CITY OF TITUSVILLE

PLANNING AND ZONING COMMISSION

AGENDA

Regular Meeting

October 22, 2025 - 6:00 PM

Council Chamber at City Hall

555 South Washington Avenue, Titusville, FL 32796

All persons who anticipate speaking on any Public Hearing item must fill out an Oath Card to be heard on that agenda item and sign the oath contained thereon. These cards are located on the table near the entrance to the Council Chamber or may be obtained from the Recording Secretary. This meeting will be conducted in accordance to the procedures adopted in Resolution #24-1997

Those speaking in favor of a request will be heard first, those opposed will be heard second, and those who wish to make a public comment on the item will speak third. The applicant may make a brief rebuttal if necessary. A representative from either side, for or against, may cross-examine a witness.

Anyone who speaks is considered a witness. If you have photographs, sketches, or documents that you desire for the Commission to consider, they must be submitted into evidence and will be retained by the City. Please submit such exhibits to the Recording Secretary.

1. **CALL TO ORDER**

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

4. **DETERMINATION OF A QUORUM**

5. **APPROVAL OF MINUTES**

   A. **Minutes October 8, 2025**
   Approve minutes

6. **QUASI-JUDICIAL CONFIRMATION PROCEDURES**

7. **PETITIONS AND REQUESTS FROM THE PUBLIC PRESENT**

8. **OLD BUSINESS**

9. NEW BUSINESS

A. Small Scale Amendment (SSA) Application No.2-2024 - State Road 405 and Singleton Avenue - PD SOUTH

Conduct the public hearing and make recommendation on Small Scale Comprehensive Plan Amendment (SSA 2-2024).

Recommend approval of SSA 2-2024 to amend the Comprehensive Plan Future Land Use Map by changing the future land use designation from Low Density Residential to Conservation on 11.25+/- acres of property and from Conservation to Low Density Residential on 0.44+/- acres of property having Parcel ID Nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759; and 22-35-05-00-760.
This ordinance is a legislative item.

Recommend approval of the rezoning from the General Use (GU) zoning district to the Planned Development (PD) zoning district on 27.99+/- acres of property; and the Open Space Recreational (OR) zoning district to the Planned Development (PD) zoning district on 0.44+/- acres of property having Parcel ID Nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760 with master plan and conditions of approval as described in the rezoning ordinance:

1. A final recreational plan shall be submitted with the plat that illustrates the proposed recreational amenities, including interconnected stabilized sidewalks and walking trails within the open space areas, and confirms with the minimum required open space [1.6(a)].
2. Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers shall be preserved with the submittal of the plat [1.11(a)].
3. The developer shall work with the City to adjust the layout of the master plan to achieve the preservation of upland scrub, pine and oaks where feasible. Heritage trees should, to the extent possible, be preserved with the submittal of the plat [1.11(c)].
4. Buildings may be relocated or rearranged outside required landscape buffers within the area identified as the developable acreage as stated in condition 1.7 of the ordinance and as illustrated on the master plan in Exhibit B [1.13(d)].
5. Direct Impacts to wetlands will require an amendment to the Planned Development (PD) ordinance and master plan [1.13(e)].

This ordinance is quasi-judicial.

The City Council will hear this agenda item on November 11, 2025.

B. Cancel December 17, 2025 Commission meeting

10. PETITIONS AND REQUESTS FROM THE PUBLIC PRESENT

11. REPORTS

A. **City Staff**

B. **City Attorney**

C. **Chairman**

D. **Members**

12. ADJOURNMENT

Any person who decides to appeal any decision of the Planning and Zoning Commission with respect to any matter considered at this meeting will need a record of the proceedings, and for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The City desires to accommodate persons with disabilities. Accordingly, any physically handicapped person, pursuant to Chapter 286.26 Florida Statutes, should, at least 48 hours prior to the meeting, submit a written request to the chairperson that the physically handicapped person desires to attend the meeting.

Item: 5.A

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the Planning and Zoning Commission

From: Bradley Parrish, Community Development Director

Subject: **Minutes October 8, 2025**

Department/Office: Planning

Recommended Action:
Approve minutes

Summary Explanation & Background:
Minutes October 8, 2025

Alternatives:

Item Budgeted:

Source/Use of Funds/Budget Book Page:

Strategic Plan:

Strategic Plan Impact:

ATTACHMENTS:
1. 10.08.25 Minutes Draft P&Z

The Planning and Zoning Commission (P&Z) of the City of Titusville, Florida met in regular session in City Hall Council Chamber located at 555 South Washington Avenue on Wednesday October 8, 2025 at 6:00 p.m.

XXX

Chairman Aton called the meeting to order at 6:00 p.m. Present were, Vice Chairman Christopher Childs, Secretary Grant, Member John Scully, Member Janay Gelin, Member Erron Fayson, Member Garrod, and Alternate Member AnnMarie Seidler. Alternate Member James Troutman was absent. Also, in attendance were Principal Planner Eddy Galindo, Senior Planner Christie Anderson and Recording Secretary Laurie Dargie.

XXX

Vice Chairman Childs made a motion to approve the minutes from the September 17, 2025 meeting as presented. Member Fayson seconded. There was a unanimous voice vote in favor.

XXX

Quasi-Judicial Confirmation Procedures

XXX

Chairman Aton stated that the Small Scale Amendment SSA#5-2025 – Sunset Development is not being heard at tonight's meeting and is being rescheduled to a date unknown at this time. The item will be readvertised and notification will be provided to the public once rescheduled.

XXX

Petitions and Requests from the Public Present

Stan Johnston of Titusville, Florida provided a handout of an email to the Commission members and spoke about the handout relating to 1155 Mockingbird Lane access.

XXX

Old Business
None

XXX

New Business

Small Scale Amendment SSA#6-2025 – Annexation, Small Scale Comprehensive Plan Map Amendment & Rezoning - Golden Knights Blvd Industrial
Senior Planner Christie Anderson gave an overview of this item.

The Planning and Zoning Commission members had some discussion.

Jean Ani-Aoun, applicant, of Orlando, Florida came to speak in favor of this item.

XXX

Vice Chairman Childs made a motion to recommend approval of the annexation of 9.18+/- acres - SSA#6-2025 – Golden Knights Blvd. Member Gelin seconded.

Roll call was as follows:

Member Garrod	Yes
Member Scully	Yes
Vice Chairman Childs	Yes
Member Gelin	Yes
Secretary Grant	Yes
Member Fayson	Yes
Chairman Aton	Yes

Motion passed.

XXX

Vice Chairman Childs made a motion to recommend approval of the comprehensive plan land use amendment from Industrial (Brevard County) to the City's Industrial future land use designation – SSA#6-2025 – Golden Knight Blvd. Member Scully seconded.

Roll call was as follows:

Secretary Grant	Yes
Member Fayson	Yes
Vice Chairman Childs	Yes
Member Scully	Yes
Member Garrod	Yes
Member Gelin	Yes
Chairman Aton	Yes

Motion passed.

XXX

Vice Chairman Childs made a motion to recommend approval of the rezoning from Light Industrial IU (Brevard County) to the City's Industrial (M-2) zoning district – SSA#6-2025 – Golden Knights Blvd. Member Garrod seconded.

Roll call was as follows:

DRAFT

Member Fayson	Yes
Member Gelin	Yes
Member Garrod	Yes
Vice Chairman Childs	Yes
Member Gelin	Yes
Member Fayson	Yes
Chairman Aton	Yes

Motion passed.

XXX

CUP #2-2025 – Cold Spot Food Truck
Principal Planner Eddy Galindo stated that the applicant has withdrawn the application to allow more time to work with staff.

XXX

Harbor Lakes – Final Plat
Principal Planner Eddy Galindo gave an overview of this item.

XXX

Member Garrod made a motion to recommend approval of the Harbor Lakes Final Plat as presented. Secretary Grant seconded.

Roll call was as follows:

Member Gelin	Yes
Member Garrod	Yes
Secretary Grant	Yes
Vice Chairman Childs	Yes
Member Fayson	Yes
Member Scully	Yes
Chairman Aton	Yes

Motion passed.

XXX

Transmittal of the Evaluation and Appraisal Review (EAR) based amendments to the Comprehensive Plan to the state of land planning agency
Kimley-Horn consultants Emily Thomas and Eliza Juliano provided a PowerPoint presentation.

The Planning and Zoning Commission members had discussions with the consultants and staff relating to the accuracy of the data used for the report, population growth projections, affordable housing, level of service, infrastructure, and stormwater.

Member Fayson voiced his concern with Kimley-Horn being the consultant for the EAR update and having ongoing projects in the city. He feels there may be a conflict of interest.

Member Garrod spoke of Florida using the Bureau of Economic and Business Research (BEBR's) for Florida's official population estimates and projections for the state and municipalities.

Laurilee Thompson of Mims, Florida came to speak regarding some changes to the EAR before transmittal. Ms. Thompson requested that the Planning and Zoning Commission consider deletion of Policy 1.6.8 based on the Titusville Environmental Commission will be working specifically on the wetlands policy. Ms. Thompson requested that Brevard Natives be required instead of Florida Friendly in Policy 1.5.8.

The Planning and Zoning Commission had discussion relating to Ms. Thompson requests. Kimly-Horn consultants also provided some feedback regarding limiting landscape to only Brevard natives.

XXX

Member Garrod made a motion to recommend approval for Transmittal of the Evaluation and Appraisal Review (EAR) based amendments to the Comprehensive Plan to the state of land planning agency with the following recommended changes: 1. Add the following language to Policy 1.5.8 ***Encourage Brevard Native landscaping*** (page 277 of 421 of the agenda packet) 2. Delete Policy 1.6.8 (page 356 of 421 of the agenda packet). Vice Chairman Childs seconded.

Roll call was as follows:

Member Scully	Yes
Secretary Grant	Yes
Member Garrod	Yes
Vice Chairman Childs	Yes
Member Gelin	Yes
Member Fayson	No
Chairman Aton	Yes

Motion passed with a 6 yes, 1 no vote.

Member Fayson voted no as he does not feel that the data used for growth projections is accurate and skews the accuracy of the whole report.

XXX

Petitions & Requests from the Public Present

Bill Young of Titusville, Florida came to speak about solar energy and zero energy homes. Mr. Young provided a handout to the Commission members.

XXX

Reports

Attorney James Stokes said that the new City Attorney will start next week.

Member Fayson said there is the Miracle City Marketplace downtown event on October 12, 2025.

XXX

Adjournment 7:28pm

DRAFT

Item: 9.A

City of Titusville

"Gateway to Nature and Space"

REPORT

To:	Members of the Planning and Zoning Commission
From:	Bradley Parrish, Community Development Director
Subject:	**Small Scale Amendment (SSA) Application No.2-2024 - State Road 405 and Singleton Avenue - PD SOUTH**
Department/Office:	Planning

Recommended Action:

Conduct the public hearing and make recommendation on Small Scale Comprehensive Plan Amendment (SSA 2-2024).

Recommend approval of SSA 2-2024 to amend the Comprehensive Plan Future Land Use Map by changing the future land use designation from Low Density Residential to Conservation on 11.25+/- acres of property and from Conservation to Low Density Residential on 0.44+/- acres of property having Parcel ID Nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759; and 22-35-05-00-760.
This ordinance is a legislative item.

Recommend approval of the rezoning from the General Use (GU) zoning district to the Planned Development (PD) zoning district on 27.99+/- acres of property; and the Open Space Recreational (OR) zoning district to the Planned Development (PD) zoning district on 0.44+/- acres of property having Parcel ID Nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760 with master plan and conditions of approval as described in the rezoning ordinance:

1. A final recreational plan shall be submitted with the plat that illustrates the proposed recreational amenities, including interconnected stabilized sidewalks and walking trails within the open space areas, and confirms with the minimum required open space [1.6(a)].
2. Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers shall be preserved with the submittal of the plat [1.11(a)].
3. The developer shall work with the City to adjust the layout of the master plan to achieve the preservation of upland scrub, pine and oaks where feasible. Heritage trees should, to the extent possible, be preserved with the submittal of the plat [1.11(c)].
4. Buildings may be relocated or rearranged outside required landscape buffers within the area identified as the developable acreage as stated in condition 1.7 of the ordinance and as illustrated on the master plan in Exhibit B [1.13(d)].

5. Direct Impacts to wetlands will require an amendment to the Planned Development (PD) ordinance and master plan [1.13(e)].

This ordinance is quasi-judicial.

The City Council will hear this agenda item on November 11, 2025.

Summary Explanation & Background:

The applicant is requesting to change the property to the City's Low Density Residential and Conservation future land use designations and rezone to the Planned Development (PD) zoning district with master plan. The Applicant is requesting a Small-Scale Comprehensive Plan Amendment (SSA) with rezoning of 66.49+/- acres for purposes of constructing a townhome community with residential amenities consisting of 62 individually platted townhome units. The subject property is made up of five (5) parcels and is located along the south side of S.R.405 (South Street) near the southern terminus of South Singleton Avenue. The parcels are vacant woodlands and currently have future land use (FLU) designations of Low Density Residential, and Conservation; and have General Use (GU), and Open Space and Recreational (OR) zoning designations.

The 66.49+/- acre property includes 50.69+/- acres of wetlands and has approximately 15.70+/- acres of developable land on which 5.55+/- acres of parks and open space are proposed. The proposed PD ordinance limits the uses on the property to 62 townhome units with a minimum unit living area of 800 square feet with supporting infrastructure and site improvements, including vehicular access, sidewalks, landscaping, utilities, onsite stormwater management facilities and common recreational amenities including walking trails, benches, informational placards on native vegetation and wildlife, tot lot, exercise pads for outdoor exercise equipment, and a mail kiosk. Permitted accessory uses will be limited to recreational amenities.

Alternatives:

1. Recommend approval of the amendment and rezoning ordinances and master plan.
2. Do not recommend approval the amendment and rezoning ordinances and master plan.
3. Other action.

Item Budgeted:

NA

Source/Use of Funds/Budget Book Page:

NA

Strategic Plan:

Strategic Plan Impact:

ATTACHMENTS:

1. Staff Report
2. Comprehensive Plan Amendment Application
3. Rezoning Application
4. FLUM Ordinance - XX-2025
5. Rezoning Ordinance - XX-2025 - Exhibit A
6. Master Plan - Exhibit B
7. Survey (ATLA-NSPS)
8. Survey
9. Sketches and Descriptions
10. Maps
11. Evironmental Assessment Report_Redacted
12. Concurrency Assessment
13. School Board Capacity Determination Letter
14. Traffic Study
15. Stormwater and Floodplain Due Diligence Memorandum

City of Titusville

Planning Department Staff Report

Small Scale Comprehensive Plan Map Amendment (SSA) and Planned Development (PD) Rezoning with Master Plan

SSA#2-2024 SR 405 & SINGLETON AVENUE PD SOUTH

Meeting Dates:

Commission/Council	Meeting dates
Planning and Zoning Commission	October 22, 2025
City Council First Ordinance Reading	October 28, 2025
City Council Public Hearing	November 11, 2025

Prepared By: Christie Anderson, AICP, Senior Planner

Applicant(s): Kiel Causby, P.E. with Kimley-Horn & Associates, Inc. on behalf of Singleton Avenue 44 Acre Trust, LLC

Applicant's Request: **SSA:** Amend the Comprehensive Plan Future Land Use Map by changing the future land use designation from Low Density Residential to Conservation on 11.25+/- acres of property and from Conservation to Low Density Residential on 0.44+/- acres of property.

REZ: Amend the zoning map by changing the General Use (GU) zoning district to the Planned Development (PD) zoning district on 27.99+/- acres of property; and the Open Space Recreational (OR) zoning district to the Planned Development (PD) zoning district on 0.44+/- acres of property.

Staff Recommendation: SSA: Approve the comprehensive plan land use amendment from the Low Density Residential and Conservation land uses to the Conservation and Low Density Residential land uses.

REZ: Approve the Planned Development (PD) rezoning with master plan.

BACKGROUND INFORMATION

The intent of the request is to change the property to the City's Low Density Residential and Conservation future land use designations and rezone to the Planned Development

(PD) zoning district with master plan. The Applicant is requesting a Small-Scale Comprehensive Plan Amendment (SSA) with rezoning on 66.49+/- acres for purposes of constructing a townhome community with residential amenities consisting of 62 individually platted townhome units.

The subject property is made up of five (5) parcels and is located along the south side of S.R.405 (South Street) near the southern terminus of South Singleton Avenue. The parcels are vacant woodlands and currently have future land use (FLU) designations of Low Density Residential, and Conservation; and have General Use (GU), and Open Space and Recreational (OR) zoning designations.

The 66.49+/- acre property includes 50.69+/- acres of wetlands and has approximately 15.70+/- acres of developable land in which 5.55+/- acres of parks and open space are proposed. The proposed PD ordinance limits the uses on the property to 62 townhome units with a minimum unit living area of 800 square feet with supporting infrastructure and site improvements, including vehicular access, sidewalks, landscaping, utilities, onsite stormwater management facilities and common recreational amenities including walking trails, benches, informational placards on native vegetation and wildlife, tot lot, exercise pads for outdoor exercise equipment, and a mail kiosk. Permitted accessory uses will be limited to recreational amenities.

PROPERTY INFORMATION

Existing Use, Future Land Use, and Zoning

Existing Use	Future Land Use	Zoning
Vacant Woodland	-Low Density Residential -Conservation	-General Use (GU) -Open Space and Recreational (OR)

Proposed Use, Future Land Use, and Zoning

Proposed Use	Future Land Use	Zoning
Townhomes Proposed 62 units	-Conservation -Low Density Residential (Max 5 du/acre)	-Planned Development (PD)

SURROUNDING PROPERTY INFORMATION

Existing Use, Future Land Use, and Zoning

Location	Use	Future Land Use	Zoning
North	-S.R. 405 (South St.) -Vacant land -Single-family homes	-Low Density Residential -Commercial High Intensity -Conservation	-General Use (GU) -Neighborhood Commercial (NC) -Open Space and Recreational (OR) -Single Family Medium Density (R-1B) -Rural Residential (RR)
South	-Vacant land -Single-family homes	-Low Density Residential -Conservation	-Open Space and Recreational (OR) -Single Family Medium Density (R-1B)
East	-Vacant land -Single-family homes	-Low Density Residential -Conservation	-Open Space and Recreational (OR) -Single Family Medium Density (R-1B)
West	-South Singlton Ave. -S.R. 405 (South St.) -Vacant land -Single-family homes	-Conservation -Commercial High Intensity -Residential Two -Low Density Residential	-General Use (GU) -Rural Residential (RR) -Neighborhood Commercial (NC)
*Internal	-Church -Single-family home	-Low Density Residential	-General Use (GU)

STAFF ANALYSIS

The applicant's stated purpose for the land use amendment and rezoning is to construct an individually platted townhome community with residential amenities as a Planned Development (PD). The proposed PD development conditions have been provided as Exhibit A, contained within the attached draft ordinance. The table below sets forth the proposed PD development standards as compared with the development standards of the current General Use (GU) and Open Space and Recreational (OR) zoning districts.

The property is **NOT** located within the City's Area of Critical Concern (ACC).

Area, Height, Bulk and Open Space Requirements	Proposed SR405 and Singleton PD – South	General Use (GU)	Open Space and Recreational (OR)
Floor area per dwelling unit, minimum (sq. ft.)	800 [Sec.33-6(a)(3)d]	900	None
Height, maximum (ft.)	50	35	35
Building coverage, maximum (% of full site)	50%	20	None
Maximum Impervious Coverage (% of full site)	NA	NA	NA
Front yard setback, minimum (ft.)	20	50	50
Interior side yard setback, minimum (ft.)	10	25	50
Side corner yard setback, minimum (ft.)	10	50	50
Rear yard setback, minimum (ft.)	10	50	50
Open Space, minimum (% of total gross acreage of the PD)	35% [Sec. 33-5(c)]	None	None
Accessory Use Development Standards	Tot Lot, Mail Kiosk and Recreational Amenities	See Chapter 28 Article VII	See Chapter 28 Article VII
**If this PD Ordinance does not address a specific standard, the standards of the Multi Family Medium Density (R-2) zoning district shall apply.*			

In 1993, the existing General Use (GU) and Open Space and Recreational (OR) zoning were placed on the property during the 1993 citywide rezoning (Ordinance No. 5-1993). The subject property has remained undeveloped woodlands. There are single family residential subdivisions within the surrounding area which include Country Club Heights, Forest Hills Estates, and Sereno Pointe. Country Club Heights is located to the southeast and was platted in 1957. Forest Hills Estates to the north, was platted in 1958, and to the west Sereno Pointe, was platted in 2007. The South Street Small Area Plan was adopted in 2016 and recommended a Residential/Conservation development pattern for the area.

In the existing General Use (GU) zoning district, single-family dwellings may be permitted at a density of one (1) dwelling for each three (3) acres. In the Open Space and Recreation (OR) zoning district, single-family dwellings outside of wetlands may be permitted at a density of one (1) dwelling unit per five (5) acres The proposed development increases the potential buildout of the property from a maximum of 16 residential units to a maximum of 62 units.

Zoning District	Proposed SR405 and Singleton PD – South	General Use (GU)	Open Space and Recreational (OR)
Max Density	62 proposed units LDR 15.70+/- ac = **78 units** (5 du/ac)	27.98+/- ac **9 units**	38.2+/- ac **7 units**

A master plan is required with the submittal of a PD rezoning. The applicant is proposing the minimum 20-foot perimeter landscape yard (buffer), and building setbacks on each lot, 20-foot front setback, 10-foot side setbacks and a 10-foot rear setback measured from lot boundary. The plan proposes two driveway access points along S.R.405 (South

Street). The PD zoning requires a minimum of 35% open space. According to Section 30-163(f)(3) of the Code,

> "*Common open space includes both passive recreation (e.g. picnic areas or walking trails) and active recreation (e.g. playgrounds or basketball courts) areas. Private waterbodies and stormwater retention or detention areas that are designed to be used for passive recreation (i.e. improved with fountains, benches, and walkways) may be counted towards the common open space minimum requirement.*"

The applicant's proposed open space illustrated on the master plan identifies stormwater treatment areas and recreational areas including walking trails, benches, informational placards on native vegetation and wildlife, tot lot, exercise pads for outdoor exercise equipment, and a mail kiosk. Permitted accessory uses will be limited to recreational amenities. A final recreational plan shall be submitted with the plat illustrating the proposed recreational amenities within the open space areas and conforms with the minimum required open space.

COMPREHENSIVE PLAN AMENDMENT REVIEW

Future Land Use Map Amendment Sprawl Criteria

The following list is the review criteria under which the Planning and Zoning Commission and the City Council review applications as they relate to urban sprawl [Section 34-23 of the LDR].

Summary of Staff's findings

1. The extent to which the proposed amendment is contiguous to an existing development area which has developed in a manner providing a compact, contiguous development pattern with the proposed amendment.

   Staff Comment: The subject property lies south of S.R.405 (South Street) adjacent to vacant woodlands. The following single family subdivisions are located within proximity to the subject property. Country Club Heights is located to the southeast and was platted in 1957. Forest Hills Estates to the north, was platted in 1958, and to the west Sereno Pointe, was platted in 2007. The homes were generally constructed in the late 1950's and early 1960's with the exception of Sereno Pointe which was constructed in the mid-2010's.

   The PD master plan proposes two driveway access points along S.R.405 (South Street). A single family residence and the Forest Hills Baptist Church are located between the proposed access points. The proposed development is contiguous with the surrounding low density developments in the area. Most of the existing development near this area along S.R.405 (South Street) is not contiguous, which can be attributed to the significant acreage of wetlands in the area.

2. The extent to which population growth and development trends warrant an amendment, including an analysis of vested and approved but unbuilt development.

   Staff Comment: The city has experienced a population growth rate of approximately 1% to 1.2% per year. The land use amendment could result

in a population increase of 138+/- residents. Fox Lake Hammock, a single family subdivision, was platted in 2021 and is an indicator of the trend toward residential development in the general area. A townhome development may be considered as a needed and more affordable alternative to detached single family housing.

3. The extent to which adequate infrastructure to accommodate the proposed amendment exists or is programmed and funded through an adopted capital improvement schedule or will be privately financed through a binding executed agreement or will otherwise be provided at the time of development impacts as required by law.

<u>Staff Comment:</u> The site is adjacent to sanitary sewer and water mains along S.R.405 (South Street) with adequate water and sewer service to serve a build out scenario of 62 multifamily units. The adjacent arterial road S.R.405 (South Street) can accommodate the additional volume according to the City's concurrency assessment. In addition, South Street is listed on the Space Coast Transportation Planning Organization's Long Range Transportation Plan for a capacity improvement.

A traffic study dated June 2025 was provided by the applicant which indicates that the buildout of the proposed development will operate within the adopted maximum service volumes. In addition, Space Coast Area Transit Route 2, Stop 8 is located at the intersection of South Singleton Avenue and Sereno Pointe Drive, which is located within one-quarter mile of the subject property.

The City's required recreation and open space will not be exceeded with the additional population. The Public Works Department stated that capacity is available to serve the new townhome subdivision with solid waste services. The School District evaluated the land use application for school concurrency and there is enough capacity at nearby schools to accommodate the new residential development.

4. The extent to which the amendment will result in an efficient use of public funds needed for the provision of new infrastructure and services related to it.

<u>Staff Comment:</u> Public infrastructure is available to serve the property, and no additional public funds will be necessary for the provision of new infrastructure.

5. The extent to which the amendment will not result in a sprawl development pattern as determined by Chapter 163, Florida Statutes, and will not discourage infilling of more appropriate areas available for development within existing Development Area Boundaries; and

<u>Staff Comment:</u> The proposed land use change appears consistent with existing residential land uses on this segment of S.R.405 (South Street). The site is located near the intersection of collector and arterial roadways and water and sanitary sewer utilities are available.

6. The extent to which the amendment will result in a sustainable development pattern through a balance of land uses that is internally interrelated, demonstrates an

efficient use of land, ensures compatible development adjacent to agriculture lands, protects environmental qualities and characteristics, provides interconnectivity of roadways, supports the use of non-automobile modes of transportation, and appropriately addresses the infrastructure needs of the community.

<u>Staff Comment:</u> In 2016, the South Street Small Area Plan was adopted, which recommended a development pattern for the area primarily west of the subject property; however, the southwest portion of the subject property is included within the study area. The study's recommended development pattern for the area is Residential/Conservation. The requested Open Space and Recreational and PD zoning which proposes less than 5 units per acre is appropriate within the Residential/Conservation area according to the Land Use/Zoning Matrix of the South Street plan (p.8). The proposed low density residential and conservation land uses will provide a sustainable development pattern within the surrounding area of low density residential and conservation. The proposed townhome development will also be located at the southeast corner of an arterial and collector roadway intersection. With regards to non-automobile modes of transportation, the Space Coast Area Transit Route 2, Stop 8 is located at the intersection of South Singleton Avenue and Sereno Pointe Drive, which is located within one-quarter mile of the subject property. All new construction requires that sidewalks be constructed along any lot or parcel of ground abutting any public or private street unless a waiver is granted pursuant to LDR Sec. 30-238(a).

The Florida Department of Transportation (FDOT) will conduct a corridor study to determine the need for, and potential impacts of, widening the road from two to four lanes for South Street (S.R. 405)/Columbia Boulevard from west of S.R. 50 to east of U.S. 1 (5.4+/- miles). This segment of South Street (State Road 405) was also identified within the City's 2019 Multimodal Master Plan as an area recommended for significant multimodal facility upgrades.

FDOT is also milling and resurfacing South Street (State Road 405) from south of Bobbi Lane to north of Swan Lake Drive (south of the subject property) to extend the life of the roadway. Pedestrian safety improvements include replacing the existing 6-foot-wide sidewalk with an 8-foot-wide path along the west side of South Street, which will extend the existing 8-foot-wide path from Fox Lake Road to North of Swan Lake Drive. A new 6-foot-wide sidewalk will also be constructed along the east side of South Street from Fox Lake Road to North of Joe Murell Drive. Other FDOT improvements include upgrades to intersection lighting, improved crosswalks with median refuge areas, upgraded transit stops, and minor widening at turn lanes to provide bicycle through lanes.

7. The extent to which the amendment results in positive market, economic and fiscal benefits of the area as demonstrated through a market demand analysis, economic impact analysis and fiscal impact analysis.

<u>Staff Comment:</u> Established residential developments within proximity to the subject property include Country Club Heights located to the southeast, Forest Hills Estates, to the north and Sereno Pointe to the west. South of the proposed development along South Street includes the Woodbridge Townhomes, Swan Lake Estates Manufactured Housing Park, Fox Hollow, Fox Lake Manor, and Fox Lake Hammock. Fox Lake Hammock, a single family subdivision, was platted in 2021 and is an indicator of the trend toward residential development in the general area. A townhome development may be considered as a needed and more affordable alternative to detached single family housing. A market demand analysis was not provided by the applicant.

Consistency with the Comprehensive Plan

The following is an analysis of the consistency of the request with the City's Comprehensive Plan. The request for a Comprehensive Plan Amendment and rezoning is consistent with the Comprehensive Plan and more specifically with the following objectives and policies of the Comprehensive Plan.

Future Land Use Element (FLUE) Policy 1.14.1: Sites for residential development shall be located throughout the City in a variety of residential zoning classifications, which provide for a variety of lot sizes, floor areas, setbacks, and residential densities.

<u>Staff Comment</u>: Within a one mile radius of the subject property, there are existing multifamily, single family, and manufactured housing communities, which provide a variety of lot sizes, floor areas, setbacks, residential densities and housing types.

FLUE Policy 1.14.4: Low density residential uses (maximum 5 units per acre) shall consider existing and proposed land uses to ensure compatibility.

<u>Staff Comment:</u> The existing low density residential and conservation land uses are consistent and compatible with the surrounding area which consists primarily of low density residential and conservation.

FLUE Policy 1.14.8: Negative impacts of residential land uses on environmentally sensitive areas shall be minimized. The Conservation Element objectives and policies shall be utilized in determining the appropriateness of residential land uses designation and the specific intensity of use authorized by land development regulations.

<u>Staff Comment:</u> Approximately 76% of the subject property is designated as wetlands (50+/- acres). The development does not propose any direct wetland impacts and has provided an average 25-foot wetland buffer as shown on the proposed master plan. ***Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers noted on the proposed master plan shall be preserved with the submittal of the plat.***

The applicant provided an environmental impact report prepared by Bio-Tech Consulting Inc. dated November 15, 2023. According to the report an assessment for "listed" floral and faunal species was conducted at the

subject property during October 2022, January, August, and September 2023.The environmental assessment indicates that there is the likely presence of listed species. Any impacts to these species will require permitting by Florida Fish and Wildlife Conservation Commission (FWC).

FLUE Policy 1.14.9: Residential development sites shall be accessible to and/or provide essential public services at levels of service adopted by the Comprehensive Plan including transportation, potable water, sewage treatment, solid waste, drainage, recreation and open space, law enforcement and fire protection.

Staff Comment: The site is adjacent to a sanitary sewer and a water main along S.R.405 (South Street) with adequate water and sewer service to serve a build out scenario of 62 townhome units. No concurrency related issues were identified through the review process. Sufficient public infrastructure appears to be available to serve the residential development. The Fire Department did not state any concerns with the land use amendment.

The proposed development increases the potential buildout of the property by 46 additional units over the existing zoning. The proposed development will not reduce the levels of service for potable water, sanitary sewer, recreation and open space, law enforcement, and fire protection. Solid waste needs will be assessed by the Public Works Department at the time of site plan submittal. The drainage level of service will be reviewed and required as part of the engineering review of the project.

FLUE Policy 1.17.1: The following items shall be addressed in the analysis of the land use changes: Surrounding uses; Surrounding zoning; Acreage; Description of site; Soils and topography; Flood zone; Recharge potential; Traffic counts on adjacent streets; and Impact on adopted levels of service; Water supply availability.

Staff Comment: The amendment will permit a residential buildout potential of 62 townhome units on 15.70+/- acres of developable land. The proposed master plan illustrates a maximum impervious surface coverage of 5.15+/- acres (33%). The subject property is not located within the Area of Critical Concern. All developable acreage is located within Flood Zone X (area of minimal flood hazard) except for the proposed wetland buffers in which no grading or development is proposed; the remainder of the subject property is located within Flood Zone AE (Special Flood Hazard Area). Approximately 76% of the subject property is designated as wetlands (50+/- acres). A soils map is included in the agenda item for this request.

The site is adjacent to a sanitary sewer and water main along South Street (S.R. 405) with adequate water and sewer service to serve a build out scenario of 62 multifamily units. The arterial road (South Street (S.R. 405)) can accommodate the additional volume according to the City's concurrency assessment.

Conservation Element (CE) GOAL 1: To preserve and enhance the quality of the natural environment through preservation, conservation, and appropriate management of the vital natural resources, including air, water (both potable and surface), biotic and factors that affect energy conservation.

Staff Comment: New residential developments must address potential impacts to wildlife habitats and protected species and obtain permits through the appropriate state agencies [CE Objective 1.1]. The City's Code describes the requirements for stormwater systems as part of new development, which will be evaluated at the time of site plan submittal [CE Objective 1.12].

The 15.70+/- acre development is located on upland property with ***no direct wetland impacts****. The proposed residential development has provided an average 25-foot wetland buffer (2.75+/- ac) as shown on the proposed master plan to mitigate against secondary impacts.* ***Direct impacts to wetlands will require an amendment to the Planned Development (PD) ordinance and master plan.*** *Wetland impacts will require permitting by the appropriate agencies.* ***Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers noted on the proposed master plan shall be preserved with the submittal of the plat.***

CE Strategy 1.6.1.2: The development of land under all land uses categories shall take into consideration natural constraints such as flood hazards, wetlands, soil suitability and aquifer recharge potential.

Staff Comment: All developable acreage is located within Flood Zone X (area of minimal flood hazard) except for the proposed wetland buffers in which no grading or development is proposed; the remainder of the subject property is located within Flood Zone AE (Special Flood Hazard Area). A soils map is included in the agenda item for this request.

CE Strategy 1.6.3.2: At a minimum, wetlands 5 acres or more in size shall be designated as a conservation land use and wetlands less than 5 acres will be subject to review to determine what protection, if any, they should receive from development. Said review shall be based on the functional value criteria specified in Strategy 1.6.4. If based on this determination, protection is warranted, development may be permitted, based upon criteria set forth in the environmental performance standards of the land development regulations.

Staff Comment: The subject property contains a 50+/- acres of wetlands. The developable area (15.70+/- acres) of the site is proposed as Low Density Residential land use and is located on upland property. The master plan layout has been designed around the existing wetlands and proposes no direct wetland impacts. Wetlands #1, Wetlands #2, and Wetlands #3 as shown on the master plan with be placed with the Conservation future land use and will be preserved by a conservation easement as part of a Planned Development (PD), and any other upland areas to be permitted for preservation for state and/or federal listed wildlife species [CE Policy 1.16.2]. ***Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers***

noted on the proposed master plan shall also be preserved with the submittal of the plat.

REZONING REVIEW

Zoning Review Criteria

Section 34-40 of the LDR lists the review criteria under which the Planning and Zoning Commission and the City Council review applications as they relate to **zoning**.

The following are staff's findings.

1. ***Comprehensive Plan Consistency Statement.*** The proposed rezoning to the PD zoning district is consistent with the proposed Low Density Residential and Conservation land use designations.

   1.1. Public facilities are available and concurrent with the land use change per the Comprehensive Plan and Concurrency provisions of the LDRs.

   Staff Comment: The property is within the City's urban service area. Public facilities are available to serve the site, and no concurrency related issues were identified. Potable water and sewer services are available to serve the property. Reclaimed water service is not available in the area.

   Transportation impact.

   Staff Comment: The subject property has a frontage along S.R.405 (South Street) and is located adjacent to the intersection of S.R.405 (South Street) and South Singleton Avenue. S.R.405 (South Street) is classified as an arterial roadway and South Singleton Avenue is classified as a collector roadway Sec. 9.3 of the Transportation Technical Manual. Using procedures published in the 11th Edition of the Institute of Traffic Engineers (ITE) Trip Generation Manual, the proposed low density residential use will generate 422 daily trips. According to a traffic study dated June of 2025 provided by the applicant, "all segments in the study area are operating with buildout Daily and PM peak hour volumes within their adopted maximum service volumes". A final concurrency determination will be made at the time of site plan submittal.

   Solid Waste.

   Staff Comment: Solid waste services are available to the subject property and can serve a townhome development.

   Schools.

   Staff Comment: Brevard County Public Schools staff have completed a non-binding School Impact Analysis for the proposed development based upon on the Student Generation Multiplier (adopted April 11, 2022). "Apollo Elementary, Jackson Middle School and Titusville High School are projected to have enough capacity for the total of projected and potential students from the S.R. 405 and Singleton PD-South development." It should be noted that a Concurrency Determination is required to be performed by the School District prior to issuance of a final development order.

1.2. Public streets are adequate to access the property.

Staff Comment: The subject property has frontage along S.R.405 (South Street) an arterial roadway.

1.3. The land will support the proposed development.

Staff Comment: The property appears able to support the proposed development. Much of the developable acreage is located within Flood Zone X (area of minimal flood hazard); however, the remainder of the subject property is located within Flood Zone AE (Special Flood Hazard Area). The developable acreage of the site is calculated at 15.70+/- acres. Approximately 76% of the subject property is designated as wetlands (50+/- acres). A soils map is included in the agenda item for this request.

*The developable area of the site is located on upland property. The master plan proposes **no direct wetland impacts**. The proposed residential development has provided an average 25-foot wetland buffer (2.75+/- ac) as shown on the proposed master plan to mitigate against secondary impacts. **Direct Impacts to wetlands will require an amendment to the Planned Development (PD) ordinance and master plan** and will also require permitting by the appropriate agencies.*

1.4. Environmental impact.

*Staff Comment: The subject property is currently undeveloped land with dense tree coverage. A large majority (76%) of the full parcel acreage is designed as wetlands (50+/- acres), and the developable area is calculated to be 15.70+/- acres. The developable acreage is primarily uplands with **no direct wetland impacts** and provides an average 25-foot wetland buffer (2.75+/- ac) as shown on the proposed master plan. Wetland and/or other surface water impacts (both direct and secondary) will require permitting by the appropriate agencies. The environmental assessment also noted that the presence of threatened species has been identified, and that the required review and permitting by Florida Fish and Wildlife Conservation Commission (FWC) will be required.*

2. **The existing zoning,** if deemed consistent with the Comprehensive Plan, shall be presumed correct unless substantial change in the area has occurred since the original zoning.

Staff Comment: In 1993, the existing General Use (GU) and Open Space and Recreational (OR) zoning was placed on the property during the citywide rezoning (Ordinance No. 5-1993). The subject property has remained undeveloped woodlands. Since then, the city has experienced a substantial increase in demand for housing, including demand for additional housing types beyond detached single family residences. The South Street Small Area Plan has also recommended a Residential/Conservation development pattern for the area. The subject property has remained undeveloped woodlands. The city has experienced a substantial increase in demand for housing, including demand for additional housing types beyond detached single family residences.

3. The density or intensity of the proposed rezoning and use shall be consistent with:

3.1. The development in the area.

Staff Comment: The existing development is predominantly medium to low density single family residential. Most of the existing development near this area along S.R.405 (South Street) is not contiguous, which can be attributed to the significant acreage of wetlands in the area. A low density residential townhome development with approximately 76% (50+/- acres) of the property designated as preserved wetlands is consistent with the existing development in the area.

3.2. Not likely to cause a depreciation of property values in the area.

Staff Comment: The rezoning is unlikely to cause a depreciation of property values in the area. Although much of the property within this area along S.R.405 (South Street) is undeveloped (potentially due to the presence of wetlands) multifamily, single-family, and residential manufactured housing are established uses.

4. The application is consistent with zoning in the area.

Staff Comment: The zoning in the area is predominantly Open Space and Recreational (OR) as there is a significant acreage of wetlands within the surrounding area. Single Family Medium Density Residential (R-1B), Rural Residential (RR), Neighborhood Commercial (NC), and General Use (GU) are proximate to the proposed development area. The GU and NC zoning within this area has primarily remained undeveloped. In general, the proposed residential townhome development associated with the PD zoning is consistent with the Residential/Conservation development pattern within the area as described in the South Street Small Area Plan.

5. The application will protect the public health, safety, morals or welfare of the general public.

Staff Comment: The development of townhomes at this location is not expected to generate any detriment to the public safety and welfare of the general area. A minimum 20-foot landscape yard (buffer) between the development and adjacent single-family subdivisions is required in order to protect the adjacent residents from potential noise, glare or visual nuisances.

6. Whether the applicant has sufficiently protected adjacent land uses and zoning districts by adequate buffering and screening.

Staff Comment: The townhome building setbacks will be 20 feet (Front), 10 feet (Rear), 10 feet (Side). The proposed PD development standards have been provided as Exhibit A, contained within the attached draft ordinance. The townhome buildings illustrated on the proposed master plan that are nearest to S.R.405 (South Street) will be approximately 30 feet from the right of way. The roadway, sidewalks, and recreational amenities are proposed between the townhome buildings and the existing church and

single family home properties located internal to the site. The proposed development will be buffered from all other adjacent properties by vacant woodlands and wetland preservation areas. The PD proposes a maximum building height of 50 feet. Section 1.13 (d) of the proposed PD development standards note that "Buildings may be relocated or rearranged outside of required landscape buffers within the area identified as the developable acreage".

The perimeter of the development is required to provide a minimum 20-foot wide landscape yard (buffer) and a minimum landscape buffer along S.R.405 (South Street) of 30 feet wide. The proposed master plan illustrates the required minimum landscape yard (buffer) requirements for a multifamily development.

7. Substantial reasons why the property cannot be used in the existing zoning district.

Staff Comment: There are two zoning districts on the subject property General Use (GU) and Open Space Recreational (OR). The requested action is to change the areas zoned GU and OR to Planned Development (PD) to allow a 15.70+/- acre multifamily townhome development with the conservation of 50+/- acres of wetlands. The current zoning limits the allowable density to a maximum of 16 single family residential units. There are no other substantial reasons why the property cannot be used in the existing zoning districts of General Use (GU), and Open Space Recreational (OR). The subject property has been zoned General Use (GU) and Open Space Recreational (OR) since the 1993 citywide rezoning and has remained undeveloped.

COMMUNITY ENGAGEMENT MEETING

LDR Section 34-14

Staff Comment: A community engagement meeting was held by the applicant on November 2, 2023.

PLANNED DEVELOPMENT (PD) REVIEW CRITERIA

The purpose of a PD district is to provide flexibility in the planning and construction of development projects by allowing a combination of uses developed in accordance with an approved plan that protects adjacent properties; provide an environment within the layout of a site that contributes to a sense of community and coherent living style; encourage the preservation and enhancement of natural amenities and cultural resources, and to provide for a minimum amount of open space; provide for a more efficient arrangement of land uses, buildings, circulation systems, and infrastructure; and, encourage infill projects and the development of sites made difficult for conventionally designed development because of shape, size, abutting development, or natural features [Sec. 34-53]. Sections 33-4, 33-5, 33-6, and 33-8 of the Land Development Regulations list the review criteria under which the Planning and Zoning Commission and the City Council review applications as they relate to Planned Development (PD) applications.

The following are staff's findings.

1. **The minimum land area shall be five (5) acres.** (Sec. 33-4)

   Staff Comment: The planned development is greater than 5 acres at 66+/- acres.

2. **The applicant is responsible for demonstrating the project protects the health, safety and welfare of the general public to a greater extent than would have been possible pursuant to the standard zoning regulations.** [Sec. 33-5(a)(1)]

   Staff Comment: A 20-foot interior perimeter landscape yard (buffer) is proposed consistent with the City's Code. The land development regulations (LDR) also require a minimum landscape buffer along S.R.405 (South Street) of 30 feet, which has also been provided on the proposed master plan. The proposed master plan illustrates the required landscape yard (buffers) for a multifamily development.

   The PD proposes a maximum building height of 50 feet. The proposed development will be buffered from all other adjacent properties by vacant woodlands and wetland preservation areas. Section 1.13 (d) of the proposed PD development standards note that "Buildings may be relocated or rearranged outside of required landscape buffers within the area identified as the developable acreage". The plan proposes two driveway access connection points along S.R. 405 (South St.)

   The PD ordinance and master plan appear to go above and beyond the following standards. The plan proposes buffers around each of the wetlands on site where the City's Code does not require it. Approximately 76% of the subject property is designated as wetlands (50+/- acres). Efforts to minimize wetland impacts have been taken in the proposed design. The developable area of the site is located on upland property and the master plan proposes ***no direct wetland impacts****. The proposed residential development has provided an average 25-foot wetland buffer (2.75+/- ac) as shown on the proposed master plan to mitigate against secondary impacts.* ***Direct Impacts to wetlands will require an amendment to the Planned Development (PD) ordinance and master plan*** *and will also require permitting by the appropriate agencies.* ***Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers noted on the proposed master plan shall also be preserved with the submittal of the plat.***

   35% of the developable acreage will also be dedicated to common open space, and will include stormwater treatment areas, and recreational areas including walking trails, benches, informational placards on native vegetation and wildlife, tot lot, exercise pads for outdoor exercise equipment, and a mail kiosk.

3. **Provide access without creating traffic along local streets in residential areas or clusters outside the PD.** [Sec. 33-5(a)(2)]

   Staff Comment: The PD master plan illustrates two driveway access connection points along S.R. 405 (South St.). S.R. 405 (South St.) is an arterial roadway per Sec. 9.4.3 of the City's Transportation Infrastructure Technical Manual. The property has 3,500+/- linear feet of frontage along

S.R. 405 (South St.) and a maximum of two driveways are permitted on the roadway per Section 9.11 of the Transportation Technical Manual.

4. **Infrastructure connectivity and reducing the need for increased public cost or earlier public costs.** [Sec. 33-5(a)(3)]

   Staff Comment: According to the City's Water Resources Department, water and sewer lines are available to serve the property. A 16-inch water main is available for use along South Street and an 8-inch water main is available on Singleton Ave. There is also a 6-inch force main approximately 670 feet south of Singleton Ave on South Street available for sewer. Reclaimed water is not available to serve the site. ***There may be a significant demand on city resources if potable water is used for irrigation. Sustainable landscape or alternative irrigation methods could be utilized to reduce potential impacts on the City's potable supply.***

5. **The developer shall place all utility lines underground.** [Sec. 33-5(a)(4)]

   Staff Comment: This will be required with the submittal of a site plan.

6. **Access.** [Sec. 33-5(b)]

   Staff Comment: The subject property has a frontage along S.R.405 (South Street) and is located adjacent to the intersection of S.R.405 (South Street) and South Singleton Avenue. S.R.405 (South Street) is classified as an arterial roadway and South Singleton Avenue is classified as a collector roadway Sec. 9.3 of the Transportation Technical Manual. The property has 3,500+/- linear feet of frontage along S.R. 405 (South St.) and a maximum of two driveways are permitted on the roadway per Section 9.11 of the Transportation Technical Manual.

7. **Parks and Open Space.** [Sec. 33-5(c)]

   Staff Comment: The minimum percentage of parks and open space required for a PD is 35% of the total gross acreage of the PD. According to Section 30-163(f)(3) of the Code:

   > *"Common open space includes both passive recreation (e.g. picnic areas or walking trails) and active recreation (e.g. playgrounds or basketball courts) areas. Private waterbodies and stormwater retention or detention areas that are designed to be used for passive recreation (i.e. improved with fountains, benches, and walkways) may be counted towards the common open space minimum requirement."*

   The minimum percentage of parks and open space required for the PD is 5.50 acers (35%). The master plan is proposing 5.55 acers dedicated to common open space and will include stormwater treatment areas and recreational areas including walking trails, benches, informational placards on native vegetation and wildlife, tot lot, exercise pads for outdoor exercise equipment, and a mail kiosk. A final recreational plan shall be submitted with the plat that illustrates the proposed recreational amenities including

interconnected stabilized sidewalks and walking trails within the open space areas and confirms the minimum required open space acreage.

8. Minimum lot size. [Sec. 33-6(a)(1)]

Staff Comment: The PD proposes individually platted townhomes on 20 feet by 100 foot (2,000 sq. ft.) and 30 feet by 100 foot (3,000 sq. ft.) lots. The total amount of maximum impervious surface for each lot must be noted individually on the final plat per Sec. 13.2.13 of the City's Development Review Procedures Technical Manual.

9. Frontage. [Sec. 33-6(a)(2)]

Staff Comment: The PD master plan proposes 4 and 6 unit townhome building groups with a maximum frontage of 120 linear feet and a minimum distance of 20 feet between structures.

10. Minimum living areas. [Sec. 33-6(a)(3)]

b. Town homes: Eight hundred (800) square feet.

Staff Comment: The minimum unit living area for a townhome within the PD zoning district is 800 square feet. The PD ordinance proposes a minimum living area of 800 square feet.

11. Maximum building height. [Sec. 33-6(a)(4)]

Staff Comment: The maximum building height within the PD zoning district is 50-feet. The PD ordinance proposes a maximum building height of 50-feet.

12. Time schedule and appropriate surety. [Sec. 33-6(a)(5)]

Staff Comment: The applicant did not propose a specific phasing schedule; however, the time frame shall be consistent with Section 33-9.

13. Maximum residential density. [Sec. 33-6(a)(6)]

Staff Comment: The maximum residential density is 78 units under the Low Density Residential Land Use category. The PD ordinance and master plan proposes 62 residential townhome units.

14. Consistency with the Comprehensive Plan and any other small area plan. [Sec. 33-8(a)(1)]

Staff Comment: The PD and master plan are consistent with the proposed Low Density Residential and Conservation land use designations as well as the South Street Small Area Plan's recommended development pattern of Residential/Conservation [LDR Sections 33-3 and 33-8].

15. Internal Compatibility and Design. [Sec. 33-8(a)(2)]

a. The streetscape pattern shall provide for pedestrian and bicycle pathways, as well as an interesting vista that includes street trees, sidewalk treatments, and lighting.

Staff Comment: The master plan proposes 62 townhome units with supporting infrastructure and site improvements, including vehicular access, sidewalks, residential amenities, landscaping, utilities, and onsite stormwater management facilities. The preservation of tree clusters could be utilized to create interesting vistas which include canopy trees, landscaping, and pedestrian lighting along sidewalks and trails as part of the overall open space and recreation areas. All new construction requires that sidewalks be constructed along any lot or parcel of ground abutting any public or private street unless a waiver is granted pursuant to LDR Sec. 30-238(a).

b. The overall development shall make use of existing natural features and interesting topography.

