west alternative in the study area based on the analyses performed in the 2030 Long Range Transportation Plan. In order to accommodate the 35 mph design speed, the curve to the north immediately to the west of Indian River Boulevard requires a 340-foot radius. Alignment 2 would have fewer impacts to the community than Alignment 1, but the alignment of the curve to the west of Indian River Boulevard would require the acquisition of three residential properties in the Country Club Point neighborhood. Similar to Alignment 1, further to the west Alignment 2 bisects the Indian River County Hospital District property, passes in close proximity to the Florida Baptist Retirement Center and the Hospice House, and would require the demolition of residential structures in the "Beatty rental properties" area.

### **Alignment 3**

A third alignment (Alignment 3 – see Attachment 2) was developed for the typical section based on design criteria for a roadway with a design speed of 30 mph, which would correspond to a posted speed of 25 mph. Note the posted speed limit would not meet the criteria required to make the corridor an attractive east-west alternative in the study area based on the analyses performed in the 2030 Long Range Transportation Plan. In order to accommodate the 30 mph design speed, the curve to the north immediately to the west of Indian River Boulevard requires a 225-foot radius. Alignment 3 would have slightly less community impacts than Alignment 2, but the alignment of the curve to the west of Indian River Boulevard would still require the acquisition of two residential properties in the Country Club Point neighborhood. Similar to Alignments 1 and 2, further to the west Alignment 3 bisects the Indian River County Hospital District property, passes in close proximity to the Florida Baptist Retirement Center and the Hospice House, and would require the demolition of residential structures in the "Beatty rental properties" area.

### **Project Team Coordination Meetings**

An initial meeting was held with Indian River County staff at the outset of the Phase II study. The purpose of the meeting was to review the scope of services for the study and discuss issues that must be considered. At this meeting it was determined that a decision point would occur in the study at the completion of Task 1 (Evaluate/Refine Alignment), where a determination would be made whether there was a suitable typical section and alignment to carry forward.

At the conclusion of Task 1, a meeting was held with Indian River County staff to review the typical section and alignments developed for the Aviation Boulevard Extension. The community impacts to residences in the Country Club Point neighborhood associated with Alignment 1 were considered too significant to advance Alignment 1 any further. For Alignments 2 and 3, concerns were raised over the design speed of the curve immediately to the west of Indian River Boulevard being sufficient to accommodate vehicles descending the Merrill Barber Bridge. Therefore, a determination was made that the design speed of the curve needed to be within 5 miles per hour of the 85 percentile speed on the



descent of the Merrill Barber Bridge. Subsequently, speed data were collected which demonstrated that the 85 percentile speed on the descent of the Merrill Barber Bridge is 52 mph. Based on the speed data, Alignments 2 and 3 would present safety deficiencies that were considered too significant to advance Alignments 2 and 3 any further.

Since a feasible alignment could not be developed for the Aviation Boulevard Extension, a final meeting was held with Indian River County staff to discuss alternatives for a connector roadway between Indian River Boulevard and U.S. 1. A decision was made to halt the Aviation Boulevard Extension Corridor Study and encourage local connector roadways to be constructed as development occurs in the area.

Meeting notes are provided in Attachment 3.