Staff Comment: The development proposes the preservation of existing large canopy trees and clusters of canopy trees where feasible. This includes areas of upland scrub pine and oaks which will be incorporated into common areas to provide shade within common areas and along multiuse paths. ***Staff recommends the condition that the developer shall work with the City to adjust the layout of the master plan to achieve the preservation of upland scrub, pine and oaks where feasible and heritage trees should to the extent possible be preserved with the submittal of the plat****. The development has been designed to preserve the existing wetland areas and proposes* ***no wetland impacts****. Most of the units are designed to have views of wetlands from their back or front yards, and the proposed recreational amenities have been designed to highlight the property's natural features and topography.*

c. In commercial and residential PDs, a variety of residential designs and commercial spaces shall be included, and the mix of land uses should be designed to be compatible and complimentary.

Staff Comment: The project is a single use low density residential townhome development with ancillary recreational amenities. The master plan proposes townhouse buildings with a maximum building height of 50 feet.

d. Building designs shall provide for architectural styles that are compatible with surrounding development or design standards that apply to the area.

Staff Comment: There are no specific design standards for this area per the City's Code. Building elevations/architectural plans were not submitted for review by the applicant.

e. Open space shall provide for quality recreational amenities including fountains and passive recreational amenities, such as benches and lighting.

Staff Comment: The open space illustrated on the master plan identifies stormwater treatment areas, and recreational areas including walking trails, benches, informational placards on native vegetation and wildlife, tot lot, exercise pads for outdoor exercise

equipment, and a mail kiosk. A final recreational plan shall be submitted with the plat that illustrates the proposed recreational amenities including interconnected stabilized sidewalks and walking trails within the open space areas and confirms the minimum required open space acreage.

f. Projects in existing urban contexts shall provide urban amenities, such as structured automobile parking, amenities for bicycle users, and public meeting areas.

Staff Comment: Sidewalks and multi-use pathways are proposed throughout the development. There is an existing sidewalk network located along South Singleton Avenue and along the north side of S.R.405 (South Street); There are no sidewalks located along the south side of S.R. 405 (South St.) All new construction requires that sidewalks be constructed along any lot or parcel of ground abutting any public or private street unless a waiver is granted pursuant to LDR Sec. 30-238(a). Dedicated bicycle lanes are located along S.R. 405 (South St.).

16. External Compatibility. [Sec. 33-8(a)(3)]

a. The proposed development shall not negatively impact the quality of life for any adjacent residential uses. Negative impacts can include a decrease in property values and any substantial increase in noise or traffic. Any traffic impacts shall be demonstrated with a traffic analysis and the developer, in accordance with the Comprehensive Plan, shall mitigate the impacts.

Staff Comment: The PD master plan illustrates two points of access along S.R. 405 (South St.). S.R. 405 (South St.). is classified as an arterial roadway per Sec. 9.3 of the Transportation Technical Manual. Using procedures published in the 11th Edition of the Institute of Traffic Engineers (ITE) Trip Generation Manual the proposed low density residential FLU will generate 422 average daily vehicle trips (ADT). According to a traffic study dated June of 2025 provided by the applicant, "all segments in the study area are operating with buildout Daily and PM peak hour volumes within their adopted maximum service volumes".

b. The proposed development shall not negatively impact any adjacent conservation lands.

Staff Comment: Approximately 76% of the subject property is designated as preserved wetlands (50+/- acres). The developable acreage is primarily uplands with no direct wetland impacts. The proposed master plan provides an average 25-foot wetland buffer (2.75+/- ac).

c. The proposed development shall provide bikeways and trails to be consistent and compatible with the Brevard

Metropolitan Planning Organization's overall Greenways and Trails program.

Staff Comment: Sidewalks and multi-use pathways are proposed throughout the development. Dedicated bicycle lanes are located along S.R. 405 (South Street). The proposed development is within cycling distance (2.5 miles) of the Florida East Central Regional Rail Trail. The subdivision will not be a gated community. The internal roadway will meet the City's Street standards and will be dedicated to the city.

d. Access and street patterns of the development shall compliment and be compatible with the existing street system of the surrounding development.

Staff Comment: The development is located adjacent to the intersection of S.R.405 (South Street) and South Singleton Avenue. S.R.405 (South Street) is classified as an arterial roadway and South Singleton Avenue is classified as a collector roadway Sec. 9.3 of the Transportation Technical Manual. The property has 3,500+/- linear feet of frontage along S.R. 405 (South St.) and a maximum of two driveways are permitted on the roadway per Section 9.11 of the Transportation Technical Manual. The PD master plan proposes two driveway access points along S.R.405 (South Street).

e. Commercial and industrial uses within the development shall be adequately buffered from any adjacent residential uses.

Staff Comment: No commercial or industrial uses are proposed in the development.

MASTER PLAN REVIEW CRITERIA

a. Master Plan required. A Master Plan is a land-use plan focused on one or more sites within an area that identifies site access and general improvements and is intended to guide growth and development over a number of years or in several phases. A Master Plan is required with a PD rezoning. [Sections 34-51 and 34-52(b)].

Staff Comment: The site plan will be in general conformance with the layout illustrated in the master plan. Substantial modifications require a recommendation from the Planning and Zoning Commission and approval from the City Council [Sec. 6.3.2].

b. Preliminary Plat. A master plan may take the place of a preliminary plat approval. Approval of the preliminary plat by the City Council authorizes the applicant to proceed with site plan submittal. [Sections 34-60 and 34-151]

Staff Comment: The project includes the subdivision of 62 individually platted townhome units. A preliminary plat will be required pursuant to Section 34-151.

c. Unified control. All land included in a Master Plan shall be under the legal control of the applicant, whether the applicant is an individual, partnership, corporation or group of individuals. [Sec 34-54]

> *Staff Comment: The property is under single ownership by Singleton Avenue 44 Acre Trust, LLC.*

d. Concurrency. Concurrency for potable water, sewer, stormwater and solid waste are required by the State. Concurrency for transportation, parks and schools are required by the City's comprehensive plan. [Sec 34-55]

> *Staff Comment: A preliminary concurrency review indicated that the residential use will not exceed the level of service standards of the comprehensive plan for concurrency related facilities; specifically, water, sewer, parks and open space. The project is anticipated to generate a population of 138 new residents. A traffic study provided by the applicant dated June of 2025 indicates that "all segments in the study area are operating with buildout Daily and PM peak hour volumes within their adopted maximum service volumes". The City's required recreation and open space will not be exceeded with the additional population. The Public Works Department stated that capacity is available to serve the new townhome subdivision with solid waste services. The School District evaluated the land use application for school concurrency and there is enough capacity at nearby schools to accommodate the new residential development.* ***The project will be reviewed for formal City concurrency, including stormwater management and transportation, with the submittal of a site plan.***

FINDINGS:

Comprehensive Plan Amendment

The comprehensive plan future land use small scale map amendment is consistent with the City's comprehensive plan and the South Street Small Area Plan.

Rezoning

The rezoning and conditions of approval are consistent with the proposed land use amendment, Comprehensive Plan, and the Land Development Regulations, including PD and rezoning criteria described in Section 33-8 and 34-40 of the Code.

Master Plan

The master plan is consistent with the City's Comprehensive Plan, Land Development Regulations and master plan requirements described in Chapter 34, Article II, Division 3 of the Code.

RECOMMENDATION:

Comprehensive Plan Amendment

Approve the amendment to the Comprehensive Plan Future Land Use Map by changing the future land use designation from Low Density Residential to Conservation on 11.25+/- acres of property and from Conservation to Low Density

Residential on 0.44+/- acres of property having Parcel ID Nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759; and 22-35-05-00-760.

Rezoning

Approve the rezoning from the General Use (GU) zoning district to the Planned Development (PD) zoning district on 27.99+/- acres of property; and the Open Space Recreational (OR) zoning district to the Planned Development (PD) zoning district on 0.44+/- acres of property having Parcel ID Nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760 with master plan and conditions of approval as described in the rezoning ordinance:

1. **A final recreational plan shall be submitted with the plat that illustrates the proposed recreational amenities including interconnected stabilized sidewalks and walking trails within the open space areas and confirms the minimum required open space acreage [1.6(a)].**
2. **Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers shall be preserved with the submittal of the plat [1.11(a)].**
3. **The developer shall work with the City to adjust the layout of the master plan to achieve the preservation of upland scrub, pine and oaks where feasible. Heritage trees should to the extent possible be preserved with the submittal of the plat [1.11(c)].**
4. **Buildings may be relocated or rearranged outside of required landscape buffers within the area identified as the developable acreage as stated in condition 1.7 of the ordinance and as illustrated on the master plan in Exhibit B [1.13(d)].**
5. **Direct Impacts to wetlands will require an amendment to the Planned Development (PD) ordinance and master plan [1.13(e)].**

Gateway to Nature & Space

APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT

Please submit electronically a completed application including required submittals to the Planning Department for payment and meeting scheduling. Chapter 34 of the Titusville Land Development Regulations contains the instructions for filing and the required exhibits. INCOMPLETE APPLICATIONS SHALL NOT BE ACCEPTED.

1. Annexation	Does the request include an annexation?	☐ Yes ☑ No
2. Regular or Small Scale Amendment	Regular Amendment (CPA) Property **50 acres or greater** ☐	Small Scale Amendment (SSA) Property **less than 50 acres** ☑
3. Project Information	Project Name SR 405 and Singleton PD - South	Property Address/Location Description Near intersection of SR 405 and Single
4. Applicant / Owner	Name of Applicant/Contact The Singleton Ave 44 Acre Land Trust Dated April 4, 2022 C/O Esquire Trustee Service, LLC	Name of Owner Singleton Avenue 44 Acre Trust LL(
	Street Address 1919 Blanding Blvd	Street Address 1919 Blanding Blvd
	City State Zip Jacksonville FL 32210	City State Zip Jacksonville FL 32210
	Telephone # (407) 969-0434 Fax #	Telephone # (407) 969-0434 Fax #
	E-Mail Address lpoutre@dcrlaw.com	E-Mail Address lpoutre@dcrlaw.com
5. Applicant Status	☐ Owner ☐ Tenant ☐ Agent ☑ Other	
6. Parcel ID	22-35-08-00-1; 22-35-05-00-758; 22-35-05-00-759; 22-35-05-00-760; 22-35-05-00-752	**Tax Acct.** 2203599; 3028883; 3028884; 3028885; 2202226
7. Site Size (Attach Legal Description)	Acres: Total: 66.49 Developable: 15	Square Feet: Total: 2896337
8. Current Land Uses	Identify the land uses located on-site and adjacent to the subject site (identify "all" uses that touch property on each boundary), such as grocery store, citrus farm, office, single family residential, etc.: **SUBJECT SITE:** 9909 - Vacant Residential Land **NORTH:** SR 405 & 9909 - Vacant Residential Land **SOUTH:** 9900 - Acreage - Vacant, 5 acres or more & 9909 - Vacant Residential Land **EAST:** 9909 - Vacant Residential Land **WEST:** 9909 - Vacant Residential Land & SR 405	

9. Current Designation	Future Land Use: Conservation & Low Density Residential	Zoning: GU and OR
10. Proposed Designations	Future Land Use: Low Density Residential and Conservation. See proposed acreage breakdown on separate sheet and corresponding individual sketch and legal descriptions.	Zoning: Planned Development (PD)
11. Subject Property	Current Use: Vacant	Proposed Use: Townhomes
12. Note any previous amendments on the site	N/A	

13. Check other applications submitted	Conditional Use ☐	Vacation of Easement ☐	Master Plan Approval ☐	Rezoning ☑
	Vacation of Right of Way ☐	Site Plan ☐	Subdivision/ Plat ☐	Other:

14. Narrative

Please provide a brief description of the request and the proposed project:
(Attach separate narrative page if necessary)

The subject property is a collection of undeveloped parcels totaling +/- 66.49 AC, located near the intersection of SR405 (South Street) and Singleton Avenue, within the City of Titusville. The parcel is largely wetland, with +/- 15.7 acres of developable area, per the provided conceptual site plan. The proposed project at full buildout is an individually platted townhome community with residential amenities. The parcels are currently zoned Open Space & Recreation (OR) and General Use (GU) with future land uses of Low-Density Residential and Conservation. In discussions with staff, the project will propose a rezoning to Planned Development (PD) and small-scale amendment to change the future land use to Low Density Residential. Please note this is with the exception of some areas of wetlands which will propose a land use change of Conservation as they are larger than 5AC in size and part of a larger wetland that is already designated appropriately. Individual sketch and legal descriptions for the portions of the parcels with a proposed land use change have been included within this application package, as discussed with staff at the pre-application meeting; this total acreage for rezoning is 28.43 AC and acreage for a proposed land use change is 11.69 AC. The SR 405 and Singleton PD - South project proposes 62 townhome units with supporting infrastructure and site improvements, including vehicular access, sidewalks, residential amenities, landscaping, utilities, and onsite stormwater management facilities. The proposed density of the development is 1 dwelling units per acre, which is less than the allowable 5 dwelling units per acre in a Low-Density Residential land use. Additionally, the request for a change to Low Density Residential is compatible with the surrounding existing residential uses. Surrounding land uses are shown on the Existing Conditions plan provided within this submittal package.

- **All applications shall require Community Development Staff review prior to submittal.**
- All applications shall be submitted to the Planning Department electronically and officially logged in by **end of business day**.
- Tentative hearing dates are scheduled approximately 4 months from the time a completed application is submitted.
- Incomplete applications will not be accepted and will not be considered to be officially submitted until the appropriate information and fees are submitted. Meeting dates for incomplete applications will not be set until all required information and fees are submitted.
- Petitions requiring review from other boards or commissions prior to being forwarded to the Planning and Zoning Commission and City Council are not guaranteed placement on the schedule noted above.
- All meeting agendas will be posted on the City's web site and staff reports for the request can be obtained by contacting the Planning Department at 321-567-3782.

ACKNOWLEDGEMENT

1. I am the owner and/or legal representative of the owner of the property described, which is the subject of this application.
2. All answers to the questions in said application and all surveys and/or site plans and data attached to and made a part of this application are honest and true to the best of my knowledge and belief. By my signature below, I acknowledge that I have complied with all submittal requirements and that this request package is complete. I further understand that an incomplete application submittal may cause my application to be deferred.
3. Should this application be granted, I understand that any condition(s) imposed upon the granting of this request shall be binding to the owner, his heirs, and successors in title to possession of the subject property.
4. I understand that I must attend all applicable meetings and have been informed of the meeting date(s) and time(s). I understand that if I fail to appear at an applicable meeting, the appropriate Board or Commission may either table or deny the request.
5. I understand that my request if approved does not encumber provision of utility, road or other City infrastructure capacity. The analysis provided by staff of existing levels of service for public facilities and services in the vicinity of the parcel identified in this application is a non-binding analysis, and does not guarantee capacity will be available in the future or encumber/reserve capacity for any period of time.
6. I understand that as the Applicant, I must hold a public meeting prior to the scheduling of any public hearings before the Planning and Zoning Commission or City Council for this item. Notices for this meeting must be sent to all property owners within 500 feet of the subject property.

This matter is subject to quasi-judicial rules of procedure. Interested parties should limit contact with the City Council, Board of Adjustment & Appeals, and Planning & Zoning Commission on this topic to properly noticed public hearings or to written communication to the City Clerk's Office, City of Titusville, P.O. Box 2806, Titusville, FL 32781

/s/ Kim Poulos, manager _____ 9/11/25
(Signature*) (Date)

* *By entering your name in the "Signature" box above, you are signing this Application electronically. You agree your electronic signature is the legal equivalent of your manual signature on this Application. By entering your name in the "Signature" box above, you consent to be legally bound by this Application's terms and conditions.*

Date Received:_____

Accepted by:_____

Gateway to Nature & Space

SUBMITTAL CHECKLIST

(Development Review Procedures Manual Section 4)

Please fill out the following and submit the documents to the Planning Department electronically. Payment of fees does not ensure a favorable decision. Additional information may include documents initially waived at the pre-application meeting but subsequently determined necessary by staff.

1.	Complete Application and Fees	☑
2.	Warranty Deed	☑
3.	Notarized Owner Authorization Form (If applicable)	☑
4.	Legal Description (from a certified survey in Microsoft Word format)	☑
5.	Certified Survey (sealed and containing permanent reference points as described by Chapter 177, Florida Statutes, with bearings, distances and closures) in electronic PDF format.	☑
6.	Names, addresses and address labels for all property owners within 500 feet of the subject property. *Note: This listing is available from either the Brevard County Property Appraiser's Office or the City of Titusville Planning Department. Current charge for this service is $35.00.*	☑
7.	Additional site-specific data as necessary to describe any impacts to conservation / wetland areas, and other environmentally sensitive resources, including any mitigation efforts to be proposed or required by these regulations.	☑
8.	Traffic counts and Level of Service (LOS) on streets providing access to subject property may be required by the City. A determination of the needed information will be provided by the City prior to submittal of the request.	☑
9.	Pre-Application Meeting Held – YES Date: 6/28/2023 Staff in Attendance: Eddy Galindo, KB Ofosu, Christie Anderson	☑
10.	Preliminary School Concurrency Determination Submitted. Contact Brevard County Public Schools, David Lindemann to receive this application for completion. Lindemann.David@BrevardSchools.org	☑
11.	Community Meeting per Ordinance 26-2019 – Tentative meeting date 11/2/2023 & 7/31/2025	☑

Conceptual Site Plan Checklist

(Development Review Procedures Manual Section 4)

In order to illustrate the proposed use of the property to be rezoned, the applicant is encouraged to submit a conceptual site plan in support of the proposal. If a conceptual site plan or developer's agreement is not provided with the application, the City shall review the application based on the most intensive land use and the maximum intensity and/or density within the zoning district requested within the application. If a conceptual site plan is submitted, the following information shall be provided:

1.	A vicinity map indicating the general location of the abutting streets and utilities.	☑
2.	General information regarding the existing site conditions and physical characteristics, adjacent community facilities and public utilities, and surrounding property conditions.	☑
3.	General description of the proposed development including the total acreage, the proposed number of buildings, or the number of units.	☑
4.	The location of existing buildings and structures including the dimensions.	☑
5.	The means of ingress and egress to the project.	☑
6.	General location and dimension of all existing and proposed parking and/or loading areas.	☑
7.	Information showing approximate location of all structures and major features, setbacks, distance between structures and property lines, floor areas, width of driveways, parking spaces, property or lot lines, percent of property or lot lines, percent of property coverage.	☑

Gateway to Nature & Space

APPLICATION FOR REZONING (REZ) / PLANNED DEVELOPMENT (PD) / MASTER PLAN (MP)

Please submit electronically a completed application including to the Planning Department for payment and meeting scheduling. Chapter 34 of the Titusville Land Development Regulations contains the instructions for filing and the required exhibits. INCOMPLETE APPLICATIONS SHALL NOT BE ACCEPTED.

1. Project Information	Project Name SR 405 and Singleton PD - South	Property Address/Location Description Near intersection of SR 405 and Single
2. Type of Request	Rezoning (REZ) ☐ Planned Development (PD) ☑ Master Plan (MP) ☐	
2. Applicant/ Owner	Name of Applicant/Contact The Singleton Ave 44 Acre Land Trust Dated April 4, 2022 C/O Esquire Trustee Service, LLC	Name of Owner Singleton Avenue 44 Acre Trust LLC
	Street Address 1919 Blanding Blvd	Street Address 1919 Blanding Blvd
	City State Zip Jacksonville FL 32210	City State Zip Jacksonville NY 32210
	Telephone # (407) 969-0434 Fax #	Telephone # (407) 969-0434 Fax #
	E-Mail Address lpoutre@dcrlaw.com	E-Mail Address lpoutre@dcrlaw.com
3. Applicant Status	☐ Owner ☐ Tenant ☐ Agent ☑ Other	
4. Parcel ID	22-35-08-00-1; 22-35-05-00-758; 22-35-05-00-759; 22-35-05-00-760; 22-35-05-00-752	**Tax Acct.** 2203599; 3028883; 3028884; 3028885; 2202226
5. Site Size	Acres: Total: 66.5 Developable: 15.7 Rezoned: 28.43; Comp Plan Amend: 11.69	Square Feet: Total: 2896337
6. Current Land Uses	Identify the land uses located on-site and adjacent to the subject site (identify "all" uses that touch property on each boundary), such as grocery store, citrus farm, office, single family residential, etc.: **SUBJECT SITE:** 9909 - Vacant Residential Land **NORTH:** SR 405 & 9909 - Vacant Residential Land **SOUTH:** 9900 - Acreage - Vacant, 5 acres or more & 9909 - Vacant Residential Land **EAST:** 9909 - Vacant Residential Land **WEST:** 9909 - Vacant Residential Land & SR 405	

7. Current Future Land Use Designation	Future Land Use: Conservation & Low Density Residential			
8. Existing Zoning District	General Use (GU) & Open Space & Recreation (OR)			
9. Proposed Zoning District	Planned Development (PD)			
10. Building Status	Existing Building(s) on the site? 0		New Buildings Proposed? 62	
11. Note any previous rezonings on the site	N/A			
12. Check other applications submitted	Conditional Use ☐	Vacation of Easement ☐	Master Plan Approval ☐	Rezoning ☐
	Vacation of Right of Way ☐	Site Plan ☐	Subdivision/ Plat ☐	Other: Comprehensive Plan Amendment
13. Narrative	Please provide a brief description of your request and the proposed project: (Attach separate narrative page if necessary) The subject property is a collection of undeveloped parcels totaling +/- 66.49 AC, located near the intersection of SR405 (South Street) and Singleton Avenue, within the City of Titusville. The parcel is largely wetland, with +/- 15.7 acres of developable area, per the provided conceptual site plan. The proposed project at full buildout is an individually platted townhome community with residential amenities. The parcels are currently zoned Open Space & Recreation (OR) and General Use (GU) with future land uses of Low-Density Residential and Conservation. In discussions with staff, the project will propose a rezoning to Planned Development (PD) and small-scale amendment to change the future land use to Low Density Residential. Please note this is with the exception of some areas of wetlands which will propose a land use change of Conservation as they are larger than 5AC in size and part of a larger wetland that is already designated appropriately. Individual sketch and legal descriptions for the portions of the parcels with a proposed land use change have been included within this application package, as discussed with staff at the pre-application meeting; this total acreage for rezoning is 28.43AC and acreage for a proposed land use change is 11.69 AC. The SR 405 and Singleton PD - South project proposes 62 townhome units with supporting infrastructure and site improvements, including vehicular access, sidewalks, residential amenities, landscaping, utilities, and onsite stormwater management facilities. The proposed density of the development is 1 dwelling units per acre, which is less than the allowable 5 dwelling units per acre in a Low-Density Residential land use. Additionally, the request for a zoning change to PD for residential uses is compatible with the surrounding existing residential uses. Surrounding zoning districts are shown on the Existing Conditions plan provided within this submittal package.			

- **All applications shall require Community Development Staff review prior to submittal.**
- All applications shall be submitted to the Planning Department electronically and officially logged in by **end of business day.**
- Tentative hearing dates are scheduled approximately 4 months from the time a completed application is submitted.
- Incomplete applications will not be accepted and will not be considered to be officially submitted until the appropriate information and fees are submitted. Meeting dates for incomplete applications will not be set until all required information and fees are submitted.
- Petitions requiring review from other boards or commissions prior to being forwarded to the Planning and Zoning Commission and City Council are not guaranteed placement on the originally scheduled date(s).
- All meeting agendas will be posted on the City's web site and staff reports for the request can be obtained by contacting the Planning Department at 321-567-3782.

ACKNOWLEDGEMENT

1. I am the owner and/or legal representative of the owner of the property described, which is the subject of this application.
2. All answers to the questions in said application and all surveys and/or site plans and data attached to and made a part of this application are honest and true to the best of my knowledge and belief. By my signature below, I acknowledge that I have complied with all submittal requirements and that this request package is complete. I further understand that an incomplete application submittal may cause my application to be deferred.
3. Should this application be granted, I understand that any condition(s) imposed upon the granting of this request shall be binding to the owner, his heirs, and successors in title to possession of the subject property.
4. I understand that I must attend all applicable meetings and have been informed of the meeting date(s) and time(s). I understand that if I fail to appear at an applicable meeting, the appropriate Board or Commission may either table or deny the request.
5. I understand that my request if approved does not encumber provision of utility, road or other City infrastructure capacity. The analysis provided by staff of existing levels of service for public facilities and services in the vicinity of the parcel identified in this application is a non-binding analysis, and does not guarantee capacity will be available in the future or encumber/reserve capacity for any period of time.
6. I understand that as the Applicant, I must hold a public meeting prior to the scheduling of any public hearings before the Planning and Zoning Commission or City Council for this item. Notices for this meeting must be sent to all property owners within 500 feet of the subject property.

This matter is subject to quasi-judicial rules of procedure. Interested parties should limit contact with the City Council, Board of Adjustment & Appeals, and Planning & Zoning Commission on this topic to properly noticed public hearings or to written communication to the City Clerk's Office, City of Titusville, P.O. Box 2806, Titusville, FL 32781

/s/ Lisa Butler, manager 9/11/25

(Signature*) (Date)

* *By entering your name in the "Signature" box above, you are signing this Application electronically. You agree your electronic signature is the legal equivalent of your manual signature on this Application. By entering your name in the "Signature" box above, you consent to be legally bound by this Application's terms and conditions.*

Date received: _____

Accepted by: _____

Gateway to Nature & Space

SUBMITTAL CHECKLIST

(Development Review Procedures Manual Section 5 and 6)

Please fill out the following and submit the documents to the Planning Department electronically. Payment of fees does not ensure a favorable decision. Additional information may include documents initially waived at the pre-application meeting but subsequently determined necessary by staff.

1.	Complete Application and Fees	☑
2.	Warranty Deed	☑
3.	Notarized Owner Authorization Form (If applicable)	☑
4.	Legal Description (from a certified survey)	☑
5.	Certified Survey (sealed and containing permanent reference points as described by Chapter 177, Florida Statutes, with bearings, distances and closures) in electronic PDF format	☑
6.	Names, addresses and address labels for all property owners within 500 feet of the subject property. *Note: This listing is available from either the Brevard County Property Appraiser's Office or the City of Titusville Planning Department. Current charge for this service is $35.00.*	☑
7.	For **Planned Development and Master Plan** applications, a conceptual site plan (minimum 24" x 36") in electronic PDF format. See table below for requirements.	☑
8.	For **Master Plan** applications, a Unified Control Agreement pursuant to Sec. 34-54 of the Land Development Regulations. N/A	☐
9.	Pre-Application Meeting Date: 6/28/2023, Eddy Galindo, KB Ofosu, Christe Anderson Staff in Attendance:	☑
10.	Community Meeting per Ordinance 26-2019 – Tentative meeting date 11/2/2023	☑

Conceptual Site Plan Checklist

(Development Review Procedures Manual Section 5 and 6)

THE CONCEPTUAL SITE PLAN SHALL INCLUDE THE FOLLOWING:

1.	All information required for a sketch plat. (if applicable)	☑
2.	Development plan identifying the location and acreage of each component and district of the project, including the location and placement of proposed land uses by type and density, density, layout of lots, open space designation, location of landscape buffer areas required by these regulations, recreational facilities, commercial uses, other permitted uses, off-street parking and loading locations and refuse collection locations.	☑
3.	Development plans showing access and buffer areas (both external and internal) to the development and how pedestrian and other non-motoring travel will be safely integrated.	☑
4.	Tabulations of acreage devoted to each use and total gross acreage of the project. These tabulations shall include acreage totals for each use, open space designations, recreation facilities, streets, parks, schools and other uses. Within these tabulations, information relative to the total number and type of residential units, the residential density for each type of unit, and the overall residential density of the project shall be provided.	☑
5.	An environmental component, including maps and analyses, which determine the effect of the proposed development upon the conservation/preservation of native habitat, wildlife, floodplains, recreation advantages wetlands and other natural resources.	☑
6.	Documentation as to the impact of the proposed development on the levels of service for roads, potable water, sanitary sewer, solid waste drainage, parks and any other public facilities and services. (Preliminary Concurrency Analysis)	☑
7.	A stormwater management plan with sufficient detail included to demonstrate that the proposed development can comply with the requirements of the Land Development Regulations.	☑
8.	The location of existing buildings and structures including the dimensions.	☑

ORDINANCE NO. XX-2025

AN ORDINANCE OF THE CITY OF TITUSVILLE, FLORIDA, AMENDING THE CODE OF ORDINANCES BY AMENDING ORDINANCE NO. 60-1988, WHICH ADOPTED THE COMPREHENSIVE PLAN OF THE CITY OF TITUSVILLE, BY AMENDING THE FUTURE LAND USE DESIGNATION ON LAND LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF SOUTH SINGLETON AVENUE AND S.R. 405/SOUTH STREET FROM LOW DENSITY RESIDENTIAL TO CONSERVATION ON 11.25+/- ACRES OF PROPERTY; AND FROM CONSERVATION TO LOW DENSITY RESIDENTIAL ON 0.44+/- ACRES OF PROPERTY HAVING PARCEL ID NOS. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760; PROVIDING FOR SEVERABILITY; REPEAL OF CONFLICTING ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Titusville, pursuant to Chapter 163, Florida Statutes, desires to amend its Comprehensive Plan adopted by Ordinance No. 60-1988; and

WHEREAS, a first and second public hearing has been held on the Comprehensive Plan amendments before the Local Planning Agency and the local governing body; and

WHEREAS, the City of Titusville finds that said Comprehensive Plan Amendment has been processed in accordance with the applicable law and desires to amend the Comprehensive Plan.

NOW, THEREFORE, BE IT ENACTED by the City of Titusville, Florida as follows:

SECTION 1: **RECITALS**. The foregoing recitals are deemed true and correct and are hereby adopted and incorporated herein by this reference.

SECTION 2. The City of Titusville's Comprehensive Plan is hereby amended by adopting Small Scale Comprehensive Plan Amendment No. 2-2024 and amends its Future Land Use Map, by changing the land use designation of on land located at the southeast corner of the intersection of South Singleton Avenue and S.R. 405/South Street from Low Density Residential to Conservation on 11.25+/- acres of property; and Conservation to Low Density Residential on .44+/- acres of property having parcel ID nos. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760; as described in Exhibit A.

SECTION 3. SEVERABILITY. If any provisions of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 4. REPEAL OF CONFLICTING ORDINANCES. All ordinances or parts of ordinances, and all resolutions and parts of resolutions, in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 5. EFFECTIVE DATE. This ordinance shall take effect 31 days after adoption pursuant to Section 163.3187(5)(c) Florida Statutes.

PASSED AND ADOPTED, this _____ day of _____, 2025.

_____

Andrew Connors, Mayor

ATTEST:

_____

Wanda F. Wells, City Clerk

Exhibit A

LOW DENSITY RESIDENTIAL TO CONSERVATION

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

PARCEL 1

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 531.56 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT "A"; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 38.21 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 54°47'19" WEST, A DISTANCE OF 39.63 FEET; THENCE SOUTH 76°01'09" WEST, A DISTANCE OF 96.65 FEET; THENCE SOUTH 79°00'01" WEST, A DISTANCE OF 109.34 FEET; THENCE SOUTH 72°15'35" WEST, A DISTANCE OF 110.33 FEET; THENCE SOUTH 77°43'07" WEST, A DISTANCE OF 79.24 FEET; THENCE SOUTH 82°30'18" WEST, A DISTANCE OF 17.52 FEET; THENCE NORTH 68°04'35" EAST, A DISTANCE OF 159.68 FEET; THENCE NORTH 73°38'50" EAST, A DISTANCE OF 78.05 FEET; THENCE NORTH 58°25'51" WEST, A DISTANCE OF 48.51 FEET; THENCE NORTH 32°06'17" WEST, A DISTANCE OF 59.96 FEET; THENCE NORTH 28°14'18" WEST, A DISTANCE OF 70.27 FEET; THENCE NORTH 47°00'12" WEST, A DISTANCE OF 63.20 FEET; THENCE NORTH 67°35'35" WEST, A DISTANCE OF 62.03 FEET; THENCE NORTH 40°52'38" WEST, A DISTANCE OF 66.62 FEET; THENCE NORTH 76'00'08" WEST, A DISTANCE OF 49.47 FEET; THENCE NORTH 62°26'17" WEST, A DISTANCE OF 49.96 FEET; THENCE NORTH 36°20'31" WEST, A DISTANCE OF 141.79 FEET; THENCE NORTH 70°53'52" WEST, A DISTANCE OF 39.65 FEET; THENCE NORTH 00°22'21" WEST, A DISTANCE OF 34.62 FEET; THENCE NORTH 39°56'07" WEST, A DISTANCE OF 39.17 FEET; THENCE NORTH 29'17'47" WEST, A DISTANCE OF 57.86 FEET; THENCE NORTH 28°20'49" WEST, A DISTANCE OF 50.56 FEET; THENCE NORTH 23°40'17" WEST, A DISTANCE OF 63.65 FEET; THENCE NORTH 40°15'23" WEST, A DISTANCE OF 72.76 FEET; THENCE NORTH 14°23'39" WEST, A DISTANCE OF 28.25 FEET; THENCE NORTH 33°44'54" WEST, A DISTANCE OF 99.27 FEET; THENCE NORTH 67°10'37" WEST, A DISTANCE OF 52.53 FEET TO THE SOUTHERLY RIGHT OF WAY OF STATE ROAD 405; THENCE NORTH 48°29'31" EAST ALONG SAID SOUTHERLY RIGHT A WAY, A DISTANCE OF 155.51 FEET; THENCE SOUTH 01°32'33" EAST, A DISTANCE OF 49.39 FEET; THENCE SOUTH 30°29'30" EAST, A DISTANCE OF 24.11 FEET; THENCE SOUTH 30°02'47" EAST, A DISTANCE OF 44.82 FEET; THENCE SOUTH 28°16'46" EAST, A DISTANCE OF 31.30 FEET; THENCE SOUTH 25°16'49" EAST, A DISTANCE OF 139.25 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 645.41 FEET AND A CHORD WHICH BEARS SOUTH 34°53'24" EAST AND A DISTANCE OF 149.07 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 149.40 FEET; THENCE SOUTH 40°33'10" EAST, A DISTANCE OF 85.64 FEET; TO A POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 197.67 FEET AND A CHORD WHICH BEARS SOUTH 60°20'57" EAST, A DISTANCE 133.89 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 136.60 FEET; THENCE SOUTH 77°48'24" EAST, A DISTANCE OF 121.52 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 416.53 FEET AND A

CHORD WHICH BEARS SOUTH 70°56'43" EAST AND A DISTANCE OF 140.31 FEET; THENCE ALONG SAID CURVE TO THE RIGHT A DISTANCE OF 140.99 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 943.10 FEET AND A CHORD WHICH BEARS SOUTH 70°09'47" EAST AND A DISTANCE OF 86.42 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 86.45 FEET; TO A POINT OF REVERSE CURVATURE OF A CURVE HAVING A RADIUS OF 106.21 FEET AND A CHORD WHICH BEARS SOUTH 55°53'26" EAST, AND A DISTANCE OF 61.75 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 62.65 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 337.29 FEET AND A CHORD WHICH BEARS SOUTH 25°56'58" EAST A DISTANCE OF 152.24 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 153.56 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 144.10 FEET AND A CHORD WHICH BEARS SOUTH 04°43'51" EAST A DISTANCE OF 40.99 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 41.13 FEET; THENCE SOUTH 07°31'10" EAST, A DISTANCE OF 24.07 FEET; THENCE SOUTH 04°13'12" WEST, A DISTANCE OF 33.09 FEET TO THE POINT OF BEGINNING.

CONTAINING 195,888.48 SQUARE FEET OR 4.50 ACRES, MORE OR LESS.

TOGETHER WITH

PARCEL 2

COMMENCE AT REFERENCE POINT "A"; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 700.64 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 75°06'58" WEST, ALONG SAID LINE, A DISTANCE OF 1492.93 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT (B); THENCE NORTH 14°08'52" EAST, A DISTANCE OF 34.85 FEET; THENCE NORTH 23°09'04" WEST, A DISTANCE OF 142.28 FEET; THENCE NORTH 67°52'10" WEST, A DISTANCE OF 118.31 FEET TO THE SOUTHERLY RIGHT OF WAY OF STATE ROAD 405; THENCE NORTH 48°33'44" EAST ALONG SAID SOUTHERLY RIGHT OF WAY, A DISTANCE OF 599.31 FEET; THENCE SOUTH 04°46'39" EAST, A DISTANCE OF 36.37 FEET; THENCE SOUTH 21°26'05" WEST, A DISTANCE OF 85.92 FEET; THENCE SOUTH 20°42'59" EAST, A DISTANCE OF 45.79 FEET; THENCE SOUTH 07°10'23" EAST, A DISTANCE OF 97.01 FEET; THENCE SOUTH 78°24'30" EAST, A DISTANCE OF 55.67 FEET; THENCE SOUTH 69°19'37" EAST, A DISTANCE OF 55.60 FEET; THENCE SOUTH 72°03'56" EAST, A DISTANCE OF 112.07 FEET; THENCE NORTH 88°59'32" EAST, A DISTANCE OF 81.58 FEET; THENCE NORTH 83°39'01" EAST, A DISTANCE OF 159.32 FEET; THENCE SOUTH 85°20'29" EAST, A DISTANCE OF 59.48 FEET; THENCE NORTH 70°57'56" EAST, A DISTANCE OF 42.37 FEET; THENCE NORTH 75°18'21" EAST, A DISTANCE OF 131.68 FEET; THENCE NORTH 43°25'45" EAST, A DISTANCE OF 48.25 FEET; THENCE SOUTH 88°14'50" EAST, A DISTANCE OF 75.10 FEET; THENCE NORTH 79°30'10" EAST, A DISTANCE OF 64.28 FEET; THENCE SOUTH 78°18'15" EAST, A DISTANCE OF 58.26 FEET; THENCE NORTH 66°33'07" EAST, A DISTANCE OF 25.42 FEET; THENCE NORTH 63°01'51" EAST, A DISTANCE OF 68.03 FEET; THENCE SOUTH 77°32'14" EAST, A DISTANCE OF 51.75 FEET; THENCE NORTH 72°49'19" EAST, A DISTANCE OF 71.37 FEET; THENCE SOUTH 34°36'19" EAST, A DISTANCE OF 35.78 FEET; THENCE NORTH 77°48'50" EAST, A DISTANCE OF 12.95 FEET; THENCE SOUTH 18°29'37" EAST, A DISTANCE OF 21.04 FEET TO THE POINT OF BEGINNING.

CONTAINING 274,792.6508 SQUARE FEET OR 6.31 ACRES, MORE OR LESS.

TOGETHER WITH

PARCEL 3

COMMENCE AT REFERENCE POINT "B"; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 186.92 FEET; TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 75°06'58" WEST, ALONG SAID LINE, A DISTANCE OF 396.33 FEET TO THE SOUTHERLY RIGHT OF WAY OF STATE ROAD 405; THENCE NORTH 48°33'44" EAST ALONG SAID SOUTHERLY RIGHT OF WAY, A DISTANCE OF 233.78 FEET; THENCE SOUTH 67°22'42" EAST, A DISTANCE OF 36.69 FEET; THENCE SOUTH 77°33'51" EAST, A DISTANCE OF 103.56 FEET; THENCE SOUTH 80°15'06" EAST, A DISTANCE OF 67.39 FEET; THENCE SOUTH 51°20'37" EAST, A DISTANCE OF 8.15 FEET TO THE POINT OF BEGINNING.

CONTAINING 20,295.52 SQUARE FEET OR 0.47 ACRES, MORE OR LESS.

CONSERVATION TO LOW DENSITY RESIDENTIAL

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

PARCEL 1

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 981.17 FEET; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 33.73 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 68°04'35" WEST, A DISTANCE OF 22.75 FEET; THENCE SOUTH 74°13'54" WEST, A DISTANCE OF 121.16 FEET; THENCE SOUTH 63°56'35" WEST, A DISTANCE OF 54.96 FEET; THENCE SOUTH 77°48'50" WEST, A DISTANCE OF 54.77 FEET; THENCE NORTH 18°27'34" WEST, A DISTANCE OF 29.12 FEET; THENCE NORTH 43°54'16" EAST, A DISTANCE OF 31.20 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT "A"; THENCE NORTH 83°57'46" EAST, A DISTANCE OF 116.79 FEET; THENCE NORTH 82°30'22" EAST, A DISTANCE OF 113.02 FEET TO THE POINT OF BEGINNING.

CONTAINING 5,964.53 SQUARE FEET OR 0.14 ACRES, MORE OR LESS.

TOGETHER WITH

PARCEL 2

COMMENCE AT REFERENCE POINT "A"; THENCE NORTH 39°59'21" WEST, A DISTANCE OF 267.56 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 40°20'41" WEST, A DISTANCE OF 19.87 FEET; THENCE SOUTH 52°09'19" WEST, A DISTANCE OF 30.02 FEET; THENCE SOUTH 79°17'01" WEST, A DISTANCE OF 28.62 FEET; THENCE NORTH 78°57'47" WEST, A DISTANCE OF 22.10 FEET; THENCE NORTH 41°55'22" WEST, A DISTANCE OF 29.16 FEET; THENCE NORTH 31°39'43" WEST, A DISTANCE OF 26.61 FEET; THENCE NORTH 12°30'33" WEST, A DISTANCE OF 60.11 FEET; THENCE SOUTH 85°37'27" EAST, A DISTANCE OF 37.59 FEET; THENCE NORTH 50°02'16" EAST, A DISTANCE OF 65.68 FEET; THENCE NORTH 05°05'01" EAST, A DISTANCE OF 12.96 FEET; THENCE SOUTH 32°20'04" EAST, A DISTANCE OF 27.74 FEET; THENCE SOUTH 36°02'32" EAST, A DISTANCE OF 29.36 FEET; THENCE SOUTH 28°27'11" EAST, A DISTANCE OF 27.00 FEET; THENCE SOUTH

09°37'21" EAST, A DISTANCE OF 19.79 FEET; THENCE SOUTH 08°19'21" WEST, A DISTANCE OF 30.48 FEET TO THE POINT OF BEGINNING.

CONTAINING 13,414.70 SQUARE FEET OR 0.308 ACRES, MORE OR LESS.

ORDINANCE NO. XX-2025

AN ORDINANCE AMENDING ORDINANCE NO. 5-1993 OF THE CITY OF TITUSVILLE, FLORIDA, BY AMENDING THE ZONING MAP MADE A PART OF SAID ORDINANCE BY REFERENCE BY CHANGING THE ZONING CLASSIFICATION ON LAND LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF SOUTH SINGLETON AVENUE AND S.R. 405/SOUTH STREET FROM THE GENERAL USE (GU) ZONING DISTRICT TO THE PLANNED DEVELOPMENT (PD) ZONING DISTRICT ON 27.99+/- ACRES OF PROPERTY; AND FROM THE OPEN SPACE RECREATIONAL (OR) ZONING DISTRICT TO THE PLANNED DEVELOPMENT (PD) ZONING DISTRICT ON 0.44+/- ACRES OF PROPERTY HAVING PARCEL ID NOS. 22-35-08-00-1; 22-35-05-00-752; 22-35-05-00-758; 22-35-05-00-759 and 22-35-05-00-760; PROVIDING FOR SEVERABILITY; REPEAL OF CONFLICTING ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Titusville received an application for a rezoning from certain property owners; and

WHEREAS, a first and second public hearing has been held on the rezoning before the Local Planning Agency and the local governing body and considered findings and advice of staff, citizens, and all interested parties submitting written and oral comments and supporting data and analysis, and after complete deliberation, hereby finds the requested change consistent with the Comprehensive Plan and that sufficient, competent, and substantial evidence supports the zoning change set forth hereunder; and

WHEREAS, the City of Titusville finds that said rezoning has been processed in accordance with the applicable law and desires to amend its Zoning Map to change the zoning designation on said properties; and

WHEREAS, the City of Titusville finds that said rezoning has been processed in accordance with the applicable law and desires to amend its Zoning Map to change the zoning designation on said properties; and

WHEREAS, the City Council of the City of Titusville desires to amend its Zoning Map.

BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF TITUSVILLE, FLORIDA as follows:

SECTION 1. RECITALS. The foregoing recitals are deemed true and correct and are hereby adopted and incorporated herein by this reference.

SECTION 2. Ordinance No. 5-1993 is hereby amended by amending the Zoning Map of the City of Titusville, made a part of said Ordinance by reference, by designating the following property described in Exhibit A with conditions and associated Master Plan in Exhibit B presently zoned General Use (GU) and Open Space and Recreational (OR) to Planned Development (PD).

SECTION 3. This ordinance shall take effect simultaneously with the effective date of Small-Scale Amendment (SSA) No. 2-2024 contained in Ordinance 39-2024.

SECTION 4. SEVERABILITY. If any provision of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 5. REPEAL OF CONFLICTING ORDINANCES. All ordinances or parts of ordinances, and all resolutions and parts of resolutions, in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 6. INCORPORATION INTO CODE. This ordinance shall be incorporated into the City of Titusville Code of Ordinances and any section or paragraph, number or letter, and any heading may be changed or modified as necessary to effectuate the foregoing. Grammatical, typographical, and like errors may be corrected and additions, alterations, and omissions, not affecting the construction or meaning of this ordinance and the Code may be made.

PASSED AND ADOPTED this _____day of _____, 2025.

_____

Andrew Connors, Mayor

ATTEST:

_____

Wanda F. Wells, City Clerk

Exhibit A – Planned Development Ordinance

SR405 and Singleton PD – South

1.1 DESCRIPTION:

The **SR405 and Singleton PD - South** Planned Development zoned area of approximately 66.49 +/- acres (full site) and 15.70 +/- acres of developable area is comprised of townhome units and common open space and recreation areas.

1.2 LEGAL DESCRIPTION

A PART OF GOVERNMENT LOTS 1, 2 & 3, LYING IN SECTIONS 5 & 8, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING IN BREVARD COUNTY, FLORIDA; THAT PORTION OF U.S. GOVERNMENT LOT NO. 1, SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY. TOGETHER WITH: THAT PORTION OF U.S GOVERNMENT LOT NO. 2 SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY. TOGETHER WITH: THAT PORTION OF U.S. GOVERNMENT LOT NO. 3, SECTION 8, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY, BEING IN BREVARD COUNTY, FLORIDA, LESS AND EXCEPT LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 923, PAGE 1018.

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST FOR A POINT OF BEGINNING; THENCE SOUTH 75°06'58" WEST ALONG THE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 3,308.38 FEET TO A POINT ON THE SOUTH RIGHT OF WAY FOR STATE ROAD #405; THENCE NORTH 48°33'44" EAST ALONG THE SAID RIGHT OF WAY, A DISTANCE OF 1,413.77 FEET TO THE NORTHEASTERLY BOUNDARY CORNER OF AFORESAID OFFICIAL RECORD BOOK 938, PAGE 1018; THENCE LEAVING SAID RIGHT OF WAY SOUTH 41°29'44" EAST ALONG SAID BOUNDARY, A DISTANCE OF 521.76 FEET; THENCE NORTH 48°24'08" EAST CONTINUING ALONG SAID BOUNDARY, A DISTANCE OF 417.82 FEET; THENCE NORTH 41°32'24" WEST CONTINUING ALONG SAID BOUNDARY, A DISTANCE OF 520.98 FEET TO THE SOUTH RIGHT OF WAY FOR SAID STATE ROAD #405; THENCE NORTH 48°29'31" EAST ALONG SAID SOUTH RIGHT OF WAY, A DISTANCE OF 2,015.54 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2,796.93 FEET AND A CHORD WHICH BEARS NORTH 52°11'31" EAST AND A DISTANCE OF 346.73 FEET; THENCE ALONG SAID SOUTH RIGHT OF WAY AND SAID CURVE TO THE RIGHT A DISTANCE OF 346.95 FEET TO A POINT ON THE EAST BOUNDARY OF SAID SECTION 5; THENCE SOUTH 01°14'43" EAST ALONG SAID SECTION 5, A DISTANCE OF 1,911.13 FEET; TO THE POINT OF BEGINNING. CONTAINING 2,896,295.82 SQUARE FEET OR 66.49 ACRES, MORE OR LESS.

GENERAL USE TO PLANNED DEVELOPMENT

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 531.56 FEET; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 38.21 FEET; TO THE POINT OF

BEGINNING; THENCE SOUTH 54°47'19" WEST, A DISTANCE OF 39.63 FEET; THENCE SOUTH 76°01'09" WEST, A DISTANCE OF 96.65 FEET; THENCE SOUTH 79°00'01" WEST, A DISTANCE OF 109.34 FEET; THENCE SOUTH 72°15'35" WEST, A DISTANCE OF 110.33 FEET; THENCE SOUTH 77°43'07" WEST, A DISTANCE OF 79.24 FEET; THENCE SOUTH 82°30'22" WEST, A DISTANCE OF 130.54 FEET; THENCE SOUTH 83°57'46" WEST, A DISTANCE OF 116.79 FEET; THENCE SOUTH 43°54'16" WEST, A DISTANCE OF 31.20 FEET; THENCE SOUTH 18°28'26" EAST, A DISTANCE OF 50.16 FEET TO THE SAID SOUTH LINE OF GOVERNMENT LOT 3; THENCE SOUTH 75°06'58" WEST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 897.40 FEET; THENCE NORTH 77°26'24" WEST, A DISTANCE OF 29.27 FEET; THENCE SOUTH 85°46'29" WEST, A DISTANCE OF 81.31 FEET; THENCE SOUTH 77°48'33" WEST, A DISTANCE OF 118.98 FEET; THENCE SOUTH 66°58'41" WEST, A DISTANCE OF 241.04 FEET TO THE SAID SOUTH LINE OF GOVERNMENT LOT 3; THENCE SOUTH 75°06'58" WEST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 715.43 FEET TO THE SOUTHERLY RIGHT OF WAY FOR STATE ROAD 405; THENCE NORTH 48°33'44" EAST ALONG SAID RIGHT OF WAY, A DISTANCE OF 1,413.77 FEET; THENCE SOUTH 41°29'44" EAST, A DISTANCE OF 521.76 FEET; THENCE NORTH 48°24'08" EAST, A DISTANCE OF 417.82 FEET TO A POINT KNOWN AS REFERENCE POINT "A"; THENCE NORTH 41°32'24" WEST, A DISTANCE OF 520.98 FEET TO THE SOUTHERLY RIGHT OFF WAY FOR STATE ROAD 405; THENCE NORTH 48°29'31" EAST ALONG SAID RIGHT OF WAY, A DISTANCE OF 639.84 FEET; THENCE SOUTH 01°32'33" EAST, A DISTANCE OF 49.39 FEET; THENCE SOUTH 30°29'30" EAST, A DISTANCE OF 24.11 FEET; THENCE SOUTH 30°02'47" EAST, A DISTANCE OF 44.82 FEET; THENCE SOUTH 28°16'46" EAST, A DISTANCE OF 31.30 FEET; THENCE SOUTH 25°16'49" EAST, A DISTANCE OF 139.25 FEET;TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 645.41 FEET AND A CHORD WHICH BEARS SOUTH 34°53'24" EAST AND A DISTANCE OF 149.07 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 149.40 FEET; THENCE SOUTH 40°33'10" EAST, A DISTANCE OF 85.64 FEET; TO A POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 197.67 FEET AND A CHORD WHICH BEARS SOUTH 60°20'57" EAST, A DISTANCE 133.89 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 136.60 FEET; THENCE SOUTH 77°48'24" EAST, A DISTANCE OF 121.52 FEET;TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 416.53 FEET AND A CHORD WHICH BEARS SOUTH 70°56'43" EAST AND A DISTANCE OF 140.31 FEET; THENCE ALONG SAID CURVE TO THE RIGHT A DISTANCE OF 140.99 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 943.10 FEET AND A CHORD WHICH BEARS SOUTH 70°09'47" EAST AND A DISTANCE OF 86.42 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 86.45 FEET; TO A POINT OF REVERSE CURVATURE OF A CURVE HAVING A RADIUS OF 106.21 FEET AND A CHORD WHICH BEARS SOUTH 55°53'26" EAST, AND A DISTANCE OF 61.75 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 62.65 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 337.29 FEET AND A CHORD WHICH BEARS SOUTH 25°56'58" EAST A DISTANCE OF 152.24 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 153.56 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 144.10 FEET AND A CHORD WHICH BEARS SOUTH 04°43'51" EAST A DISTANCE OF 40.99 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 41.13 FEET; THENCE SOUTH 07°31'10" EAST, A DISTANCE OF 24.07 FEET; THENCE SOUTH 04°13'12" WEST, A DISTANCE OF 33.09 FEET; TO THE POINT OF BEGINNING.

CONTAINING 1,262,539.37 SQUARE FEET OR 28.98 ACRES, MORE OR LESS.

LESS & EXCEPT:

COMMENCE AT REFERENCE POINT "A"; THENCE SOUTH 30°22'34" EAST, A DISTANCE OF 4.87 FEET; TO THE POINT OF BEGINNING; THENCE NORTH 12°30'33" WEST, A DISTANCE OF 60.11 FEET; THENCE SOUTH 85°37'27" EAST, A DISTANCE OF 37.59 FEET; THENCE NORTH 50°02'16" EAST, A DISTANCE OF 65.68 FEET; THENCE NORTH 05°05'01" EAST, A DISTANCE OF 12.96 FEET; THENCE SOUTH 32°20'04" EAST, A DISTANCE OF 27.74 FEET; THENCE SOUTH 36°02'32" EAST, A DISTANCE OF 29.36 FEET; THENCE SOUTH 28°27'11" EAST, A DISTANCE OF 27.00 FEET; THENCE SOUTH 09°37'21" EAST, A DISTANCE OF 19.79 FEET; THENCE SOUTH 08°19'21" WEST, A DISTANCE OF 30.48 FEET THENCE SOUTH 40°20'41" WEST, A DISTANCE OF 19.87 FEET; THENCE SOUTH 52°09'19" WEST, A DISTANCE OF 30.02 FEET; THENCE SOUTH 79°17'01" WEST, A DISTANCE OF 28.62 FEET; THENCE NORTH 78°57'47" WEST, A DISTANCE OF 22.10 FEET; THENCE NORTH 41°55'22" WEST, A DISTANCE OF 29.16 FEET; THENCE NORTH 31°39'43" WEST, A DISTANCE OF 26.61 FEET; TO THE POINT OF BEGINNING.

CONTAINING 13,414.70 SQUARE FEET OR 0.31 ACRES, MORE OR LESS.

OPEN SPACE AND RECREATIONAL TO PLANNED DEVELOPMENT

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

PARCEL 1

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 981.17 FEET; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 33.73 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 68°04'35" WEST, A DISTANCE OF 22.75 FEET; THENCE SOUTH 74°13'54" WEST, A DISTANCE OF 121.16 FEET; THENCE SOUTH 63°56'35" WEST, A DISTANCE OF 54.96 FEET; THENCE SOUTH 77°48'50" WEST, A DISTANCE OF 54.77 FEET; THENCE NORTH 18°27'34" WEST, A DISTANCE OF 29.12 FEET; THENCE NORTH 43°54'16" EAST, A DISTANCE OF 31.20 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT "A"; THENCE NORTH 83°57'46" EAST, A DISTANCE OF 116.79 FEET; THENCE NORTH 82°30'22" EAST, A DISTANCE OF 113.02 FEET TO THE POINT OF BEGINNING.

CONTAINING 5,964.53 SQUARE FEET OR 0.14 ACRES, MORE OR LESS. TOGETHER WITH

PARCEL 2

COMMENCE AT REFERENCE POINT "A"; THENCE NORTH 39°59'21" WEST, A DISTANCE OF 267.56 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 40°20'41" WEST, A DISTANCE OF 19.87 FEET; THENCE SOUTH 52°09'19" WEST, A DISTANCE OF 30.02 FEET; THENCE SOUTH 79°17'01" WEST, A DISTANCE OF 28.62 FEET; THENCE NORTH 78°57'47" WEST, A DISTANCE OF 22.10 FEET; THENCE NORTH 41°55'22" WEST, A DISTANCE OF 29.16 FEET; THENCE NORTH 31°39'43" WEST, A DISTANCE OF 26.61

FEET; THENCE NORTH 12°30'33" WEST, A DISTANCE OF 60.11 FEET; THENCE SOUTH 85°37'27" EAST, A DISTANCE OF 37.59 FEET; THENCE NORTH 50°02'16" EAST, A DISTANCE OF 65.68 FEET; THENCE NORTH 05°05'01" EAST, A DISTANCE OF 12.96 FEET; THENCE SOUTH 32°20'04" EAST, A DISTANCE OF 27.74 FEET; THENCE SOUTH 36°02'32" EAST, A DISTANCE OF 29.36 FEET; THENCE SOUTH 28°27'11" EAST, A DISTANCE OF 27.00 FEET; THENCE SOUTH 09°37'21" EAST, A DISTANCE OF 19.79 FEET; THENCE SOUTH 08°19'21" WEST, A DISTANCE OF 30.48 FEET TO THE POINT OF BEGINNING.

CONTAINING 13,414.70 SQUARE FEET OR 0.308 ACRES, MORE OR LESS.

1.3 REFERENCE TO GENERAL DEVELOPMENT PLAN

The **SR405 and Singleton PD - South** Planned Development shall be implemented in accordance with the approved Master Plan attached as Exhibit B.

1.4 PERMITTED USES

(a) Townhome units
(b) Common recreational areas

1.4.1 PERMITTED ACCESSORY USES

(a) Tot Lot, Mail Kiosk and recreational amenities including exercise stations, walking trails, benches, and informational placards.

1.5 DENSITY/INTENSITY MINIMUMS AND MAXIMUMS

Maximum of **sixty-two (62) residential dwelling units**.

1.6 CRITICAL DESIGN FEATURES

(a) The critical design features for this project include the preservation of wetlands, preservation of uplands, maintaining required landscape yards (buffers), providing stormwater treatment and proposed passive recreational open space. Recreational amenities include tot lot, mail kiosk, exercise stations, interconnected and stabilized walking trails, benches, and informational placards. A final recreational plan shall be submitted with the plat that illustrates the proposed recreational amenities in the open space areas and confirms the minimum required open space acreage by code is met.

(b) Preservation of existing large canopy trees, upland scrub pine, and oaks in common areas where feasible.

1.7 LAND USE ALLOCATION TABLE

(a)	TOTAL PROJECT ACREAGE:	66.49 Acres
	TOTAL DEVELOPABLE ACREAGE:	15.70 Acres
	(also referenced as the Developable Site Area, see Exhibit B)	
	Minimum Required Open Space: *(Includes Stormwater Ponds)*	5.50 Acres

1.8 AREA, HEIGHT, BULK & OPEN SPACE REQUIREMENTS

(a) The Development and all amenities will be in general conformance with the master plan.

(b) Minimum Unit Living Area: 800 square feet per Section 33-6(a)(3)b of the Code.

(c) Maximum Building Height:	50 feet
(d) Maximum Building Coverage (% of full site):	50%
(e) Building Setbacks (per lot):	20 feet (Front)
	10 feet (Rear)
	10 feet (Side)
	10 feet (Side corner)

(f) If this PD Ordinance does not address a specific standard, the standards of the Multi-Family Medium Density (R-2) zoning district shall apply.

1.9 ROADWAY DESIGN/TRAFFIC CIRCULATION

(a) A maximum of two vehicular access driveways may be granted onto State Road 405.

(b) The internal sidewalk network shall be stabilized with a minimum of 5-feet in width and provide direct access to the adjacent public sidewalk network.

1.10 UTILITIES

(a) The potable water and sanitary sewer service will be provided by the City of Titusville. Electricity will be supplied by the local power company/companies. Gas will be provided by the local gas company/companies. All utilities will be placed underground consistent with Chapter 33 - Development Options, Article I. - Planned Development (PD), Section. 33-5(a)(4) of the City's Land Development Regulations.

(b) The lift station will be fenced and gated with locking mechanism and generally screened from view with landscape materials, such as bushes, hedges, and small trees, or opaque fence except where the operational requirements limit such screening. An emergency generator shall be installed with the lift station.

1.11 NATURAL RESOURCES

(a) Conservation Areas designated as Wetland #1, Wetland #2, Wetland #3, and the designated Wetland Buffers are to be owned and maintained by the Homeowner Association in accordance with the requirements of the St. Johns River Water Management District consistent with Chapter 30 - Development Standards, Article I - General Provisions, Division 3 - Operations and Maintenance of the City's Land Development Regulations. Additionally, wetlands protection shall adhere to the regulations set forth in Chapter 29 - Special Districts and Overlays, Article IV - Wetland and Conservation Area (WCA), of the City's Land Development Regulations. Wetland #1, Wetland #2, Wetland #3, and Wetland Buffers shall be preserved with the submittal of the sketch plat.

(b) Open Space Areas, including buffers and recreation areas, designated as Tree Canopy Preservation, Landscape/Yard Buffers, Open Green Space are to be owned and maintained by the Homeowner Association in accordance with the requirements of the City of Titusville consistent with Chapter 30 - Development Standards, Article I - General Provisions, Division 3 - Operations and Maintenance of the City's Land Development Regulations; and Chapter 33 Development Options, Article VIII Conservation Subdivision Design, Section 33-104(a)(6).

(c) The developer shall work with the City to adjust the layout of the master plan to achieve the preservation of upland scrub, pine and oaks where feasible. Heritage trees should to

the extent possible be preserved with the submittal of the sketch plat. The removal of protected trees shall be consistent with the criteria and requirements of Chapter 30, Article II, Division 2 Trees and Vegetation (Preservation and Mitigation) of the Land Development Regulations.

1.12 BUFFERING/SCREENING

(a) The required landscape yard (buffers) consistent with Chapter 30, Article III, Division 10, Subdivision 3 of the Code, will be provided. A minimum twenty (20) foot landscape yard (buffer) shall be installed along the perimeter of the property boundary and a minimum thirty (30) foot landscape yard (buffer) shall be installed along the perimeter of the property boundary adjacent to SR405 (South Street) to meet the buffer requirements for an arterial/collector roadway as shown in Section 9.3, Roadway Classification Map of the City of Titusville. The required landscape yard (buffers) will be comprised of existing vegetation and additional trees and shrubs. The existing vegetation within this area will be maintained to the greatest extent possible. Invasive trees shall be removed.

1.13 AMENDMENT PROCEDURES AND APPROVAL TIMEFRAME

(a) Amendment procedures shall be in accordance with City of Titusville Land Development Regulations Chapter 33 - Development Options, Article I - Planned Development (PD).

(b) The timeframe for the approval of this Planned Development (PD) shall be consistent with the regulations established in Chapter 33 - Development Options, Article I - Planned Development, Sec. 33-9 - Procedure for securing approval of a Planned Development.

(c) Modifications to this Planned Development (PD) ordinance or master plan shall be reviewed consistent with Table 6.3.3 of the Development Review Procedures Manual.

(d) Buildings may be relocated or rearranged outside of required landscape buffers within the area identified as the developable acreage as stated in condition 1.7 of this ordinance and as illustrated on the master plan in Exhibit B.

(e) Direct impacts to wetlands will require an amendment to the Planned Development (PD) ordinance and master plan.

SR 405 AND SINGLETON PD - SOUTH

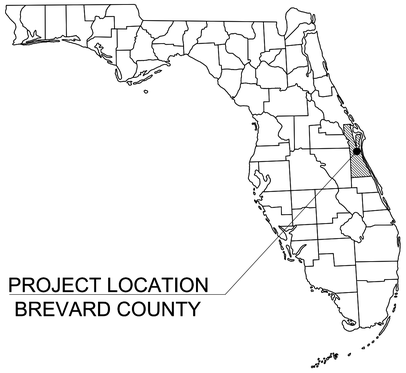
FOR

THE SINGLETON AVE 44 ACRE LAND TRUST, LLC

LOCATED IN

TITUSVILLE, FLORIDA

SECTION 5, TOWNSHIP 22, RANGE 35E



PROJECT TEAM

OWNER/DEVELOPER
SINGLETON AVENUE 44 ACRE TRUST, LLC
1919 BLANDING BLVD.
JACKSONVILLE, FL 32210
PHONE: (407) 969-0434

CIVIL ENGINEER
ALYSSA COLBY, P.E.
KIMLEY-HORN AND ASSOCIATES, INC.
7341 OFFICE PARK, SUITE 102
MELBOURNE, FLORIDA 32940
(321) 430-1138

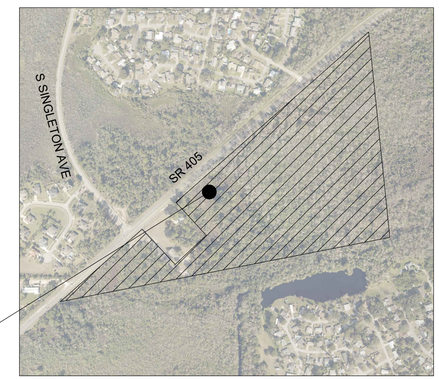
SURVEYOR
GREGORY S LOCKLIN, P.S.M.
HAMILTON ENGINEERING & SURVEYING, INC.
775 WARNER LANE
ORLANDO, FL 32803
PHONE: (407) 362-5929

ENVIRONMENTAL CONSULTANT
BIO-TECH CONSULTING, INC.
3025 EAST SOUTH STREET
PHONE: (407) 894-5969
FAX: (407) 894-5970

TRAFFIC ENGINEER
JAMES M. TAYLOR, P.E.
KIMLEY-HORN AND ASSOCIATES, INC.
189 SOUTH ORANGE AVENUE, SUITE 1000
ORLANDO, FL 32801
PHONE: (407) 898-1511

GEOTECHNICAL CONSULTANT
UNIVERSAL ENGINEERING SCIENCES, LLC
820 BREVARD AVENUE
ROCKLEDGE, FL 32955
PHONE: (321) 638-0808

LANDSCAPE ARCHITECT
SUSAN HALL LANDSCAPE ARCHITECTURE
244 MCLEOD STREET
MERRITT ISLAND, FL 32953
PHONE: (321) 449-0790



PROJECT LOCATION

VICINITY
N.T.S.

NORTH

LEGAL DESCRIPTION:

A PART OF GOVERNMENT LOTS 1, 2 & 3, LYING IN SECTIONS 5 & 8, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING IN BREVARD COUNTY, FLORIDA; THAT PORTION OF U.S. GOVERNMENT LOT NO. 1, SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY. TOGETHER WITH: THAT PORTION OF U.S GOVERNMENT LOT NO. 2 SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY. TOGETHER WITH: THAT PORTION OF U.S. GOVERNMENT LOT NO. 3, SECTION 8, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY, BEING IN BREVARD COUNTY, FLORIDA, LESS AND EXCEPT LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 923, PAGE 1018.

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST FOR A POINT OF BEGINNING; THENCE SOUTH 75°06'58" WEST ALONG THE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 3,308.38 FEET TO A POINT ON THE SOUTH RIGHT OF WAY FOR STATE ROAD #405; THENCE NORTH 48°33'44" EAST ALONG THE SAID RIGHT OF WAY, A DISTANCE OF 1,413.77 FEET TO THE NORTHEASTERLY BOUNDARY CORNER OF AFORESAID OFFICIAL RECORD BOOK 938, PAGE 1018; THENCE LEAVING SAID RIGHT OF WAY SOUTH 41°29'44" EAST ALONG SAID BOUNDARY, A DISTANCE OF 521.76 FEET; THENCE NORTH 48°24'08" EAST CONTINUING ALONG SAID BOUNDARY, A DISTANCE OF 417.82 FEET; THENCE NORTH 41°32'24" WEST CONTINUING ALONG SAID BOUNDARY, A DISTANCE OF 520.98 FEET TO THE SOUTH RIGHT OF WAY FOR SAID STATE ROAD #405; THENCE NORTH 48°29'31" EAST ALONG SAID SOUTH RIGHT OF WAY, A DISTANCE OF 2,015.54 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2,796.93 FEET AND A CHORD WHICH BEARS NORTH 52°11'31" EAST AND A DISTANCE OF 346.73 FEET; THENCE ALONG SAID SOUTH RIGHT OF WAY AND SAID CURVE TO THE RIGHT A DISTANCE OF 346.95 FEET TO A POINT ON THE EAST BOUNDARY OF SAID SECTION 5; THENCE SOUTH 01°14'43" EAST ALONG SAID SECTION 5, A DISTANCE OF 1,911.13 FEET; TO THE POINT OF BEGINNING. CONTAINING 2,896,295.82 SQUARE FEET OR 66.49 ACRES, MORE OR LESS.

LIST OF CONTACTS

STORMWATER
ST. JOHNS RIVER WATER
MANAGEMENT DISTRICT
525 COMMUNITY COLLEGE PKWY SE
PALM BAY, FL 32909
PHONE: (321) - 987-7940
CONTACT:

ENGINEERING
CITY OF TITUSVILLE
PUBIC WORKS DEPT.
2910 GARDEN STREET
TITUSVILLE, FL 32796
PHONE: (321) 567-3846

WATER
CITY OF TITUSVILLE
WATER RESOURCES DEPT.
2836 GARDEN STREET
TITUSVILLE, FL 32796
PHONE: (321) 383-5791

BUILDING DIVISION
CITY OF TITUSVILLE
BUILDING DEPT.
555 S WASHINGTON AVENUE
TITUSVILLE, FL 32796
PHONE: (321) 567-3760
CONTACT: STEVE ADAMS, CBO

SANITARY SEWER
CITY OF TITUSVILLE
WATER RESOURCES DEPT.
2836 GARDEN STREET
TITUSVILLE, FL 32796
PHONE: (321) 383-5791

COMMUNITY DEVELOPMENT
DEVELOPMENT SERVICES DEPT.
555 S WASHINGTON AVENUE
TITUSVILLE, FL 32796
PHONE: (321) 567-3757
CONTACT:MANDY LAMOTHE

FIRE PREVENTION
CITY OF TITUSVILLE
FIRE DEPARTMENT
555 S WASHINGTON AVENUE
TITUSVILLE, FL 32796
PHONE: (321) 567-3800

FDOT
DISTRICT 5
719 S WOODLAND BLVD
DELAND, FL 32720
PHONE: (386) 943-5185

PLANNING AND ZONING
555 S WASHINGTON AVENUE
TITUSVILLE, FL 32796
PHONE: (321) 567-3757
CONTACT: EDDY GALINDO

PREPARED BY:
Kimley»Horn

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE.

Sunshine811
Call 811 or www.sunshine811.com two full business days before digging to have utilities located and marked.
Check positive response codes before you dig!

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
7341 OFFICE PARK PLACE, SUITE 102, MELBOURNE, FL 32940
PHONE: 321-430-1138
WWW.KIMLEY-HORN.COM REGISTRY NO. 696

KHA PROJECT 147936000
DATE 11/16/2023
SCALE AS SHOWN
DESIGNED BY ---
DRAWN BY ---
CHECKED BY ---

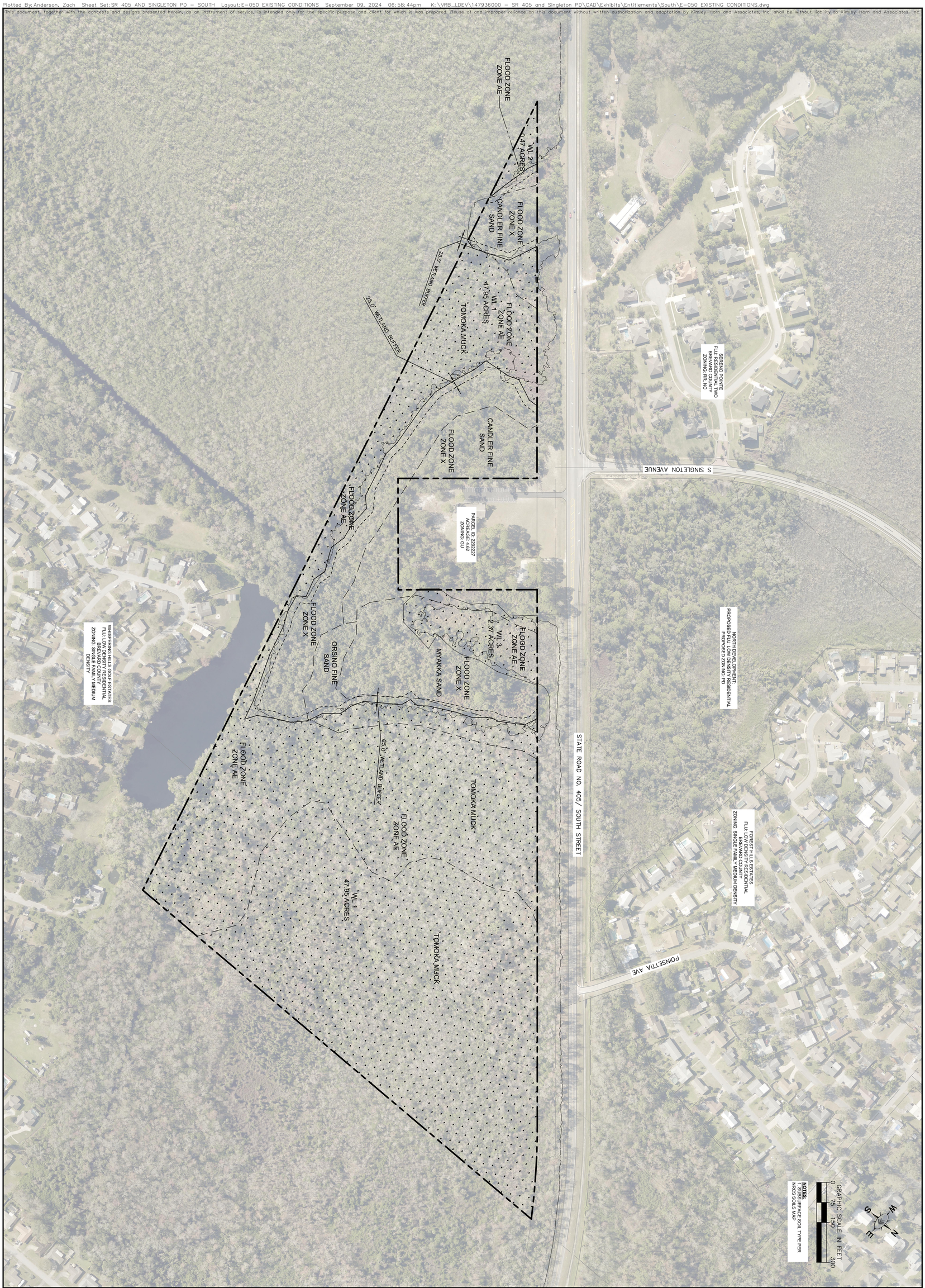
COVER SHEET

SR 405 AND SINGLETON PD - SOUTH
PREPARED FOR
THE SINGLETON AVE 44 ACRE LAND TRUST, LLC
TITUSVILLE FL

SHEET NUMBER
E-000

Plotted By:Anderson, Zach Sheet Set:SR 405 AND SINGLETON PD - SOUTH Layout:COVER SHEET September 09, 2024 08:58:00pm K:\VRB_LDEV\147936000 - SR 405 and Singleton PD\CAD\Exhibits\Entitlements\South\E-000 COVER SHEET (S).dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



SHEET NUMBER
E-050

SR 405 AND SINGLETON PD - SOUTH

PREPARED FOR
THE SINGLETON AVE 44 ACRE LAND TRUST, LLC
TITUSVILLE FL

EXISTING CONDITIONS

KHA PROJECT	147936000
DATE	11/16/2023
SCALE	AS SHOWN
DESIGNED BY	___
DRAWN BY	___
CHECKED BY	___

Kimley»Horn

© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
7341 OFFICE PARK PLACE, SUITE 102, MELBOURNE, FL 32940
PHONE: 321-430-1138
WWW.KIMLEY-HORN.COM REGISTRY NO. 696

No.	REVISIONS	DATE	BY

GENERAL STATEMENT:

THE SUBJECT PROPERTY IS A 66.49 AC UNDEVELOPED PARCEL WITHIN THE CITY OF TITUSVILLE, LOCATED ON THE SOUTH SIDE OF SR 405/SOUTH STREET, JUST SOUTH OF THE INTERSECTION WITH SINGLETON AVENUE. THE PROPOSED PROJECT INCLUDES THE CONSTRUCTION OF 62 TOWNHOME UNITS (20' IN WIDTH), WHICH ARE TO BE INDIVIDUALLY PLATTED AND OWNED, AND ASSOCIATED ROADWAYS, INFRASTRUCTURE, SITE IMPROVEMENTS, LANDSCAPING, UTILITIES AND STORMWATER MANAGEMENT SYSTEMS TO SERVICE THE DEVELOPMENT. THE PARCEL CURRENTLY HAS MULTIPLE EXISTING ZONING DISTRICTS AND LAND USES WITHIN ITS LEGAL LIMITS; EXISTING ZONING DISTRICTS INCLUDE OPEN SPACE/RECREATION (OR) AND GENERAL USE (GU), AND THE EXISTING LAND USES ARE CONSERVATION, AND LOW DENSITY RESIDENTIAL. WITH THIS PROJECT, THE PROPOSED ZONING DISTRICT WILL BE PLANNED DEVELOPMENT (PD) AND THE PROPOSED LAND USES WILL BE LOW-DENSITY RESIDENTIAL AND CONSERVATION. PLEASE REFER TO THE REZONING AND LAND USE EXHIBITS FOR ADDITIONAL INFORMATION AND SPECIFICS.

THE MAXIMUM DENSITY ALLOWED FOR THIS PROJECT IS GOVERNED BY THE PROPOSED LOW DENSITY RESIDENTIAL LAND USE, WHICH IS 5 DU/AC, AND THE PROJECT CURRENTLY PROPOSES 1 DU/AC.

A LARGE MAJORITY OF THE FULL PARCEL ACREAGE IS DESIGNED AS WETLANDS, AND THE DEVELOPABLE ACREAGE IS CALCULATED TO BE 15.70 AC. THE PROJECT WAS DESIGNED IN EFFORTS TO MINIMIZE WETLAND IMPACTS; CURRENTLY THE PROPOSED DOES NOT PROPOSE ANY DIRECT WETLAND IMPACTS AND HAS PROVIDED AN AVERAGE 25' BUFFER (MINIMUM 15' BUFFER) AS SHOWN ON THIS CONCEPTUAL SITE PLAN WHICH MITIGATE AGAINST SECONDARY IMPACTS FOR DEVELOPING NEAR WETLANDS (PER THE ST. JOHNS WATER MANAGEMENT DISTRICT REQUIREMENTS).

STORMWATER AND UTILITIES STATEMENT:

THE PROPOSED PROJECT WILL BE SERVICED BY CITY OF TITUSVILLE WATER RESOURCES DEPARTMENT AND WILL CONNECT TO EXISTING WATER AND SEWER INFRASTRUCTURE LOCATED WITHIN THE ADJACENT RIGHT-OF-WAYS. THE ONSITE POTABLE WATER SYSTEM PROPOSES 2 CONNECTIONS TO THE EXISTING 16" DIP WATER MAIN ALONG THE NORTH SIDE OF SR405/SOUTH STREET TO ENSURE A LOOPED SYSTEM WITH ADEQUATE FLOWS.

ONSITE SANITARY SEWER WILL BE COLLECTED THROUGH A GRAVITY SEWER SYSTEM FEEDING TO A LIFT STATION, AND WILL EXIT THROUGH A FORCE MAIN, ULTIMATELY CONNECTING TO THE EXISTING 6" FM ALONG SR 405/ SOUTH STREET. A PROPOSED FM EXTENSION WITHIN SR 405 RIGHT-OF-WAY FROM THE CURRENT STUB WEST OF THIS PROJECT WILL BE REQUIRED TO PROVIDE SANITARY SERVICE TO THE DEVELOPMENT, AND WILL BE DESIGNED AND PERMITTED CONCURRENTLY. NO RECLAIM INFRASTRUCTURE IS AVAILABLE IN THE AREA,

STORMWATER TREATMENT AND ATTENUATION WILL BE PROVIDED THROUGH DRY RETENTION PONDS, AND ONCE TREATMENT IS ACHIEVED STORMWATER ULTIMATELY DISCHARGES TO AN ONSITE WETLAND. PROPOSED DRY POND LOCATIONS, DELINEATED WETLAND LOCATIONS AND APPROXIMATE ACREAGES ARE SHOWN ON THE MASTER CONCEPTUAL SITE PLAN. BASED ON EXISTING GRADES ON THE PROVIDED SURVEY, WATER CURRENTLY DISCHARGES TO THE ONSITE WETLANDS, WHICH ESTABLISHES A LEGAL POSITIVE OUTFALL FOR THE PROJECT.

SITE DATA:

PARCEL ID: 22-35-08-00-1; 22-35-05-00-758; 22-35-05-00-759; 22-35-05-00-760; 22-35-05-00-752
TAX ID: 2203599; 3028883; 3028884; 3028885; 2202226
SECTION 5, TOWNSHIP 22, RANGE 35E

TOTAL SITE AREA:	66.49 AC
DEVELOPABLE SITE AREA:	15.70 AC
DEVELOPMENT TYPE:	MULTI-FAMILY RESIDENTIAL (TOWNHOMES)
EXISTING ZONING(S):	OPEN SPACE/RECREATION (OR), AND GENERAL USE (GU)
EXISTING LAND USE(S):	CONSERVATION, LOW DENSITY RESIDENTIAL
PROPOSED ZONING(S):	PLANNED DEVELOPMENT (PD)
PROPOSED LAND USE(S):	LOW DENSITY RESIDENTIAL, CONSERVATION
ALLOWABLE DENSITY:	5 DU/AC
PROPOSED PROJECT DENSITY:	1 DU/AC*
PROPOSED FLU DENSITY (LOW DENSITY RES):	5 DU/AC**
MAX. ALLOWABLE BUILDING HEIGHT:	50'
EXISTING IMPERVIOUS AREA:	0.00 AC (0%)
PROPOSED IMPERVIOUS AREA:	5.15 AC (33%)
PROPOSED LOTS:	62 UNITS
MINIMUM LOT SIZE:	N/A WITHIN PD
PROPOSED LOT SIZE:	20'X100', 30'X100'
PROPOSED WETLAND IMPACTS:	0.00 AC

*PROJECT DENSITY BASED ON TOTAL GROSS PROJECT ACREAGE (+/- 66.49 AC) PER CITY OF TITUSVILLE CODE.
**FLU DENSITY BASED ON TOTAL ACREAGE PROPOSED AS LOW DENSITY RESIDENTIAL WITHIN PD (+/- 15.70 AC)

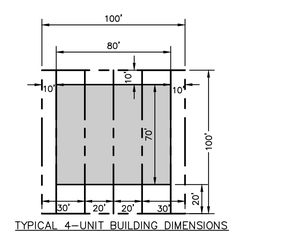
PARCEL BREAKDOWN

TOTAL PARCEL	66.49 AC
WETLAND	50.69 AC
TOTAL DEVELOPABLE AREA:	15.70 AC
TOTAL IMPERVIOUS AREA:	5.15 AC
TOTAL PERVIOUS AREA:	10.55 AC
RIGHT-OF-WAY	2.32 AC
LOTS	3.47 AC
WETLAND BUFFER	2.75 AC

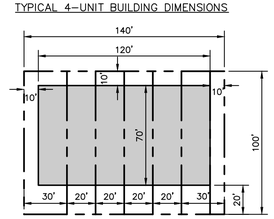
USEABLE OPENSPACE

REQUIRED (35% OF DEVELOPABLE SITE AREA)	5.50 AC
PROVIDED	5.55 AC

GRAPHIC SCALE IN FEET
0 65 130 260



TYPICAL 4-UNIT BUILDING DIMENSIONS



TYPICAL 6-UNIT BUILDING DIMENSIONS

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
7341 OFFICE PARK PLACE, SUITE 102, MELBOURNE, FL 32940
PHONE: 321-430-1138
WWW.KIMLEY-HORN.COM REGISTRY NO. 696

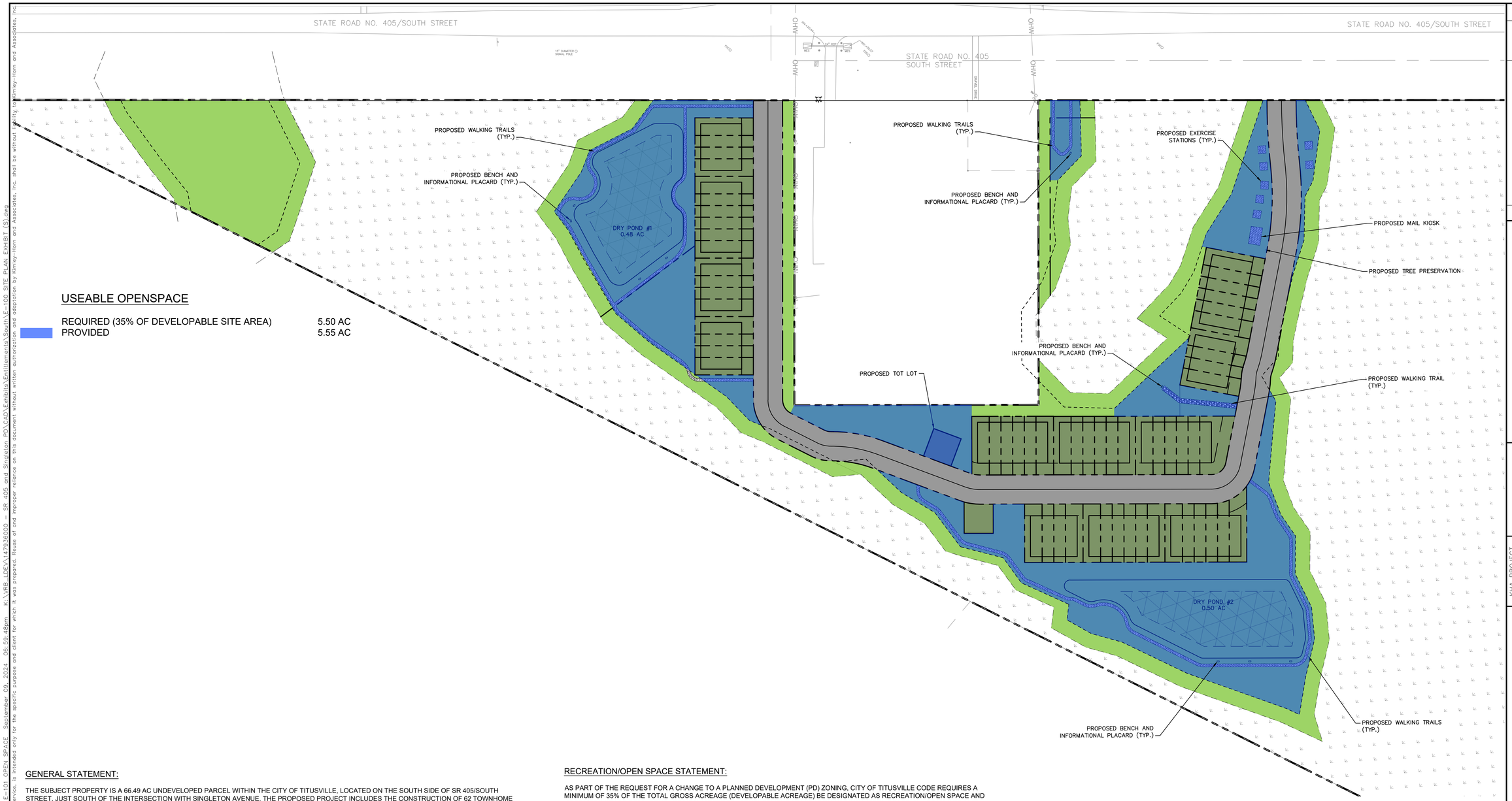
KHA PROJECT 147936000
DATE 11/16/2023
SCALE AS SHOWN
DESIGNED BY ---
DRAWN BY ---
CHECKED BY ---

SITE PLAN EXHIBIT

SR 405 AND SINGLETON PD - SOUTH
PREPARED FOR
THE SINGLETON AVE 44 ACRE LAND TRUST, LLC
TITUSVILLE FL

SHEET NUMBER
E-100

Plotted By:Anderson, Zach Sheet Set:SR 405 AND SINGLETON PD - SOUTH Layout:E-100 SITE PLAN September 09, 2024 06:59:30pm K:\VRB_LDEV\147936000 - SR 405 and Singleton PD\CAD\Exhibits\Entitlements\South\E-100 SITE PLAN EXHIBIT (2).dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



USEABLE OPENSPACE

REQUIRED (35% OF DEVELOPABLE SITE AREA)	5.50 AC
PROVIDED	5.55 AC

GENERAL STATEMENT:

THE SUBJECT PROPERTY IS A 66.49 AC UNDEVELOPED PARCEL WITHIN THE CITY OF TITUSVILLE, LOCATED ON THE SOUTH SIDE OF SR 405/SOUTH STREET, JUST SOUTH OF THE INTERSECTION WITH SINGLETON AVENUE. THE PROPOSED PROJECT INCLUDES THE CONSTRUCTION OF 62 TOWNHOME UNITS (20' IN WIDTH), WHICH ARE TO BE INDIVIDUALLY PLATTED AND OWNED, AND ASSOCIATED ROADWAYS, INFRASTRUCTURE, SITE IMPROVEMENTS, LANDSCAPING, UTILITIES AND STORMWATER MANAGEMENT SYSTEMS TO SERVICE THE DEVELOPMENT. THE PARCEL CURRENTLY HAS MULTIPLE EXISTING ZONING DISTRICTS AND LAND USES WITHIN ITS LEGAL LIMITS; EXISTING ZONING DISTRICTS INCLUDE OPEN SPACE/RECREATION (OR) AND GENERAL USE (GU), AND THE EXISTING LAND USES ARE CONSERVATION, AND LOW DENSITY RESIDENTIAL. WITH THIS PROJECT, THE PROPOSED ZONING DISTRICT WILL BE PLANNED DEVELOPMENT (PD) AND THE PROPOSED LAND USES WILL BE LOW-DENSITY RESIDENTIAL AND CONSERVATION. PLEASE REFER TO THE REZONING AND LAND USE EXHIBITS FOR ADDITIONAL INFORMATION AND SPECIFICS.

THE MAXIMUM DENSITY ALLOWED FOR THIS PROJECT IS GOVERNED BY THE PROPOSED LOW DENSITY RESIDENTIAL LAND USE, WHICH IS 5 DU/AC, AND THE PROJECT CURRENTLY PROPOSES 1 DU/AC.

A LARGE MAJORITY OF THE FULL PARCEL ACREAGE IS DESIGNED AS WETLANDS, AND THE DEVELOPABLE ACREAGE IS CALCULATED TO BE 15.70 AC. THE PROJECT WAS DESIGNED IN EFFORTS TO MINIMIZE WETLAND IMPACTS; CURRENTLY THE PROPOSED DOES NOT PROPOSE ANY DIRECT WETLAND IMPACTS AND HAS PROVIDED AN AVERAGE 25' BUFFER (MINIMUM 15' BUFFER) AS SHOWN ON THIS CONCEPTUAL SITE PLAN WHICH MITIGATE AGAINST SECONDARY IMPACTS FOR DEVELOPING NEAR WETLANDS (PER THE ST. JOHNS WATER MANAGEMENT DISTRICT REQUIREMENTS).

STORMWATER AND UTILITIES STATEMENT:

THE PROPOSED PROJECT WILL BE SERVICED BY CITY OF TITUSVILLE WATER RESOURCES DEPARTMENT AND WILL CONNECT TO EXISTING WATER AND SEWER INFRASTRUCTURE LOCATED WITHIN THE ADJACENT RIGHT-OF-WAYS. THE ONSITE POTABLE WATER SYSTEM PROPOSES 2 CONNECTIONS TO THE EXISTING 16" DIP WATER MAIN ALONG THE NORTH SIDE OF SR405/SOUTH STREET TO ENSURE A LOOPED SYSTEM WITH ADEQUATE FLOWS.

ONSITE SANITARY SEWER WILL BE COLLECTED THROUGH A GRAVITY SEWER SYSTEM FEEDING TO A LIFT STATION, AND WILL EXIT THROUGH A FORCE MAIN, ULTIMATELY CONNECTING TO THE EXISTING 6" FM ALONG SR 405/ SOUTH STREET. A PROPOSED FM EXTENSION WITHIN SR 405 RIGHT-OF-WAY FROM THE CURRENT STUB WEST OF THIS PROJECT WILL BE REQUIRED TO PROVIDE SANITARY SERVICE TO THE DEVELOPMENT, AND WILL BE DESIGNED AND PERMITTED CONCURRENTLY. NO RECLAIM INFRASTRUCTURE IS AVAILABLE IN THE AREA,

STORMWATER TREATMENT AND ATTENUATION WILL BE PROVIDED THROUGH DRY RETENTION PONDS, AND ONCE TREATMENT IS ACHIEVED STORMWATER ULTIMATELY DISCHARGES TO AN ONSITE WETLAND. PROPOSED DRY POND LOCATIONS, DELINEATED WETLAND LOCATIONS AND APPROXIMATE ACREAGES ARE SHOWN ON THE MASTER CONCEPTUAL SITE PLAN. BASED ON EXISTING GRADES ON THE PROVIDED SURVEY, WATER CURRENTLY DISCHARGES TO THE ONSITE WETLANDS, WHICH ESTABLISHES A LEGAL POSITIVE OUTFALL FOR THE PROJECT.

RECREATION/OPEN SPACE STATEMENT:

AS PART OF THE REQUEST FOR A CHANGE TO A PLANNED DEVELOPMENT (PD) ZONING, CITY OF TITUSVILLE CODE REQUIRES A MINIMUM OF 35% OF THE TOTAL GROSS ACREAGE (DEVELOPABLE ACREAGE) BE DESIGNATED AS RECREATION/OPEN SPACE AND MEET OPEN SPACE REQUIREMENTS OF CHAPTER 30 - DEVELOPMENT STANDARDS. COMMON OPEN SPACE IN A PD CAN BE BOTH ACTIVE AND PASSIVE RECREATION, AND PRIVATE WATERBODIES AND/OR STORMWATER RETENTION/DETENTION AREAS CAN BE DESIGNED FOR PASSIVE RECREATION USE IF IMPROVED WITH AMENTIIES SUCH AS, BUT NOT LIMITED TO, FOUNTAINS, BENCHES AND WALKWAYS.

THE PROPOSED PROJECT INCLUDES THE FOLLOWING AMENITIES: WALKING TRAILS SURROUNDING PROPOSED STORMWATER DRY RETENTION PONDS WITH BENCHES AND INFORMATIONAL PLACARDS ON NATIVE VEGETATION AND WILDLIFE, TOT LOT, EXERCISE PADS FOR OUTDOOR EXERCISE EQUIPMENT AND A PAD FOR UNCOVERED MAIL KIOSK. THE PROJECT IS SURROUNDED BY WETLAND AREAS, AND NO WETLAND IMPACTS ARE PROPOSED. MAJORITY OF THE UNITS WILL HAVE VIEWS OF WETLANDS FROM THEIR BACK OR FRONT YARDS, AND THE PROPOSED RECREATIONAL AMENITIES WERE CHOSEN INTENTIONALLY TO HIGHLIGHT THE NATURAL VEGETATION AND LANDSCAPE SURROUNDING THE PROJECT. THERE WILL BE SIDEWALKS ALONG THE PROPOSED 50' LOCAL ROAD/RIGHT-OF-WAY INTERNAL TO THE SITE, ALONG WITH INTENTIONAL WALKING TRAILS/SIDEWALKS PROPOSED ADJACENT TO WETLANDS AND STORMWATER DRY RETENTION PONDS. BENCHES ARE PROPOSED ALONG THESE TRAILS ALONG WITH INFORMATIONAL PLACARDS REGARDING THE NATIVE VEGETATION AND WILDLIFE OFTEN FOUND WITHIN FLORIDAS WETLAND ECOSYSTEM. A TOT LOT AND EXERCISE STATIONS HAVE ALSO BEEN PROPOSED TO ADD AN ACTIVE RECREATION FEATURE TO THE PROJECT, WITH THE TOT LOT TUCKED INTERNAL TO THE SITE AWAY FROM SR405 AND EXERCISE STATIONS ALONG THE ENTRANCE NEAR AREAS OF LANDSCAPING AND EXISTING TREES. THE AMENITIES PROPOSED ON THIS PROJECT WILL SERVICE A 62 UNIT TOWNHOME COMMUNITY AND PROVIDE DIFFERENT OPPORTUNITIES FOR RECREATION BASED ON VARYING INTERESTS AND ACTIVITY LEVELS.

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
7341 OFFICE PARK PLACE, SUITE 102, MELBOURNE, FL 32940
PHONE: 321-430-1138
WWW.KIMLEY-HORN.COM REGISTRY NO. 696

KHA PROJECT 147936000
DATE 11/16/2023
SCALE AS SHOWN
DESIGNED BY ----
DRAWN BY ----
CHECKED BY ----

OPEN SPACE EXHIBIT

SR 405 AND SINGLETON PD - SOUTH
PREPARED FOR
THE SINGLETON AVE 44 ACRE LAND TRUST, LLC
TITUSVILLE FL

SHEET NUMBER
E-101

Plotted By:Anderson, Zach Sheet Set:SR 405 AND SINGLETON PD - SOUTH Layout:E-101 OPEN SPACE September 09, 2024 06:59:48pm K:\VRB_LDEV\147936000 - SR 405 and Singleton PD\CAD\Exhibits\Entitlements\South\E-100 SITE PLAN EXHIBIT (5).dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc

Legend (AS APPLICABLE)

□	SET 4"X4" CONCRETE MONUMENT LB#8405	FT.	FEET
○	SET CAPPED IRON ROD LB#8405	GA	GUY ANCHOR
◎	SET PARKER-KALON NAIL & DISK LB#8405	HW/F	HOG WIRE FENCE
■	FOUND 4"X4" CONCRETE MONUMENT	ICV	IRRIGATION CONTROL VALVE
●	FOUND AS NOTED	ID	IDENTIFICATION
◉	FOUND PARKER-KALON NAIL & DISK	ILLEG	ILLEGIBLE
		LB	LICENSED BUSINESS
FOC ○	FIBER OPTIC CABLE MARKER	IE	INVERT ELEVATION
		LP	LIGHT POLE
FOC ○ RSR	FIBER OPTIC CABLE RISER	M/F	METAL FENCE
		NAVD	NORTH AMERICAN VERTICAL DATUM
		NCF	NO CORNER FOUND
		NGVD	NATIONAL GEODETIC VERTICAL DATUM
		O/A	OVERALL
GM ○	GAS MARKER	OHL	OVERHEAD UTILITY LINE
		O.R.B.	OFFICIAL RECORDS BOOK
WM ◻	WATER METER	PB	PLAT BOOK
		PG	PAGE
		PRM	PERMANENT REFERENCE MONUMENT
BW/F	BARBED-WIRE FENCE	PSM	PROFESSIONAL SURVEYOR AND MAPPER
BDRY	BOUNDARY	RCP	REINFORCED CONCRETE PIPE
CATV	CABLE TELEVISION VAULT	RLS	REGISTERED LAND SURVEYOR
C.C.R.	CERTIFIED CORNER RECORD	RNG	RANGE
CI	CURB INLET	R/W	RIGHT OF WAY
CL/F	CHAIN LINK FENCE	SCIR	SET CAPPED IRON ROD 1/2" LB #8405
CMP	CORRUGATED METAL PIPE	SCM	SET CONCRETE MONUMENT (4"X4") LB #8405
CONC	CONCRETE	SEC.	SECTION
CPP	CORRUGATED PLASTIC PIPE	S.N&D	SET MAG NAIL & DISK LB #8405
EBX	ELECTRIC BOX	SV	SEWER VALVE
EL	ELEVATION	S/W	SIDEWALK
EPC	ENVIRONMENTAL PROTECTION COMMISSION	SQ.	SQUARE
ERCP	ELLIPTICAL REINFORCED CONCRETE PIPE	TBM	TEMPORARY BENCH MARK
FCIP	FOUND CAPPED IRON PIPE	TBOX	TELEPHONE PEDESTAL
FCIR	FOUND CAPPED IRON ROD	TOB	TOP OF BANK
FCM	FOUND CONCRETE MONUMENT	TOS	TOE OF SLOPE
FDC	FIRE DEPARTMENT CONNECTION	TWP	TOWNSHIP
FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION	UP	UTILITY POLE
FFE	FINISH FLOOR ELEVATION	W/F	WOOD FENCE
FIP	FOUND IRON PIPE		
FIR	FOUND IRON ROD	△	WETLAND FLAG
FPIP	FOUND PINCHED IRON PIPE	× 65.0	SPOT ELEVATION
F.N&D	FOUND NAIL & DISK	65.0	CONTOUR LINE WITH ELEVATION
FRRS	FOUND RAILROAD SPIKE		
SRD	STATE ROAD DEPARTMENT	15	SCHEDULE B-II ITEMS

(C) CALCULATED
(D) PER DEED
(F) PER FIELD
(P) PER PLAT

Notes Regarding Optional ALTA Table A:

1. MONUMENTS ARE SHOWN.

2. PER THE BREVARD COUNTY PROPERTY APPRAISER WEB SITE, THERE IS NO ASSIGNED ADDRESS FOR THIS SITE.

3. THE FLOOD ZONE IS ZONES "AE" & "X".

4. THE AREA OF THE PROPERTY, CONTAINING 2,896,295.82± SQUARE FEET OR 66.49± ACRES, MORE OR LESS.

8. SUBSTANTIAL FEATURES ARE SHOWN.

13. THE ADJACENT OWNERS ARE SHOWN ACCORDING TO THE BREVARD COUNTY PROPERTY APPRAISER'S WEB SITE.

16. THERE IS NO OBSERVABLE EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS.

17. THERE IS NO OBSERVABLE EVIDENCE OF CHANGE TO STREET RIGHTS-OF-WAY OR STREET AND SIDEWALK CONSTRUCTION.

18. NO PLOTTABLE OFFSITE EASEMENTS PROVIDED.

19. HAMILTON ENGINEERING AND SURVEYING INC. CARRIES $1,000,000.00 OR MORE OF PROFESSIONAL LIABILITY INSURANCE.

Legal Description:

A PART OF GOVERNMENT LOTS 1, 2 & 3, LYING IN SECTIONS 5 & 8, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING IN BREVARD COUNTY, FLORIDA;

THAT PORTION OF U.S. GOVERNMENT LOT NO. 1, SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY.