## **Conclusion**

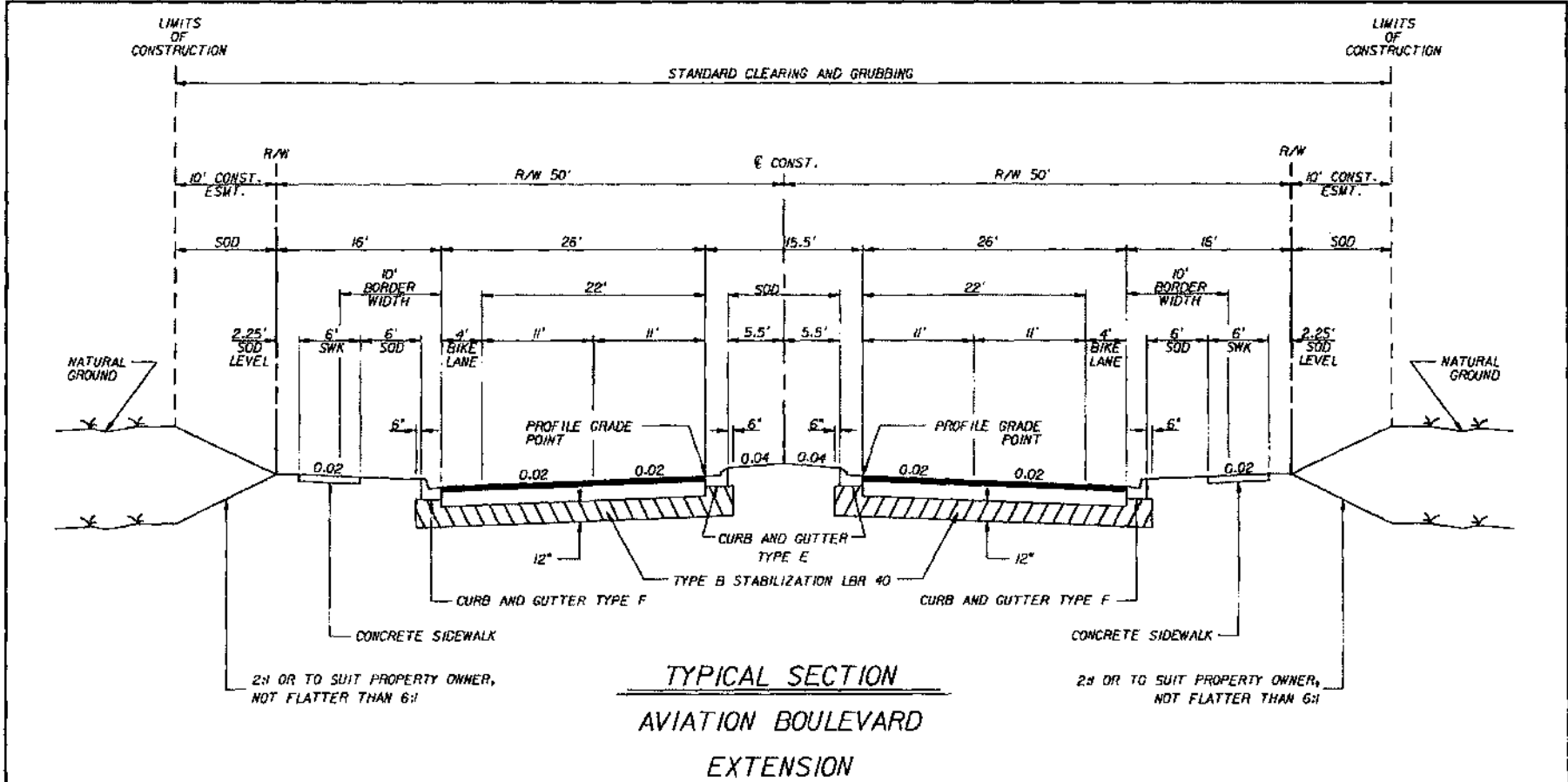
The alternative alignment and typical section developed in the "citizens' report" for the Aviation Boulevard Extension was evaluated based on the design requirements for the facility. A refined typical section was developed for the corridor that requires 100 feet of right-of-way, although 10-foot construction easements would be required on both sides of the corridor to provide the slope needed to match the elevations of adjacent properties. Three alternative alignments were developed for the typical section based on design criteria for a roadway with a design speed of 40 mph, 35 mph, and 30 mph, respectively. All three alternative alignments would have community impacts including the acquisition of residential properties. In addition, Alignments 2 (35 mph design speed) and 3 (30 mph design speed) were deemed to be unsafe to accommodate the speed of vehicles entering the curve immediately to the west of Indian River Boulevard. Based on the results of the analyses, a feasible alignment does not exist for the Aviation Boulevard Extension and no further analyses are warranted.

The data collected for these analyses may assist in the future development of a local connector roadway network to enhance access to parcels in the area. If a local connector roadway network is developed between the medical office developments near Indian River Boulevard, the Indian River County Hospital District property, and the "Beatty rental properties" area, the environmental documentation and alignment analyses conducted for this study can be built upon to streamline future planning efforts. As new development occurs in the area, local connector roadways between developments should be encouraged to reduce congestion on adjacent roadways (see Attachment 4).