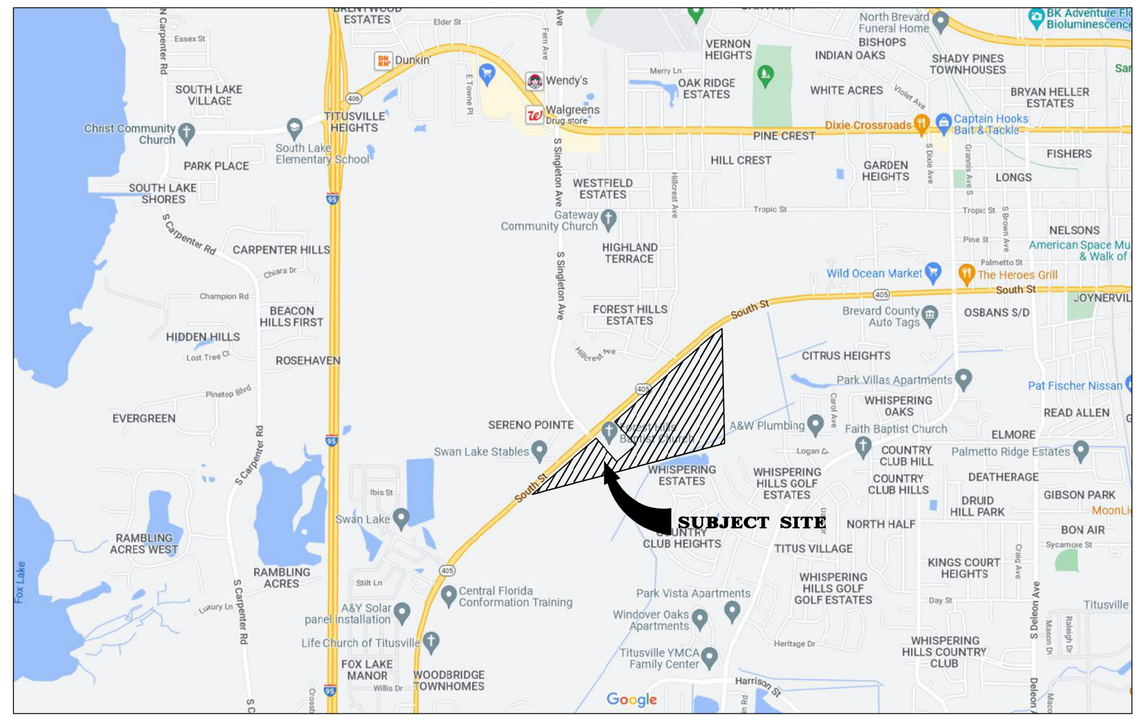
TOGETHER WITH:
THAT PORTION OF U.S GOVERNMENT LOT NO. 2 SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY.

TOGETHER WITH:
THAT PORTION OF U.S. GOVERNMENT LOT NO. 3, SECTION 8, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LYING SOUTH OF STATE ROAD #405 RIGHT OF WAY, BEING IN BREVARD COUNTY, FLORIDA, LESS AND EXCEPT LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 923, PAGE 1018.

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST FOR A POINT OF BEGINNING; THENCE SOUTH 75°06'58" WEST ALONG THE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 3,308.38 FEET TO A POINT ON THE SOUTH RIGHT OF WAY FOR STATE ROAD #405; THENCE NORTH 48°33'44" EAST ALONG THE SAID RIGHT OF WAY, A DISTANCE OF 1,413.77 FEET TO THE NORTHEASTERLY BOUNDARY CORNER OF AFORESAID OFFICIAL RECORD BOOK 938, PAGE 1018; THENCE LEAVING SAID RIGHT OF WAY SOUTH 41°29'44" EAST ALONG SAID BOUNDARY, A DISTANCE OF 521.76 FEET; THENCE NORTH 48°24'08" EAST CONTINUING ALONG SAID BOUNDARY, A DISTANCE OF 417.82 FEET; THENCE NORTH 41°32'24" WEST CONTINUING ALONG SAID BOUNDARY, A DISTANCE OF 520.98 FEET TO THE SOUTH RIGHT OF WAY FOR SAID STATE ROAD #405; THENCE NORTH 48°29'31" EAST ALONG SAID SOUTH RIGHT OF WAY, A DISTANCE OF 2,015.54 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2,796.93 FEET AND A CHORD WHICH BEARS NORTH 52°11'31" EAST AND A DISTANCE OF 346.73 FEET; THENCE ALONG SAID SOUTH RIGHT OF WAY AND SAID CURVE TO THE RIGHT A DISTANCE OF 346.95 FEET TO A POINT ON THE EAST BOUNDARY OF SAID SECTION 5; THENCE SOUTH 01°14'43" EAST ALONG SAID SECTION 5, A DISTANCE OF 1,911.13 FEET; TO THE POINT OF BEGINNING.

CONTAINING 2,896,295.82 SQUARE FEET OR 66.49 ACRES, MORE OR LESS.



VICINITY MAP - NOT TO SCALE

Notes Regarding Schedule BII Exceptions:

(AS PER TITLE COMMITMENT AGENT FILE NUMBER 21-1479, ISSUED BY CHICAGO TITLE INSURANCE COMPANY BEARING AN EFFECTIVE DATE OF 01/18/2022 AT 05:00 P.M.)

1. DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY, CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE HEREOF BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES FOR VALUE OF RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS FORM. NOT A SURVEY MATTER
2. TAXES AND ASSESSMENTS FOR THE YEAR 2022 AND SUBSEQUENT YEARS, WHICH ARE NOT YET DUE AND PAYABLE. NOT A SURVEY MATTER
3. STANDARD EXCEPTIONS:
   a. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND. NOTHING TO PLOT
   b. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS. NOT A SURVEY MATTER
   c. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIALS HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS. NOT A SURVEY MATTER
   d. TAXES OR ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS IN THE PUBLIC RECORDS.
4. ANY CLAIM THAT ANY PORTION OF THE INSURED LAND IS SOVEREIGN LANDS OF THE STATE OF FLORIDA, INCLUDING SUBMERGED, FILLED OR ARTIFICIALLY EXPOSED LANDS ACCRETED TO SUCH LAND. NOT A SURVEY MATTER
5. ANY LIEN PROVIDED BY COUNTY ORDINANCE OR BY CHAPTER 159, FLORIDA STATUTES, IN FAVOR OF ANY CITY, TOWN, VILLAGE OR PORT AUTHORITY FOR UNPAID SERVICE CHARGES FOR SERVICE BY ANY WATER, SEWER OR GAS SYSTEM SUPPLYING THE INSURED LAND. NOT A SURVEY MATTER
6. RIGHT OF WAY DEED RECORDED IN OFFICIAL RECORDS BOOK 1995, PAGE 427, RE-RECORDED IN OFFICIAL RECORDS BOOK 5101, PAGE 46. DOES NOT AFFECT
7. THE NATURE, EXTENT OR EXISTENCE OF RIPARIAN RIGHTS OR LITTORAL RIGHTS IS NOT INSURED. NOT A SURVEY MATTER
8. RIGHTS OF OTHERS TO USE THE WATERS OF ANY WATER BODY EXTENDING FROM THE INSURED LAND ONTO OTHER LANDS. NOT A SURVEY MATTER

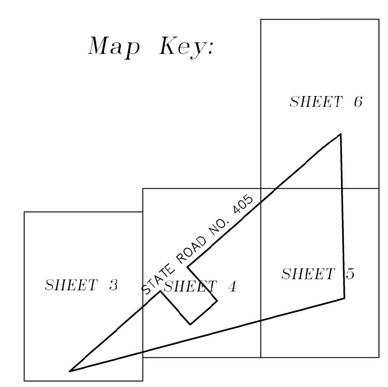
Sheet Key:

SHEET 1 = COVER/INFORMATION SHEET

SHEET 2 = OVERALL BOUNDARY SHEET

SHEETS 3-6 = BOUNDARY, TOPO, TREE, AND WETLAND SHEETS

Map Key:



Basis of Bearings Note:

SHOWN SURVEY FIELD BEARINGS (STATE PLANE-GRID NORTH)
(FDOT) RIGHT OF WAY MAPS (TRUE NORTH)

RIGHT OF WAY INFORMATION:

STATE ROAD #405 DERIVED FROM: FLORIDA DEPARTMENT OF TRANSPORTATION MAP 70160-2503, DATED 06/11/1963.

SINGLETON AVENUE DERIVED FROM: OFFICIAL RECORD BOOK 5101, PAGE 46.

WETLANDS INFORMATION:

WETLANDS LINE AS FLAGGED BY BIO-TECH CONSULTING INC

BOUNDARY, TOPOGRAPHIC, TREE LOCATION & WETLANDS INFORMATION:

ALL FIELD INFORMATION DERIVED FROM PREVIOUS SURVEY BY: HAMILTON ENGINEERING & SURVEYING, PROJECT #04016.C003, DATED 02/22/2022
SIGNED BY: GREGORY S. LOCKLIN, PSM (BOUNDARY WAS UPDATED ON 12/14/2022)

Surveyor's Notes: (AS APPLICABLE)

ACCORDING TO CURRENT FLOOD INSURANCE MAPS ISSUED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, THE PROPERTY SHOWN APPEARS TO LIE WITHIN ZONES "AE" & "X" PANEL NO. 12009C0205H DATED 01/29/2021, THERE IS ALSO IN LETTER OF MAP REVISION (LOMR) 16/04/5333P DATED 12/15/2016. THE APPROXIMATE FLOOD ZONE TRANSITION, IF APPLICABLE, HAS BEEN OBTAINED AND PLOTTED FROM LARGE SCALE MAPS AND IS DEPICTED AS ACCURATELY AS POSSIBLE. THIS SURVEY BY NO MEANS REPRESENTS A DETERMINATION ON WHETHER PROPERTIES WILL OR WILL NOT FLOOD. LAND WITHIN THE BOUNDARIES OF THIS SURVEY MAY OR MAY NOT BE SUBJECT TO FLOODING; THE BUILDING DEPARTMENT OR OTHER CUSTODIAL AGENCY FOR FLOOD DETERMINATION WITHIN THIS MUNICIPALITY MAY HAVE ADDITIONAL INFORMATION REGARDING FLOODING AND RESTRICTIONS ON DEVELOPMENT.

1) BEARINGS SHOWN HEREON ARE BASED ON EAST BOUNDARY OF GOVERNMENT LOT 1, IN SECTION 05, TOWNSHIP 22 SOUTH, RANGE 32 EAST, HAVING A GRID BEARING OF SOUTH 01°14'43" EAST (2011 ADJUSTED)
2) ELEVATIONS SHOWN HEREON ARE BASED ON BREVARD COUNTY BENCHMARK C5A17-2004 HAVING A PUBLISHED ELEVATION OF 23.17 FEET NAVD88.(SHOWN ON SURVEY)
3) THERE MAY BE ADDITIONAL EASEMENTS AND/OR RESTRICTIONS AFFECTING THIS PROPERTY THAT MAY NOT BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
54 NO INFORMATION ON ADJACENT PROPERTY OWNERS OR ADJOINING PROPERTY RECORDING INFORMATION WAS PROVIDED TO THIS SURVEYOR.
5) THE SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE, OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.
6) THE BOUNDARY CORNERS AND LINES DEPICTED BY THIS SURVEY WERE ESTABLISHED PER INFORMATION AS FURNISHED.
7) UNLESS OTHERWISE SHOWN HEREON, NO JURISDICTIONAL WETLAND AREAS OR OTHER PHYSICAL TOPOGRAPHIC FEATURES HAVE BEEN LOCATED.
8) UNDERGROUND ENCROACHMENTS, SUCH AS UTILITIES, STRUCTURES, INSTALLATIONS, IMPROVEMENTS AND FOUNDATIONS THAT MAY EXIST, HAVE NOT BEEN FIELD LOCATED EXCEPT AS SHOWN.
9) THIS MAP DOES NOT DETERMINE OR REFLECT OWNERSHIP OF PROPERTY, BOUNDARY LINES AFFECTED BY ADVERSE USE, LINES OF CONFLICTING DEEDS, OR OTHER LINES THAT MAY OTHERWISE BE DETERMINED BY A COURT OF LAW.
10) UNDERGROUND UTILITY LOCATIONS AND IDENTIFICATIONS SHOWN HEREON ARE BASED UPON VISIBLE ABOVE GROUND APPURTENANCES AND DO NOT NECESSARILY SHOW ALL UTILITY LOCATIONS. NO SUBTERRANEAN EXCAVATION HAS BEEN MADE TO DETERMINE UNDERGROUND UTILITY LOCATIONS.
11) THE MEASURED MATHEMATICAL CLOSURE OF THE SURVEYED BOUNDARY EXCEEDS THE ACCURACY STANDARDS FOR AN URBAN CLASS SURVEY AS DEFINED BY THE AMERICAN LAND TITLE ASSOCIATION AND AND THE NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS
12) TIES FROM BUILDING CORNERS, FENCE CORNERS, SHED CORNERS, ETC., ARE NOT TO BE USED TO REESTABLISH PROPERTY BOUNDARIES.
13) ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS MADE BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
14) THIS SURVEY HAS BEEN PREPARED EXPRESSLY FOR THE NAMED ENTITIES AND IS NOT TRANSFERABLE. NO OTHER PERSON OR ENTITY IS ENTITLED TO RELY UPON AND/OR REUSE THIS SURVEY FOR ANY OTHER PURPOSE WHATSOEVER WITHOUT THE EXPRESS WRITTEN CONSENT OF HAMILTON ENGINEERING & SURVEYING AND THE CERTIFYING PROFESSIONAL SURVEYOR AND MAPPER.
15) NOTHING HEREIN SHALL BE CONSTRUED TO GIVE ANY RIGHTS OR BENEFITS TO ANYONE OTHER THAN THOSE CERTIFIED TO ON THIS SURVEY.
16) FENCE OWNERSHIP NOT DETERMINED.
17) PRINTED DIMENSIONS SHOWN ON THE MAP OF SURVEY SUPERSEDE SCALED DIMENSIONS. THERE MAY BE ITEMS DRAWN OUT OF SCALE TO GRAPHICALLY SHOW THEIR LOCATION.
18) REPRODUCTION OF THIS SURVEY IS EXPRESSLY FORBIDDEN WITHOUT THE WRITTEN PERMISSION FROM THE SIGNING SURVEYOR.
19) THE WORD "CERTIFIED" IS UNDERSTOOD TO BE AN EXPRESSION OF THE PROFESSIONAL SURVEYOR'S OPINION BASED ON HIS BEST KNOWLEDGE, INFORMATION AND BELIEF, AND THAT IT THUS CONSTITUTES NEITHER A GUARANTEE NOR A WARRANTY, EITHER EXPRESSED OR IMPLIED.
20) THIS SURVEY IS A REPRESENTATION OF EXISTING FIELD CONDITIONS AT THE TIME OF THE FIELD SURVEY DATE AND IS BASED ON FOUND EXISTING MONUMENTATION IN THE FIELD.
21) THE TREES SHOWN HEREON WERE LOCATED UTILIZING METHODS ADEQUATE FOR THEIR ACCURATE LOCATION AND IDENTIFICATION. HOWEVER, THIS COMPANY AND THE SIGNING SURVEYOR RESERVES THE RIGHT TO VERIFY THE LOCATION OF ALL TREES CRITICAL TO THE DESIGN OF BUILDINGS, PARKING AND OTHER PERMANENT FEATURES. IT IS THE RESPONSIBILITY OF THE DESIGN PROFESSIONAL TO INFORM THIS COMPANY AND/OR SIGNING SURVEYOR OF ANY TREES CRITICAL TO THEIR DESIGN SO THAT THOSE TREES CAN BE VERIFIED PRIOR TO THE COMPLETION OF THE DESIGN.
22) ALL GROUND ELEVATIONS ARE TO BE INTERPRETED TO THE NEAREST ONE TENTH OF A FOOT.
23) THE DATE OF SIGNATURE DOES NOT UPDATE OR SUPERSEDE THE DATE OF SURVEY.

COPYRIGHT 2023 - HAMILTON ENGINEERING & SURVEYING, INC.

PURPOSE OF SURVEY:

THE PURPOSE OF THIS SURVEY IS TO SPLIT THE NORTH & SOUTH PARCELS.
NO FIELD WORK WAS PREFORMED AT TIME OF DRAWING.

CERTIFIED TO:

THE SINGLETON AVE 44 ACRE LAND TRUST DATED APRIL 4, 2022

CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 8, 10, 13, 16, 17, 18, AND 19, OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON: 02/22/2022 AND THE BOUNDARY UPDATED 12/14/2022.

DATE OF PLAT OR MAP: 10/06/2023

Harry B Rogers III
11:10:39 2024.01.04
'00'05-

Harry B. Rogers III, PSM — Signature Date
Florida License No. PSM#6418
Certificate of Authorization LB #8405
Not valid without the signature and the original raised seal or the unique signature and the digital seal of a Florida Licensed Surveyor and Mapper.
HARRYR@HAMILTONENGINEERING.US

HARRY B. ROGERS III, PROFESSIONAL SURVEYOR AND MAPPER, License Number 6418, STATE OF FLORIDA

HAMILTON
ENGINEERING & SURVEYING, LLC
3409 W LEMON ST
TAMPA, FL 33609
TEL: 813.250.3535
2400 N. FORSYTH RD.
ORLANDO, FL 32807
TEL: 407.362.6929
8340 CONSUMER CIRCLE
SARASOTA, FL 32807
TEL: 941.377.9178
www.HamiltonEngineering.US
LB #8405 CA #8474

SHEET TITLE:
MAP OF ALTA/NSPS LAND TITLE BOUNDARY SURVEY WITH TOPOGRAPHIC, TREE LOCATION & WETLANDS

TITUSVILLE SOUTH
STATE ROAD 405 & SINGLETON AVE.
TITUSVILLE, FLORIDA 32796
BREVARD COUNTY, FLORIDA

DATE	REVISIONS	BY
XX/XX/XXXX		HBR

PREPARED FOR: THE SINGLETON AVE. 44 ACRE LAND TRUST DATED APRIL 4, 2022
FIELD BOOK/PAGE: DIGITAL
QUALITY CONTROL FIELD: GL
QUALITY CONTROL OFFICE: HBR
DRAWN BY: HBR — PARTY CHIEF: LM
JOB #: 4225.0001
SEC TWP RNG: 05-22S-35E & 08-22S-35E
SURVEY DATE: 12/14/2022
NOT VALID WITHOUT ALL SHEETS:
1 OF 6

OVERALL BOUNDARY

Legend (AS APPLICABLE)

	SET 4"X4" CONCRETE MONUMENT LB#8405
	SET CAPPED IRON ROD LB#8405
	SET PARKER-KALON NAIL & DISK LB#8405
	FOUND 4"X4" CONCRETE MONUMENT
	FOUND AS NOTED
	FOUND PARKER-KALON NAIL & DISK
FOC	FIBER OPTIC CABLE MARKER
FOC RSR	FIBER OPTIC CABLE RISER
GM	GAS MARKER
WM	WATER METER
BW/F	BARBED-WIRE FENCE
BDRY	BOUNDARY
CATV	CABLE TELEVISION VAULT
C.C.R.	CERTIFIED CORNER RECORD
CI	CURB INLET
CL/F	CHAIN LINK FENCE
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
EBX	ELECTRIC BOX
EL	ELEVATION
EPC	ENVIRONMENTAL PROTECTION COMMISSION
ERCP	ELLIPTICAL REINFORCED CONCRETE PIPE
FCIP	FOUND CAPPED IRON PIPE
FCIR	FOUND CAPPED IRON ROD
FCM	FOUND CONCRETE MONUMENT
FDC	FIRE DEPARTMENT CONNECTION
FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
FFE	FINISH FLOOR ELEVATION
FIP	FOUND IRON PIPE
FIR	FOUND IRON ROD
FPIP	FOUND PINCHED IRON PIPE
F.N&D	FOUND NAIL & DISK
FRRS	FOUND RAILROAD SPIKE
FT.	FEET
GA	GUY ANCHOR
HW/F	HOG WIRE FENCE
ICV	IRRIGATION CONTROL VALVE
ID	IDENTIFICATION
ILLEG	ILLEGIBLE
LB	LICENSED BUSINESS
IE	INVERT ELEVATION
LP	LIGHT POLE
M/F	METAL FENCE
NAVD	NORTH AMERICAN VERTICAL DATUM
NCF	NO CORNER FOUND
NGVD	NATIONAL GEODETIC VERTICAL DATUM
O/A	OVERALL
OHL	OVERHEAD UTILITY LINE
O.R.B.	OFFICIAL RECORDS BOOK
PB	PLAT BOOK
PG	PAGE
PRM	PERMANENT REFERENCE MONUMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
RCP	REINFORCED CONCRETE PIPE
RLS	REGISTERED LAND SURVEYOR
RNG	RANGE
R/W	RIGHT OF WAY
SCIR	SET CAPPED IRON ROD 1/2" LB #8405
SCM	SET CONCRETE MONUMENT (4"X4") LB #8405
SEC.	SECTION
S.N&D	SET MAG NAIL & DISK LB #8405
SV	SEWER VALVE
S/W	SIDEWALK
SQ.	SQUARE
TBM	TEMPORARY BENCH MARK
TBOX	TELEPHONE PEDESTAL
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TWP	TOWNSHIP
UP	UTILITY POLE
W/F	WOOD FENCE

(C) CALCULATED
(D) PER DEED
(F) PER FIELD
(P) PER PLAT

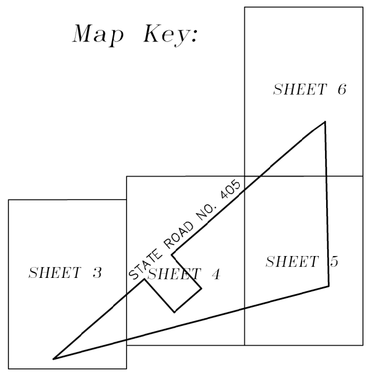
WETLAND FLAG

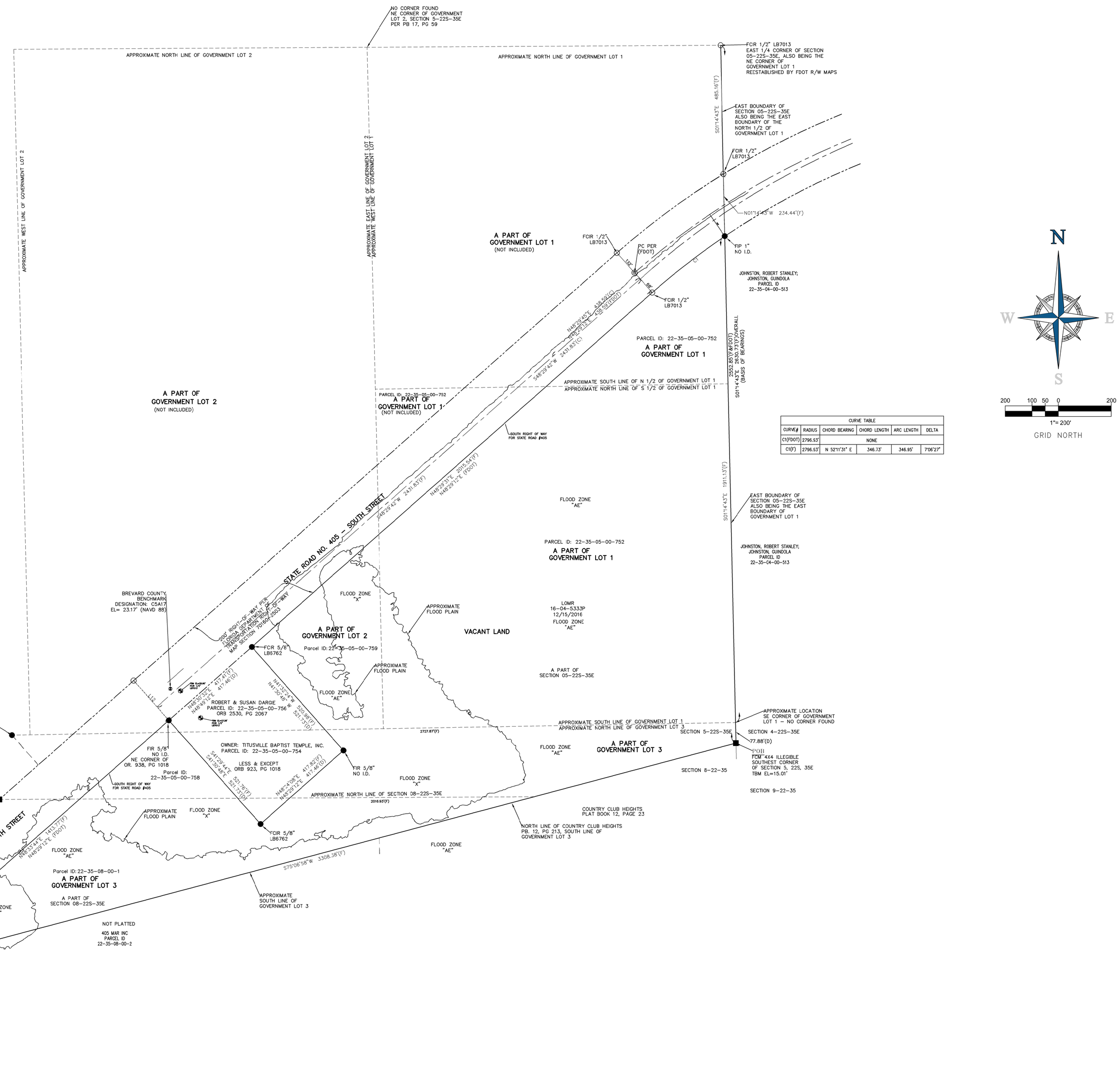
× 85.0 — SPOT ELEVATION

85 — CONTOUR LINE WITH ELEVATION

15 — SCHEDULE B-II ITEMS

Map Key:





CURVE TABLE					
CURVE#	RADIUS	CHORD BEARING	CHORD LENGTH	ARC LENGTH	DELTA
C1(FDOT)	2796.53'	NONE			
C1(F)	2796.53'	N 52°11'31" E	346.73'	346.95'	7°06'27"

N
W E
S

200 100 50 0 200
1"= 200'
GRID NORTH

HAMILTON
ENGINEERING & SURVEYING, LLC
3409 W LEMON ST TAMPA, FL 33609 TEL: 813.250.3535
2400 N. FORSYTH RD. ORLANDO, FL 32807 TEL: 407.362.9929
8340 CONSUMER CIRCLE SARASOTA, FL 32807 TEL: 941.377.9178
www.HamiltonEngineering.US LB #8405 CA #8474

SHEET TITLE:

MAP OF ALTA/NSPS LAND TITLE BOUNDARY SURVEY WITH TOPOGRAPHIC, TREE LOCATION & WETLANDS

TITUSVILLE SOUTH
STATE ROAD 405 & SINGLETON AVE.
TITUSVILLE, FLORIDA 32796
BREVARD COUNTY, FLORIDA

SIGNATURE & SEAL CAN BE FOUND ON SHEET 1

PREPARED FOR:
THE SINGLETON AVE 44 ACRE LAND TRUST DATED APRIL 4, 2022

FIELD BOOK/PAGE:	DIGITAL
QUALITY CONTROL FIELD:	CL
QUALITY CONTROL OFFICE:	HBR
DRAWN BY: HBR	PARTY CHIEF: LM
JOB #:	4225.0001
SEC TWP RNG:	05-22S-35E & 08-22S-35E
SURVEY DATE:	12/14/2022

NOT VALID WITHOUT ALL SHEETS
2 OF 6

Legend: (AS APPLICABLE)

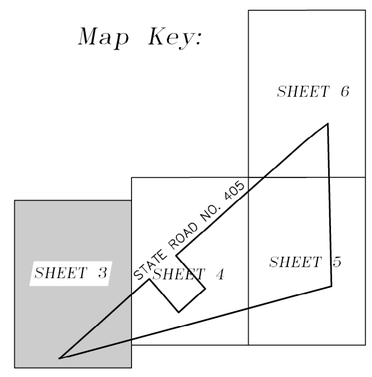
□	SET 4"X4" CONCRETE MONUMENT LB#8405
○	SET CAPPED IRON ROD LB#8405
◎	SET PARKER-KALON NAIL & DISK LB#8405
■	FOUND 4"X4" CONCRETE MONUMENT
●	FOUND AS NOTED
⊙	FOUND PARKER-KALON NAIL & DISK
FOC ○	FIBER OPTIC CABLE MARKER
FOC RSR ○	FIBER OPTIC CABLE RISER
GM ○	GAS MARKER
WM ◻	WATER METER
BW/F	BARBED-WIRE FENCE
BDRY	BOUNDARY
CATV	CABLE TELEVISION VAULT
C.C.R.	CERTIFIED CORNER RECORD
CI	CURB INLET
CL/F	CHAIN LINK FENCE
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
EBX	ELECTRIC BOX
EL	ELEVATION
EPC	ENVIRONMENTAL PROTECTION COMMISSION
ERCP	ELLIPTICAL REINFORCED CONCRETE PIPE
FCIP	FOUND CAPPED IRON PIPE
FCIR	FOUND CAPPED IRON ROD
FCM	FOUND CONCRETE MONUMENT
FDC	FIRE DEPARTMENT CONNECTION
FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
FFE	FINISH FLOOR ELEVATION
FIP	FOUND IRON PIPE
FIR	FOUND IRON ROD
FPIP	FOUND PINCHED IRON PIPE
F.N&D	FOUND NAIL & DISK
FRRS	FOUND RAILROAD SPIKE
FT.	FEET
GA	GUY ANCHOR
HW/F	HOG WIRE FENCE
ICV	IRRIGATION CONTROL VALVE
ID	IDENTIFICATION
ILLEG	ILLEGIBLE
LB	LICENSED BUSINESS
IE	INVERT ELEVATION
LP	LIGHT POLE
M/F	METAL FENCE
NAVD	NORTH AMERICAN VERTICAL DATUM
NCF	NO CORNER FOUND
NGVD	NATIONAL GEODETIC VERTICAL DATUM
O/A	OVERALL
OHL	OVERHEAD UTILITY LINE
O.R.B.	OFFICIAL RECORDS BOOK
PB	PLAT BOOK
PG.	PAGE
PRM	PERMANENT REFERENCE MONUMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
RCP	REINFORCED CONCRETE PIPE
RLS	REGISTERED LAND SURVEYOR
RNG	RANGE
R/W	RIGHT OF WAY
SCIR	SET CAPPED IRON ROD 1/2" LB #8405
SCM	SET CONCRETE MONUMENT (4"X4") LB #8405
SEC.	SECTION
S.N&D	SET MAG NAIL & DISK LB #8405
SV	SEWER VALVE
S/W	SIDEWALK
SQ.	SQUARE
TBM	TEMPORARY BENCH MARK
TBOX	TELEPHONE PEDESTAL
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TWP	TOWNSHIP
UP	UTILITY POLE
W/F	WOOD FENCE
△	WETLAND FLAG
+ 65.0'	SPOT ELEVATION
65'	CONTOUR LINE WITH ELEVATION
(15)	SCHEDULE B-II ITEMS

(C) CALCULATED
(D) PER DEED
(F) PER FIELD
(P) PER PLAT

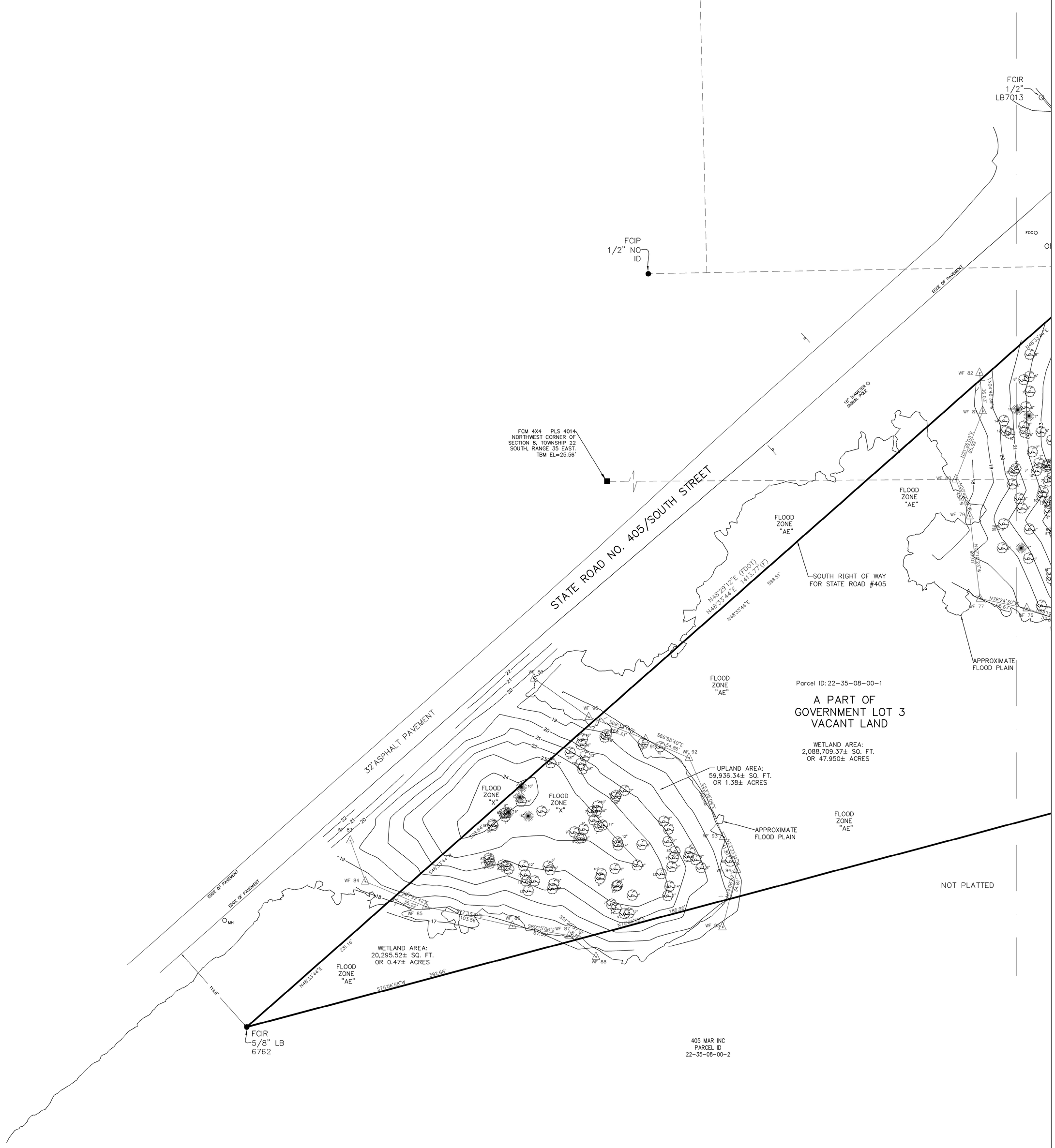
Tree Legend

SYMBOL	NAME	SYMBOL	NAME
	OAK		PINE
	MAGNOLIA		CEDAR
	PALM		

NOTE: TREE SIZES IN INCHES



MATCH LINE A
SHEET 4 OF 6



ELEVATIONS SHOWN HEREON ARE NAVD 1988

PREPARED FOR:
THE SINGLETON AVE. 44 ACRE LAND TRUST DATED APRIL 4, 2022

FIELD BOOK/PAGE: DIGITAL
QUALITY CONTROL FIELD: GL
QUALITY CONTROL OFFICE: HBR
DRAWN BY: HBR
PARTY CHIEF: LM
JOB #: 4225.0001
SEC TWP RNG: 05-22S-35E & 08-22S-35E
SURVEY DATE: 12/14/2022
NOT VALID WITHOUT ALL SHEETS
3 OF 6

SIGNATURE & SEAL CAN BE FOUND ON SHEET 1

SHEET TITLE:

MAP OF ALTA/NSPS LAND TITLE BOUNDARY SURVEY WITH TOPOGRAPHIC, TREE LOCATION & WETLANDS

TITUSVILLE SOUTH
STATE ROAD 405 & SINGLETON AVE.
TITUSVILLE, FLORIDA 32796
BREVARD COUNTY, FLORIDA

HAMILTON ENGINEERING & SURVEYING, LLC
3409 W LEMON ST TAMPA, FL 33609 TEL: 813.250.3535
2400 N. FORSYTH RD. ORLANDO, FL 32807 TEL: 407.362.5929
8340 CONSUMER CIRCLE SARASOTA, FL 32807 TEL: 941.377.9178
www.HamiltonEngineering.US LB #8405 CA #8474

Legend: (AS APPLICABLE)

☐	SET 4"X4" CONCRETE MONUMENT LB#8405
○	SET CAPPED IRON ROD LB#8405
◎	SET PARKER-KALON NAIL & DISK LB#8405
■	FOUND 4"X4" CONCRETE MONUMENT
●	FOUND AS NOTED
◉	FOUND PARKER-KALON NAIL & DISK
FOC ○	FIBER OPTIC CABLE MARKER
FOC RSR ○	FIBER OPTIC CABLE RISER
GM ○	GAS MARKER
WM ☐	WATER METER
BW/F	BARBED-WIRE FENCE
BDRY	BOUNDARY
CATV	CABLE TELEVISION VAULT
C.C.R.	CERTIFIED CORNER RECORD
CI	CURB INLET
CL/F	CHAIN LINK FENCE
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
EBX	ELECTRIC BOX
EL	ELEVATION
EPC	ENVIRONMENTAL PROTECTION COMMISSION
ERCP	ELLIPTICAL REINFORCED CONCRETE PIPE
FCIP	FOUND CAPPED IRON PIPE
FCIR	FOUND CAPPED IRON ROD
FCM	FOUND CONCRETE MONUMENT
FDC	FIRE DEPARTMENT CONNECTION
FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
FFE	FINISH FLOOR ELEVATION
FIP	FOUND IRON PIPE
FIR	FOUND IRON ROD
FPIP	FOUND PINCHED IRON PIPE
F.N&D	FOUND NAIL & DISK
FRRS	FOUND RAILROAD SPIKE
SRD	STATE ROAD DEPARTMENT
FT.	FEET
GA	GUY ANCHOR
HW/F	HOG WIRE FENCE
ICV	IRRIGATION CONTROL VALVE
ID	IDENTIFICATION
ILLEG	ILLEGIBLE
LB	LICENSED BUSINESS
IE	INVERT ELEVATION
LP	LIGHT POLE
M/F	METAL FENCE
NAVD	NORTH AMERICAN VERTICAL DATUM
NCF	NO CORNER FOUND
NGVD	NATIONAL GEODETIC VERTICAL DATUM
O/A	OVERALL
OHL	OVERHEAD UTILITY LINE
O.R.B.	OFFICIAL RECORDS BOOK
PB	PLAT BOOK
PG.	PAGE
PRM	PERMANENT REFERENCE MONUMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
RCP	REINFORCED CONCRETE PIPE
RLS	REGISTERED LAND SURVEYOR
RNG	RANGE
R/W	RIGHT OF WAY
SCIR	SET CAPPED IRON ROD 1/2" LB #8405
SCM	SET CONCRETE MONUMENT (4"X4") LB #8405
SEC.	SECTION
S.N&D	SET MAG NAIL & DISK LB #8405
SV	SEWER VALVE
S/W	SIDEWALK
SQ.	SQUARE
TBM	TEMPORARY BENCH MARK
TBOX	TELEPHONE PEDESTAL
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TWP	TOWNSHIP
UP	UTILITY POLE
W/F	WOOD FENCE
△	WETLAND FLAG
+ 65.0'	SPOT ELEVATION
65	CONTOUR LINE WITH ELEVATION
15	SCHEDULE B-II ITEMS

(C) CALCULATED
(D) PER DEED
(F) PER FIELD
(P) PER PLAT

Tree Legend

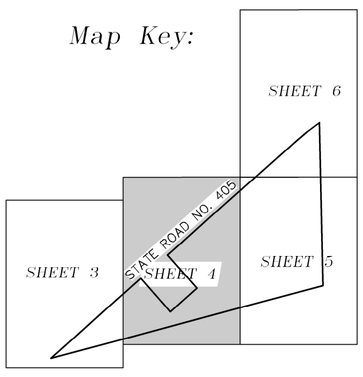
SYMBOL	NAME	SYMBOL	NAME
	OAK		PINE
	MAGNOLIA		CEDAR
	PALM		

NOTE: TREE SIZES IN INCHES

N W E S

60 30 15 0 60
1"= 60'
GRID NORTH

Map Key:



A PART OF GOVERNMENT LOT 2

STATE ROAD NO. 405/SOUTH STREET

32' ASPHALT PAVEMENT

SOUTH RIGHT OF WAY FOR STATE ROAD #405

APPROXIMATE EAST LINE OF GOVERNMENT LOT 2

APPROXIMATE WEST LINE OF GOVERNMENT LOT 1

A PART OF GOVERNMENT LOT 2
VACANT LAND
Parcel ID: 22-35-05-00-759

WETLAND AREA: 103,169.09± SQ. FT. OR 2.44± ACRES

UPLAND AREA: 22,542.48± SQ. FT. OR 0.518± ACRES

UPLAND AREA: 601,551.97± SQ. FT. OR 13.81± ACRES

UPLAND AREA: 604,723 SF OR 13.883 ACRES±

FLOOD ZONE "AE"

FLOOD ZONE "X"

APPROXIMATE FLOOD PLAIN

APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 1

APPROXIMATE NORTH LINE OF GOVERNMENT LOT 3

OWNER: TITUSVILLE BAPTIST TEMPLE, INC.
PARCEL ID: 22-35-05-00-754
LESS & EXCEPT
ORB 923, PG 1018

PARCEL #3
Parcel ID: 22-35-05-00-758

APPROXIMATE NORTH LINE OF SECTION 08-22S-35E

EDGE OF WATER AS OF 2/15/22

POND

APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3

405 MAR INC
PARCEL ID
22-35-08-00-2

S75°06'58"W 3308.38'(F)

SHEET 3 OF 6 MATCH LINE A

MATCH LINE B SHEET 5 OF 6

SIGNATURE & SEAL CAN BE FOUND ON SHEET 1

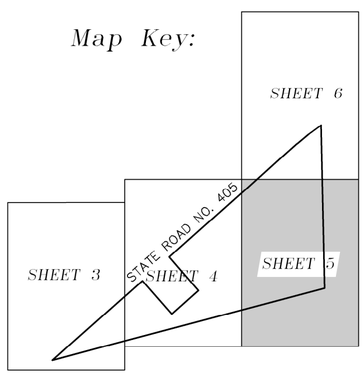
PREPARED FOR: THE SINGLETON AVE. 44 ACRE LAND TRUST DATED APRIL 4, 2022
FIELD BOOK/PAGE: DIGITAL
QUALITY CONTROL FIELD: GL
QUALITY CONTROL OFFICE: HBR
DRAWN BY: HBR
PARTY CHIEF: LM
JOB #: 4225.0001
SEC TWP RNG: 05-22S-35E & 08-22S-35E
SURVEY DATE: 12/14/2022
NOT VALID WITHOUT ALL SHEETS
4 OF 6

SHEET TITLE:

MAP OF ALTA/NSPS LAND TITLE BOUNDARY SURVEY WITH TOPOGRAPHIC, TREE LOCATION & WETLANDS

TITUSVILLE SOUTH
STATE ROAD 405 & SINGLETON AVE.
TITUSVILLE, FLORIDA 32796
BREVARD COUNTY, FLORIDA

HAMILTON ENGINEERING & SURVEYING, LLC
3409 W LEMON ST TAMPA, FL 33609 TEL: 813.250.3535
2400 N. FORSYTH RD. ORLANDO, FL 32807 TEL: 407.362.5929
8340 CONSUMER CIRCLE SARASOTA, FL 32807 TEL: 941.377.9178
www.HamiltonEngineering.US LB #8405 CA #8474



Tree Legend			
SYMBOL	NAME	SYMBOL	NAME
	OAK		PINE
	MAGNOLIA		CEDAR
	PALM		

NOTE: TREE SIZES IN INCHES

Legend: (AS APPLICABLE)

- SET 4"X4" CONCRETE MONUMENT LB#8405
- SET CAPPED IRON ROD LB#8405
- SET PARKER-KALON NAIL & DISK LB#8405
- FOUND 4"X4" CONCRETE MONUMENT
- FOUND AS NOTED
- FOUND PARKER-KALON NAIL & DISK
- FOC — FIBER OPTIC CABLE MARKER
- FOC RSR — FIBER OPTIC CABLE RISER
- GM — GAS MARKER
- WM — WATER METER

BW/F	BARBED-WIRE FENCE
BDRY	BOUNDARY
CATV	CABLE TELEVISION VAULT
C.C.R.	CERTIFIED CORNER RECORD
CI	CURB INLET
CL/F	CHAIN LINK FENCE
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
EBX	ELECTRIC BOX
EL	ELEVATION
EPC	ENVIRONMENTAL PROTECTION COMMISSION
ERCP	ELLIPTICAL REINFORCED CONCRETE PIPE
FCIP	FOUND CAPPED IRON PIPE
FCIR	FOUND CAPPED IRON ROD
FCM	FOUND CONCRETE MONUMENT
FDC	FIRE DEPARTMENT CONNECTION
FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
FFE	FINISH FLOOR ELEVATION
FIP	FOUND IRON PIPE
FIR	FOUND IRON ROD
FPIP	FOUND PINCHED IRON PIPE
F.N&D	FOUND NAIL & DISK
FRRS	FOUND RAILROAD SPIKE
FT.	FEET
GA	GUY ANCHOR
HW/F	HOG WIRE FENCE
ICV	IRRIGATION CONTROL VALVE
ID	IDENTIFICATION
ILLEG	ILLEGIBLE
LB	LICENSED BUSINESS
IE	INVERT ELEVATION
LP	LIGHT POLE
M/F	METAL FENCE
NAVD	NORTH AMERICAN VERTICAL DATUM
NCF	NO CORNER FOUND
NGVD	NATIONAL GEODETIC VERTICAL DATUM
O/A	OVERALL
OHL	OVERHEAD UTILITY LINE
O.R.B.	OFFICIAL RECORDS BOOK
PB	PLAT BOOK
PG.	PAGE
PRM	PERMANENT REFERENCE MONUMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
RCP	REINFORCED CONCRETE PIPE
RLS	REGISTERED LAND SURVEYOR
RNG	RANGE
R/W	RIGHT OF WAY
SCIR	SET CAPPED IRON ROD 1/2" LB #8405
SCM	SET CONCRETE MONUMENT (4"X4") LB #8405
SEC.	SECTION
S.N&D	SET MAG NAIL & DISK LB #8405
SV	SEWER VALVE
S/W	SIDEWALK
SQ.	SQUARE
TBM	TEMPORARY BENCH MARK
TBOX	TELEPHONE PEDESTAL
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TWP	TOWNSHIP
UP	UTILITY POLE
W/F	WOOD FENCE

	(C)	CALCULATED
	(D)	PER DEED
	(F)	PER FIELD
	(P)	PER PLAT

- WETLAND FLAG
- x 65.0' / 65 — SPOT ELEVATION / CONTOUR LINE WITH ELEVATION
- 15 — SCHEDULE B-II ITEMS

ELEVATIONS SHOWN HEREON ARE NAVD 1988

PREPARED FOR:
THE SINGLETON AVE 44 ACRE LAND TRUST DATED APRIL 4, 2022

FIELD BOOK/PAGE: DIGITAL
QUALITY CONTROL FIELD: GL
QUALITY CONTROL OFFICE: HBR
DRAWN BY: HBR
PARTY CHIEF: LM
JOB #: 4225.0001
SEC TWP RNG: 05-22S-35E & 08-22S-35E
SURVEY DATE: 12/14/2022
NOT VALID WITHOUT ALL SHEETS
5 OF 6

SIGNATURE & SEAL CAN BE FOUND ON SHEET 1

SHEET TITLE:

MAP OF ALTA/NSPS LAND TITLE BOUNDARY SURVEY WITH TOPOGRAPHIC, TREE LOCATION & WETLANDS

TITUSVILLE SOUTH
STATE ROAD 405 & SINGLETON AVE.
TITUSVILLE, FLORIDA 32796
BREVARD COUNTY, FLORIDA

HAMILTON
ENGINEERING & SURVEYING, LLC
3409 W LEMON ST
TAMPA, FL 33609
TEL: 813.250.3535
2400 N. FORSYTH RD.
ORLANDO, FL 32807
TEL: 407.362.5929
8340 CONSUMER CIRCLE
SARASOTA, FL 32807
TEL: 941.377.9178
www.HamiltonEngineering.US LB #8405 CA #8474

Legend: (AS APPLICABLE)

□	SET 4"X4" CONCRETE MONUMENT LB#8405
○	SET CAPPED IRON ROD LB#8405
◎	SET PARKER-KALON NAIL & DISK LB#8405
■	FOUND 4"X4" CONCRETE MONUMENT
●	FOUND AS NOTED
⊙	FOUND PARKER-KALON NAIL & DISK
FOC ○	FIBER OPTIC CABLE MARKER
FOC RSR ○	FIBER OPTIC CABLE RISER
GM ○	GAS MARKER
WM ◻	WATER METER
BW/F	BARBED-WIRE FENCE
BDRY	BOUNDARY
CATV	CABLE TELEVISION VAULT
C.C.R.	CERTIFIED CORNER RECORD
CI	CURB INLET
CL/F	CHAIN LINK FENCE
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
EBX	ELECTRIC BOX
EL	ELEVATION
EPC	ENVIRONMENTAL PROTECTION COMMISSION
ERCP	ELLIPTICAL REINFORCED CONCRETE PIPE
FCIP	FOUND CAPPED IRON PIPE
FCIR	FOUND CAPPED IRON ROD
FCM	FOUND CONCRETE MONUMENT
FDC	FIRE DEPARTMENT CONNECTION
FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
FFE	FINISH FLOOR ELEVATION
FIP	FOUND IRON PIPE
FIR	FOUND IRON ROD
FPIP	FOUND PINCHED IRON PIPE
F.N&D	FOUND NAIL & DISK
FRRS	FOUND RAILROAD SPIKE
FT.	FEET
GA	GUY ANCHOR
HW/F	HOG WIRE FENCE
ICV	IRRIGATION CONTROL VALVE
ID	IDENTIFICATION
ILLEG	ILLEGIBLE
LB	LICENSED BUSINESS
IE	INVERT ELEVATION
LP	LIGHT POLE
M/F	METAL FENCE
NAVD	NORTH AMERICAN VERTICAL DATUM
NCF	NO CORNER FOUND
NGVD	NATIONAL GEODETIC VERTICAL DATUM
O/A	OVERALL
OHL	OVERHEAD UTILITY LINE
O.R.B.	OFFICIAL RECORDS BOOK
PB	PLAT BOOK
PG.	PAGE
PRM	PERMANENT REFERENCE MONUMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
RCP	REINFORCED CONCRETE PIPE
RLS	REGISTERED LAND SURVEYOR
RNG	RANGE
R/W	RIGHT OF WAY
SCIR	SET CAPPED IRON ROD 1/2" LB #8405
SCM	SET CONCRETE MONUMENT (4"X4") LB #8405
SEC.	SECTION
S.N&D	SET MAG NAIL & DISK LB #8405
SV	SEWER VALVE
S/W	SIDEWALK
SQ.	SQUARE
TBM	TEMPORARY BENCH MARK
TBOX	TELEPHONE PEDESTAL
TOB	TOP OF BANK
TOS	TOE OF SLOPE
TWP	TOWNSHIP
UP	UTILITY POLE
W/F	WOOD FENCE
△	WETLAND FLAG
+ 65.0'	SPOT ELEVATION
65'	CONTOUR LINE WITH ELEVATION
(15)	SCHEDULE B-II ITEMS

(C) CALCULATED
(D) PER DEED
(F) PER FIELD
(P) PER PLAT

Tree Legend

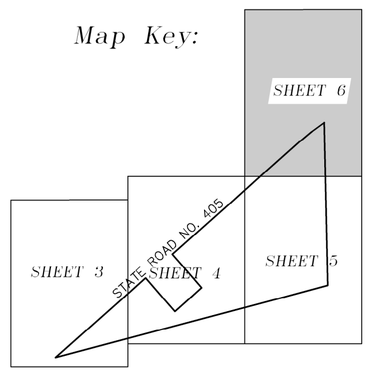
SYMBOL	NAME	SYMBOL	NAME
	OAK		PINE
	MAGNOLIA		CEDAR
	PALM		

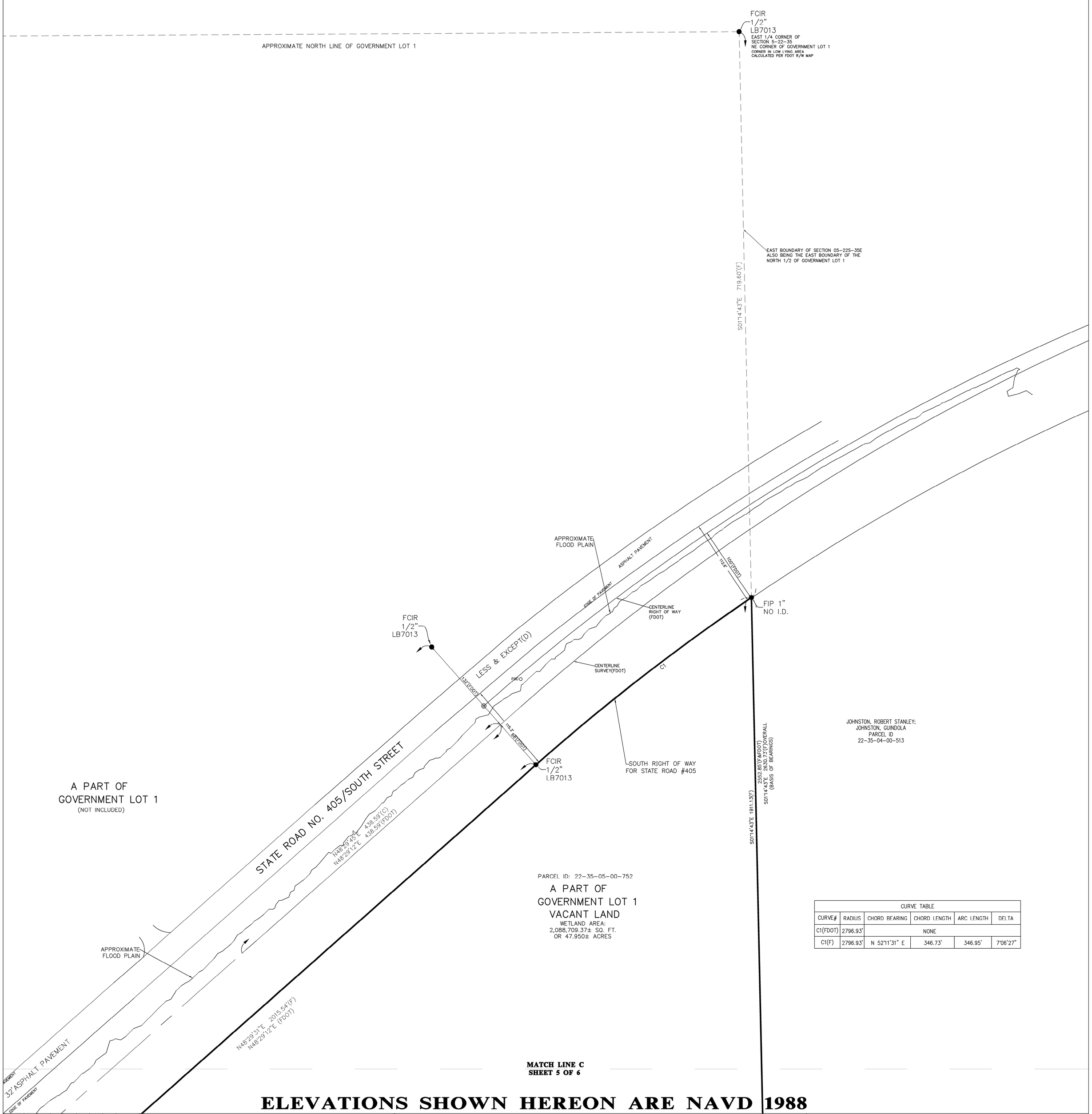
NOTE: TREE SIZES IN INCHES

N
W E
S

60 30 15 0 60
1"= 60'
GRID NORTH

Map Key:





CURVE TABLE					
CURVE#	RADIUS	CHORD BEARING	CHORD LENGTH	ARC LENGTH	DELTA
C1(FDOT)	2796.93'	NONE			
C1(F)	2796.93'	N 52°11'31" E	346.73'	346.95'	7°06'27"

ELEVATIONS SHOWN HEREON ARE NAVD 1988

PREPARED FOR: THE SINGLETON AVE 44 ACRE LAND TRUST DATED APRIL 4, 2022
FIELD BOOK/PAGE: DIGITAL
QUALITY CONTROL FIELD: GL
QUALITY CONTROL OFFICE: HBR
DRAWN BY: HBR
PARTY CHIEF: LM
JOB #: 4225.0001
SEC TWP RNG: 05-22S-35E & 08-22S-35E
SURVEY DATE: 12/14/2022
NOT VALID WITHOUT ALL SHEETS
6 OF 6

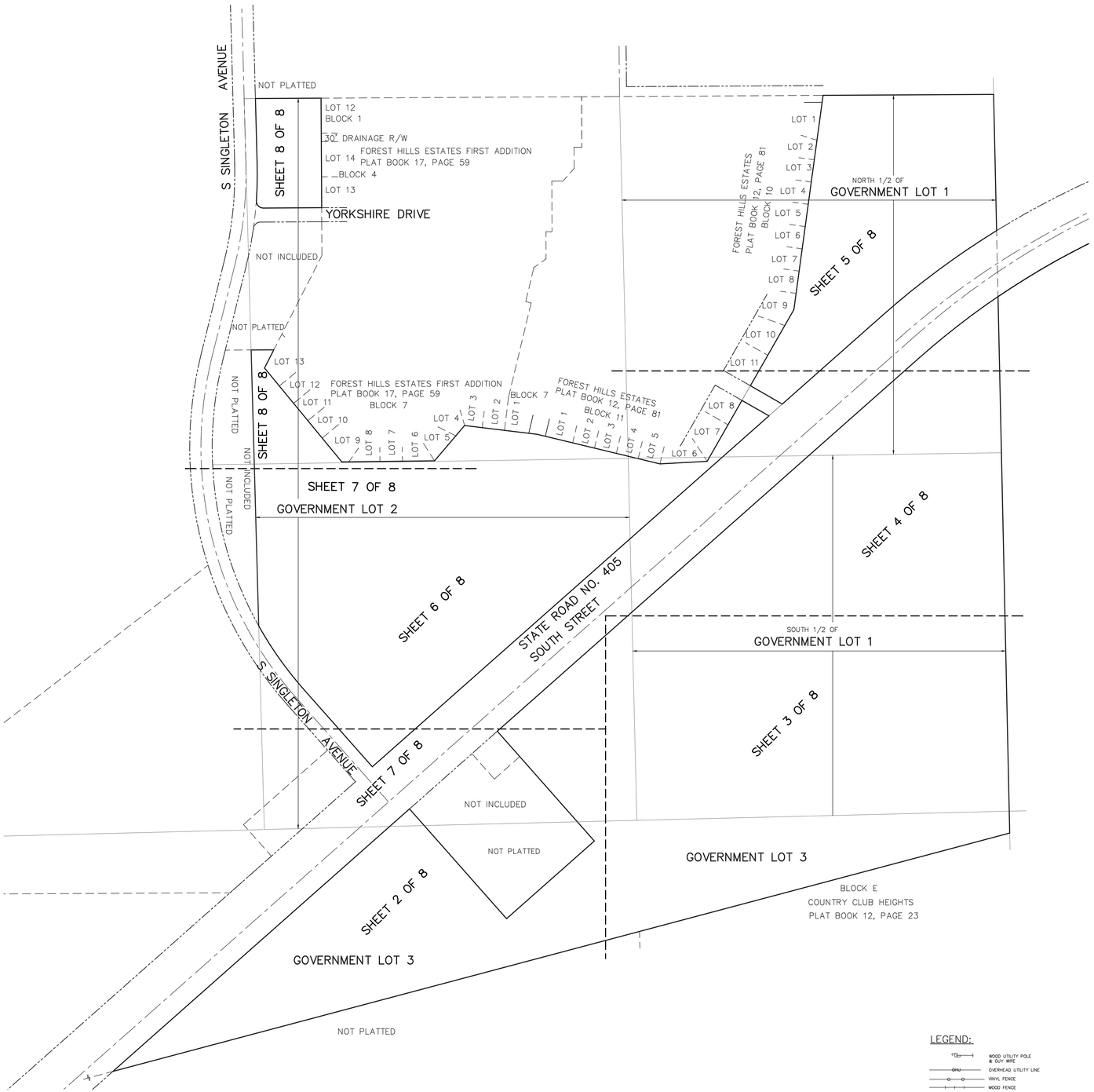
SIGNATURE & SEAL CAN BE FOUND ON SHEET 1

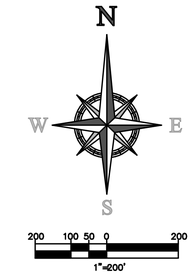
SHEET TITLE:

MAP OF ALTA/NSPS LAND TITLE BOUNDARY SURVEY WITH TOPOGRAPHIC, TREE LOCATION & WETLANDS

TITUSVILLE SOUTH
STATE ROAD 405 & SINGLETON AVE.
TITUSVILLE, FLORIDA 32796
BREVARD COUNTY, FLORIDA

HAMILTON ENGINEERING & SURVEYING, LLC
3409 W LEMON ST TAMPA, FL 33609 TEL: 813.250.3535
2400 N. FORSYTH RD. ORLANDO, FL 32807 TEL: 407.362.5929
8340 CONSUMER CIRCLE SARASOTA, FL 32807 TEL: 941.377.9178
www.HamiltonEngineering.US LB #8405 CA #8474





LEGAL DESCRIPTION (CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NUMBER 9854559, DATED 1/18/2022 AT 5:00 PM.

SOUTH 1/2 OF GOVERNMENT LOT 1 SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, EXCEPT ANY PART LYING IN ROAD RIGHT OF WAY.

LEGAL DESCRIPTION (CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NUMBER 9854531, DATED 1/18/2022 AT 5:00 PM.

N 1/2 OF U.S. GOVERNMENT LOT NO. 1, SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LESS AND EXCEPT FOREST HILLS ESTATES, RECORDED IN PLAT BOOK 12, PAGE 81; LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 928, PAGE 918; AND ANY PORTION LYING WITHIN THE RIGHT OF WAY OF STATE ROAD NO. 405 RIGHT OF WAY, ALL OF BREVARD COUNTY, FLORIDA.

PARCEL 2

U.S. GOVERNMENT LOT NO. 2, SECTION 5, TOWNSHIP 22 SOUTH, RANGE 35 EAST EXCEPT FOREST HILLS ESTATES RECORDED IN PLAT BOOK 12, PAGE 81 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, FOREST HILLS ESTATES FIRST ADDITION, RECORDED IN PLAT BOOK 17, PAGE 59, LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 923, PAGE 1018, OF SAID PUBLIC RECORDS, AND STATE ROAD NO. 405 RIGHT OF WAY.

PARCEL 3

THAT PORTION OF U.S. GOVERNMENT LOT NO. 3, SECTION 8, TOWNSHIP 22 SOUTH, RANGE 35 EAST, LESS AND EXCEPT LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 928, PAGE 918; AND ANY PORTION LYING WITHIN THE RIGHT OF WAY OF STATE ROAD NO. 405 RIGHT OF WAY, ALL OF BREVARD COUNTY, FLORIDA.

SURVEYOR'S NOTES :

1) HORIZONTAL POSITIONS FOR ALL FEATURES SHOWN ON THE MAP ARE RELATIVE TO NORTH AMERICAN DATUM OF 1983 (NAD83), 2011 ADJUSTMENT, STATE PLANE COORDINATE SYSTEM, FLORIDA EAST ZONE, AND BEARINGS SHOWN HEREON ARE BASED ON THE NORTH RIGHT WAY OF LINE OF STATE ROAD 405/SOUTH STREET, HAVING A BEARING OF S48°29'45"W, AS MEASURED.

2) LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHTS-OF-WAY, EASEMENTS, OWNERSHIP OR OTHER INSTRUMENTS OF RECORD BY THIS FIRM.

3) TITLE OPINION OR ABSTRACT OF MATTERS AFFECTING TITLE OR BOUNDARY TO ADJOINING LAND OWNERS HAVE BEEN PROVIDED. IT IS POSSIBLE THERE ARE DEEDS OF RECORD, UNRECORDED DEEDS OR OTHER INSTRUMENTS WHICH COULD AFFECT THE BOUNDARIES OR USE OF THE SUBJECT PROPERTY.

4) THE BOUNDARY CORNERS AND BOUNDARY LINES DEPICTED BY THIS SURVEY WERE ESTABLISHED PER THE DESCRIPTION (SEE ABOVE) AS FURNISHED BY THE CLIENT.

5) MONUMENT OFFSET DIRECTIONS AND DISTANCES ARE COMPUTED IN CARDINAL DIRECTIONS FROM BOUNDARY CORNERS RELATIVE TO THE BEARING BASIS (I.E., N 0.15' = NORTH 0.15').

6) UNLESS OTHERWISE SHOWN HEREON, NO JURISDICTIONAL WETLAND AREAS OR OTHER PHYSICAL TOPOGRAPHIC FEATURES HAVE BEEN LOCATED.

7) UNDERGROUND ENCROACHMENTS, SUCH AS UTILITIES, STRUCTURES, INSTALLATIONS, IMPROVEMENTS AND FOUNDATIONS THAT MAY EXIST, HAVE NOT BEEN FIELD LOCATED EXCEPT AS SHOWN.

8) THIS MAP DOES NOT DETERMINE OR REFLECT OWNERSHIP OF PROPERTY, BOUNDARY LINES AFFECTED BY ADVERSE USE, LINES OF CONFLICTING DEEDS, OR OTHER LINES THAT MAY OTHERWISE BE DETERMINED BY A COURT OF LAW.

9) UNDERGROUND UTILITY LOCATIONS AND IDENTIFICATIONS SHOWN HEREON ARE BASED UPON VISIBLE ABOVE GROUND APPURTENANCES AND DO NOT NECESSARILY SHOW ALL UTILITY LOCATIONS. NO SUBTERRANEAN EXCAVATION HAS BEEN MADE TO DETERMINE UNDERGROUND UTILITY LOCATIONS.

10) TIES FROM BUILDING CORNERS, FENCE CORNERS, SHED CORNERS, ETC., ARE NOT TO BE USED TO REESTABLISH PROPERTY BOUNDARIES.

12) ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS MADE BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.

13) THIS SURVEY HAS BEEN PREPARED EXPRESSLY FOR THE NAMED ENTITIES AND IS NOT TRANSFERABLE. NO OTHER PERSON OR ENTITY IS ENTITLED TO RELY UPON AND/OR REUSE THIS SURVEY FOR ANY OTHER PURPOSE WHATSOEVER WITHOUT THE EXPRESS WRITTEN CONSENT OF HAMILTON ENGINEERING & SURVEYING AND THE CERTIFYING PROFESSIONAL SURVEYOR AND MAPPER.

14) NOTHING HEREIN SHALL BE CONSTRUED TO GIVE ANY RIGHTS OR BENEFITS TO ANYONE OTHER THAN THOSE CERTIFIED TO ON THIS SURVEY. (SEE CERTIFICATION BELOW.)

15) FENCE OWNERSHIP NOT DETERMINED.

16) PRINTED DIMENSIONS SHOWN ON THE MAP OF SURVEY SUPERSEDE SCALED DIMENSIONS. THERE MAY BE ITEMS DRAWN OUT OF SCALE TO GRAPHICALLY SHOW THEIR LOCATION.

17) REPRODUCTION OF THIS SURVEY IS EXPRESSLY FORBIDDEN WITHOUT THE WRITTEN PERMISSION FROM THE SIGNING SURVEYOR.

18) THE WORDS "CERTIFY", "CERTIFIED" OR "CERTIFICATION", AS SHOWN AND USED HEREON, MEAN AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THE FACTS OF THE SURVEY AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR INPLIED.

19) THIS SURVEY IS A REPRESENTATION OF EXISTING FIELD CONDITIONS AT THE TIME OF THE FIELD SURVEY DATE.

20) THIS SURVEY DOES NOT SHOW OR ADDRESS HANDICAP RAMPS AND SLOPES, SIDEWALK CROSS-SLOPES, EXACT DIMENSIONS OF STRIPING OF HANDICAP PARKING SPACES OR ANY OTHER ITEMS RELATING TO FEDERAL, STATE OR LOCAL HANDICAP COMPLIANCE MATTERS.

21) THE DATE OF SIGNATURE DOES NOT UPDATE OR SUPERSEDE THE DATE OF SURVEY.

22) VERTICAL INFORMATION IS BASED ON BREVARD COUNTY BENCHMARK
DESIGNATION: C5A17
ELEVATION: 23.170 NORTH AMERICAN VERTICAL DATUM 1988
DESCRIPTION: STATION IS LOCATED 18 FT SOUTHEAST OF THE EDGE OF PAVEMENT OF SR 405, 130 FT NORTHEAST OF THE EXTENDED CL OF SINGLETON AVE & NORTH OF DRIVE # 2625

COPYRIGHT 2022 – HAMILTON ENGINEERING & SURVEYING, INC.

LEGEND:

	WOOD UTILITY POLE & GUY WIRE
OHU	OVERHEAD UTILITY LINE
	VINYL FENCE
	WOOD FENCE
	CHAIN LINK FENCE
	CENTERLINE
	RIGHT OF WAY LINE
	CONCRETE
MH	MANHOLE
CV	CABLE VAULT
	FIRE HYDRANT
WV	WATER VALVE
WM	WATER METER
FOC	FIBER OPTIC CABLE MARKER
	SIGN
FOC RISER	FIBER OPTIC CABLE RISER
GM	GAS MARKER
MES	MITERED END SECTION
NAVD 88	NORTH AMERICAN VERTICAL DATUM 1988
	BOLLARD POST
NR	NON RADIAL
RAD	RADIAL
TYP	TYPICAL
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVATURE
PCP	PERMANENT CONTROL POINT
PRM	PERMANENT REFERENCE MONUMENT
POI	POINT OF INTERSECTION
RP	RADIUS POINT
A/C	AIR CONDITIONER
R	RADIUS
Δ	CENTRAL ANGLE
L	ARC LENGTH
CB	CHORD BEARING
CH	CHORD LENGTH
ORB	OFFICIAL RECORD BOOK
PG	PAGE
(P)	PLAT
(M)	MEASURED
(D)	DESCRIPTION
(C)	CALCULATED
WF 9	WETLAND FLAG NUMBER 9
	OAK TREE
	PINE TREE
	CEDAR TREE
	MAGNOLIA TREE
	PALM TREE

PRELIMINARY

Certified to:

Standard Investments & Holdings, LLC

I hereby certify that this survey, subject to the surveyor's notes contained hereon, meets the applicable "Standards of Practice" set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17.05, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.
Date of field work: February 2, 2022

Digitally signed by Gregory S Locklin
DN: cn=Gregory S Locklin, o, ou, email=greglocklin@gmail.com, c=US
Date: 2022.03.01 12:04:30 -05'00'

GREGORY S. LOCKLIN, PSM
FLORIDA REGISTRATION NO. 5619
CERTIFICATE OF AUTHORIZATION NO. LB 7013
Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper

GREGORY S. LOCKLIN CERTIFICATE NO. 5619 STATE OF FLORIDA PROFESSIONAL SURVEYOR & MAPPER

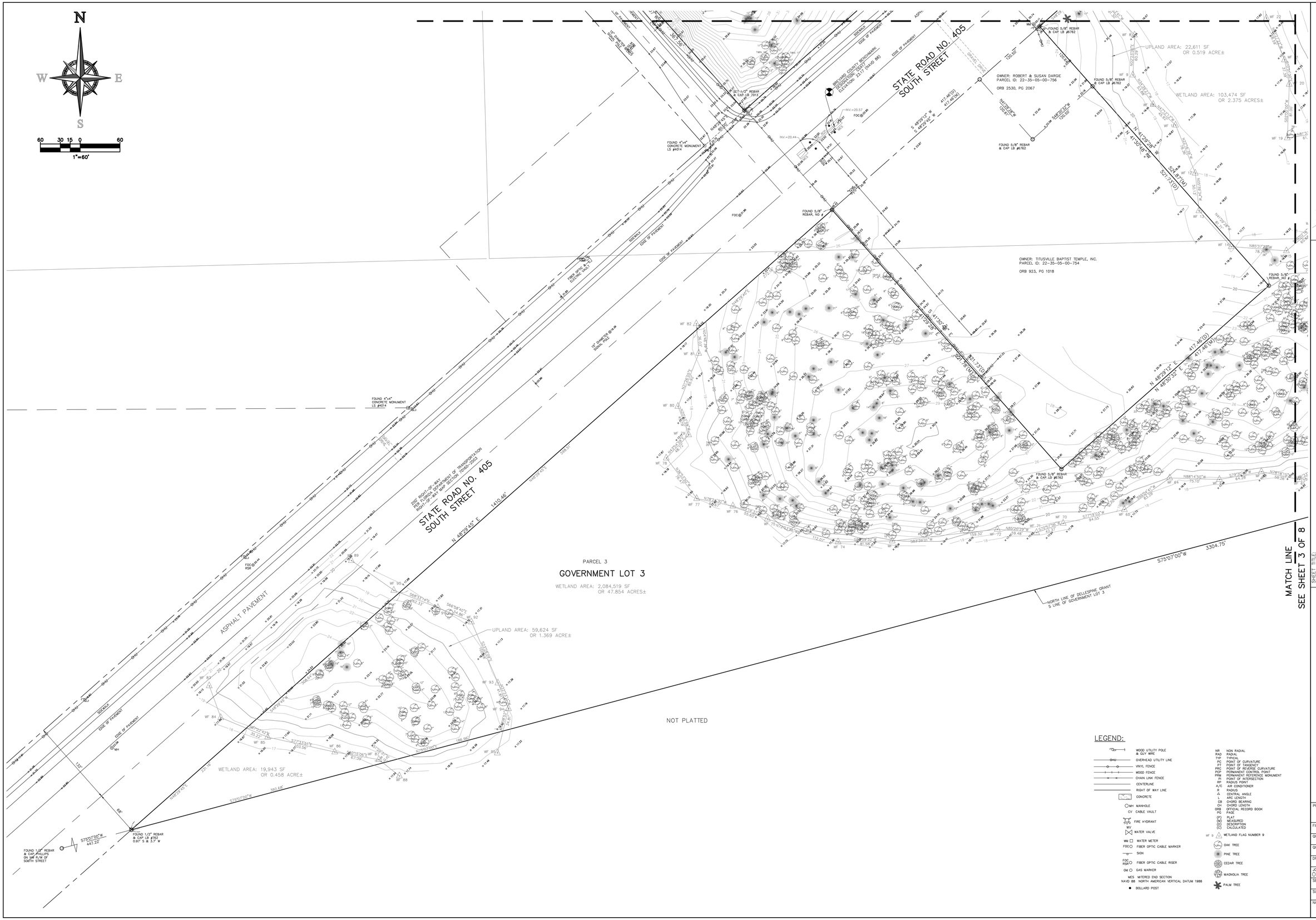
3/01/22
Signature Date

HAMILTON
ENGINEERING & SURVEYING, INC.
775 WARNER LANE, ORLANDO, FLORIDA 32803 407-362-5929
3409 W. LEMON STREET TEL (813) 250-3535
TAMPA, FL 33609 FAX (813) 250-3536
LB #7013

SHEET TITLE: BOUNDARY & TOPOGRAPHIC SURVEY

TITUSVILLE NORTH & SOUTH
TITUSVILLE, FL 32796

PREPARED FOR:	CLIENT
FIELD BOOK/PAGE:	N/A
QUALITY CONTROL FIELD:	JACK/MIKE
QUALITY CONTROL OFFICE:	GSL
DRAWN BY: GSL	PARTY CHIEF: DUSTIN/SCOTT
JOB #:	04016.0003 & 04016.0004
SEC TWP RNG:	5-22-35
SURVEY DATE:	2/22/22
NOT VALID WITHOUT ALL SHEETS	1 OF 8



HAMILTON
ENGINEERING & SURVEYING, INC.
775 WARNER LANE, ORLANDO, FLORIDA 32803 407-362-5929
3409 W. LEMON STREET TEL (813) 250-3535
TAMPA, FL 33609 FAX (813) 250-3536
LB #7053

SHEET TITLE: BOUNDARY & TOPOGRAPHIC SURVEY

TITUSVILLE NORTH & SOUTH
TITUSVILLE, FL 32796

PREPARED FOR: CLIENT	
FIELD BOOK/PAGE: N/A	
QUALITY CONTROL FIELD: JACK/MIKE	
QUALITY CONTROL OFFICE: GSL	
DRAWN BY: GSL	PARTY CHIEF: DUSTIN/SCOTT
JOB #: 04016.0003 & 04016.0004	
SEC TWP RNG: 5-22-35	
SURVEY DATE: 2/22/22	
NOT VALID WITHOUT ALL SHEETS 2 OF 8	

N
W E
S

60 30 15 0 60
1"=60'

LEGEND:

- WOOD UTILITY POLE & GUY WIRE
- OVERHEAD UTILITY LINE
- VINYL FENCE
- WOOD FENCE
- CHAIN LINK FENCE
- CENTERLINE
- RIGHT OF WAY LINE
- CONCRETE
- MH MANHOLE
- CV CABLE VAULT
- FIRE HYDRANT
- WV WATER VALVE
- WM WATER METER
- FOC FIBER OPTIC CABLE MARKER
- SIGN
- FOC RISER FIBER OPTIC CABLE RISER
- GM GAS MARKER
- MES MITERED END SECTION

NAVD 88 NORTH AMERICAN VERTICAL DATUM 1988

- BOLLARD POST

NR	NON RADIAL
RAD	RADIAL
TYP	TYPICAL
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVATURE
PCP	PERMANENT CONTROL POINT
PRM	PERMANENT REFERENCE MONUMENT
PI	POINT OF INTERSECTION
RP	RADIUS POINT
A/C	AIR CONDITIONER
R	RADIUS
Δ	CENTRAL ANGLE
L	ARC LENGTH
CB	CHORD BEARING
CH	CHORD LENGTH
ORB	OFFICIAL RECORD BOOK
PG	PAGE
(P)	PLAT
(M)	MEASURED
(D)	DESCRIPTION
(C)	CALCULATED
WF 9	WETLAND FLAG NUMBER 9
	OAK TREE
	PINE TREE
	CEDAR TREE
	MAGNOLIA TREE
	PALM TREE

HAMILTON
ENGINEERING & SURVEYING, INC.
775 WARNER LANE, ORLANDO, FLORIDA 32803 407-362-5929
3409 W. LEMON STREET TEL (813) 250-3535
TAMPA, FL 33609 FAX (813) 250-3536
LB #7013

SHEET TITLE:
BOUNDARY & TOPOGRAPHIC SURVEY

TITUSVILLE NORTH & SOUTH
TITUSVILLE, FL 32796

PREPARED FOR: CLIENT

FIELD BOOK/PAGE: N/A

QUALITY CONTROL FIELD: JACK/MIKE

QUALITY CONTROL OFFICE: GSL

DRAWN BY: GSL

PARTY CHIEF: DUSTIN/SCOTT

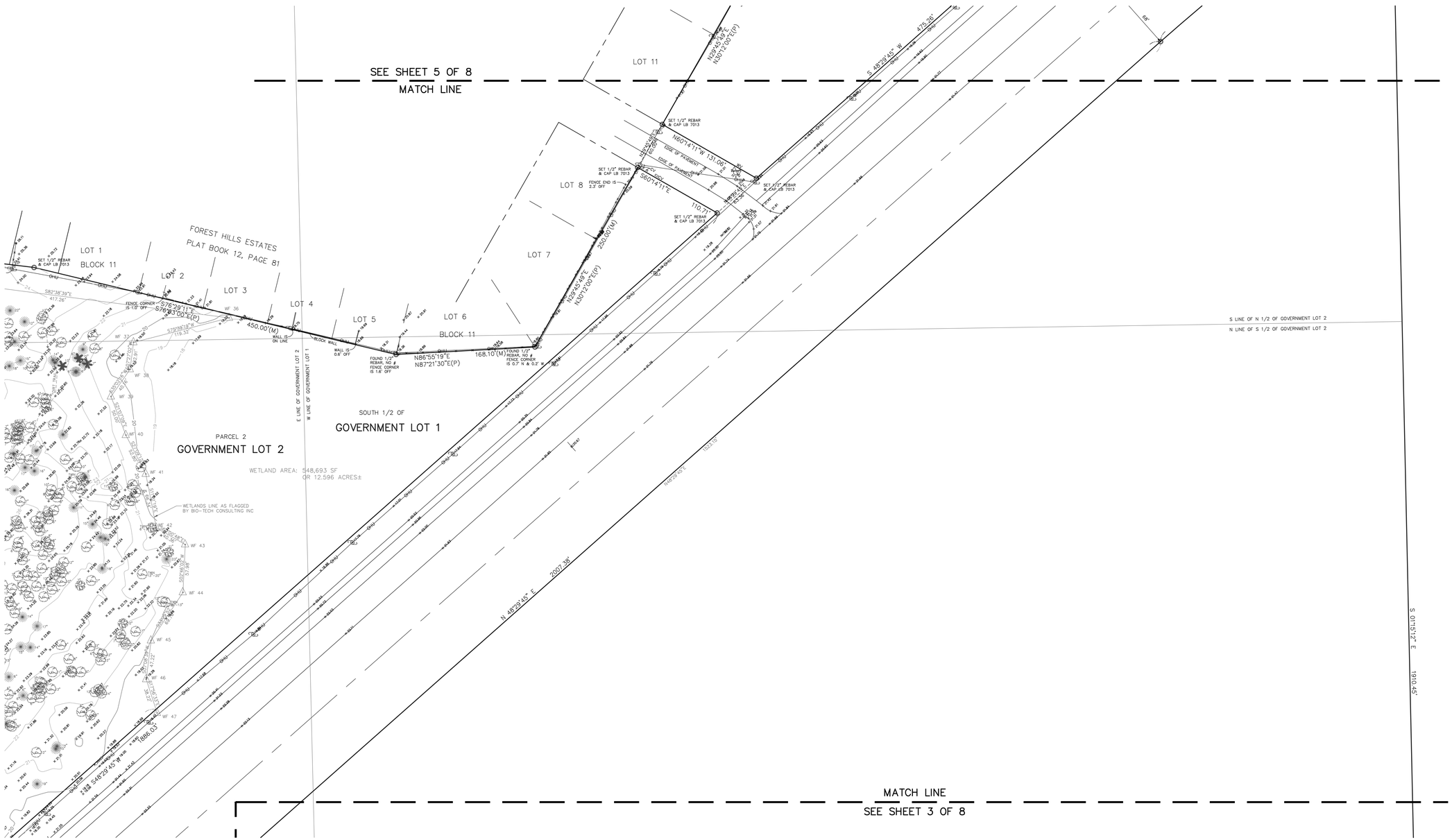
JOB #: 04016.0003 & 04016.0004

SEC TWP RNG: 5-22-35

SURVEY DATE: 2/22/22

NOT VALID WITHOUT ALL SHEETS

3 OF 8



N
W E
S

60 30 15 0 60
1"=60'

LEGEND:

- WOOD UTILITY POLE & GUY WIRE
- OVERHEAD UTILITY LINE
- VINYL FENCE
- WOOD FENCE
- CHAIN LINK FENCE
- CENTERLINE
- RIGHT OF WAY LINE
- CONCRETE
- MH MANHOLE
- CV CABLE VAULT
- FIRE HYDRANT
- WV WATER VALVE
- WM WATER METER
- FOC FIBER OPTIC CABLE MARKER
- SIGN
- FOC RISER FIBER OPTIC CABLE RISER
- GM GAS MARKER
- MES METERED END SECTION
- NAVD 88 NORTH AMERICAN VERTICAL DATUM 1988
- BOLLARD POST

NR	NON RADIAL
RAD	RADIAL
TYP	TYPICAL
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVATURE
POP	PERMANENT CONTROL POINT
PRM	PERMANENT REFERENCE MONUMENT
PI	POINT OF INTERSECTION
RP	RADIUS POINT
A/C	AIR CONDITIONER
R	RADIUS
Δ	CENTRAL ANGLE
L	ARC LENGTH
CB	CHORD BEARING
CH	CHORD LENGTH
ORB	OFFICIAL RECORD BOOK
PG	PAGE
(P)	PLAT
(M)	MEASURED
(D)	DESCRIPTION
(C)	CALCULATED
WF 9	WETLAND FLAG NUMBER 9
	OAK TREE
	PINE TREE
	CEDAR TREE
	MAGNOLIA TREE
	PALM TREE

HAMILTON
ENGINEERING & SURVEYING, INC.
775 WARNER LANE, ORLANDO, FLORIDA 32803 407-362-5929
3409 W. LEMON STREET TEL (813) 250-3535
TAMPA, FL 33609 FAX (813) 250-3536
LB #7013

SHEET TITLE: BOUNDARY & TOPOGRAPHIC SURVEY

PREPARED FOR: CLIENT

FIELD BOOK/PAGE: N/A

QUALITY CONTROL FIELD: JACK/MIKE

QUALITY CONTROL OFFICE: GSL

DRAWN BY: GSL | PARTY CHIEF: DUSTIN/SCOTT

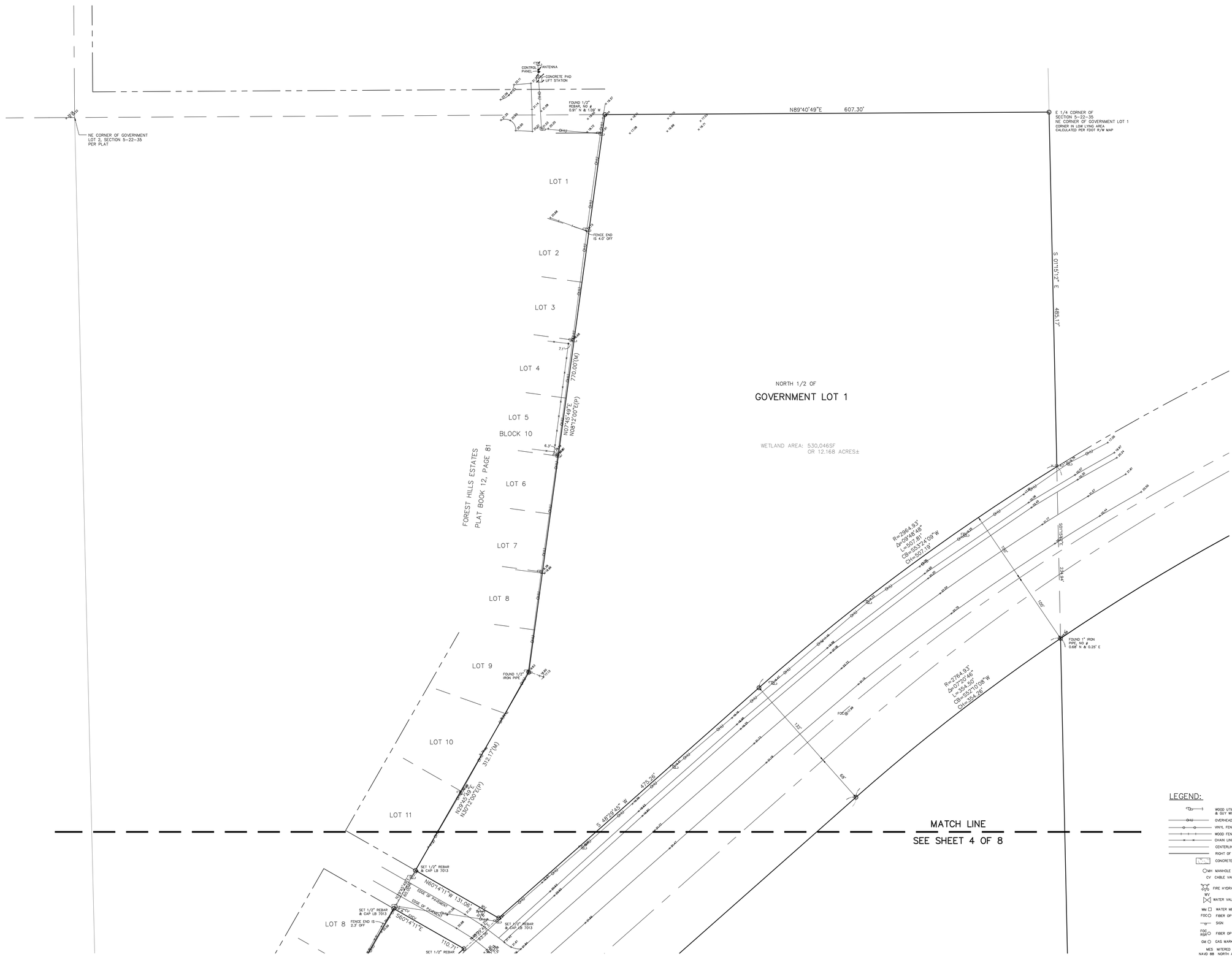
JOB #: 04016.0003 & 04016.0004

SEC TWP RNG: 5-22-35

SURVEY DATE: 2/22/22

NOT VALID WITHOUT ALL SHEETS

4 OF 8

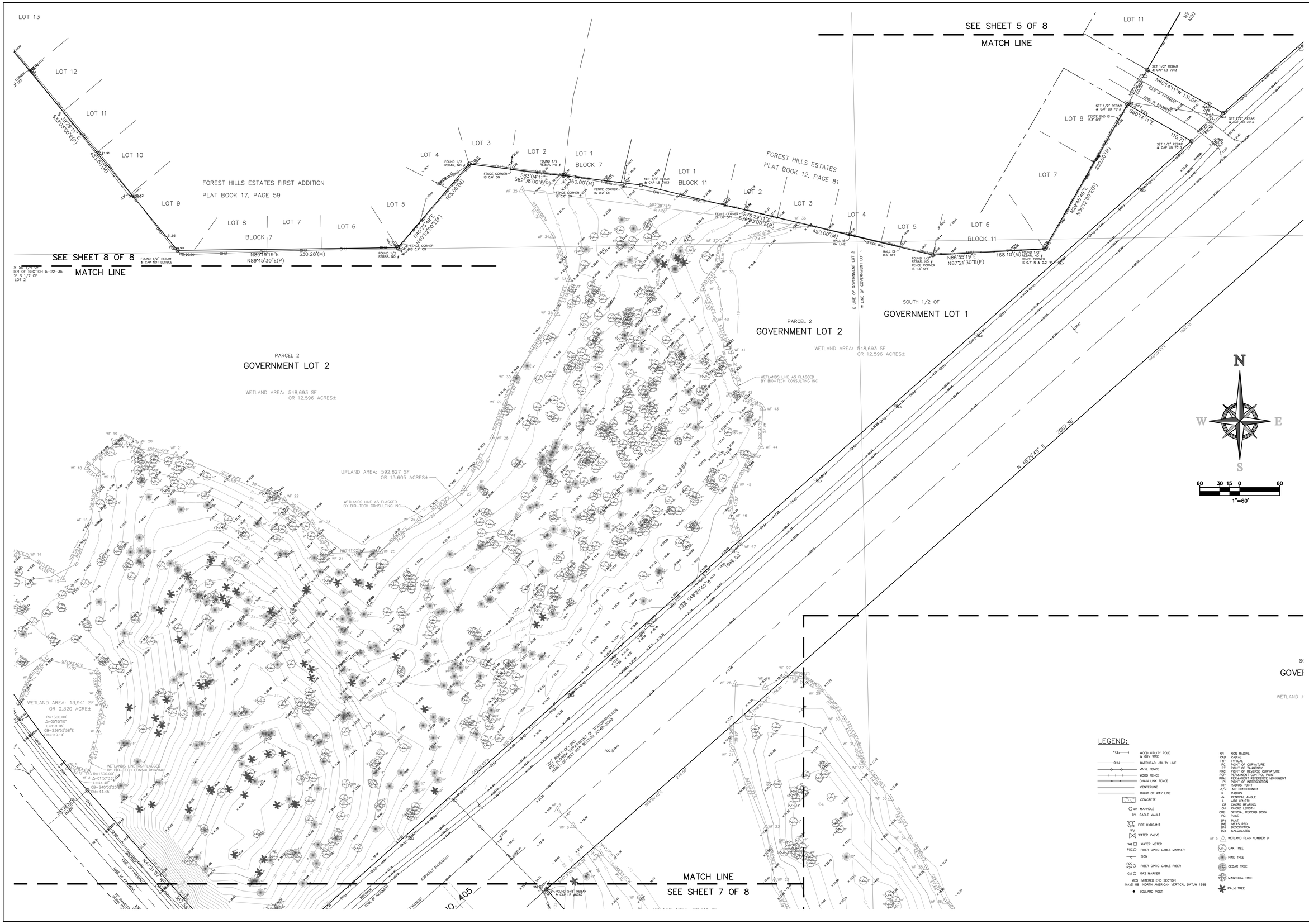


HAMILTON
ENGINEERING & SURVEYING, INC.
775 WARNER LANE, ORLANDO, FLORIDA 32803 407-362-5929
3409 W. LEMON STREET TEL (813) 250-3535
TAMPA, FL 33609 FAX (813) 250-3536
LB #7013

SHEET TITLE:
BOUNDARY & TOPOGRAPHIC SURVEY

TITUSVILLE NORTH & SOUTH
TITUSVILLE, FL 32796

PREPARED FOR:	CLIENT
FIELD BOOK/PAGE:	N/A
QUALITY CONTROL FIELD:	JACK/MIKE
QUALITY CONTROL OFFICE:	GSL
DRAWN BY: GSL	PARTY CHIEF: DUSTIN/SCOTT
JOB #:	04016.0003 & 04016.0004
SEC TWP RNG:	5-22-35
SURVEY DATE:	2/22/22
NOT VALID WITHOUT ALL SHEETS	5 OF 8



LEGEND:

- WOOD UTILITY POLE & GUY WIRE
- OVERHEAD UTILITY LINE
- VINYL FENCE
- WOOD FENCE
- CHAIN LINK FENCE
- CENTERLINE
- RIGHT OF WAY LINE
- CONCRETE
- MH MANHOLE
- CV CABLE VAULT
- FIRE HYDRANT
- WV WATER VALVE
- WM WATER METER
- FOC FIBER OPTIC CABLE MARKER
- SIGN
- FOC RISER FIBER OPTIC CABLE RISER
- GM GAS MARKER
- MES MITERED END SECTION
- NAVD 88 NORTH AMERICAN VERTICAL DATUM 1988
- BOLLARD POST

NR	NON RADIAL
RAD	RADIAL
TYP	TYPICAL
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVATURE
PCP	PERMANENT CONTROL POINT
PRM	PERMANENT REFERENCE MONUMENT
PI	POINT OF INTERSECTION
RP	RADIUS POINT
A/C	AIR CONDITIONER
R	RADIUS
Δ	CENTRAL ANGLE
L	ARC LENGTH
CB	CHORD BEARING
CH	CHORD LENGTH
ORB	OFFICIAL RECORD BOOK
PG	PAGE
(P)	PLAT
(M)	MEASURED
(D)	DESCRIPTION
(C)	CALCULATED
WF 9	WETLAND FLAG NUMBER 9
	OAK TREE
	PINE TREE
	CEDAR TREE
	MAGNOLIA TREE
	PALM TREE

HAMILTON
ENGINEERING & SURVEYING, INC.
775 WARNER LANE, ORLANDO, FLORIDA 32803 407-362-5929
3409 W. LYNDON STREET TEL (813) 250-3535
TAMPA, FL 33609 FAX (813) 250-3536
LB #7013

SHEET TITLE:
BOUNDARY & TOPOGRAPHIC SURVEY

TITUSVILLE NORTH & SOUTH
TITUSVILLE, FL 32796

PREPARED FOR:	CLIENT
FIELD BOOK/PAGE:	N/A
QUALITY CONTROL FIELD:	JACK/MIKE
QUALITY CONTROL OFFICE:	GSL
DRAWN BY: GSL	PARTY CHIEF: DUSTIN/SCOTT
JOB #:	04016.0003 & 04016.0004
SEC TWP RNG:	5-22-35
SURVEY DATE:	2/22/22
NOT VALID WITHOUT ALL SHEETS	6 OF 8

LEGEND:

- WOOD UTILITY POLE & GUY WIRE
- OHU OVERHEAD UTILITY LINE
- VINYL FENCE
- WOOD FENCE
- CHAIN LINK FENCE
- CENTERLINE
- RIGHT OF WAY LINE
- CONCRETE
- MH MANHOLE
- CV CABLE VAULT
- FIRE HYDRANT
- WV WATER VALVE
- WM WATER METER
- FOC FIBER OPTIC CABLE MARKER
- SIGN
- FOC RISER FIBER OPTIC CABLE RISER
- GM GAS MARKER
- MES MITERED END SECTION
- NAVD 88 NORTH AMERICAN VERTICAL DATUM 1988
- BOLLARD POST

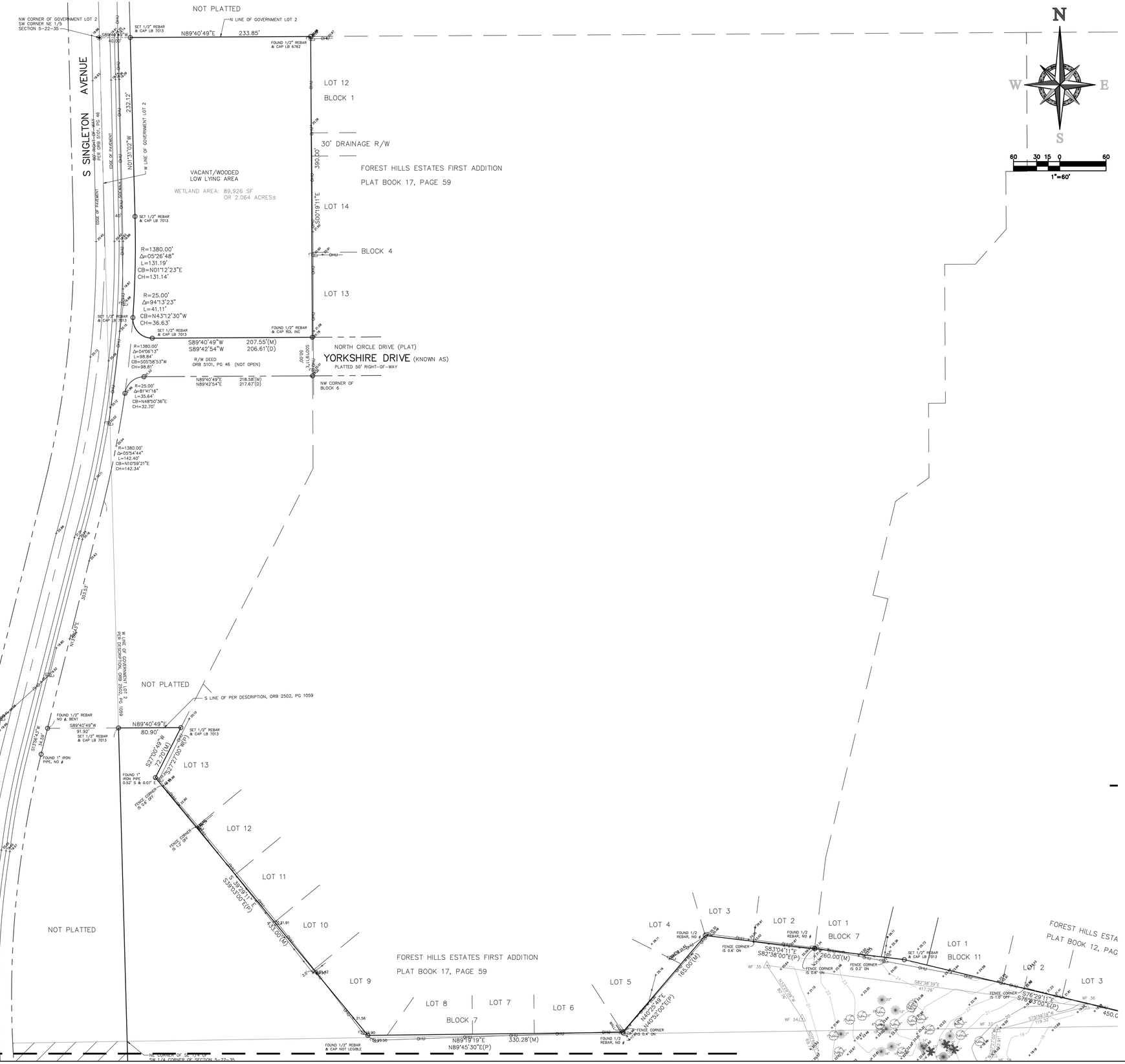
NR	NON RADIAL
RAD	RADIAL
TYP	TYPICAL
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVATURE
PCP	PERMANENT CONTROL POINT
PRM	PERMANENT REFERENCE MONUMENT
PI	POINT OF INTERSECTION
RP	RADIUS POINT
A/C	AIR CONDITIONER
R	RADIUS
Δ	CENTRAL ANGLE
L	ARC LENGTH
CB	CHORD BEARING
CH	CHORD LENGTH
ORB	OFFICIAL RECORD BOOK
PG	PAGE
(P)	PLAT
(M)	MEASURED
(D)	DESCRIPTION
(C)	CALCULATED
WF 9	WETLAND FLAG NUMBER 9
	OAK TREE
	PINE TREE
	CEDAR TREE
	MAGNOLIA TREE
	PALM TREE