## **Attachments**

**Attachment A**  
**Typical Section**





POSTED SPEED = 35 MPH  
DESIGN SPEED = 40 MPH

REVISIONS			
DESCRIPTION	DATE	BY	DESCRIPTION

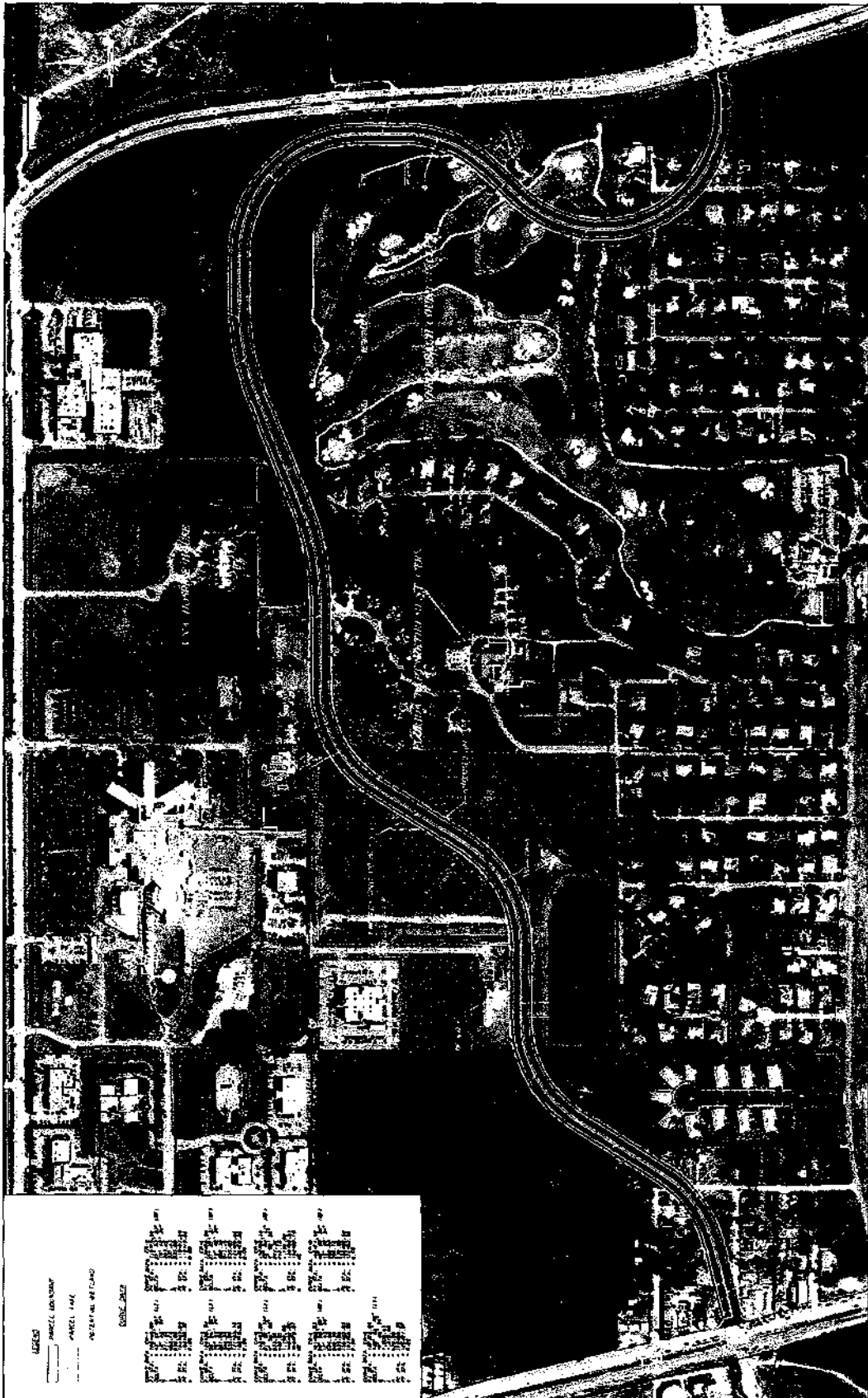
**Kirley-Horn**  
and Associates, Inc.  
3000 N. W. 12th St.  
P.O. Box 10000  
West Palm Beach, FL 33411  
TEL: 561-835-1100  
FAX: 561-835-1101  
QUALITY OF SERVICE GUARANTEED