HAMILTON
ENGINEERING & SURVEYING, INC.
775 WARNER LANE, ORLANDO, FLORIDA 32803 407-362-5929
3409 W. LEMON STREET TAMPA, FL 33609 TEL (813) 250-3535 FAX (813) 250-3536
LB #7053

SHEET TITLE:
BOUNDARY & TOPOGRAPHIC SURVEY

TITUSVILLE NORTH & SOUTH
TITUSVILLE, FL 32796

PREPARED FOR:	CLIENT
FIELD BOOK/PAGE:	N/A
QUALITY CONTROL FIELD:	JACK/MIKE
QUALITY CONTROL OFFICE:	GSL
DRAWN BY: GSL	PARTY CHIEF: DUSTIN/SCOTT
JOB #:	04016.0003 & 04016.0004
SEC TWP RNG:	5-22-35
SURVEY DATE:	2/22/22
NOT VALID WITHOUT ALL SHEETS	7 OF 8



LEGEND:

- WOOD UTILITY POLE & GUY WIRE
- OHU OVERHEAD UTILITY LINE
- VINYL FENCE
- WOOD FENCE
- CHAIN LINK FENCE
- CENTERLINE
- RIGHT OF WAY LINE
- CONCRETE
- MH MANHOLE
- CV CABLE VAULT
- FIRE HYDRANT
- WV WATER VALVE
- WM WATER METER
- FOC FIBER OPTIC CABLE MARKER
- SIGN
- FOC RISER FIBER OPTIC CABLE RISER
- GM GAS MARKER
- MES METERED END SECTION

NAVD 88 NORTH AMERICAN VERTICAL DATUM 1988

- BOLLARD POST

NR	NON RADIAL
RAD	RADIAL
TYP	TYPICAL
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVATURE
PCP	PERMANENT CONTROL POINT
PRM	PERMANENT REFERENCE MONUMENT
PI	POINT OF INTERSECTION
RP	RADIUS POINT
A/C	AIR CONDITIONER
R	RADIUS
Δ	CENTRAL ANGLE
L	ARC LENGTH
CB	CHORD BEARING
CH	CHORD LENGTH
ORB	OFFICIAL RECORD BOOK
PG	PAGE
(P)	PLAT
(M)	MEASURED
(D)	DESCRIPTION
(C)	CALCULATED

- WF 9 WETLAND FLAG NUMBER 9
- OAK TREE
- PINE TREE
- CEDAR TREE
- MAGNOLIA TREE
- PALM TREE

HAMILTON
ENGINEERING & SURVEYING, INC.
775 WARNER LANE, ORLANDO, FLORIDA 32803 407-362-5929
3409 W. LEMON STREET TEL (813) 250-3535
TAMPA, FL 33609 FAX (813) 250-3536
LB #7013

SHEET TITLE:
BOUNDARY & TOPOGRAPHIC SURVEY

TITUSVILLE NORTH & SOUTH
TITUSVILLE, FL 32796

PREPARED FOR:	CLIENT
FIELD BOOK/PAGE:	N/A
QUALITY CONTROL FIELD:	JACK/MIKE
QUALITY CONTROL OFFICE:	GSL
DRAWN BY: GSL	PARTY CHIEF: DUSTIN/SCOTT
JOB #	04016.0003 & 04016.0004
SEC TWP RNG:	5-22-35
SURVEY DATE:	2/22/22
NOT VALID WITHOUT ALL SHEETS	8 OF 8

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

PARCEL 1

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 531.56 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT "A"; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 38.21 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 54°47'19" WEST, A DISTANCE OF 39.63 FEET; THENCE SOUTH 76°01'09" WEST, A DISTANCE OF 96.65 FEET; THENCE SOUTH 79°00'01" WEST, A DISTANCE OF 109.34 FEET; THENCE SOUTH 72°15'35" WEST, A DISTANCE OF 110.33 FEET; THENCE SOUTH 77°43'07" WEST, A DISTANCE OF 79.24 FEET; THENCE SOUTH 82°30'18" WEST, A DISTANCE OF 17.52 FEET; THENCE NORTH 68°04'35" EAST, A DISTANCE OF 159.68 FEET; THENCE NORTH 73°38'50" EAST, A DISTANCE OF 78.05 FEET; THENCE NORTH 58°25'51" WEST, A DISTANCE OF 48.51 FEET; THENCE NORTH 32°06'17" WEST, A DISTANCE OF 59.96 FEET; THENCE NORTH 28°14'18" WEST, A DISTANCE OF 70.27 FEET; THENCE NORTH 47°00'12" WEST, A DISTANCE OF 63.20 FEET; THENCE NORTH 67°35'35" WEST, A DISTANCE OF 62.03 FEET; THENCE NORTH 40°52'38" WEST, A DISTANCE OF 66.62 FEET; THENCE NORTH 76°00'08" WEST, A DISTANCE OF 49.47 FEET; THENCE NORTH 62°26'17" WEST, A DISTANCE OF 49.96 FEET; THENCE NORTH 36°20'31" WEST, A DISTANCE OF 141.79 FEET; THENCE NORTH 70°53'52" WEST, A DISTANCE OF 39.65 FEET; THENCE NORTH 00°22'21" WEST, A DISTANCE OF 34.62 FEET; THENCE NORTH 39°56'07" WEST, A DISTANCE OF 39.17 FEET; THENCE NORTH 29°17'47" WEST, A DISTANCE OF 57.86 FEET; THENCE NORTH 28°20'49" WEST, A DISTANCE OF 50.56 FEET; THENCE NORTH 23°40'17" WEST, A DISTANCE OF 63.65 FEET; THENCE NORTH 40°15'23" WEST, A DISTANCE OF 72.76 FEET; THENCE NORTH 14°23'39" WEST, A DISTANCE OF 28.25 FEET; THENCE NORTH 33°44'54" WEST, A DISTANCE OF 99.27 FEET; THENCE NORTH 67°10'37" WEST, A DISTANCE OF 52.53 FEET TO THE SOUTHERLY RIGHT OF WAY OF STATE ROAD 405; THENCE NORTH 48°29'31" EAST ALONG SAID SOUTHERLY RIGHT A WAY, A DISTANCE OF 155.51 FEET; THENCE SOUTH 01°32'33" EAST, A DISTANCE OF 49.39 FEET; THENCE SOUTH 30°29'30" EAST, A DISTANCE OF 24.11 FEET; THENCE SOUTH 30°02'47" EAST, A DISTANCE OF 44.82 FEET; THENCE SOUTH 28°16'46" EAST, A DISTANCE OF 31.30 FEET; THENCE SOUTH 25°16'49" EAST, A DISTANCE OF 139.25 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHEASTERLY,

CONTINUED ON SHEET 2

Legend:

CDD	COMMUNITY DEVELOPMENT DISTRICT
INC.	INCORPORATED
LB	LICENSED BUSINESS
LLC	LIMITED LIABILITY COMPANY
NAD	NORTH AMERICAN DATUM
No.	NUMBER
ORB	OFFICIAL RECORD BOOK
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
R/W	RIGHT OF WAY

Harry B Rogers III
14:08:18 2024.07.29
'00'04-

HARRY B. ROGERS III License Number 6418 STATE OF FLORIDA Professional Surveyor and Mapper

Harry B. Rogers III, PSM — Date
Florida Professional Surveyor & Mapper No. 6418
for Hamilton Engineering and Surveying, LLC.
Certificate of Authorization No. LB8405

BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE GRID BASED ON THE FLORIDA EAST TRANSVERSE MERCATOR STATE PLANE COORDINATE SYSTEM NAD83 DATUM (2011 ADJUSTMENT). THE PROXIMATE SOUTH LINE OF GORMENT LOT 3, HAVING A GRID BEARING OF S 75°06'58" W.

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

Not valid without the signature and the original raised seal or the unique signature and the digital seal of a Florida Licensed Surveyor and Mapper.

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US LB #8405 CA #8474
3409 W LEMON ST TAMPA, FL 33609 813.250.3535
2400 N. FORSYTH 106 ORLANDO, FL 32807 407.362.5929
8340 CONSUMER CIRCLE SARASOTA, FL 32807 941.377.9178

FUTURE LAND USE
LOW DENSITY TO CONSERVATION
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	1/11

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

CONTINUED FROM SHEET 1

HAVING A RADIUS OF 645.41 FEET AND A CHORD WHICH BEARS SOUTH 34°53'24" EAST AND A DISTANCE OF 149.07 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 149.40 FEET; THENCE SOUTH 40°33'10" EAST, A DISTANCE OF 85.64 FEET; TO A POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 197.67 FEET AND A CHORD WHICH BEARS SOUTH 60°20'57" EAST, A DISTANCE 133.89 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 136.60 FEET; THENCE SOUTH 77°48'24" EAST, A DISTANCE OF 121.52 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 416.53 FEET AND A CHORD WHICH BEARS SOUTH 70°56'43" EAST AND A DISTANCE OF 140.31 FEET; THENCE ALONG SAID CURVE TO THE RIGHT A DISTANCE OF 140.99 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 943.10 FEET AND A CHORD WHICH BEARS SOUTH 70°09'47" EAST AND A DISTANCE OF 86.42 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 86.45 FEET; TO A POINT OF REVERSE CURVATURE OF A CURVE HAVING A RADIUS OF 106.21 FEET AND A CHORD WHICH BEARS SOUTH 55°53'26" EAST, AND A DISTANCE OF 61.75 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 62.65 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 337.29 FEET AND A CHORD WHICH BEARS SOUTH 25°56'58" EAST A DISTANCE OF 152.24 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 153.56 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 144.10 FEET AND A CHORD WHICH BEARS SOUTH 04°43'51" EAST A DISTANCE OF 40.99 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 41.13 FEET; THENCE SOUTH 07°31'10" EAST, A DISTANCE OF 24.07 FEET; THENCE SOUTH 04°13'12" WEST, A DISTANCE OF 33.09 FEET TO THE POINT OF BEGINNING.

CONTAINING 195,888.48 SQUARE FEET OR 4.50 ACRES, MORE OR LESS.

TOGETHER WITH

PARCEL 2

COMMENCE AT REFERENCE POINT "A"; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 700.64 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 75°06'58" WEST, ALONG SAID LINE, A DISTANCE OF 1492.93 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT (B); THENCE NORTH 14°08'52" EAST, A DISTANCE OF 34.85 FEET; THENCE NORTH 23°09'04" WEST, A DISTANCE OF 142.28 FEET; THENCE NORTH 67°52'10" WEST, A DISTANCE OF 118.31 FEET TO THE SOUTHERLY RIGHT OF WAY OF STATE ROAD 405; THENCE NORTH 48°33'44" EAST ALONG SAID SOUTHERLY RIGHT OF WAY, A DISTANCE OF 599.31 FEET; THENCE SOUTH 04°46'39" EAST, A DISTANCE OF 36.37 FEET; THENCE SOUTH 21°26'05" WEST, A DISTANCE OF 85.92 FEET; THENCE SOUTH 20°42'59" EAST, A DISTANCE OF 45.79 FEET; THENCE SOUTH 07°10'23" EAST, A DISTANCE OF 97.01 FEET; THENCE SOUTH 78°24'30" EAST, A DISTANCE OF 55.67 FEET; THENCE SOUTH 69°19'37" EAST, A DISTANCE OF 55.60 FEET; THENCE SOUTH 72°03'56" EAST, A DISTANCE OF 112.07 FEET; THENCE NORTH 88°59'32" EAST, A DISTANCE OF 81.58 FEET; THENCE NORTH 83°39'01" EAST, A DISTANCE OF 159.32 FEET; THENCE SOUTH 85°20'29" EAST, A DISTANCE OF 59.48 FEET; THENCE NORTH 70°57'56" EAST, A DISTANCE OF 42.37 FEET; THENCE NORTH 75°18'21" EAST, A DISTANCE OF 131.68 FEET; THENCE NORTH 43°25'45" EAST, A DISTANCE OF 48.25 FEET; THENCE SOUTH 88°14'50" EAST, A DISTANCE OF 75.10 FEET; THENCE NORTH 79°30'10" EAST, A DISTANCE OF 64.28 FEET; THENCE SOUTH 78°18'15" EAST, A DISTANCE OF 58.26 FEET; THENCE NORTH 66°33'07" EAST, A DISTANCE OF 25.42 FEET; THENCE NORTH 63°01'51" EAST, A DISTANCE OF 68.03 FEET; THENCE SOUTH 77°32'14" EAST, A DISTANCE OF 51.75 FEET; THENCE NORTH 72°49'19" EAST, A DISTANCE OF 71.37 FEET; THENCE SOUTH 34°36'19" EAST, A DISTANCE OF 35.78 FEET; THENCE NORTH 77°48'50" EAST, A DISTANCE OF 12.95 FEET; THENCE SOUTH 18°29'37" EAST, A DISTANCE OF 21.04 FEET TO THE POINT OF BEGINNING.

CONTAINING 274,792.6508 SQUARE FEET OR 6.31 ACRES, MORE OR LESS.

CONTINUED ON SHEET 3

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US LB #8405 CA #8474
3409 W LEMON ST TAMPA, FL 33609 813.250.3535
2400 N. FORSYTH 106 ORLANDO, FL 32807 407.362.5929
8340 CONSUMER CIRCLE SARASOTA, FL 32807 941.377.9178

FUTURE LAND USE
LOW DENSITY TO CONSERVATION
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	2/11

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY
EXHIBIT "A"

CONTINUED FROM SHEET 2

TOGETHER WITH

PARCEL 3

COMMENCE AT REFERENCE POINT "B"; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 186.92 FEET; TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 75°06'58" WEST, ALONG SAID LINE, A DISTANCE OF 396.33 FEET TO THE SOUTHERLY RIGHT OF WAY OF STATE ROAD 405; THENCE NORTH 48°33'44" EAST ALONG SAID SOUTHERLY RIGHT OF WAY, A DISTANCE OF 233.78 FEET; THENCE SOUTH 67°22'42" EAST, A DISTANCE OF 36.69 FEET; THENCE SOUTH 77°33'51" EAST, A DISTANCE OF 103.56 FEET; THENCE SOUTH 80°15'06" EAST, A DISTANCE OF 67.39 FEET; THENCE SOUTH 51°20'37" EAST, A DISTANCE OF 8.15 FEET TO THE POINT OF BEGINNING.

CONTAINING 20,295.52 SQUARE FEET OR 0.47 ACRES, MORE OR LESS.

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

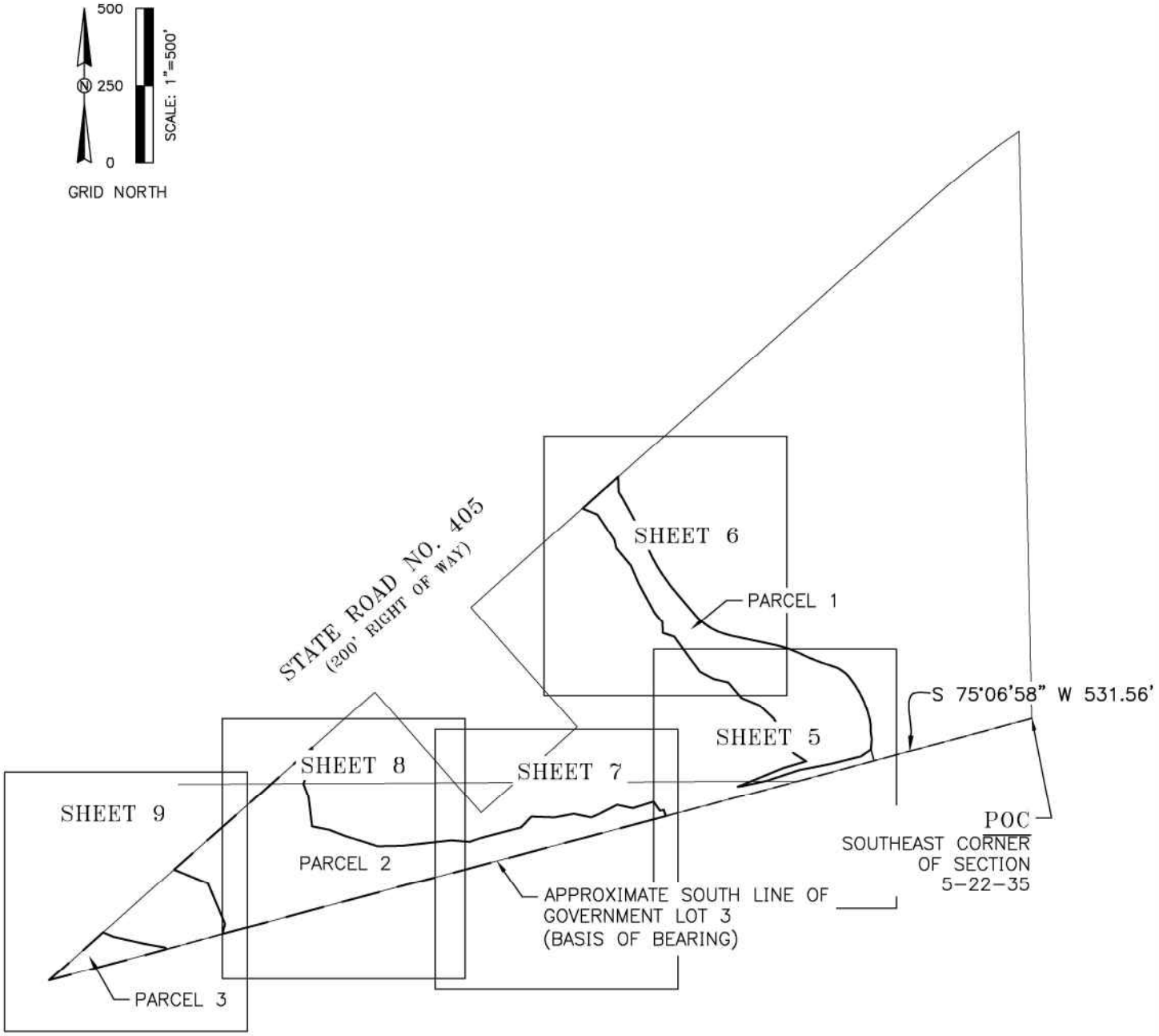
HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US LB #8405 CA #8474
3409 W LEMON ST TAMPA, FL 33609 813.250.3535
2400 N. FORSYTH 106 ORLANDO, FL 32807 407.362.5929
8340 CONSUMER CIRCLE SARASOTA, FL 32807 941.377.9178

FUTURE LAND USE
LOW DENSITY TO CONSERVATION
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	3/11

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

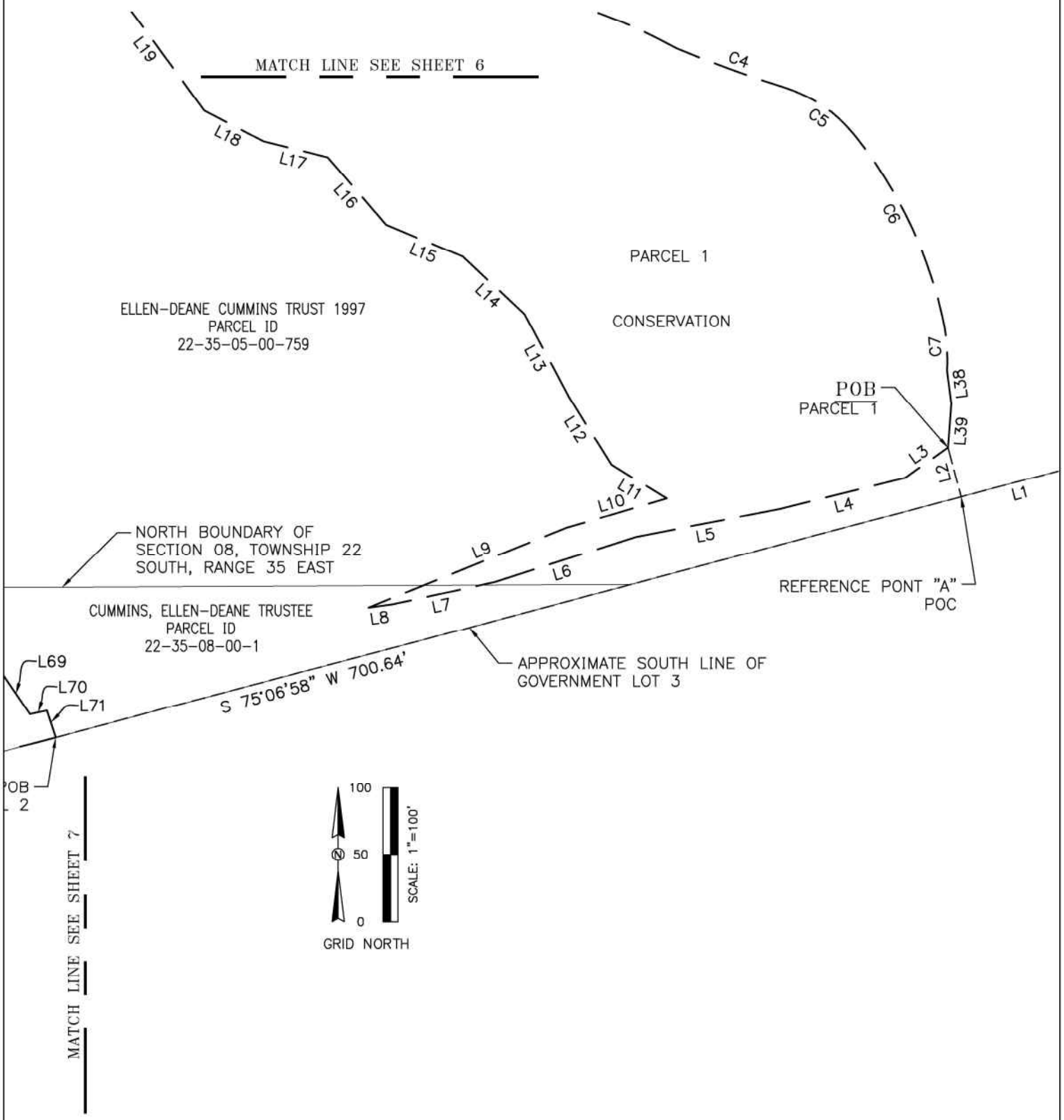
FUTURE LAND USE
LOW DENSITY TO CONSERVATION
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	4/11

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (4)) harryr Jul 26, 2024 - 1:26pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

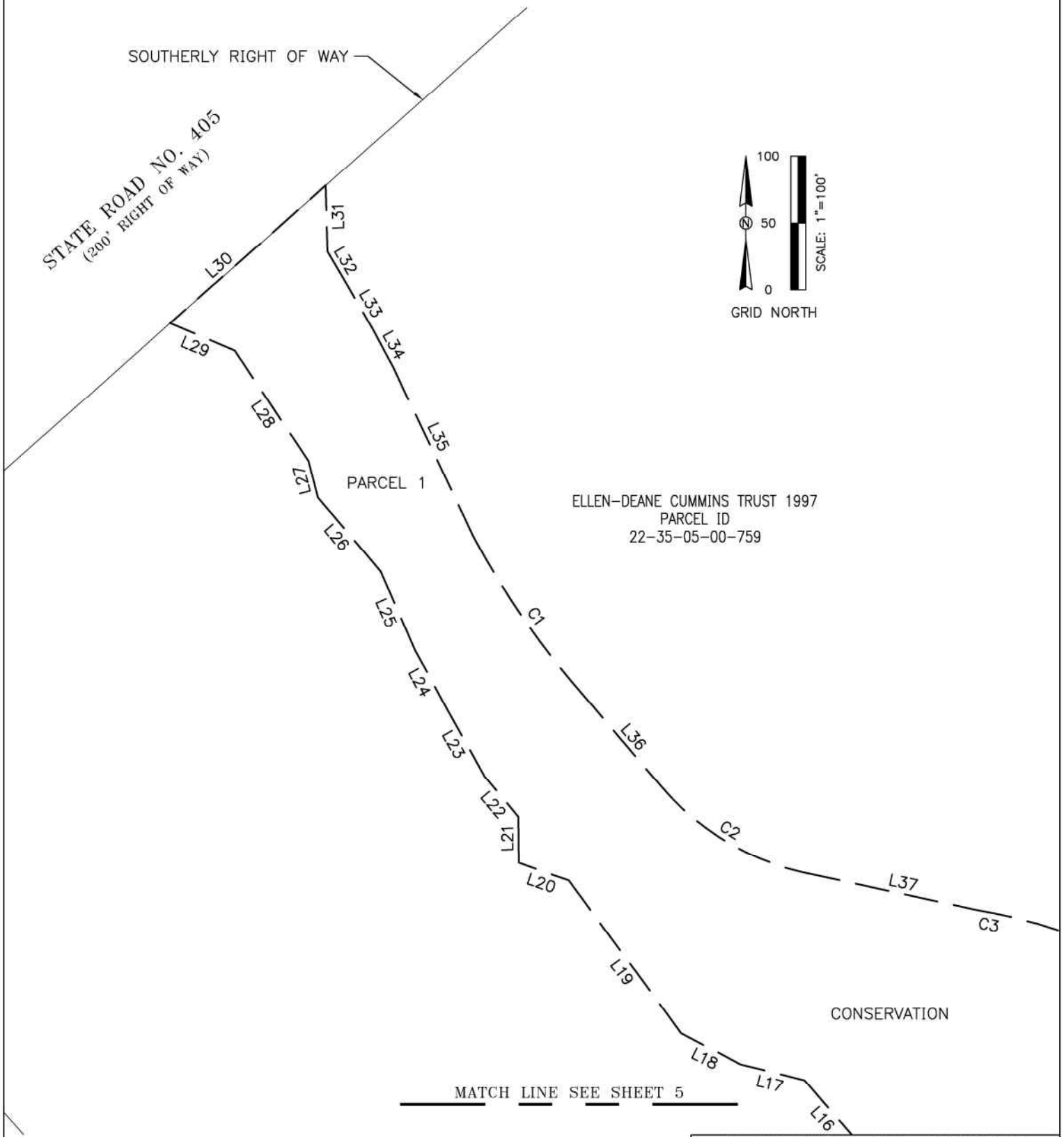
FUTURE LAND USE
LOW DENSITY TO CONSERVATION
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	5/11

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (5)) harryr Jul 26, 2024 - 1:26pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

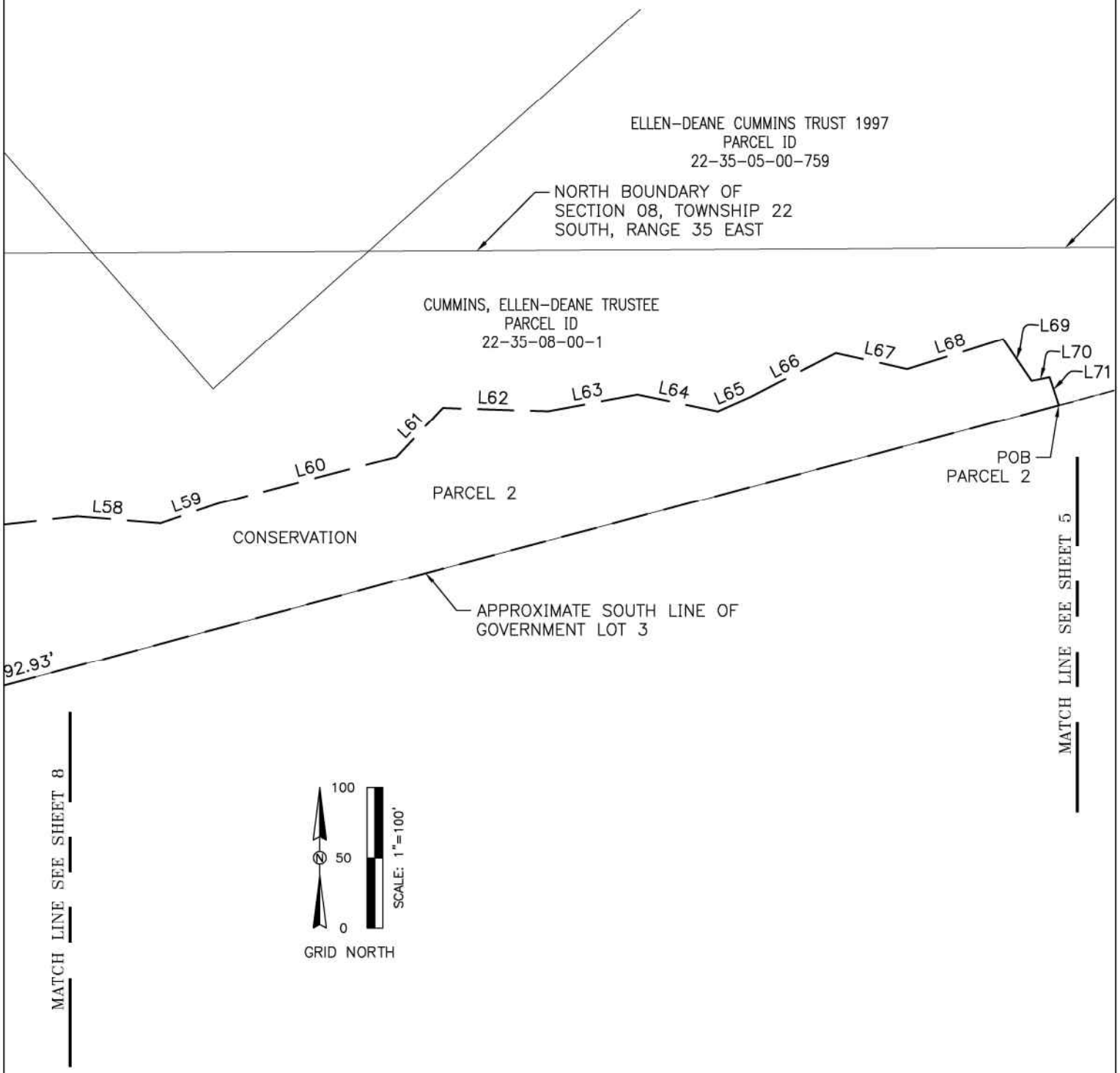
FUTURE LAND USE
LOW DENSITY TO CONSERVATION
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	6/11

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (6)) harryr Jul 26, 2024 - 1:27pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

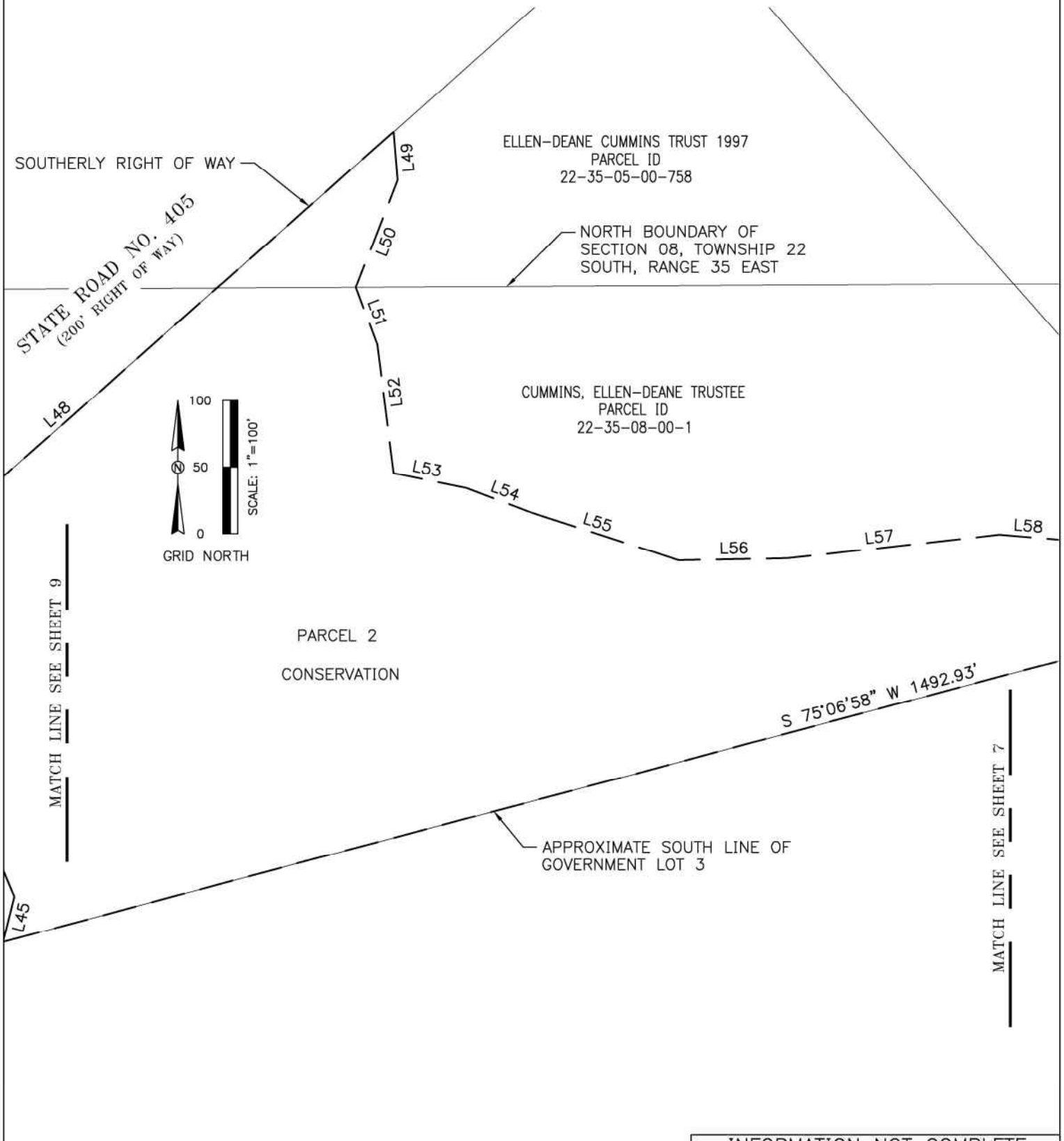
FUTURE LAND USE
LOW DENSITY TO CONSERVATION
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	7/11

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (7)) harryr Jul 26, 2024 - 1:27pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

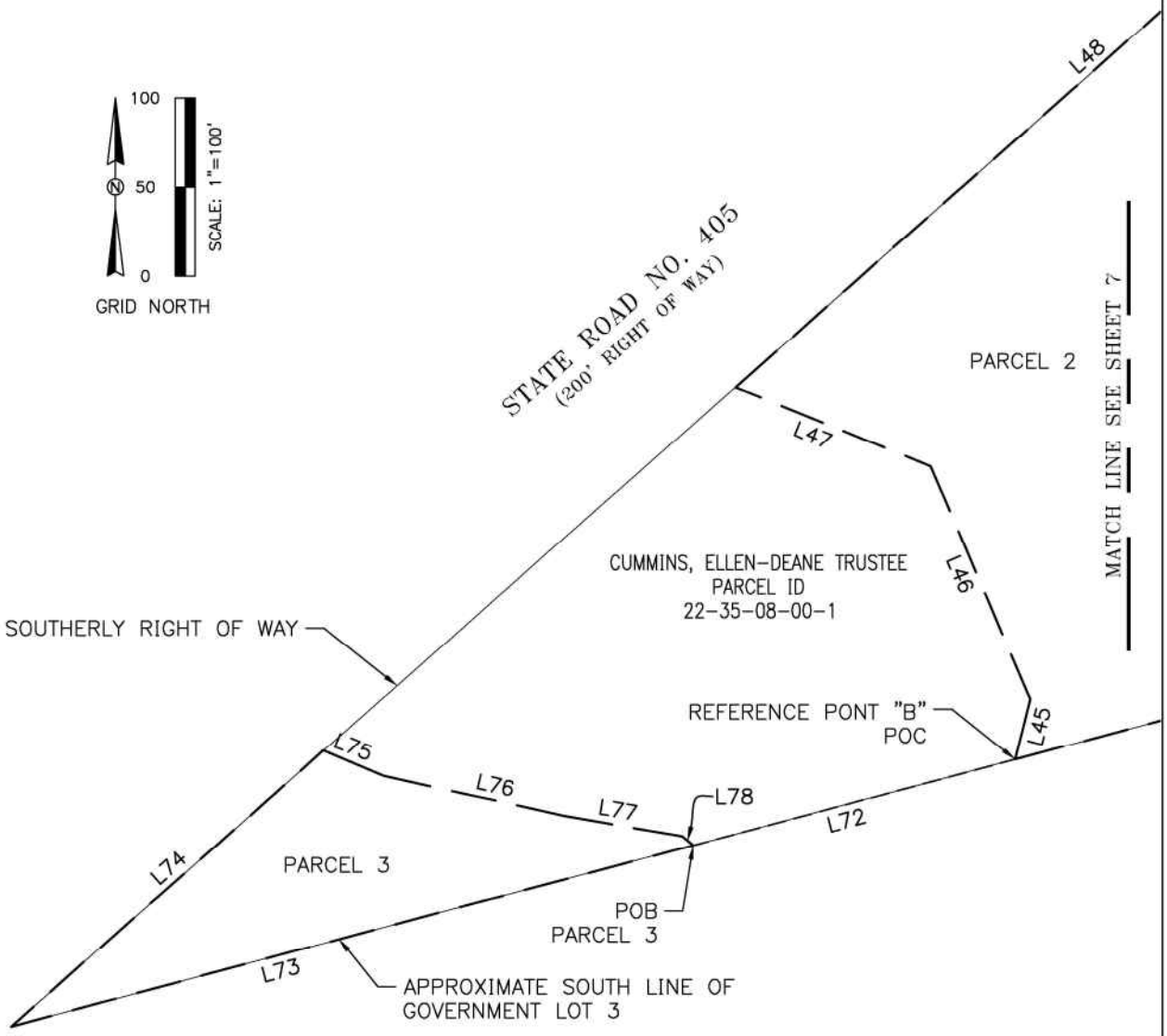
FUTURE LAND USE
LOW DENSITY TO CONSERVATION
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	8/11

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (8)) harryr Jul 26, 2024 - 1:27pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

FUTURE LAND USE
LOW DENSITY TO CONSERVATION
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	9/11

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (9)) harryr Jul 26, 2024 - 1:28pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

LINE TABLE		
LINE#	DIRECTION	LENGTH
L1	S 75°06'58" W	531.56'
L2	N 14°53'02" W	38.21'
L3	S 54°47'19" W	39.63'
L4	S 76°01'09" W	96.65'
L5	S 79°00'01" W	109.34'
L6	S 72°15'35" W	110.33'
L7	S 77°43'07" W	79.24'
L8	S 82°30'18" W	17.52'
L9	N 68°04'35" E	159.68'
L10	N 73°38'50" E	78.05'
L11	N 58°25'51" W	48.51'
L12	N 32°06'17" W	59.96'
L13	N 28°14'18" W	70.27'
L14	N 47°00'12" W	63.20'
L15	N 67°35'35" W	62.03'
L16	N 40°52'38" W	66.62'
L17	N 76°00'08" W	49.47'
L18	N 62°26'17" W	49.96'
L19	N 36°20'31" W	141.79'
L20	N 70°53'52" W	39.65'
L21	N 00°22'21" W	34.62'
L22	N 39°56'07" W	39.17'
L23	N 29°17'47" W	57.86'
L24	N 28°20'49" W	50.56'
L25	N 23°40'17" W	63.65'
L26	N 40°15'23" W	72.76'

LINE TABLE		
LINE#	DIRECTION	LENGTH
L27	N 14°23'39" W	28.25'
L28	N 33°44'54" W	99.27'
L29	N 67°10'37" W	52.53'
L30	N 48°29'31" E	155.51'
L31	S 01°32'33" E	49.39'
L32	S 30°29'30" E	24.11'
L33	S 30°02'47" E	44.82'
L34	S 28°16'46" E	31.30'
L35	S 25°16'49" E	139.25'
L36	S 40°33'10" E	85.64'
L37	S 77°48'24" E	121.52'
L38	S 07°31'10" E	24.07'
L39	S 04°13'12" W	33.09'
L45	N 14°08'52" E	34.85'
L46	N 23°09'04" W	142.28'
L47	N 67°52'10" W	118.31'
L48	N 48°33'44" E	599.31'
L49	S 04°46'39" E	36.37'
L50	S 21°26'05" W	85.92'
L51	S 20°42'59" E	45.79'
L52	S 07°10'23" E	97.01'
L53	S 78°24'30" E	55.67'
L54	S 69°19'37" E	55.60'
L55	S 72°03'56" E	112.07'
L56	N 88°59'32" E	81.58'
L57	N 83°39'01" E	159.32'

LINE TABLE		
LINE#	DIRECTION	LENGTH
L58	S 85°20'29" E	59.48'
L59	N 70°57'56" E	42.37'
L60	N 75°18'21" E	131.68'
L61	N 43°25'45" E	48.25'
L62	S 88°14'50" E	75.10'
L63	N 79°30'10" E	64.28'
L64	S 78°18'15" E	58.26'
L65	N 66°33'07" E	25.42'
L66	N 63°01'51" E	68.03'
L67	S 77°32'14" E	51.75'
L68	N 72°49'19" E	71.37'
L69	S 34°36'19" E	35.78'
L70	N 77°48'50" E	12.95'
L71	S 18°29'37" E	21.04'
L72	S 75°06'58" W	186.92'
L73	S 75°06'58" W	396.33'
L74	N 48°33'44" E	233.78'
L75	S 67°22'42" E	36.69'
L76	S 77°33'51" E	103.56'
L77	S 80°15'06" E	67.39'
L78	S 51°20'37" E	8.15'

L40 THRU L44 NOT USED

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

FUTURE LAND USE
LOW DENSITY TO CONSERVATION
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	10/11

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (10)) harryr Jul 26, 2024 - 1:30pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

CURVE TABLE					
CURVE#	RADIUS	CHORD BEARING	CHORD LENGTH	ARC LENGTH	DELTA
C1	645.41'	S 34°53'24" E	149.07'	149.40'	13°15'46"
C2	197.67'	S 60°20'57" E	133.89'	136.60'	39°35'35"
C3	416.53'	S 70°56'43" E	140.31'	140.99'	19°23'36"
C4	943.10'	S 70°09'47" E	86.42'	86.45'	5°15'08"
C5	106.21'	S 55°53'26" E	61.75'	62.65'	33°47'50"
C6	337.29'	S 25°56'58" E	152.24'	153.56'	26°05'07"
C7	144.10'	S 04°43'51" E	40.99'	41.13'	16°21'08"

INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474
3409 W LEMON ST
TAMPA, FL 33609
813.250.3535
2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929
8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

FUTURE LAND USE
LOW DENSITY TO CONSERVATION
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	11/11

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\Future Land Use Sketches\South\South- Low Density to Conservation revised.dwg (Sketch (11)) harryr Jul 26, 2024 - 1:29pm

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

PARCEL 1
COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 981.17 FEET; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 33.73 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 68°04'35" WEST, A DISTANCE OF 22.75 FEET; THENCE SOUTH 74°13'54" WEST, A DISTANCE OF 121.16 FEET; THENCE SOUTH 63°56'35" WEST, A DISTANCE OF 54.96 FEET; THENCE SOUTH 77°48'50" WEST, A DISTANCE OF 54.77 FEET; THENCE NORTH 18°27'34" WEST, A DISTANCE OF 29.12 FEET; THENCE NORTH 43°54'16" EAST, A DISTANCE OF 31.20 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT "A"; THENCE NORTH 83°57'46" EAST, A DISTANCE OF 116.79 FEET; THENCE NORTH 82°30'22" EAST, A DISTANCE OF 113.02 FEET TO THE POINT OF BEGINNING.

CONTAINING 5,964.53 SQUARE FEET OR 0.14 ACRES, MORE OR LESS.

TOGETHER WITH

PARCEL 2
COMMENCE AT REFERENCE POINT "A"; THENCE NORTH 39°59'21" WEST, A DISTANCE OF 267.56 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 40°20'41" WEST, A DISTANCE OF 19.87 FEET; THENCE SOUTH 52°09'19" WEST, A DISTANCE OF 30.02 FEET; THENCE SOUTH 79°17'01" WEST, A DISTANCE OF 28.62 FEET; THENCE NORTH 78°57'47" WEST, A DISTANCE OF 22.10 FEET; THENCE NORTH 41°55'22" WEST, A DISTANCE OF 29.16 FEET; THENCE NORTH 31°39'43" WEST, A DISTANCE OF 26.61 FEET; THENCE NORTH 12°30'33" WEST, A DISTANCE OF 60.11 FEET; THENCE SOUTH 85°37'27" EAST, A DISTANCE OF 37.59 FEET; THENCE NORTH 50°02'16" EAST, A DISTANCE OF 65.68 FEET; THENCE NORTH 05°05'01" EAST, A DISTANCE OF 12.96 FEET; THENCE SOUTH 32°20'04" EAST, A DISTANCE OF 27.74 FEET; THENCE SOUTH 36°02'32" EAST, A DISTANCE OF 29.36 FEET; THENCE SOUTH 28°27'11" EAST, A DISTANCE OF 27.00 FEET; THENCE SOUTH 09°37'21" EAST, A DISTANCE OF 19.79 FEET; THENCE SOUTH 08°19'21" WEST, A DISTANCE OF 30.48 FEET TO THE POINT OF BEGINNING.

CONTAINING 13,414.70 SQUARE FEET OR 0.308 ACRES, MORE OR LESS.

Legend:

INC.	INCORPORATED
LB	LICENSED BUSINESS
LLC	LIMITED LIABILITY COMPANY
NAD	NORTH AMERICAN DATUM
No.	NUMBER
ORB	OFFICIAL RECORD BOOK
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
R/W	RIGHT OF WAY

Harry B Rogers III
'00'04- 14:07:46 2024.07.29

HARRY B. ROGERS III License Number 6418 STATE OF FLORIDA Professional Surveyor and Mapper

Harry B. Rogers III, PSM — Date
Florida Professional Surveyor & Mapper No. 6418
for Hamilton Engineering and Surveying, LLC.
Certificate of Authorization No. LB8405

BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE GRID BASED ON THE FLORIDA EAST TRANSVERSE MERCATOR STATE PLANE COORDINATE SYSTEM NAD83 DATUM (2011 ADJUSTMENT). THE PROXIMATE SOUTH LINE OF GORMENT LOT 3, HAVING A GRID BEARING OF S 75°06'58" W.

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

Not valid without the signature and the original raised seal or the unique signature and the digital seal of a Florida Licensed Surveyor and Mapper.