**INDIAN RIVER COUNTY MPO**  
**AVIATION BOULEVARD EXTENSION PHASE II**  
**NORTH CORRIDOR**  
**CONCEPTUAL ALIGNMENT**

**TYPICAL SECTION**

SHEET NO.  
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**Attachment 2**  
**Conceptual Alignments**



**LEGEND**

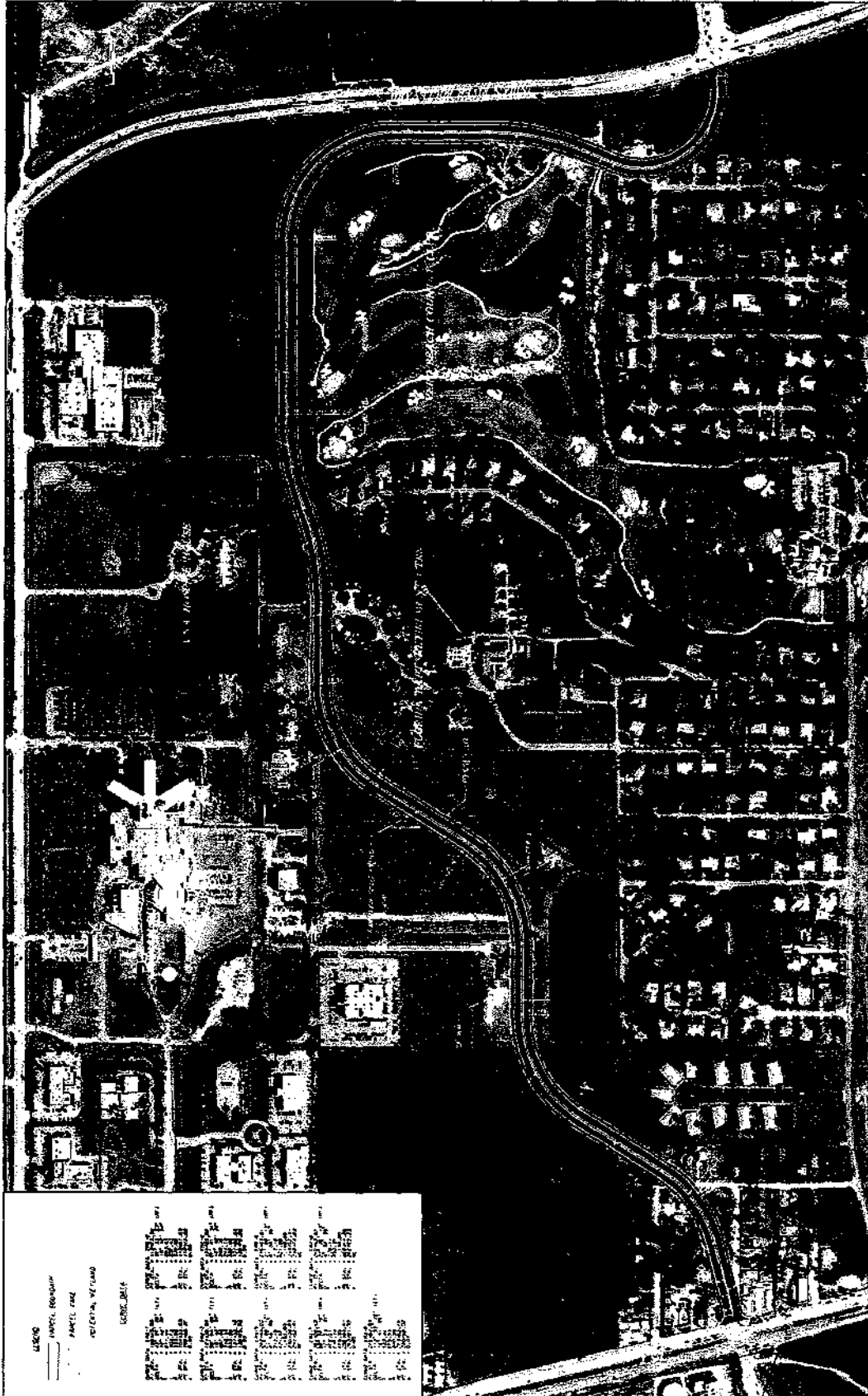
[Symbol] PARCEL BOUNDARY  
 [Symbol] PARCEL AREA  
 [Symbol] PARCEL AREA (SQ FT)