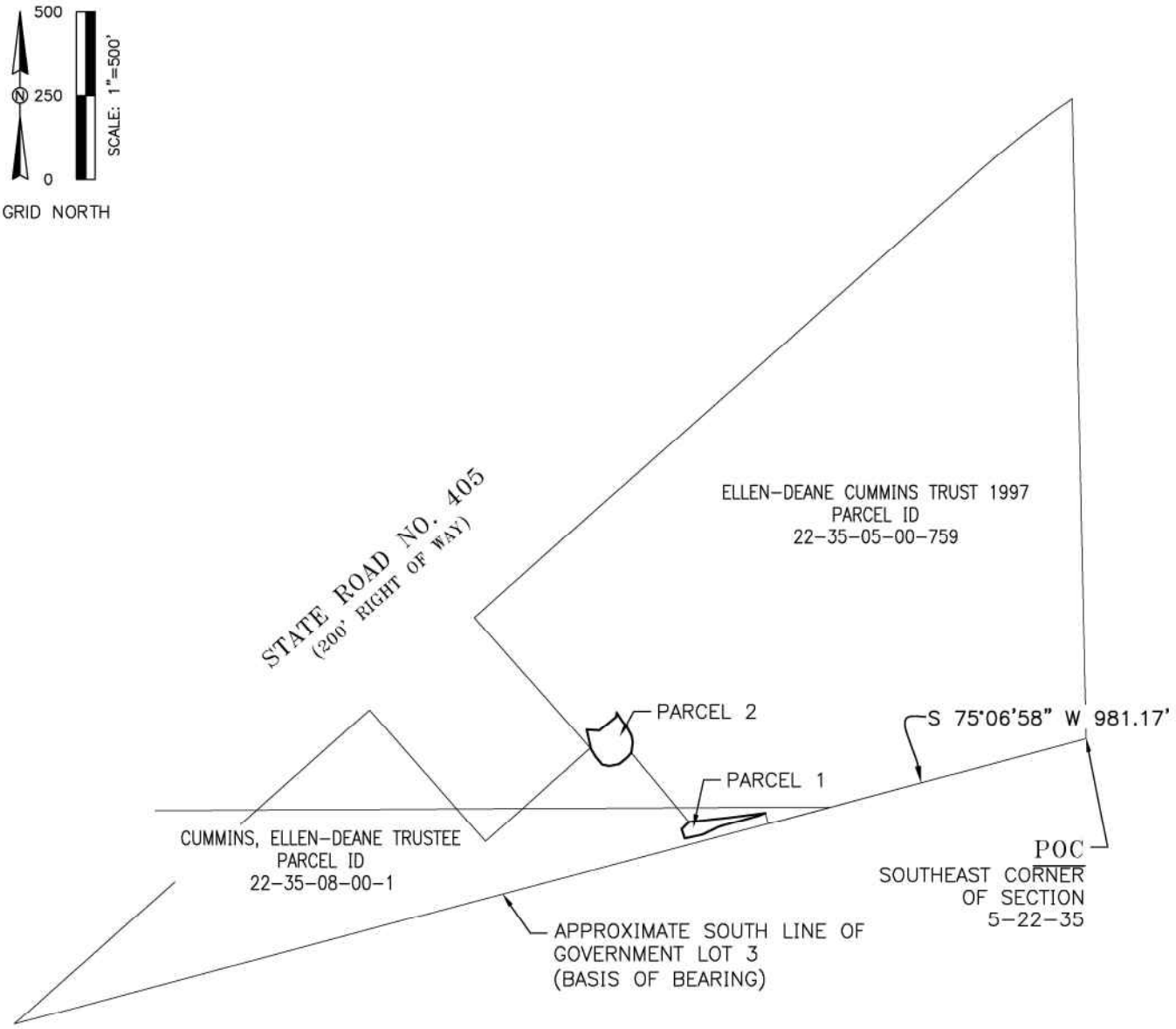
HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US LB #8405 CA #8474
3409 W LEMON ST TAMPA, FL 33609 813.250.3535
2400 N. FORSYTH 106 ORLANDO, FL 32807 407.362.5929
8340 CONSUMER CIRCLE SARASOTA, FL 32807 941.377.9178

FUTURE LAND USE
CONSERVATION TO LOW DENSITY
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	1/4

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

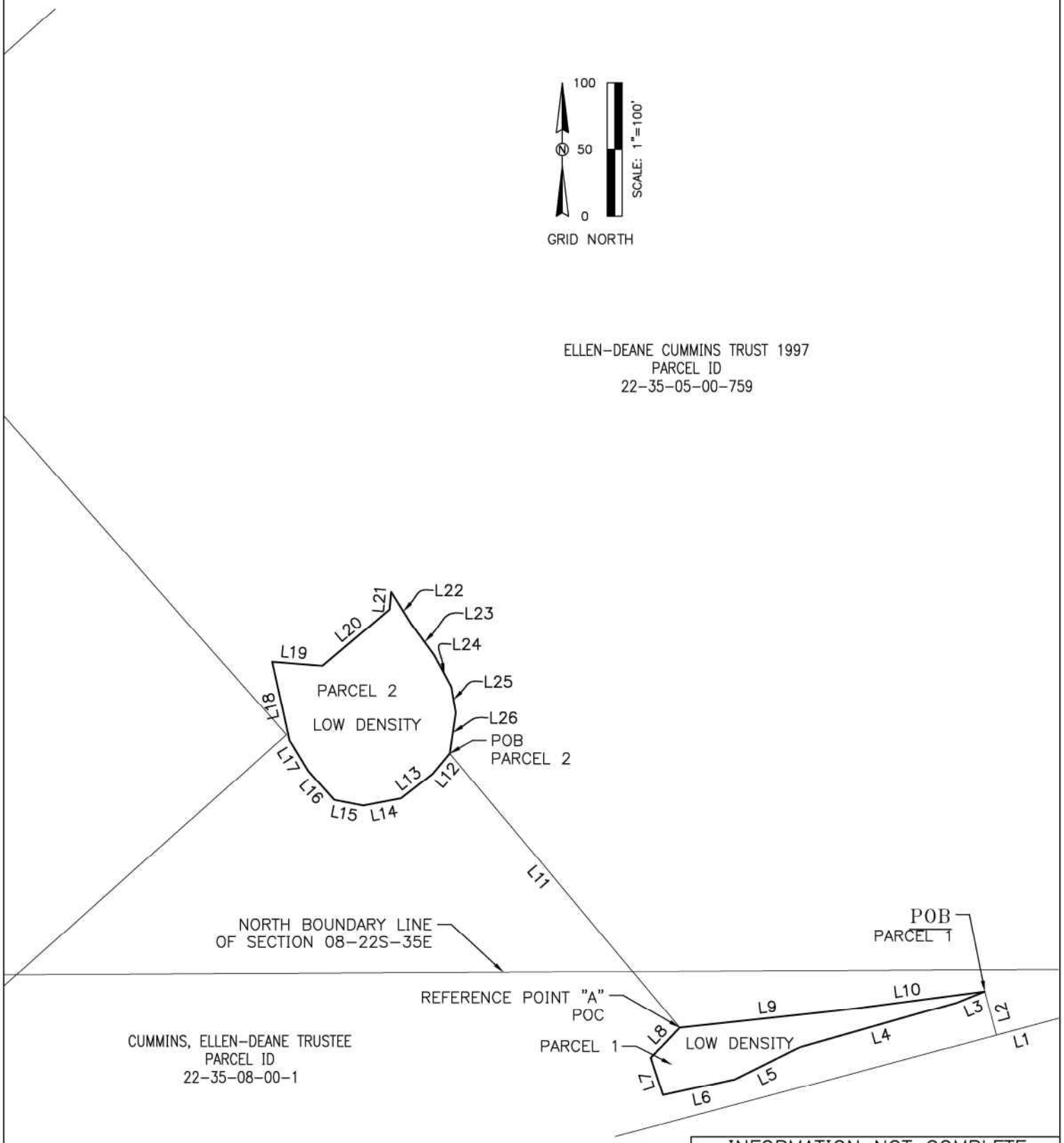
FUTURE LAND USE
CONSERVATION TO LOW DENSITY
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	2/4

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\1-Future Land Use Sketches\South\South- Conservation to Low Density revised.dwg (Sketch (2)) harryr Jul 29, 2024 - 7:47am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

FUTURE LAND USE
CONSERVATION TO LOW DENSITY
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	3/4

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\1-Future Land Use Sketches\South\South- Conservation to Low Density revised.dwg (Sketch (3)) harryr Jul 29, 2024 - 7:47am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S 75°06'58" W	981.17
L2	N 14°53'02" W	33.73
L3	S 68°04'35" W	22.75
L4	S 74°13'54" W	121.16
L5	S 63°56'35" W	54.96
L6	S 77°48'50" W	54.77
L7	N 18°27'34" W	29.12
L8	N 43°54'16" E	31.20
L9	N 83°57'46" E	116.79
L10	N 82°30'22" E	113.02
L11	N 39°59'21" W	267.56
L12	S 40°20'41" W	19.87
L13	S 52°09'19" W	30.02
L14	S 79°17'01" W	28.62
L15	N 78°57'47" W	22.10
L16	N 41°55'22" W	29.16
L17	N 31°39'43" W	26.61
L18	N 12°30'33" W	60.11

PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L19	S 85°37'27" E	37.59
L20	N 50°02'16" E	65.68
L21	N 05°05'01" E	12.96
L22	S 32°20'04" E	27.74
L23	S 36°02'32" E	29.36
L24	S 28°27'11" E	27.00
L25	S 09°37'21" E	19.79
L26	S 08°19'21" W	30.48

INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

FUTURE LAND USE
CONSERVATION TO LOW DENSITY
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05-22S-35E 08-22S-35E	04225.0001	GCT	07/26/2024	4/4

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\1-Future Land Use Sketches\South\South- Conservation to Low Density revised.dwg (Sketch (4)) harryr Jul 29, 2024 - 7:47am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 531.56 FEET; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 38.21 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 54°47'19" WEST, A DISTANCE OF 39.63 FEET; THENCE SOUTH 76°01'09" WEST, A DISTANCE OF 96.65 FEET; THENCE SOUTH 79°00'01" WEST, A DISTANCE OF 109.34 FEET; THENCE SOUTH 72°15'35" WEST, A DISTANCE OF 110.33 FEET; THENCE SOUTH 77°43'07" WEST, A DISTANCE OF 79.24 FEET; THENCE SOUTH 82°30'22" WEST, A DISTANCE OF 130.54 FEET; THENCE SOUTH 83°57'46" WEST, A DISTANCE OF 116.79 FEET; THENCE SOUTH 43°54'16" WEST, A DISTANCE OF 31.20 FEET; THENCE SOUTH 18°28'26" EAST, A DISTANCE OF 50.16 FEET TO THE SAID SOUTH LINE OF GOVERNMENT LOT 3; THENCE SOUTH 75°06'58" WEST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 897.40 FEET; THENCE NORTH 77°26'24" WEST, A DISTANCE OF 29.27 FEET; THENCE SOUTH 85°46'29" WEST, A DISTANCE OF 81.31 FEET; THENCE SOUTH 77°48'33" WEST, A DISTANCE OF 118.98 FEET; THENCE SOUTH 66°58'41" WEST, A DISTANCE OF 241.04 FEET TO THE SAID SOUTH LINE OF GOVERNMENT LOT 3; THENCE SOUTH 75°06'58" WEST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 715.43 FEET TO THE SOUTHERLY RIGHT OF WAY FOR STATE ROAD 405; THENCE NORTH 48°33'44" EAST ALONG SAID RIGHT OF WAY, A DISTANCE OF 1,413.77 FEET; THENCE SOUTH 41°29'44" EAST, A DISTANCE OF 521.76 FEET; THENCE NORTH 48°24'08" EAST, A DISTANCE OF 417.82 FEET TO A POINT KNOWN AS REFERENCE POINT "A"; THENCE NORTH 41°32'24" WEST, A DISTANCE OF 520.98 FEET TO THE SOUTHERLY RIGHT OFF WAY FOR STATE ROAD 405; THENCE NORTH 48°29'31" EAST ALONG SAID RIGHT OF WAY, A DISTANCE OF 639.84 FEET; THENCE SOUTH 01°32'33" EAST, A DISTANCE OF 49.39 FEET; THENCE SOUTH 30°29'30" EAST, A DISTANCE OF 24.11 FEET; THENCE SOUTH 30°02'47" EAST, A DISTANCE OF 44.82 FEET; THENCE SOUTH 28°16'46" EAST, A DISTANCE OF 31.30 FEET; THENCE SOUTH 25°16'49" EAST, A DISTANCE OF 139.25 FEET;TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 645.41 FEET AND A CHORD WHICH BEARS SOUTH 34°53'24" EAST AND A DISTANCE OF 149.07 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 149.40 FEET; THENCE SOUTH 40°33'10" EAST, A DISTANCE OF 85.64 FEET; TO A POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 197.67 FEET AND A CHORD WHICH BEARS SOUTH 60°20'57" EAST, A DISTANCE 133.89 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 136.60 FEET; THENCE SOUTH 77°48'24" EAST, A DISTANCE OF 121.52 FEET;TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 416.53 FEET AND A CHORD WHICH BEARS SOUTH 70°56'43" EAST AND A DISTANCE OF 140.31 FEET; THENCE ALONG SAID CURVE TO THE RIGHT A DISTANCE OF 140.99 FEET; TO A POINT OF CURVATURE OF A NON TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 943.10 FEET AND A CHORD WHICH BEARS SOUTH 70°09'47" EAST AND A DISTANCE OF 86.42 FEET; THENCE ALONG SAID CURVE TO THE LEFT A DISTANCE OF 86.45 FEET; TO A POINT OF REVERSE CURVATURE OF A CURVE HAVING A

CONTINUED ON SHEET 2

Legend:

CDD	COMMUNITY DEVELOPMENT DISTRICT
INC.	INCORPORATED
LB	LICENSED BUSINESS
LLC	LIMITED LIABILITY COMPANY
NAD	NORTH AMERICAN DATUM
No.	NUMBER
ORB	OFFICIAL RECORD BOOK
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
R/W	RIGHT OF WAY

Harry B Rogers III
11:03:00 2024.08.08
'00'04-

HARRY B. ROGERS III License Number 6418 STATE OF FLORIDA Professional Surveyor and Mapper

Harry B. Rogers III, PSM — Date
Florida Professional Surveyor & Mapper No. 6418
for Hamilton Engineering and Surveying, LLC.
Certificate of Authorization No. LB8405

BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE GRID BASED ON THE FLORIDA EAST TRANSVERSE MERCATOR STATE PLANE COORDINATE SYSTEM NAD83 DATUM (2011 ADJUSTMENT). THE PROXIMATE SOUTH LINE OF GORMENT LOT 3, HAVING A GRID BEARING OF S 75°06'58" W.

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

Not valid without the signature and the original raised seal or the unique signature and the digital seal of a Florida Licensed Surveyor and Mapper.

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US LB #8405 CA #8474
3409 W LEMON ST TAMPA, FL 33609 813.250.3535
2400 N. FORSYTH 106 ORLANDO, FL 32807 407.362.5929
8340 CONSUMER CIRCLE SARASOTA, FL 32807 941.377.9178

ZONING CHANGE
GENERAL USE to PLANED DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	HBR	07/26/2024	1/9

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY
EXHIBIT "A"

CONTINUED FROM SHEET 1

RADIUS OF 106.21 FEET AND A CHORD WHICH BEARS SOUTH 55°53'26" EAST, AND A DISTANCE OF 61.75 FEET; THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 62.65 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 337.29 FEET AND A CHORD WHICH BEARS SOUTH 25°56'58" EAST A DISTANCE OF 152.24 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 153.56 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 144.10 FEET AND A CHORD WHICH BEARS SOUTH 04°43'51" EAST A DISTANCE OF 40.99 FEET; THENCE ALONG THE ARC OF SAID CURVE A DISTANCE OF 41.13 FEET; THENCE SOUTH 07°31'10" EAST, A DISTANCE OF 24.07 FEET; THENCE SOUTH 04°13'12" WEST, A DISTANCE OF 33.09 FEET; TO THE POINT OF BEGINNING.

CONTAINING 1,262,539.37 SQUARE FEET OR 28.98 ACRES, MORE OR LESS.

LESS & EXCEPT:

COMMENCE AT REFERENCE POINT "A"; THENCE SOUTH 30°22'34" EAST, A DISTANCE OF 4.87 FEET; TO THE POINT OF BEGINNING; THENCE NORTH 12°30'33" WEST, A DISTANCE OF 60.11 FEET; THENCE SOUTH 85°37'27" EAST, A DISTANCE OF 37.59 FEET; THENCE NORTH 50°02'16" EAST, A DISTANCE OF 65.68 FEET; THENCE NORTH 05°05'01" EAST, A DISTANCE OF 12.96 FEET; THENCE SOUTH 32°20'04" EAST, A DISTANCE OF 27.74 FEET; THENCE SOUTH 36°02'32" EAST, A DISTANCE OF 29.36 FEET; THENCE SOUTH 28°27'11" EAST, A DISTANCE OF 27.00 FEET; THENCE SOUTH 09°37'21" EAST, A DISTANCE OF 19.79 FEET; THENCE SOUTH 08°19'21" WEST, A DISTANCE OF 30.48 FEET THENCE SOUTH 40°20'41" WEST, A DISTANCE OF 19.87 FEET; THENCE SOUTH 52°09'19" WEST, A DISTANCE OF 30.02 FEET; THENCE SOUTH 79°17'01" WEST, A DISTANCE OF 28.62 FEET; THENCE NORTH 78°57'47" WEST, A DISTANCE OF 22.10 FEET; THENCE NORTH 41°55'22" WEST, A DISTANCE OF 29.16 FEET; THENCE NORTH 31°39'43" WEST, A DISTANCE OF 26.61 FEET; TO THE POINT OF BEGINNING.

CONTAINING 13,414.70 SQUARE FEET OR 0.31 ACRES, MORE OR LESS.

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

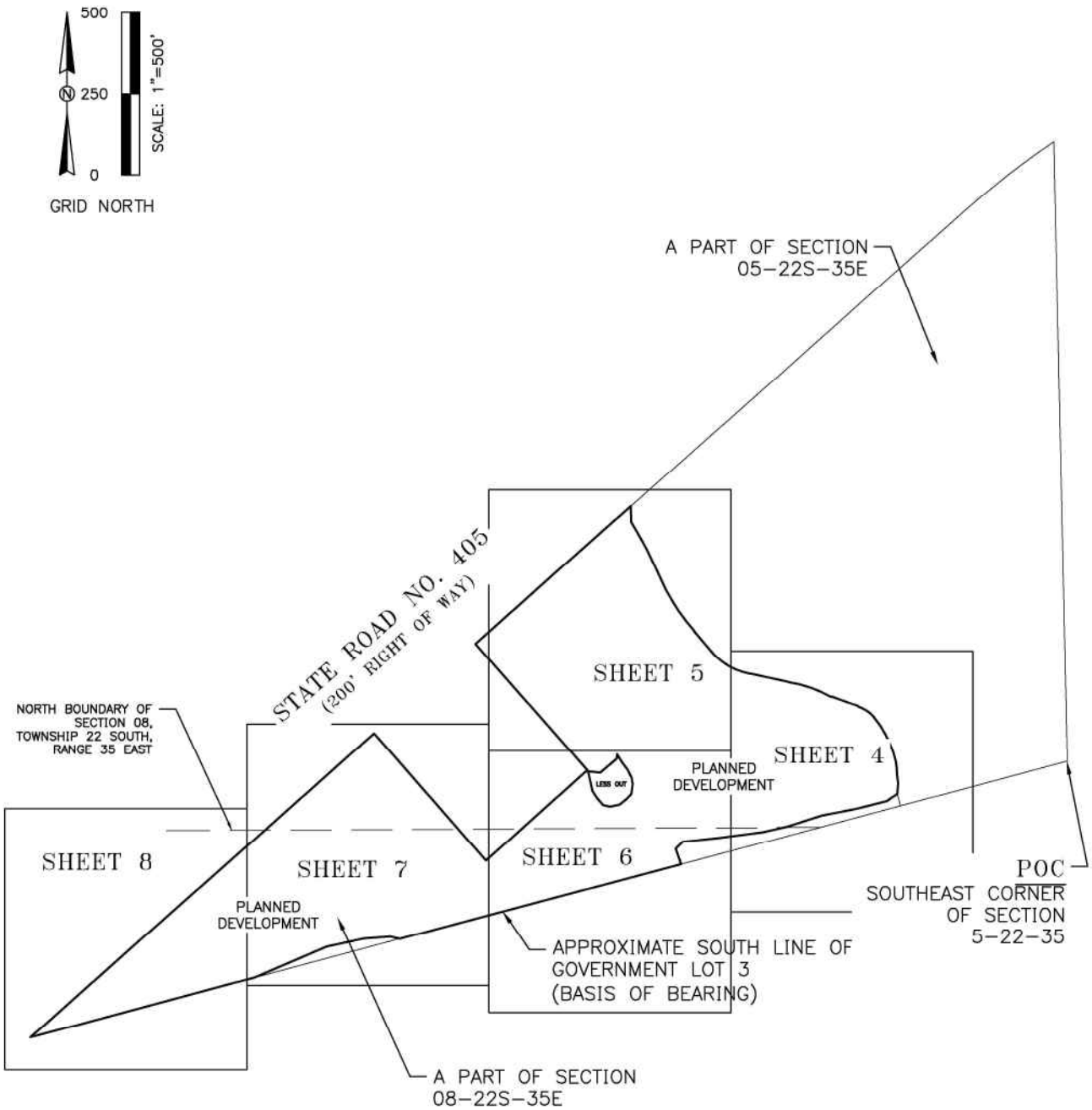
HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474
3409 W LEMON ST TAMPA, FL 33609 813.250.3535
2400 N. FORSYTH 106 ORLANDO, FL 32807 407.362.5929
8340 CONSUMER CIRCLE SARASOTA, FL 32807 941.377.9178

ZONING CHANGE
GENERAL USE to PLANED DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	HBR	07/26/2024	2/9

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

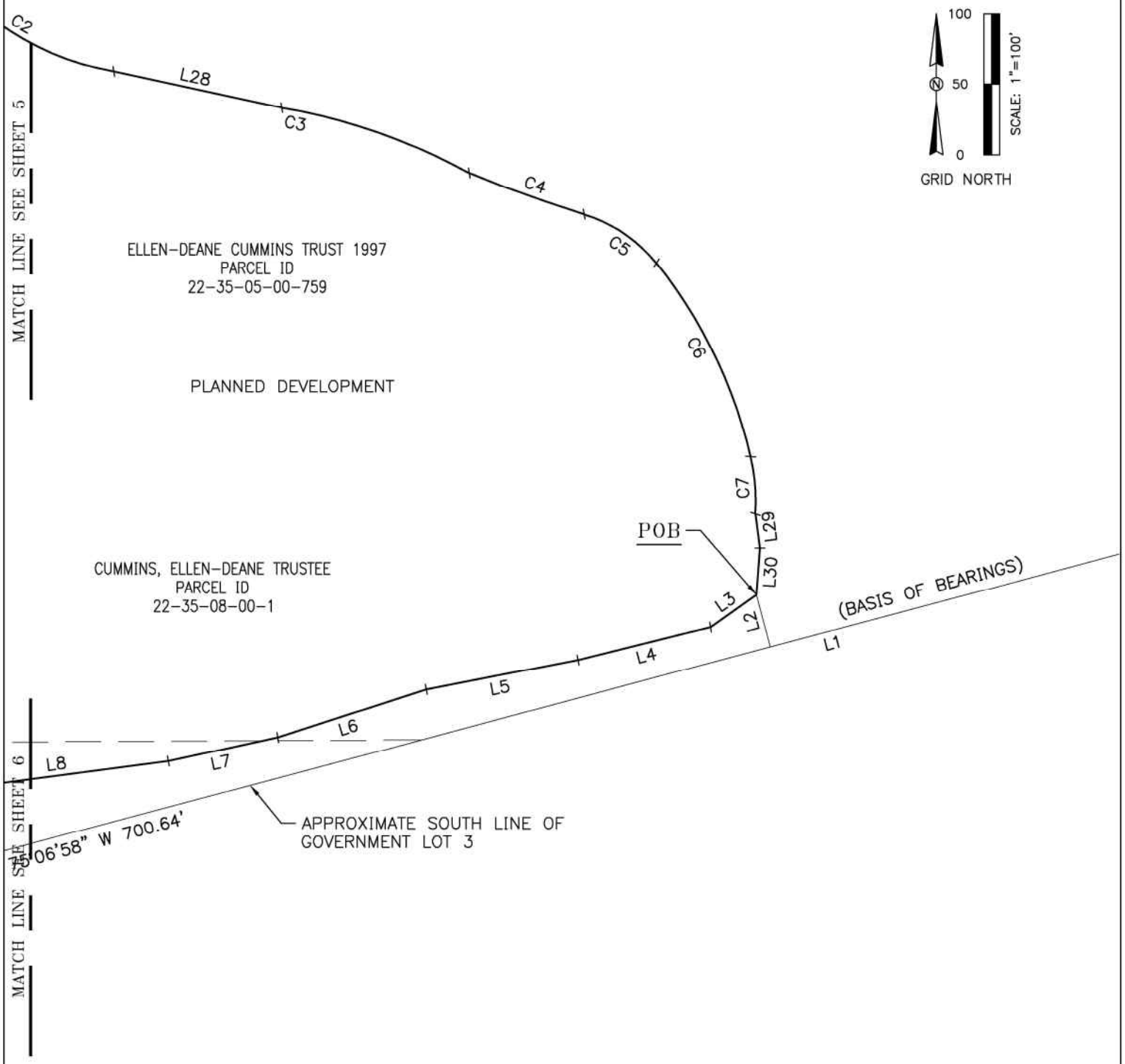
ZONING CHANGE
GENERAL USE to PLANED DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	HBR	07/26/2024	3/9

L:\4k\04225 Singleton Ave 44 Acre\2024 Zoning Revisions\SOUTH\South- GU to PD revised.dwg (Sketch (3)) harryr Aug 06, 2024 - 10:50am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

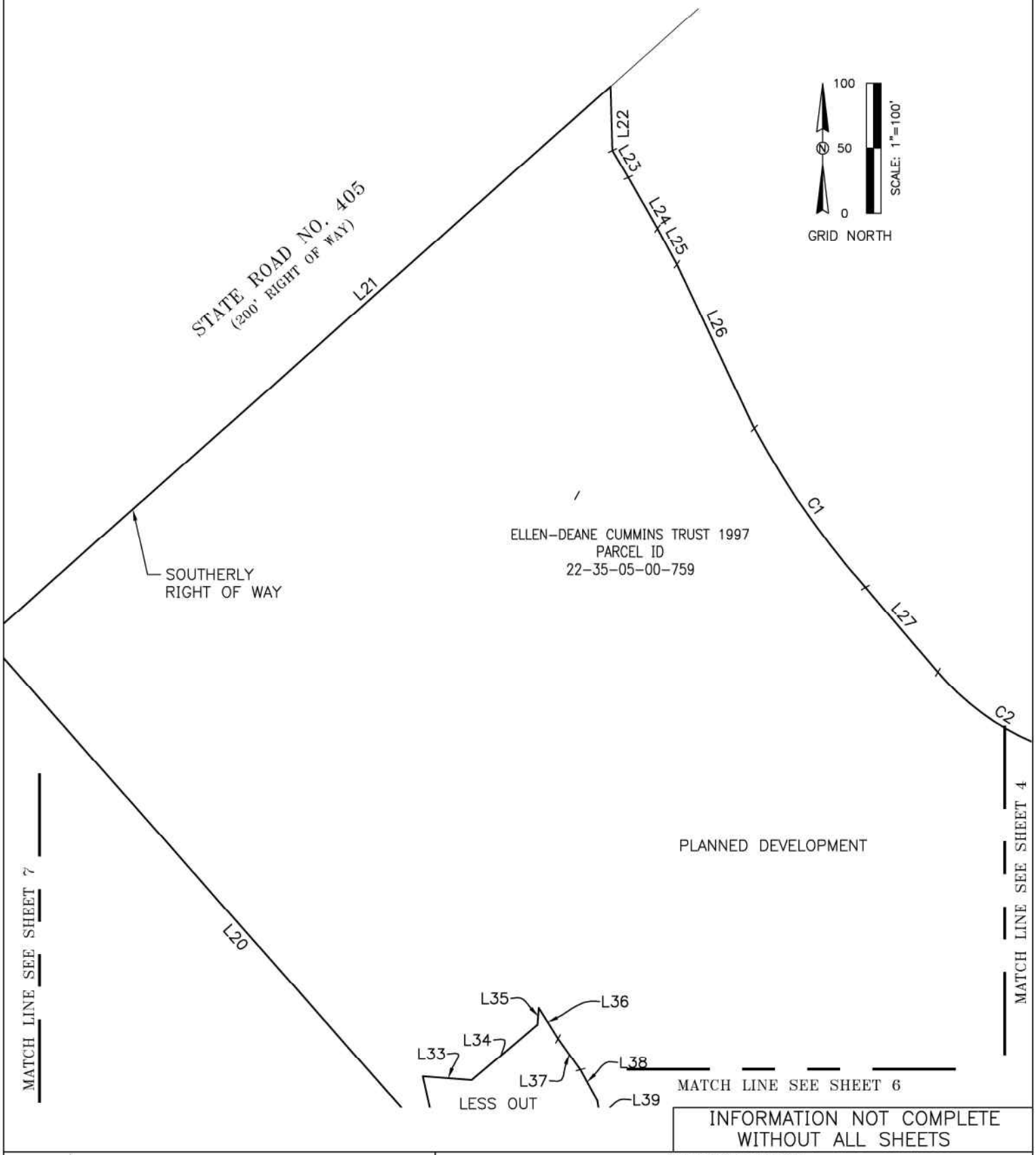
ZONING CHANGE
GENERAL USE to PLANED DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	HBR	07/26/2024	4/9

L:\4k\04225 Singleton Ave 44 Acre\2024 Zoning Revisions\SOUTH\South- GU to PD revised.dwg (Sketch (4)) harryr Aug 06, 2024 - 10:50am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

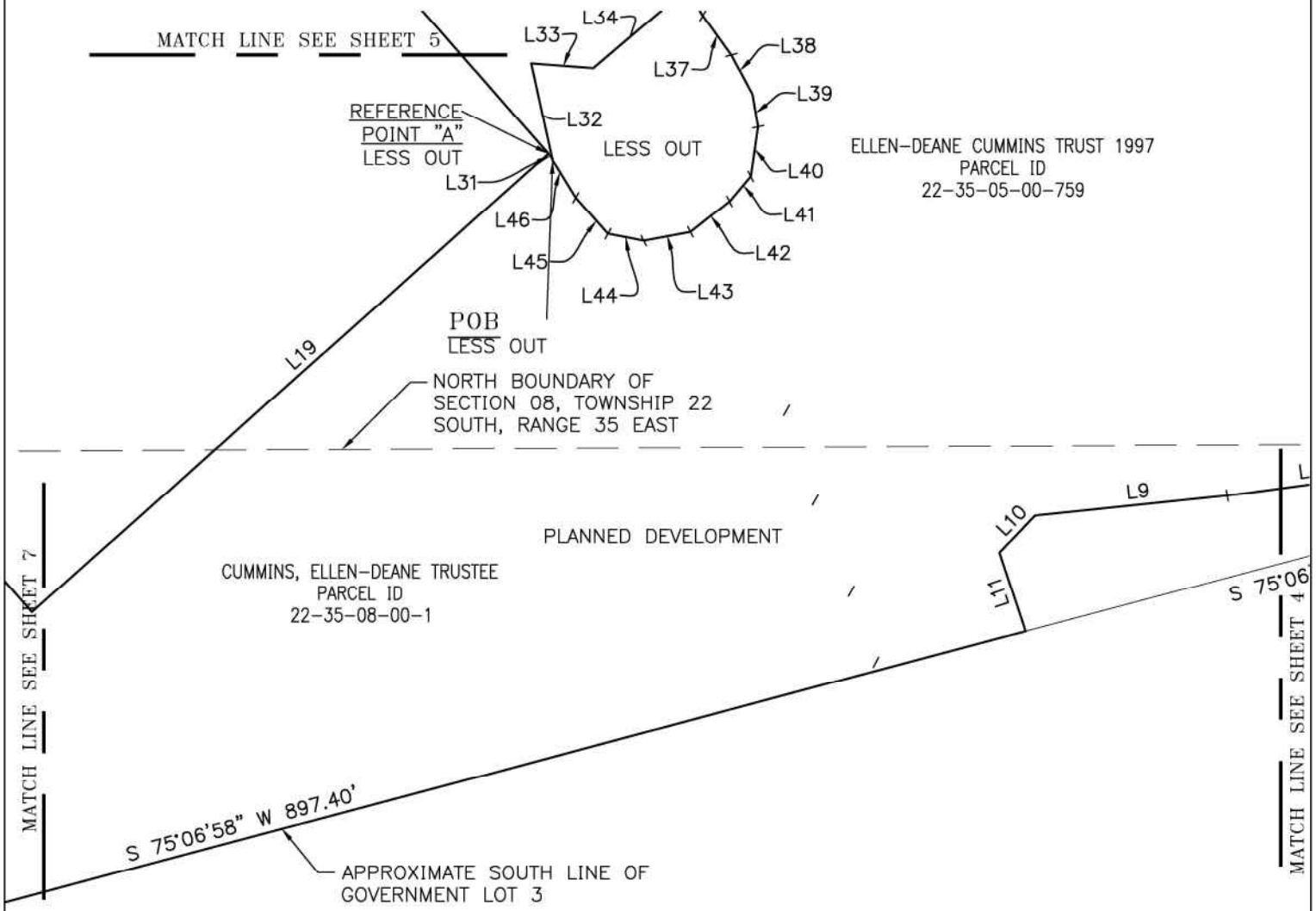
ZONING CHANGE
GENERAL USE to PLANED DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

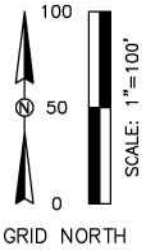
SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	HBR	07/26/2024	5/9

L:\4k\04225 Singleton Ave 44 Acre\2024 Zoning Revisions\SOUTH\South- GU to PD revised.dwg (Sketch (5)) harryr Aug 06, 2024 - 10:51am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"





INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

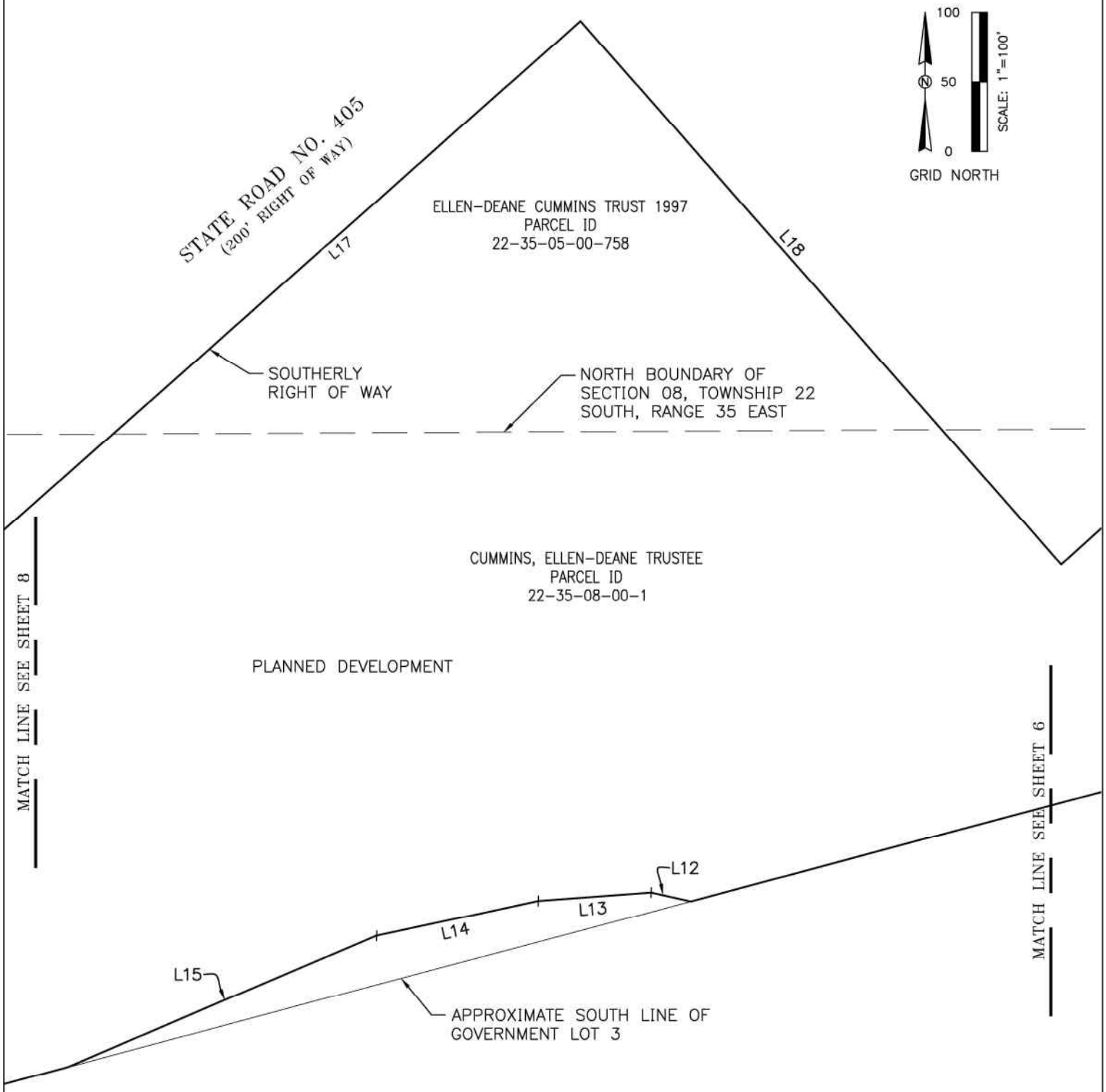
ZONING CHANGE
GENERAL USE to PLANED DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	HBR	07/26/2024	6/9

L:\4k\04225 Singleton Ave 44 Acre\2024 Zoning Revisions\SOUTH\South- GU to PD revised.dwg (Sketch (6)) harryr Aug 06, 2024 - 10:51am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

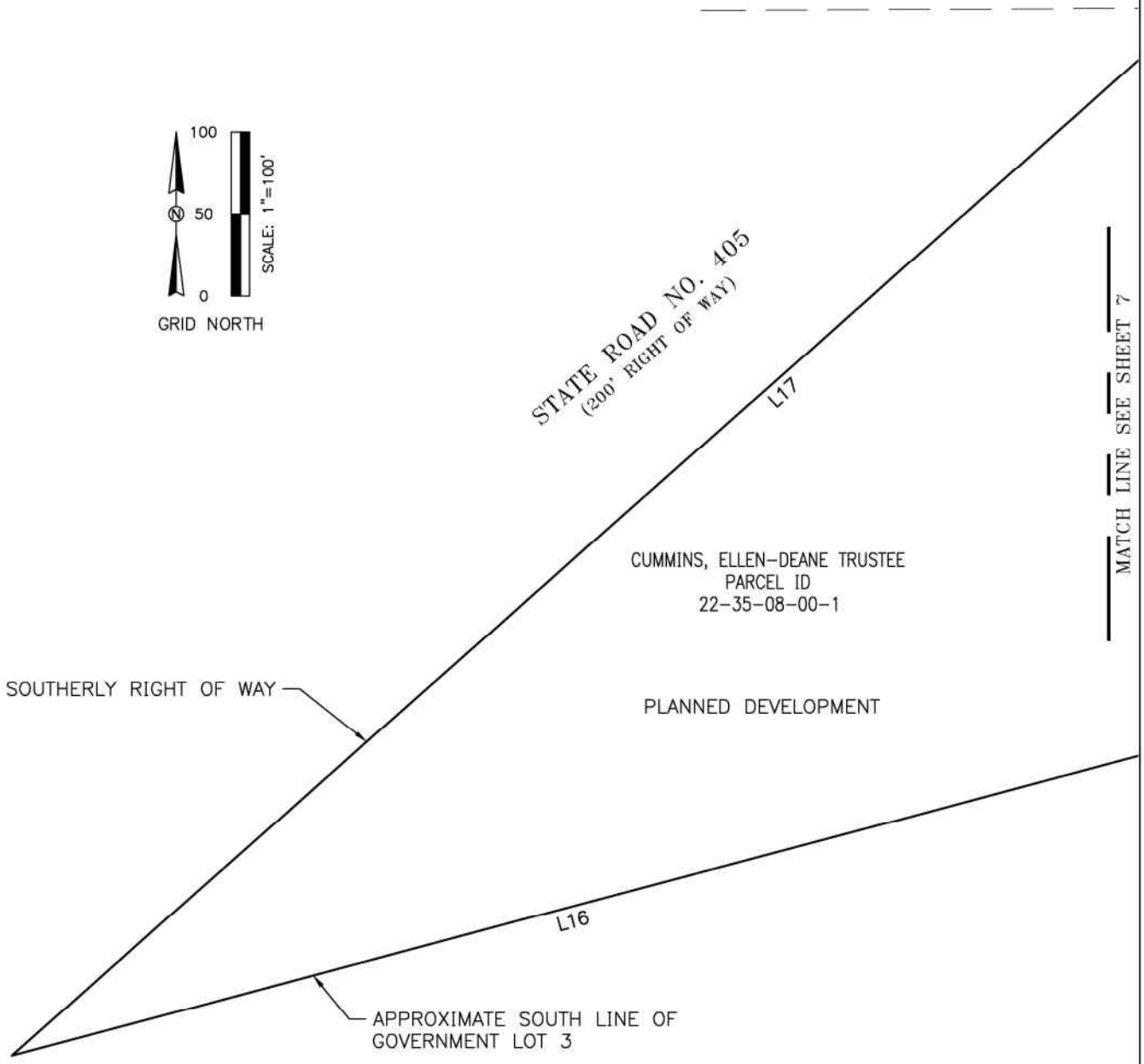
ZONING CHANGE
GENERAL USE to PLANED DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	HBR	07/26/2024	7/9

L:\4k\04225 Singleton Ave 44 Acre\2024 Zoning Revisions\SOUTH\South- GU to PD revised.dwg (Sketch (7)) harryr Aug 06, 2024 - 10:51am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

ZONING CHANGE
GENERAL USE to PLANED DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	HBR	07/26/2024	8/9

L:\4k\04225 Singleton Ave 44 Acre\2024 Zoning Revisions\SOUTH\South- GU to PD revised.dwg (Sketch (8)) harryr Aug 06, 2024 - 10:52am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

LINE TABLE		
LINE#	DIRECTION	LENGTH
L1	S 75°06'58" W	531.56'
L2	N 14°53'02" W	38.21'
L3	S 54°47'19" W	39.63'
L4	S 76°01'09" W	96.65'
L5	S 79°00'01" W	109.34'
L6	S 72°15'35" W	110.33'
L7	S 77°43'07" W	79.24'
L8	S 82°30'22" W	130.54'
L9	S 83°57'46" W	116.79'
L10	S 43°54'16" W	31.20'
L11	S 18°28'26" E	50.16'
L12	N 77°26'24" W	29.27'
L13	S 85°46'29" W	81.31'
L14	S 77°48'33" W	118.98'
L15	S 66°58'41" W	241.04'
L16	S 75°06'58" W	715.43'
L17	N 48°33'44" E	1413.77'
L18	S 41°29'44" E	521.76'
L19	N 48°24'08" E	417.82'

LINE TABLE		
LINE#	DIRECTION	LENGTH
L20	N 41°32'24" W	520.98'
L21	N 48°29'31" E	639.84'
L22	S 01°32'33" E	49.39'
L23	S 30°29'30" E	24.11'
L24	S 30°02'47" E	44.82'
L25	S 28°16'46" E	31.30'
L26	S 25°16'49" E	139.25'
L27	S 40°33'10" E	85.64'
L28	S 77°48'24" E	121.52'
L29	S 07°31'10" E	24.07'
L30	S 04°13'12" W	33.09'
L31	S 30°22'34" E	4.87'
L32	N 12°30'33" W	60.11'
L33	S 85°37'27" E	37.59'
L34	N 50°02'16" E	65.68'
L35	N 05°05'01" E	12.96'
L36	S 32°20'04" E	27.74'
L37	S 36°02'32" E	29.36'
L38	S 28°27'11" E	27.00'

LINE TABLE		
LINE#	DIRECTION	LENGTH
L39	S 09°37'21" E	19.79'
L40	S 08°19'21" W	30.48'
L41	S 40°20'41" W	19.87'
L42	S 52°09'19" W	30.02'
L43	S 79°17'01" W	28.62'
L44	N 78°57'47" W	22.10'
L45	N 41°55'22" W	29.16'
L46	N 31°39'43" W	26.61'

CURVE TABLE					
CURVE#	RADIUS	CHORD BEARING	CHORD LENGTH	ARC LENGTH	DELTA
C1	645.41'	S 34°53'24" E	149.07'	149.40'	13°15'46"
C2	197.67'	S 60°20'57" E	133.89'	136.60'	39°35'35"
C3	416.53'	S 70°56'43" E	140.31'	140.99'	19°23'36"
C4	943.10'	S 70°09'47" E	86.42'	86.45'	5°15'08"
C5	106.21'	S 55°53'26" E	61.75'	62.65'	33°47'50"
C6	337.29'	S 25°56'58" E	152.24'	153.56'	26°05'07"
C7	144.10'	S 04°43'51" E	40.99'	41.13'	16°21'08"

INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

ZONING CHANGE
GENERAL USE to PLANED DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	HBR	07/26/2024	9/9

L:\4k\04225 Singleton Ave 44 Acre\2024 Zoning Revisions\SOUTH\South- GU to PD revised.dwg (Sketch (9)) harryr Aug 06, 2024 - 10:52am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

LEGAL DESCRIPTION:

A TRACT OF LAND BEING IN SECTION 05 AND 08, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

PARCEL 1
COMMENCE AT THE SOUTHEAST CORNER OF SECTION 05, TOWNSHIP 22 SOUTH, RANGE 35 EAST OF BREVARD COUNTY; THENCE SOUTH 75°06'58" WEST ALONG THE APPROXIMATE SOUTH LINE OF GOVERNMENT LOT 3, A DISTANCE OF 981.17 FEET; THENCE NORTH 14°53'02" WEST, A DISTANCE OF 33.73 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 68°04'35" WEST, A DISTANCE OF 22.75 FEET; THENCE SOUTH 74°13'54" WEST, A DISTANCE OF 121.16 FEET; THENCE SOUTH 63°56'35" WEST, A DISTANCE OF 54.96 FEET; THENCE SOUTH 77°48'50" WEST, A DISTANCE OF 54.77 FEET; THENCE NORTH 18°27'34" WEST, A DISTANCE OF 29.12 FEET; THENCE NORTH 43°54'16" EAST, A DISTANCE OF 31.20 FEET TO A POINT TO BE KNOWN AS REFERENCE POINT "A"; THENCE NORTH 83°57'46" EAST, A DISTANCE OF 116.79 FEET; THENCE NORTH 82°30'22" EAST, A DISTANCE OF 113.02 FEET TO THE POINT OF BEGINNING.

CONTAINING 5,964.53 SQUARE FEET OR 0.14 ACRES, MORE OR LESS.

TOGETHER WITH

PARCEL 2
COMMENCE AT REFERENCE POINT "A"; THENCE NORTH 39°59'21" WEST, A DISTANCE OF 267.56 FEET; TO THE POINT OF BEGINNING; THENCE SOUTH 40°20'41" WEST, A DISTANCE OF 19.87 FEET; THENCE SOUTH 52°09'19" WEST, A DISTANCE OF 30.02 FEET; THENCE SOUTH 79°17'01" WEST, A DISTANCE OF 28.62 FEET; THENCE NORTH 78°57'47" WEST, A DISTANCE OF 22.10 FEET; THENCE NORTH 41°55'22" WEST, A DISTANCE OF 29.16 FEET; THENCE NORTH 31°39'43" WEST, A DISTANCE OF 26.61 FEET; THENCE NORTH 12°30'33" WEST, A DISTANCE OF 60.11 FEET; THENCE SOUTH 85°37'27" EAST, A DISTANCE OF 37.59 FEET; THENCE NORTH 50°02'16" EAST, A DISTANCE OF 65.68 FEET; THENCE NORTH 05°05'01" EAST, A DISTANCE OF 12.96 FEET; THENCE SOUTH 32°20'04" EAST, A DISTANCE OF 27.74 FEET; THENCE SOUTH 36°02'32" EAST, A DISTANCE OF 29.36 FEET; THENCE SOUTH 28°27'11" EAST, A DISTANCE OF 27.00 FEET; THENCE SOUTH 09°37'21" EAST, A DISTANCE OF 19.79 FEET; THENCE SOUTH 08°19'21" WEST, A DISTANCE OF 30.48 FEET TO THE POINT OF BEGINNING.

CONTAINING 13,414.70 SQUARE FEET OR 0.308 ACRES, MORE OR LESS.

Legend:

INC.	INCORPORATED
LB	LICENSED BUSINESS
LLC	LIMITED LIABILITY COMPANY
NAD	NORTH AMERICAN DATUM
No.	NUMBER
ORB	OFFICIAL RECORD BOOK
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
R/W	RIGHT OF WAY

Harry B Rogers III
14:09:56 2024.07.29
'00'04-

HARRY B. ROGERS III License Number 6418 STATE OF FLORIDA Professional Surveyor and Mapper

Harry B. Rogers III, PSM — Date
Florida Professional Surveyor & Mapper No. 6418
for Hamilton Engineering and Surveying, LLC.
Certificate of Authorization No. LB8405

BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE GRID BASED ON THE FLORIDA EAST TRANSVERSE MERCATOR STATE PLANE COORDINATE SYSTEM NAD83 DATUM (2011 ADJUSTMENT). THE PROXIMATE SOUTH LINE OF GORMENT LOT 3, HAVING A GRID BEARING OF S 75°06'58" W.

INFORMATION NOT COMPLETE WITHOUT ALL SHEETS

Not valid without the signature and the original raised seal or the unique signature and the digital seal of a Florida Licensed Surveyor and Mapper.