Parcel ID	Area (sq ft)
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INDIAN RIVER COUNTY MPO  
 AVIATION BOULEVARD EXTENSION PHASE II  
 NORTH CORRIDOR  
 CONCEPTUAL ALIGNMENT

DISTRICTION  
 AND ASSOCIATES, INC.  
 1000 N. W. 10th Ave.  
 Suite 200  
 Ft. Lauderdale, FL 33304  
 TEL: 954.525.1100  
 FAX: 954.525.1101  
 WWW.DISTRICTION.COM

SHEET NO. 3



LEGEND  
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 SOLID LINE: AVIATION BOULEVARD  
 SHADING: ZONING DISTRICTS

Symbol	Description
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(Shaded area)	ZONING DISTRICTS

**INDIAN RIVER COUNTY MPO**  
**AVIATION BOULEVARD EXTENSION PHASE II**  
**NORTH CORRIDOR**  
**CONCEPTUAL ALIGNMENT**

SHEET  
 NO. 4

DATE: 11/15/05

DRAWN BY: [Name]

CHECKED BY: [Name]

APPROVED BY: [Name]

SCALE: 1" = 100'

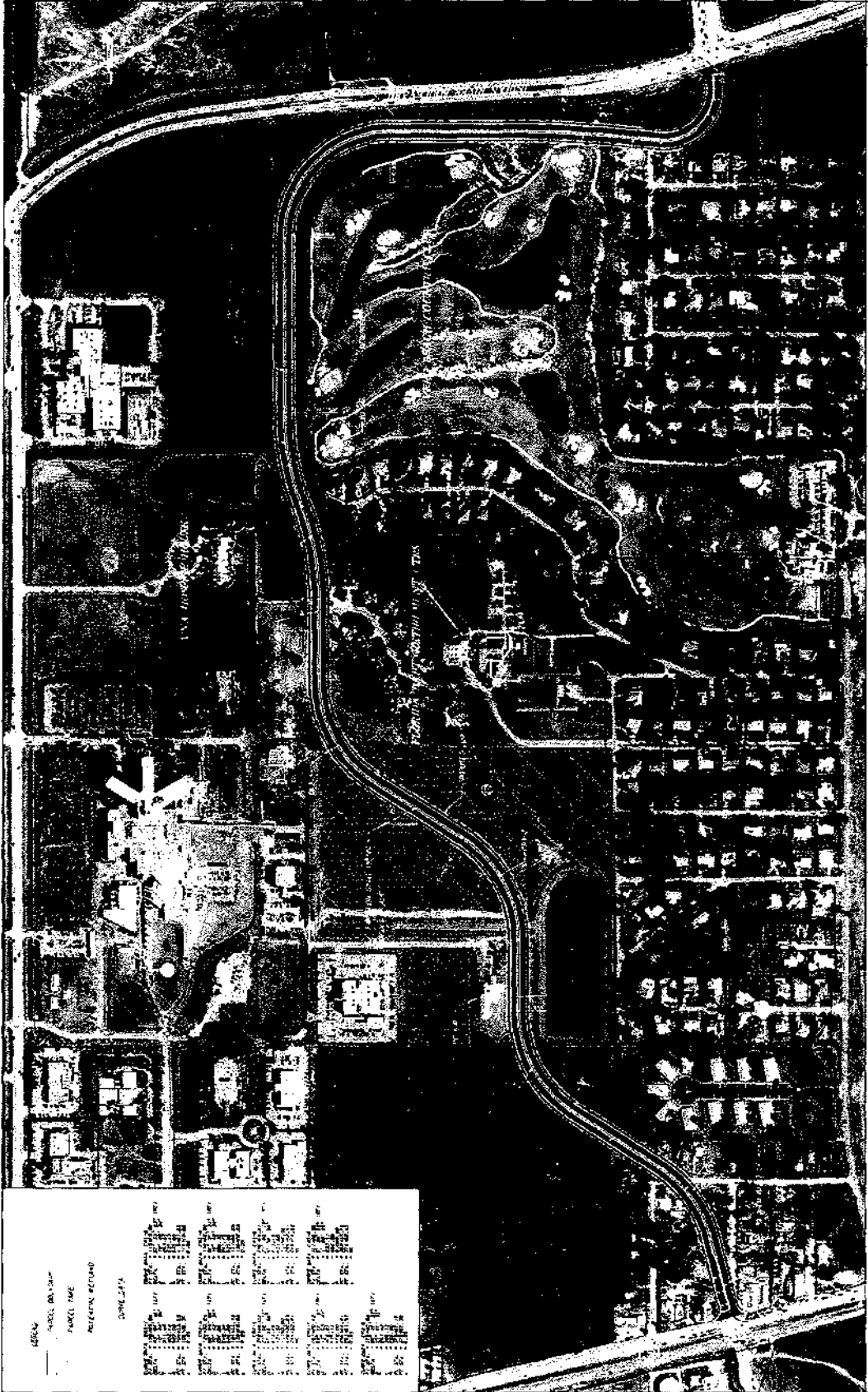
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DATE: 11/15/05

DRAWN BY: [Name]

CHECKED BY: [Name]

APPROVED BY: [Name]



LEGEND  
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 - - - - - DATE

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INDIAN RIVER COUNTY APO  
 AVIATION BOULEVARD EXTENSION PHASE II  
 NORTH CORRIDOR  
 CONCEPTUAL ALIGNMENT

SHEET NO. 5  
 DATE: 12/15/11  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

**Attachment 3**  
**Meeting Minutes**

# **Aviation Boulevard Extension Corridor Study**

## **Phase II Staff Kick-Off Meeting Notes**

### **September 19, 2007**

The staff kick-off meeting for Phase II of the Aviation Boulevard Extension Corridor Study was held on September 19, 2007, at the Indian River County Administration Building. The staff kick-off meeting was attended by:

- Phil Matson – Indian River County (Project Manager)
- Bob Keating – Indian River County
- Jim Davis – Indian River County
- Chris Mora – Indian River County
- Greg Kyle – Kimley-Horn (Consultant Project Manager)
- Stewart Robertson – Kimley-Horn
- Brian Good – Kimley-Horn
- Lisa Frazier – Kimley-Horn

The purpose of the meeting was to review the scope of services for the study and discuss issues that must be considered.

At the outset of the meeting, Phil Matson suggested and Bob Keating concurred that the Main Relief Canal corridor should be removed from further consideration as an alignment for the extension of Aviation Boulevard.

It was pointed out that the major difference in the cost estimates prepared by Kimley-Horn and the Citizen's report for the 35<sup>th</sup> Lane alignment were related to bridge costs.

The right-of-way requirements for the 4-lane extension of Aviation Boulevard were discussed. It was determined that even if a typical section could be developed to fit within 100 feet, an additional area would be required to provide harmonization due to grade differences resulting from superelevation within curves along the alignment. Brian Good pointed out that a 10-foot construction easement would likely be required. Brian also pointed out that the FDOT standard is 106 feet for a 4-lane roadway. Concern was expressed over citizens potentially pointing out that other 4-lane roads were being planned with an 80-foot typical section. Chris Mora mentioned that only old roads with constrained right-of-way typically have 80 feet for four lanes, and that some desired facilities such as bike lanes and/or sidewalks often have to be eliminated on roadways with constrained right-of-way. It was pointed out that if the project is going to seek State or Federal funds, bicycle and pedestrian facilities will likely be required.

Brian Good suggested using a design speed of 40 mph and a posted speed of 35 mph for the Aviation Boulevard Extension. This would match the design speed for the Aviation Boulevard widening project west of U.S. 1. Brian also pointed out the importance of planning for bicycle and pedestrian facilities in this project because of the connections to the heavily-utilized Merrill Barber Bridge and the future connection to the Aviation Boulevard shared-use path.

Jim Davis suggested using topographic survey prepared by RS&H to lay out the alignment. Laying out the alignment on the topographic survey will help to develop more accurate cost estimates for the project. Jim will provide the survey information. Jim also expressed concern over the feasibility of building a reverse curve so close to the Indian River Boulevard intersection

in such narrow right-of-way. The feasibility of this reverse curve along with a stopping sight distance analysis should be considered. Jim also mentioned that when Indian River Boulevard was constructed 4 to 5 feet of muck had to be removed.

Phil Matson pointed out that the Hospital and the Hospice House have stated opposition to building the roadway due to bisecting potential development property. Phil also pointed out that the Beattys, Strunks, and a citizens' group east of Indian River Boulevard seem in favor of building the roadway.

The identification on the limits of wetlands will be important to determine how much of the alignment must be bridged. Lisa Frazier mentioned that the Corps has new more stringent rules regarding wetlands. Lisa will delineate the wetland line in the field. Phil Matson requested that informal feedback on the wetland limits be sought from the appropriate review agencies. It was pointed out that Doug Carlson of the Mosquito Control District is a valuable resource within the County regarding wetland issues.

Regarding the pond siting, it was pointed out that the FAA does not like to locate ponds within flight paths because of the attraction of birds.

Indian River County does not have noise standards. Therefore, Phil Matson provided instruction to rely upon State noise standards.

It was determined that a decision point would occur in the study at the completion of Task 1 where consensus would need to be reached regarding the appropriate typical section to carry forward.



**Aviation Boulevard Extension Corridor Study**  
**Project Team Phase II Kick-Off**  
**Meeting Notes**  
**September 19, 2007**

The project team kick-off meeting for Phase II of the Aviation Boulevard Extension Corridor Study was held on September 19, 2007, at the Indian River County Administration Building. The project team kick-off meeting was attended by:

- Phil Matson – Indian River County (Project Manager)
- Bob Keating – Indian River County
- Jim Davis – Indian River County
- Greg Kyle – Kimley-Horn (Consultant Project Manager)
- Stewart Robertson – Kimley-Horn
- Lisa Frazier – Kimley-Horn
- Vic Demattia – Indian River County Citizen

The purpose of the meeting was to review the scope of services for the study and discuss potential issues that must be taken into consideration.

At the outset of the meeting, Vic Demattia provided a handout that identified five problems/resolutions that would need to be addressed in the study.

1. Country Club Point
2. Boysenberry Brook Bridge
3. Gator Group Swamp
4. Hospice House/Baptist Retirement Village
5. Hospital Expansion Area

The scope of services was reviewed and it was determined that the scope required consideration of the five problems/resolutions.

The typical section for the corridor was discussed at length. Vic Demattia pointed out that Aviation Boulevard was planned as a four-lane road within an 80-foot typical section to the west. Reasons for needing a typical section wider than 80 feet were discussed including the need for a wider section in curved superelevated sections, the need to provide bicycle and pedestrian facilities, and the potential to need to provide berms or walls for noise mitigation. It was pointed out that a meeting would occur at the end of Task I to review the proposed typical section and alignment before moving into subsequent study tasks.

It was pointed out that the City of Vero Beach has information on wetlands and elevations in the study area. Lisa Frazier pointed out that the ability to do on-site creation needs to be studied.

Jim Davis pointed out that there is a culvert extending from Golfview Drive under Indian River Boulevard which must be taken into consideration in the alignment. Jim also noted that the golf course has been historically protective of its buffer, although Vic indicated that he had discussed the alignment with representatives of the golf course.

There was a discussion of the extent of muck that had to be removed when constructing Indian River Boulevard. Jim Davis mentioned that when Indian River Boulevard was constructed 4 to 5 feet of muck had to be removed for most of the entire length including the section under study. Jim expressed concern that the wetlands west of the Merrill Barber Bridge intersection may be currently used for Indian River Boulevard drainage, which could limit the feasibility of this alignment. Phil Matson requested Jim to provide the Indian River Boulevard Phase III Mitigation Plan.

Vic requested that an analysis be performed of the drainage (pond) requirements associated with the buildout of the hospital's property. Phil mentioned that Dean Leutje of Carter Associates may be knowledgeable of the Hospital property drainage.

Bob Keating pointed out that a 4:1 slope is required for berms. The need for berms in certain areas would add considerably to the right-of-way width.

It was point out that the hospice and retirement village would need to be considered in the noise analysis.

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**Aviation Boulevard Extension Corridor Study**  
**Project Team Meeting**  
**Meeting Notes**  
**December 14, 2007**

The project team meeting for Phase II of the Aviation Boulevard Extension Corridor Study was held on December 14, 2007, at the Indian River County Administration Building. The project team meeting was attended by:

- Phil Matson – Indian River County (Project Manager)
- Bob Keating – Indian River County
- Jim Davis – Indian River County
- Chris Mora – Indian River County
- Monte Falls – City of Vero Beach
- Greg Kyle – Kimley-Horn (Consultant Project Manager)
- Brian Good – Kimley-Horn
- Lisa Frazier – Kimley-Horn
- Vic Demattia – Indian River County Citizen

The purpose of the meeting was to review the refined alignments and typical section developed by Kimley-Horn for the Aviation Boulevard Extension from U.S. 1 to Indian River Boulevard. Graphics of a typical section and three alternative alignments were presented. A summary of discussion points follows.

- Several criteria have caused the Kimley-Horn alignment to differ from the alignment presented in the Citizen's Report including assumptions on cross slope (cannot exceed 5 percent per State standards), transition (cannot occur within intersection with Indian River Boulevard), drainage, safety (concern over speed entering a sharp curve after descending from the Merrill Barber Bridge)
- The possibility of starting superelevation further to the east by raising Indian River Boulevard was discussed but it was felt that the intersection must be a plateau based on the traffic volumes that it experiences
  - Cross slope in the intersection would require a variance, which is not likely to be granted because of safety issues
- Concern was raised over the median being wide enough to match the superelevation in the curve and still have space for turn lanes on the approach to Indian River Boulevard
- Serious concern was raised over the design speed of the curve being sufficient for a collector and accommodating the 85 percentile speed for vehicles coming off the Merrill Barber Bridge
  - It was determined that the design speed of the curve needed to be within 5 miles per hour of the 85 percentile speed
- Alignments 1 and 2 were dropped from further consideration because of community impacts

Based on the discussion, it was decided that 85 percentile speed data would be collected on the descent of the Merrill Barber Bridge to determine if Alignment 3 (design speed of 30 miles per hour) would be able to safely accommodate traffic entering the curve.

**Aviation Boulevard Extension Corridor Study  
Project Team Meeting  
Meeting Notes  
February 13, 2008**

The project team meeting for Phase II of the Aviation Boulevard Extension Corridor Study was held on February 13, 2008, at the Indian River County Administration Building. The project team meeting was attended by:

- Phil Matson – Indian River County (Project Manager)
- Bob Keating – Indian River County
- Chris Mora – Indian River County
- Greg Kyle – Kimley-Horn (Consultant Project Manager)
- Eric Kleier – Kimley-Horn
- Vic Demattia – Indian River County Citizen

The purpose of the meeting was to discuss alternatives for a connector roadway between Indian River Boulevard and U.S. 1 since a feasible alignment could not be developed for the Aviation Boulevard Extension. A summary of discussion points follows.

- There is potential to develop a local connector roadway through the “Gator Group property” immediately west of Indian River Boulevard as the site is developed
- The alignment identified for the Aviation Boulevard Extension immediately to the east of U.S. 1 through the “Beatyville” area should still be investigated for its potential to provide an additional connection to Indian River Memorial Hospital
- Connector roadways should be required as part of development process as the area owned by the Indian River County Hospital District is developed along with adjacent parcels
- A local connector roadway between Indian River Boulevard should be built by developers as a two-lane roadway but right-of-way should be reserved for a four-lane roadway

Based on the discussion, a decision was made to halt the Aviation Boulevard Extension Corridor Study and require local connector roadways to be constructed as development occurs.

**Attachment 4**  
**Local Connector Roadways**  
**Alignment**