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US LB #8405 CA #8474
3409 W LEMON ST TAMPA, FL 33609 813.250.3535
2400 N. FORSYTH 106 ORLANDO, FL 32807 407.362.5929
8340 CONSUMER CIRCLE SARASOTA, FL 32807 941.377.9178

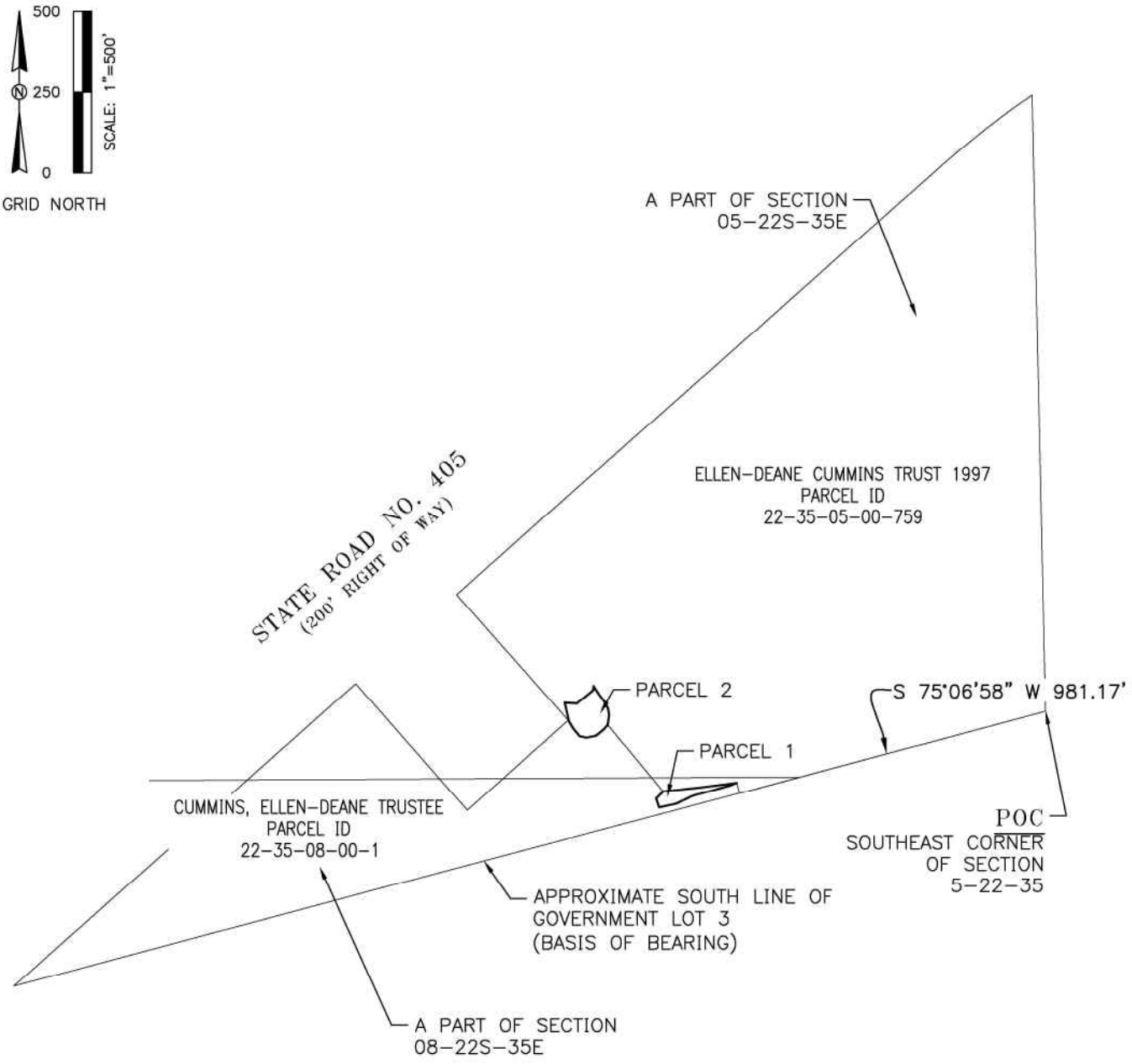
ZONING CHANGE
OPEN SPACE & RECREATION to PLANNED UNIT DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	GCT	07/26/2024	1/4

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\1-Zoning Sketches\South\South- OR to PUD revised.dwg (Sketch) harryr Jul 29, 2024 - 7:52am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

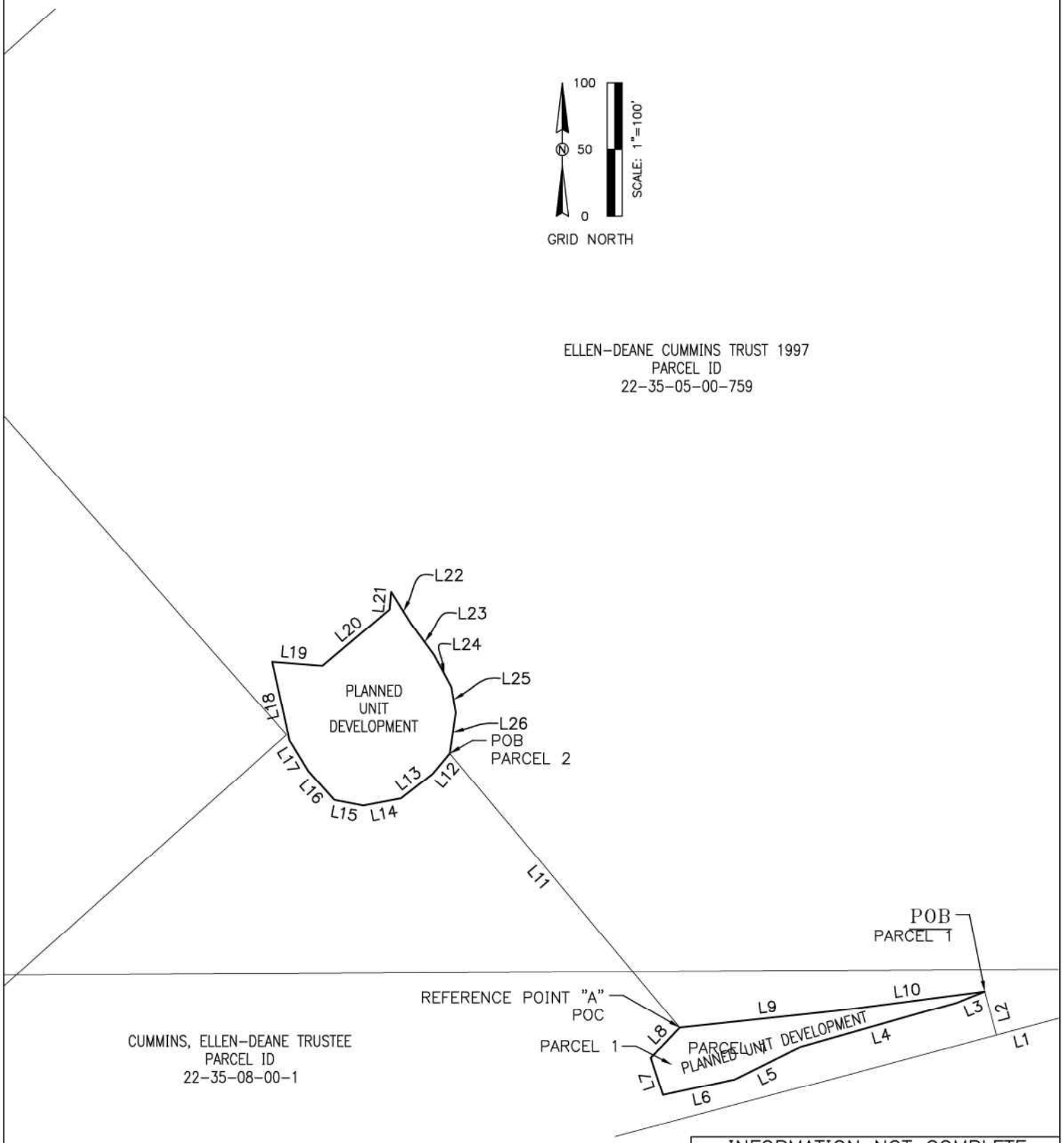
ZONING CHANGE
OPEN SPACE & RECREATION to PLANNED UNIT DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	GCT	07/26/2024	2/4

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\1-Zoning Sketches\South\South- OR to PUD revised.dwg (Sketch (2)) harryr Jul 29, 2024 - 7:52am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"



INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

ZONING CHANGE
OPEN SPACE & RECREATION to PLANNED UNIT DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	GCT	07/26/2024	3/4

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\1-Zoning Sketches\South\South- OR to PUD revised.dwg (Sketch (3)) harryr Jul 29, 2024 - 7:52am

SKETCH & DESCRIPTION – NOT A BOUNDARY SURVEY

EXHIBIT "A"

PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S 75°06'58" W	981.17
L2	N 14°53'02" W	33.73
L3	S 68°04'35" W	22.75
L4	S 74°13'54" W	121.16
L5	S 63°56'35" W	54.96
L6	S 77°48'50" W	54.77
L7	N 18°27'34" W	29.12
L8	N 43°54'16" E	31.20
L9	N 83°57'46" E	116.79
L10	N 82°30'22" E	113.02
L11	N 39°59'21" W	267.56
L12	S 40°20'41" W	19.87
L13	S 52°09'19" W	30.02
L14	S 79°17'01" W	28.62
L15	N 78°57'47" W	22.10
L16	N 41°55'22" W	29.16
L17	N 31°39'43" W	26.61
L18	N 12°30'33" W	60.11

PARCEL LINE TABLE		
LINE #	DIRECTION	LENGTH
L19	S 85°37'27" E	37.59
L20	N 50°02'16" E	65.68
L21	N 05°05'01" E	12.96
L22	S 32°20'04" E	27.74
L23	S 36°02'32" E	29.36
L24	S 28°27'11" E	27.00
L25	S 09°37'21" E	19.79
L26	S 08°19'21" W	30.48

INFORMATION NOT COMPLETE
WITHOUT ALL SHEETS

HAMILTON
ENGINEERING & SURVEYING, LLC
www.HamiltonEngineering.US
LB #8405 CA #8474

3409 W LEMON ST
TAMPA, FL 33609
813.250.3535

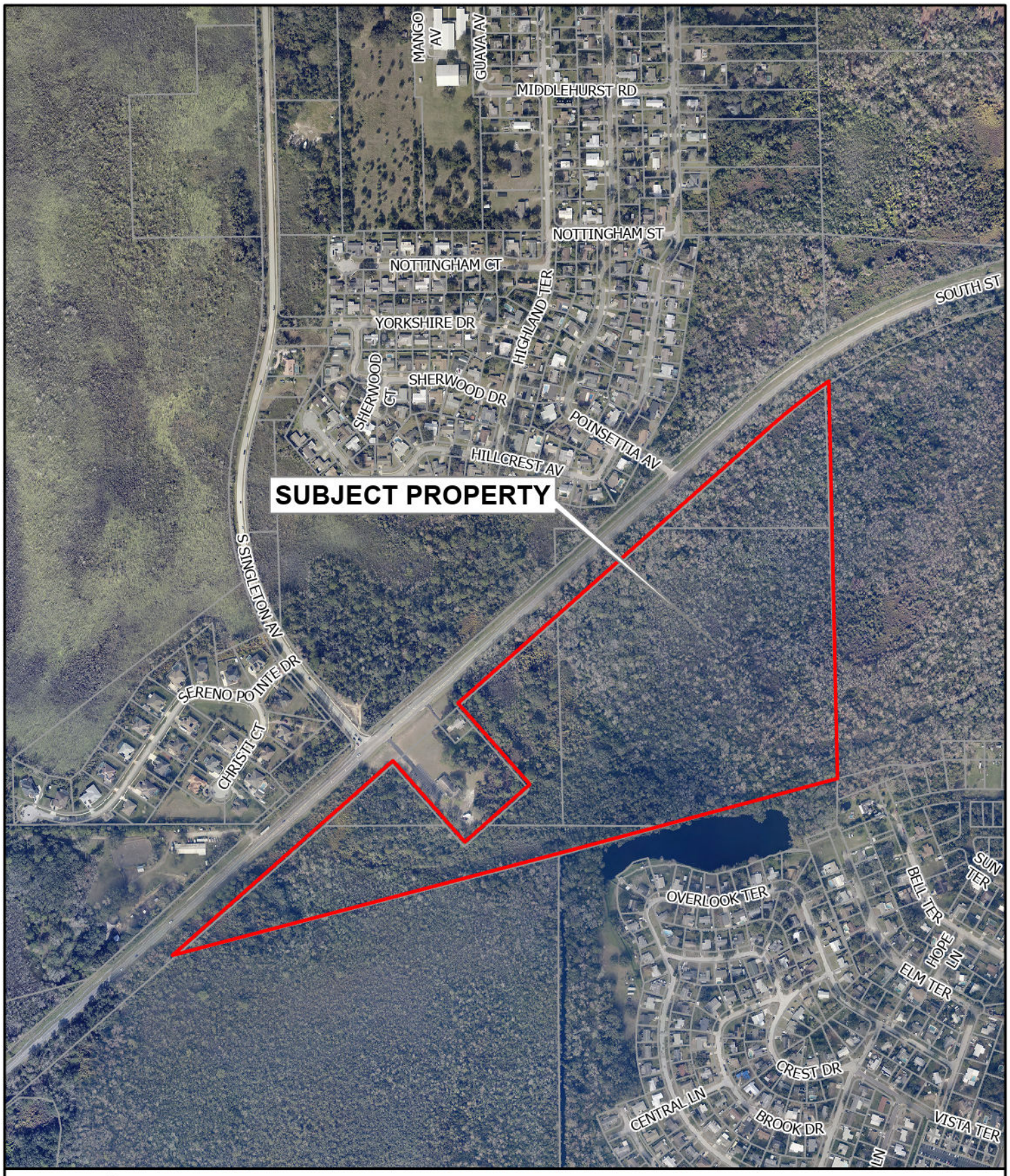
2400 N. FORSYTH 106
ORLANDO, FL 32807
407.362.5929

8340 CONSUMER CIRCLE
SARASOTA, FL 32807
941.377.9178

ZONING CHANGE
OPEN SPACE & RECREATION to PLANNED UNIT DEVELOPMENT
SR 405 AND SINGLETON - SOUTH
TITUSVILLE, FLORIDA 32796

SECTION TOWNSHIP RANGE	JOB NUMBER	DRAWN BY:	DATE	
05/08-22S-35E	04225.0001	GCT	07/26/2024	4/4

L:\4k\04225 Singleton Ave 44 Acre\0002 Zoning & Future Land Use\1-Zoning Sketches\South\South- OR to PUD revised.dwg (Sketch (4)) harryr Jul 29, 2024 - 7:53am



Aerial 2024

SSA_2-2024

0 350 700 1,400 Feet

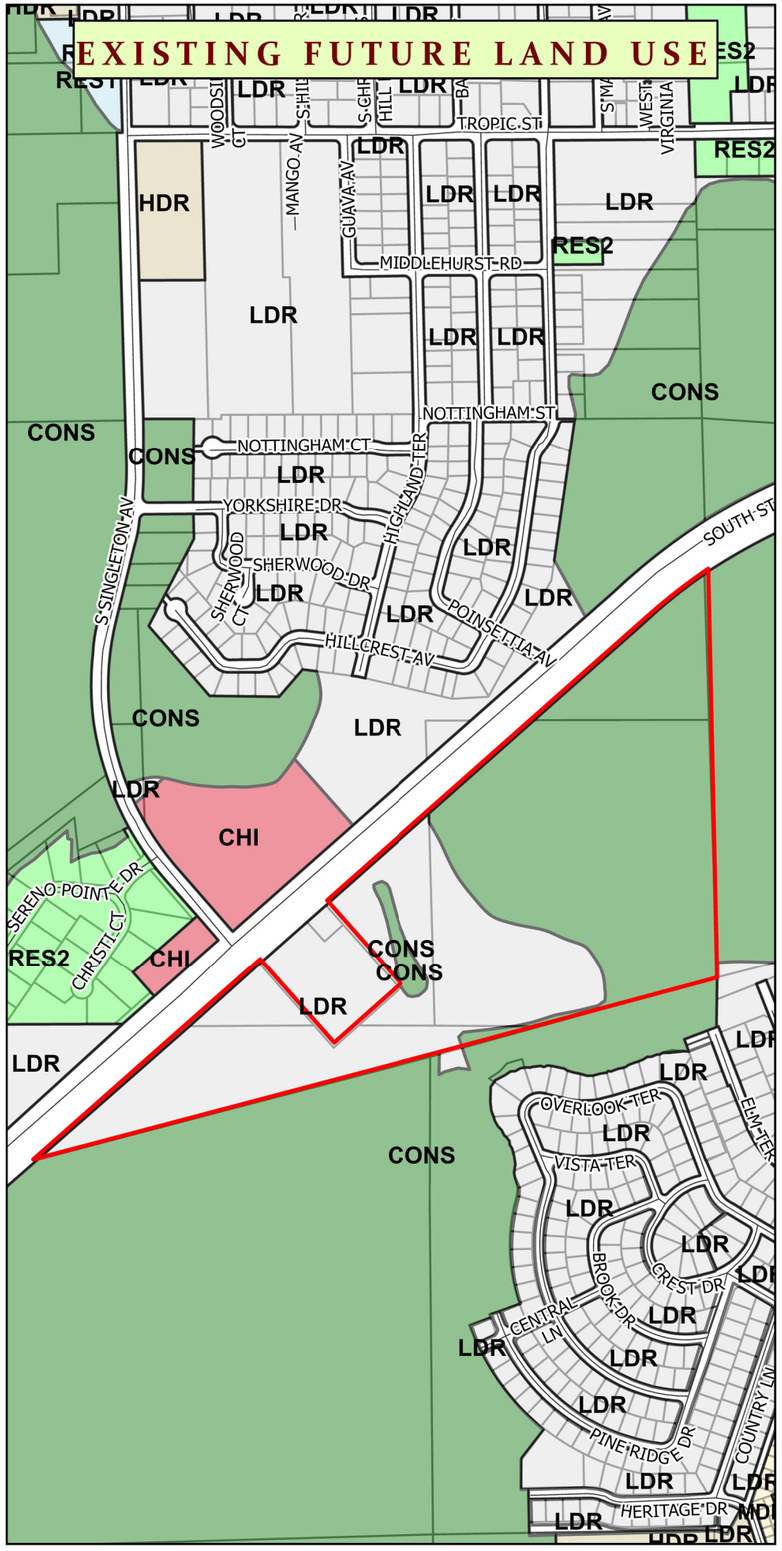
Community Development Department

Aerial photography provided by the Brevard County Property Appraiser's Office

8/27/2024

Q:\GIS\Community Development\PLANNING\Planning Templates\ArcPro\PlanningMaps\

SSA 2-2024



EXISTING FLU ACREAGE

CONS: 38.36 AC
LDR: 29.14 AC

PROPOSED FLU ACREAGE

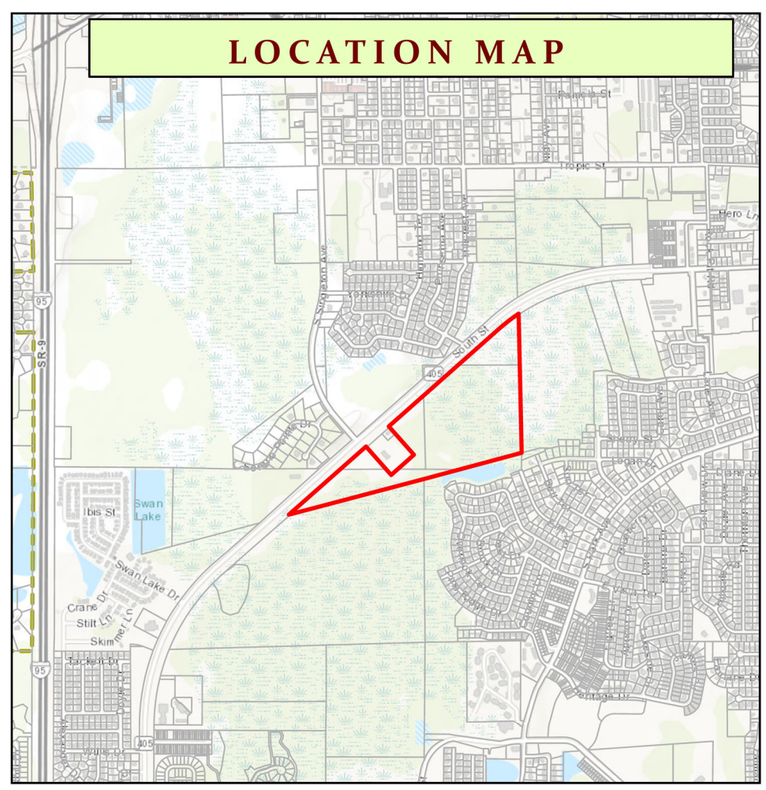
CONS: 49.06 AC
LDR: 17.44 AC

N
W
E
S

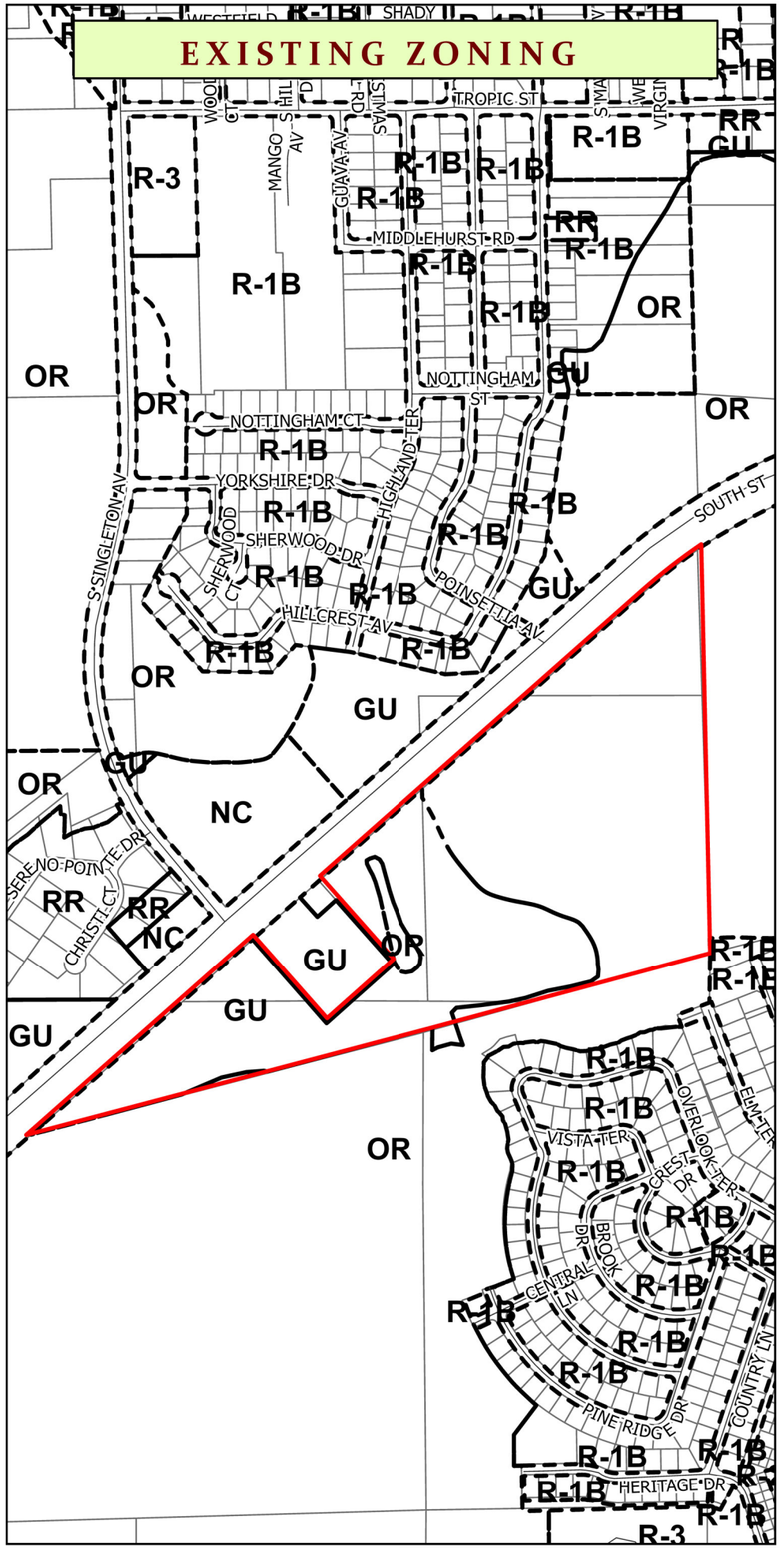
FUTURE LAND USE

- COMMERCIAL HIGH INTENSITY
- CONSERVATION
- HIGH-DENSITY RESIDENTIAL
- LOW-DENSITY RESIDENTIAL
- MEDIUM-DENSITY RESIDENTIAL
- Residential One
- Residential Two

0 450 900 1,800 Feet


LOCATION MAP
Tropic St
Swan St
Swan Lake
Swan Lake Dr
Ibis St
Crane Ct
Stilt Ln
Skimmer Ln
Tacket Dr
Heritage Dr
Hero Ln
Raleigh St
Sherry St
Sherry Ln
Sherry Ct
Cline Ct
Cline Dr
Cline Ln
Cline St
Cline Cir
Cline Way
Cline Ave
Cline Pl
Cline Rd
Cline Blvd
Cline Trl
Cline Pkwy
Cline Hwy
Cline Sq
Cline Ctr
Cline Mall
Cline Plaza
Cline Park
Cline Square
Cline Center

SSA 2-2024

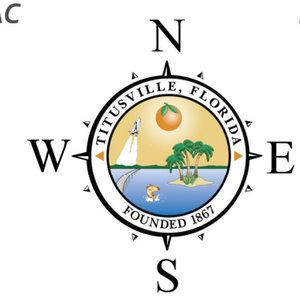


EXISTING ZONING ACREAGE

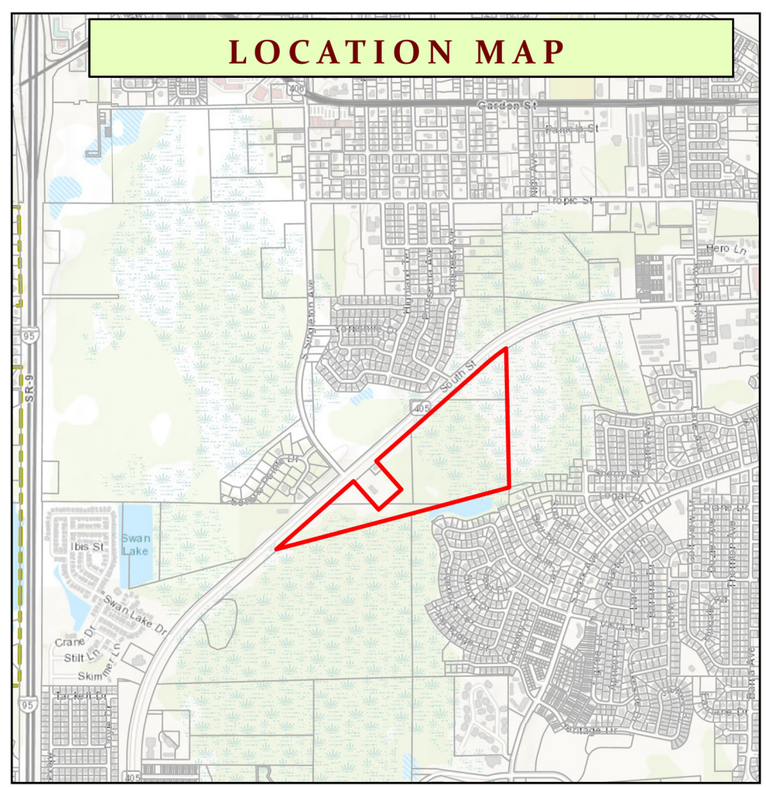
OR: 30.79 AC
GU: 27.71 AC

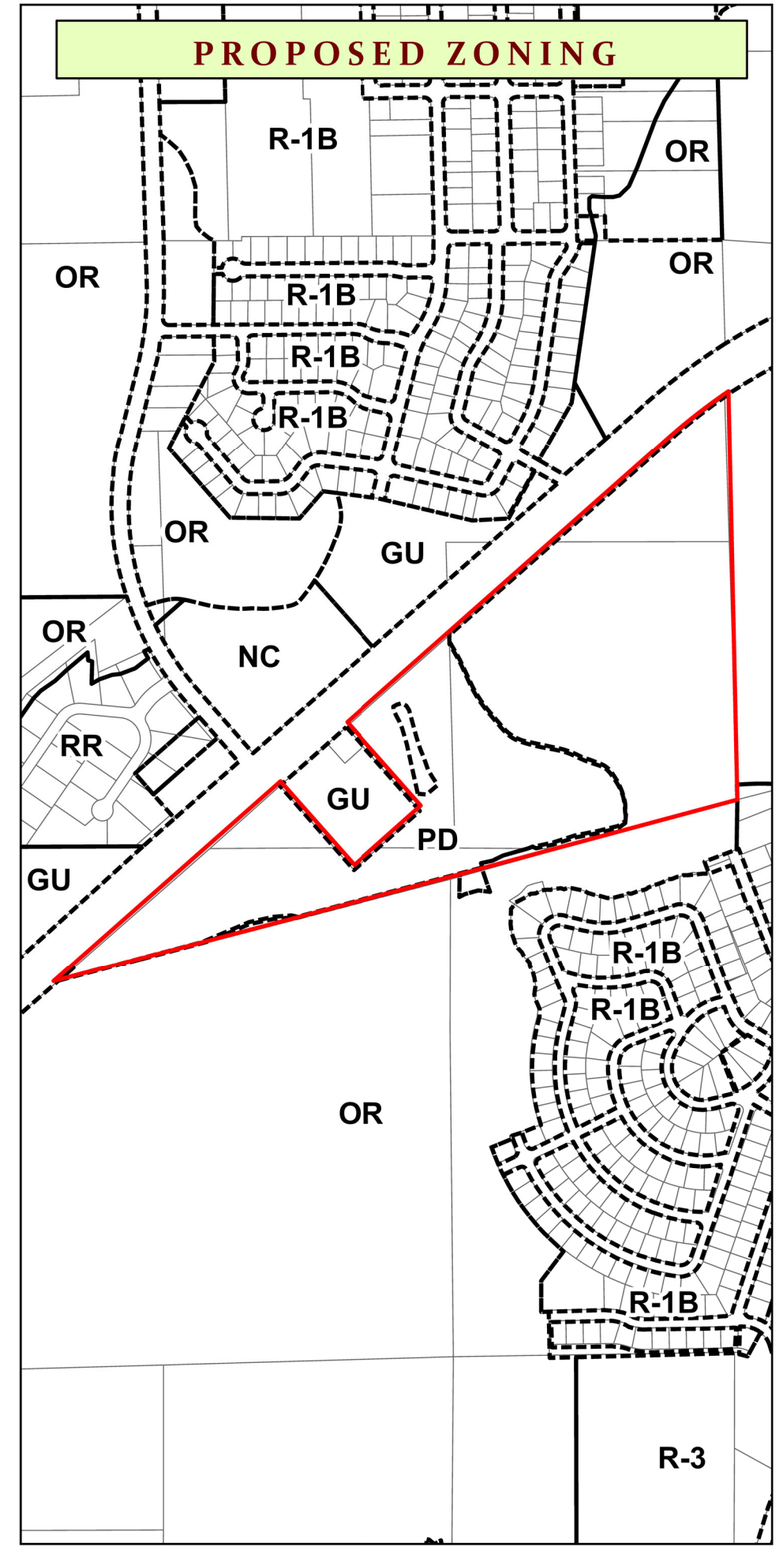
PROPOSED ZONING ACREAGE

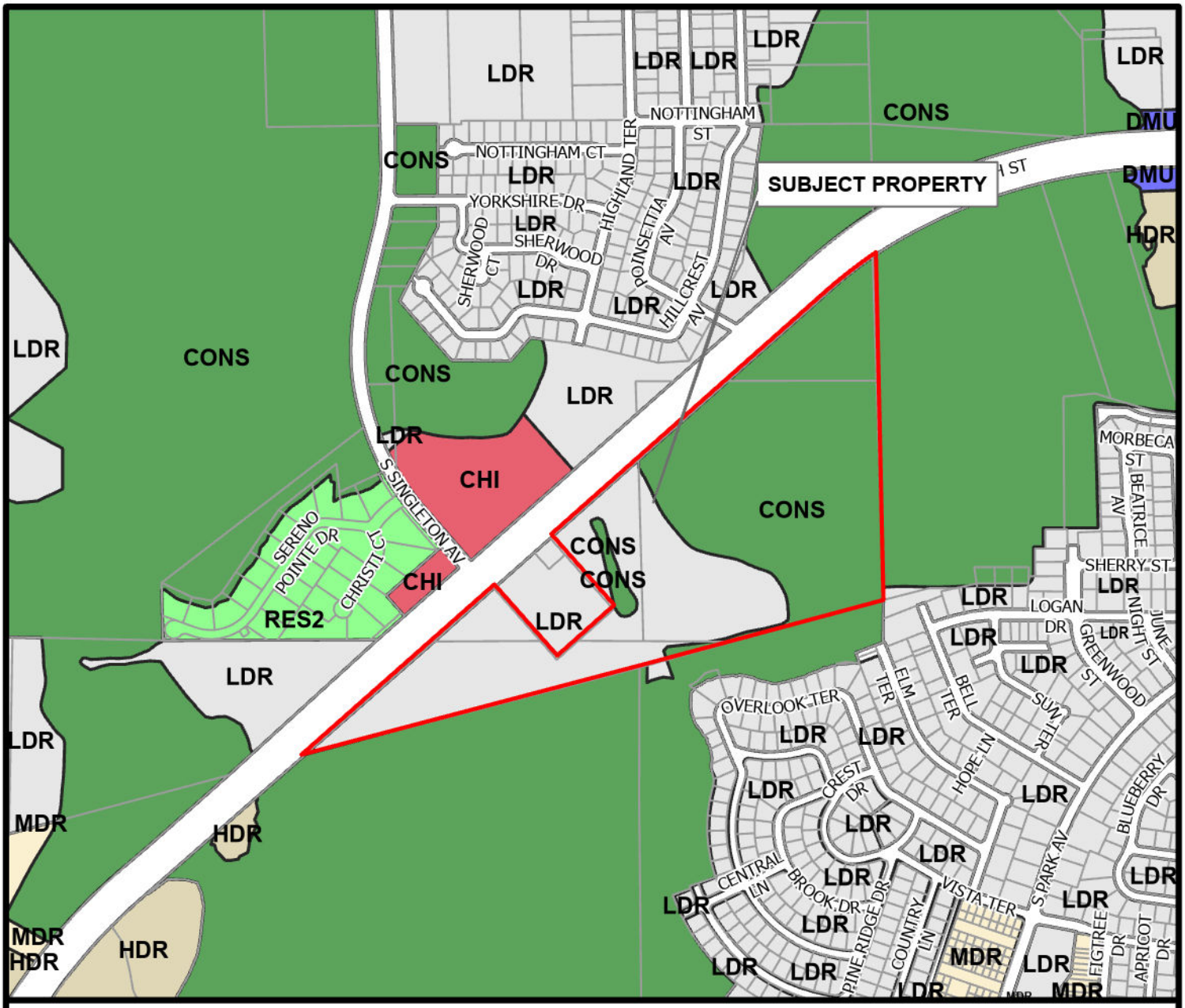
OR: 37.37 AC
PD: 29.13 AC



0 500 1,000 2,000 Feet







LOCATION OF PROPERTY AND FUTURE LAND USE MAP

CHI	COMMERCIAL HIGH INTENSITY	ED	EDUCATIONAL	PIP	PLANNED INDUSTRIAL PARK	RES-2	RESIDENTIAL-2
CLI	COMMERCIAL LOW INTENSITY	IND	INDUSTRIAL	PSP	PUBLIC/ SEMI-PUBLIC	RMU	REGIONAL MIXED USE
CONS	CONSERVATION	HDR	HIGH-DENSITY RESIDENTIAL	PUD	PLANNED UNIT DEVELOPMENT	SMU	SHORELINE MIXED-USE
DMU	DOWNTOWN MIXED-USE	MDR	MEDIUM-DENSITY RESIDENTIAL	REC	RECREATIONAL	UMU	URBAN MIXED-USE
		LDR	LOW-DENSITY RESIDENTIAL	RES-1	RESIDENTIAL-1	US1	US-1 CORRIDOR

Subject

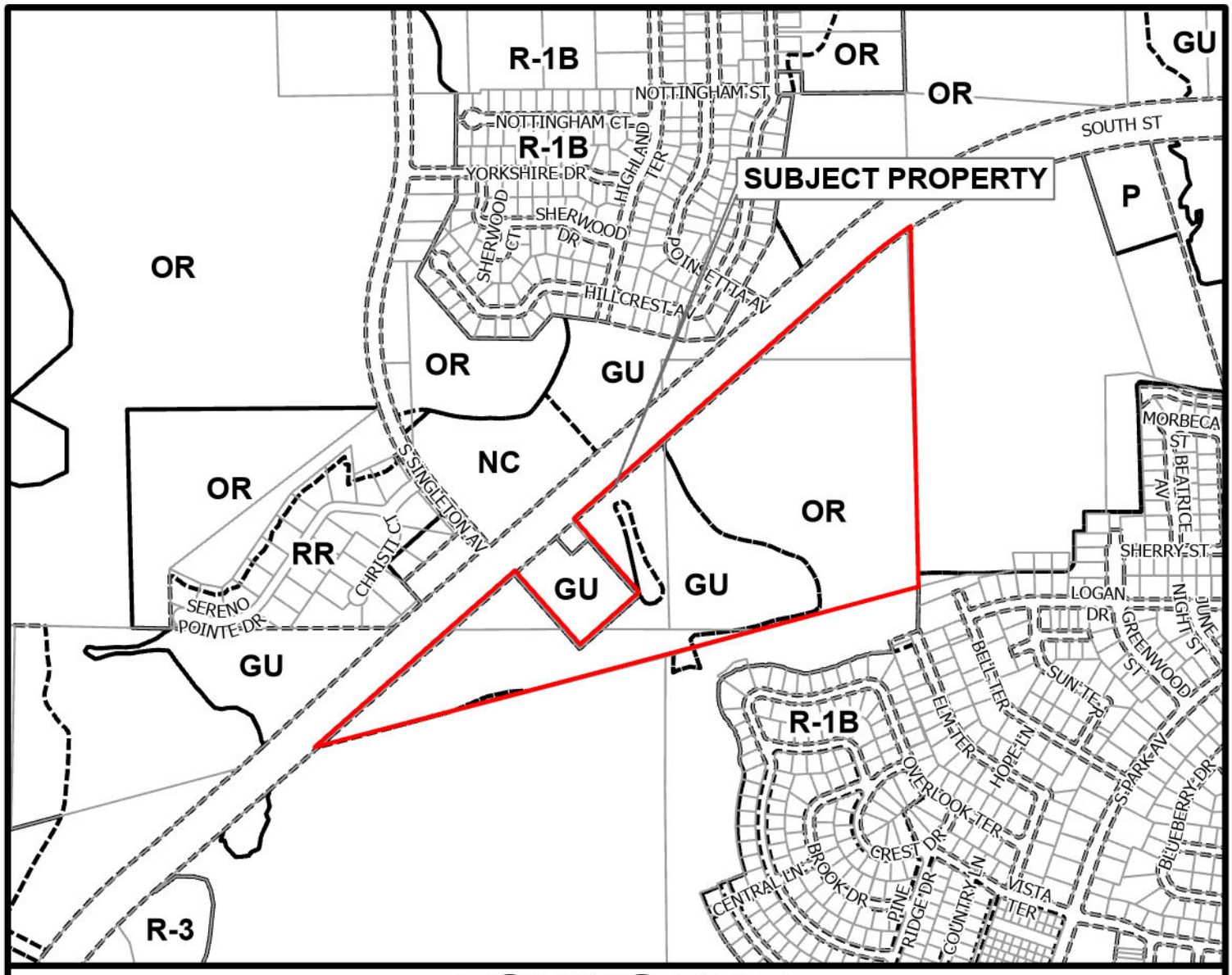
N W E S

0 500 1,000 2,000 Feet

Community Development Department

8/27/2024

Q:\GIS\Community Development\PLANNING\Planning Templates\ArcPro\PlanningMaps



ZONING MAP

RESIDENTIAL DISTRICTS

RE	RESIDENTIAL ESTATES
RR	RURAL RESIDENTIAL
R-1A	SINGLE FAMILY, LOW DENSITY
R-1B	SINGLE FAMILY, MEDIUM DENSITY
R-1C	SINGLE FAMILY, HIGH DENSITY
R-2	MULTIFAMILY, MEDIUM DENSITY
R-3	MULTIFAMILY, HIGH DENSITY
RMH-1	RESIDENTIAL MANUFACTURED HOUSING SUBDIVISION
RMH-2	RESIDENTIAL MANUFACTURED HOUSING PARK

COMMERCIAL DISTRICTS

HM	HOSPITAL MEDICAL
T	TOURIST
NC	NEIGHBORHOOD COMMERCIAL
CC	COMMUNITY COMMERCIAL
RC	REGIONAL COMMERCIAL
OP	OFFICE PROFESSIONAL

INDUSTRIAL DISTRICTS

M-1	LIGHT INDUSTRIAL SERVICES AND WAREHOUSING
M-2	HEAVY INDUSTRIAL
M-3	HIGHWAY INDUSTRIAL INFILL
PID	PLANNED INDUSTRIAL DEVELOPMENT

OVERLAY DISTRICTS

TSA	TITUSVILLE SHORELINE AREA
AIA	AIRPORT IMPACT AREA
WCA	WETLAND AND CONSERVATIONA AREA
ACC	AREA OF CRITICAL CONCERN
HPA	HISTORIC PRESERVATION AREA

SPECIAL DISTRICTS

GU	GENERAL USE
OR	OPEN SPACE AND RECREATION
UMU	URBAN MIXED USE
SMU	SHORELINE MIXED USE
RHP	RESIDENTIAL HISTORIC PRESERVATION
RMU	REGIONAL MIXED USE
PD	PLANNED DEVELOPMENT
P	PUBLIC
UV	URBAN VILLAGE
DMU	DOWNTOWN MIXED USE
IRCN-R	INDIAN RIVER CITY NEIGHBORHOOD RESIDENTIAL
IRCN-C	INDIAN RIVER CITY NEIGHBORHOOD COMMERCIAL

N
W E
S

TITUSVILLE, FLORIDA
FOUNDED 1867

Base Map

City Limits
Zoning
Subject

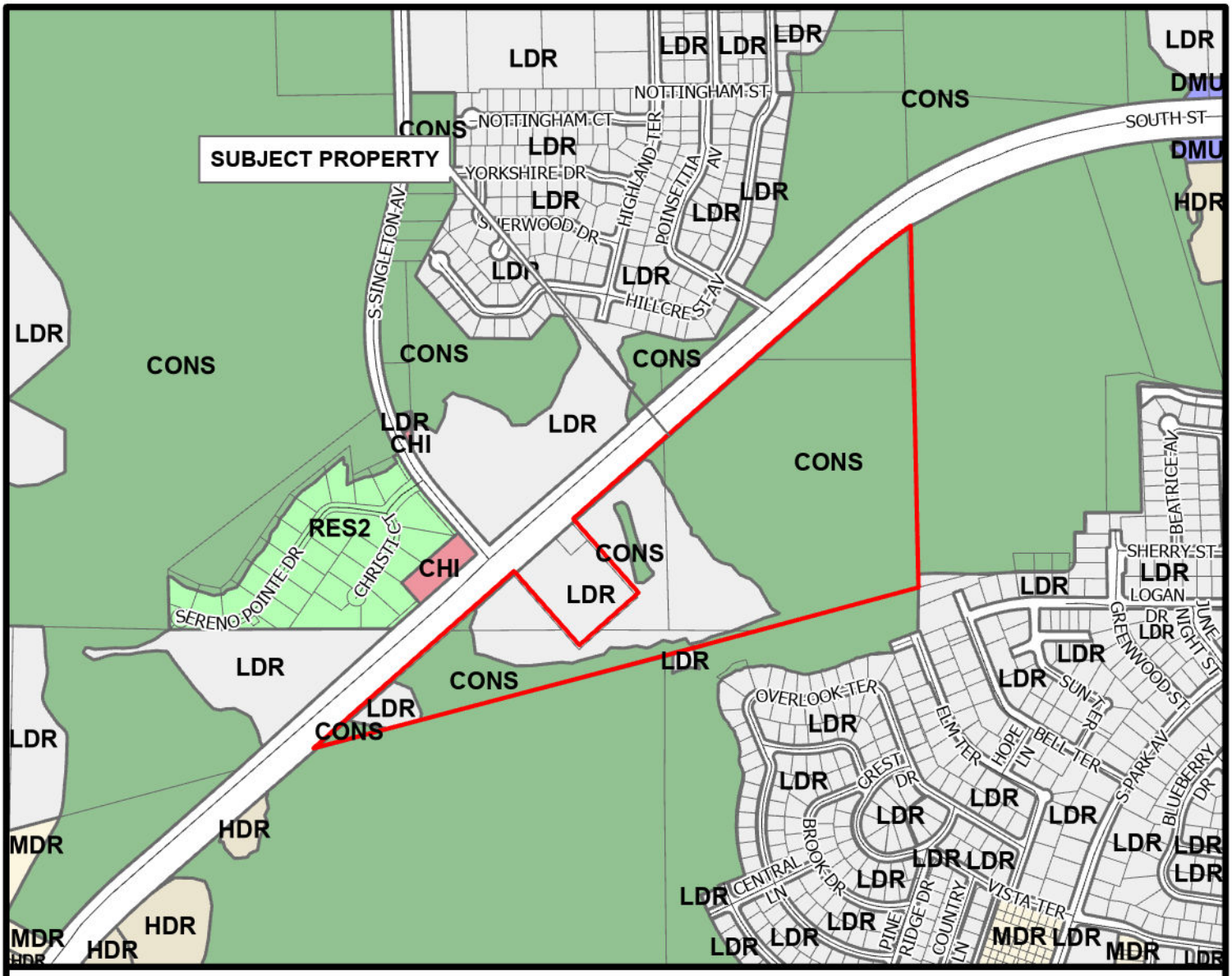
SSA_2-2024

0 400 800 1,600 Feet

Community Development Department

8/27/2024

Q:\GIS\Community Development\PLANNING\Planning



PROPOSED FUTURE LAND USE MAP

CHI	COMMERCIAL HIGH INTENSITY	ED	EDUCATIONAL	PIP	PLANNED INDUSTRIAL PARK	RES-2	RESIDENTIAL-2
CLI	COMMERCIAL LOW INTENSITY	IND	INDUSTRIAL	PSP	PUBLIC/ SEMI-PUBLIC	RMU	REGIONAL MIXED USE
CONS	CONSERVATION	HDR	HIGH-DENSITY RESIDENTIAL	PUD	PLANNED UNIT DEVELOPMENT	SMU	SHORELINE MIXED-USE
DMU	DOWNTOWN MIXED-USE	MDR	MEDIUM-DENSITY RESIDENTIAL	REC	RECREATIONAL	UMU	URBAN MIXED-USE
		LDR	LOW-DENSITY RESIDENTIAL	RES-1	RESIDENTIAL-1	US1	US-1 CORRIDOR

Subject

Local Roads

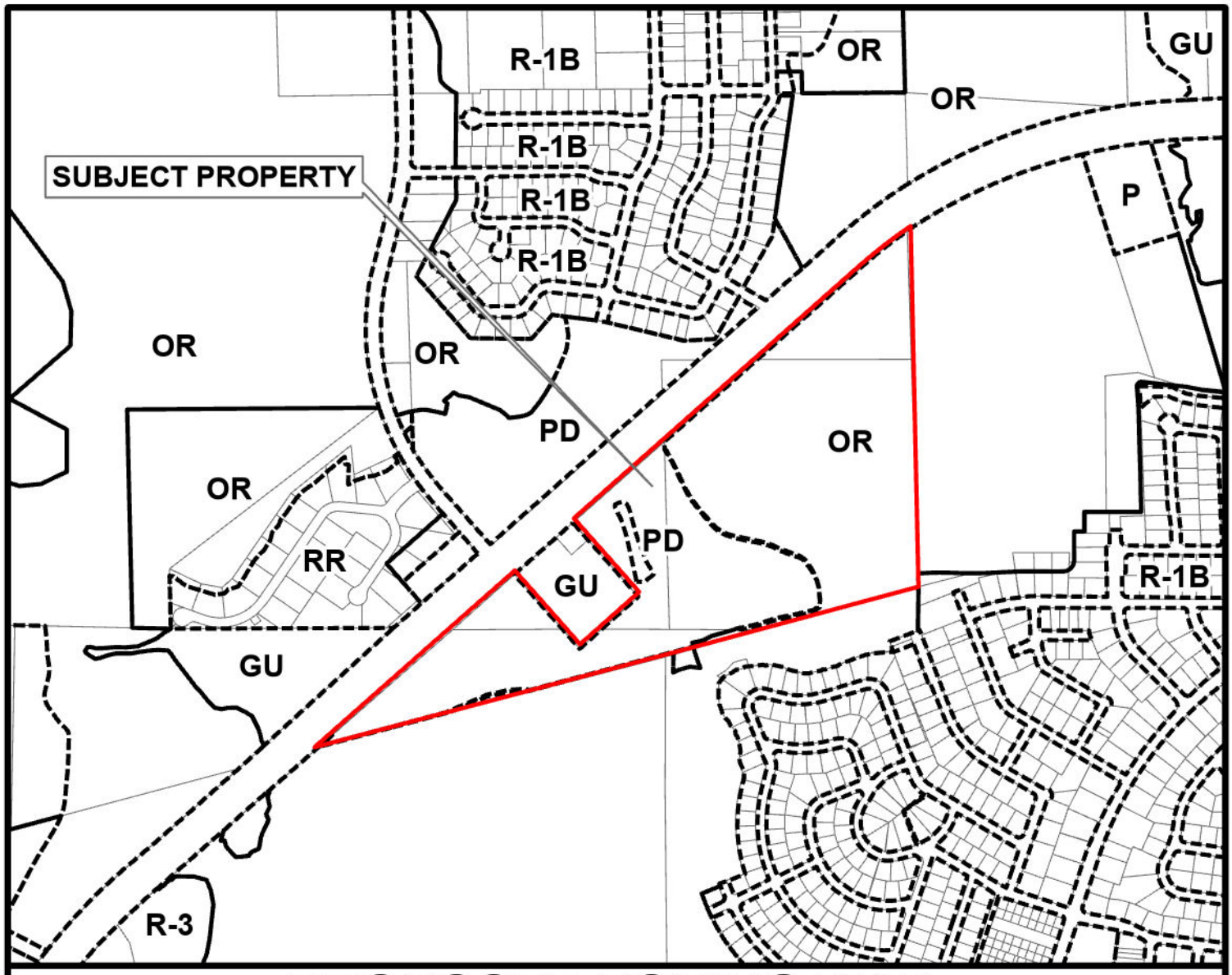
N W E S

0 410 820 1,640 Feet

Community Development Department

8/27/2024

Q:\GIS\Community Development\PLANNING\Planning Templates\ArcPro\PlanningMaps



PROPOSED ZONING MAP

RESIDENTIAL DISTRICTS

RE	RESIDENTIAL ESTATES
RR	RURAL RESIDENTIAL
R-1A	SINGLE FAMILY, LOW DENSITY
R-1B	SINGLE FAMILY, MEDIUM DENSITY
R-1C	SINGLE FAMILY, HIGH DENSITY
R-2	MULTIFAMILY, MEDIUM DENSITY
R-3	MULTIFAMILY, HIGH DENSITY
RMH-1	RESIDENTIAL MANUFACTURED HOUSING SUBDIVISION
RMH-2	RESIDENTIAL MANUFACTURED HOUSING PARK

COMMERCIAL DISTRICTS

HM	HOSPITAL MEDICAL
T	TOURIST
NC	NEIGHBORHOOD COMMERCIAL
CC	COMMUNITY COMMERCIAL
RC	REGIONAL COMMERCIAL
OP	OFFICE PROFESSIONAL

INDUSTRIAL DISTRICTS

M-1	LIGHT INDUSTRIAL SERVICES AND WAREHOUSING
M-2	HEAVY INDUSTRIAL
M-3	HIGHWAY INDUSTRIAL INFILL
PID	PLANNED INDUSTRIAL DEVELOPMENT

OVERLAY DISTRICTS

TSA	TITUSVILLE SHORELINE AREA
AIA	AIRPORT IMPACT AREA
WCA	WETLAND AND CONSERVATIONA AREA
ACC	AREA OF CRITICAL CONCERN
HPA	HISTORIC PRESERVATION AREA

SPECIAL DISTRICTS

GU	GENERAL USE
OR	OPEN SPACE AND RECREATION
UMU	URBAN MIXED USE
SMU	SHORELINE MIXED USE
RHP	RESIDENTIAL HISTORIC PRESERVATION
RMU	REGIONAL MIXED USE
PD	PLANNED DEVELOPMENT
P	PUBLIC
UV	URBAN VILLAGE
DMU	DOWNTOWN MIXED USE
IRCN-R	INDIAN RIVER CITY NEIGHBORHOOD RESIDENTIAL
IRCN-C	INDIAN RIVER CITY NEIGHBORHOOD COMMERCIAL

Proposed Zoning

Parcels

Subject

N W E S

0 412.5 825 1,650 Feet

Community Development Department

8/27/2024

Q:\GIS\Community Development\PLANNING\Planning

EXISTING LAND USE	PROPOSED LAND USE
CONSERVATION	LOW DENSITY RESIDENTIAL
LOW DENSITY RESIDENTIAL	CONSERVATION

4N

SR 405 AND SINGLETON

TITUSVILLE

FUTURE LAND USE EXHIBIT - SOUTH

11/16/23 - CONTACT: (321) 335-6692

GRAPHIC SCALE IN FEET
0 60 120 240

W N S E

Kimley»Horn

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

EXISTING ZONING	PROPOSED ZONING
OPEN SPACE AND RECREATION (OR)	PLANNED DEVELOPMENT (PD)
GENERAL USE (GU)	PLANNED DEVELOPMENT (PD)

4N

SR 405 AND SINGLETON

TITUSVILLE

ZONING EXHIBIT - SOUTH

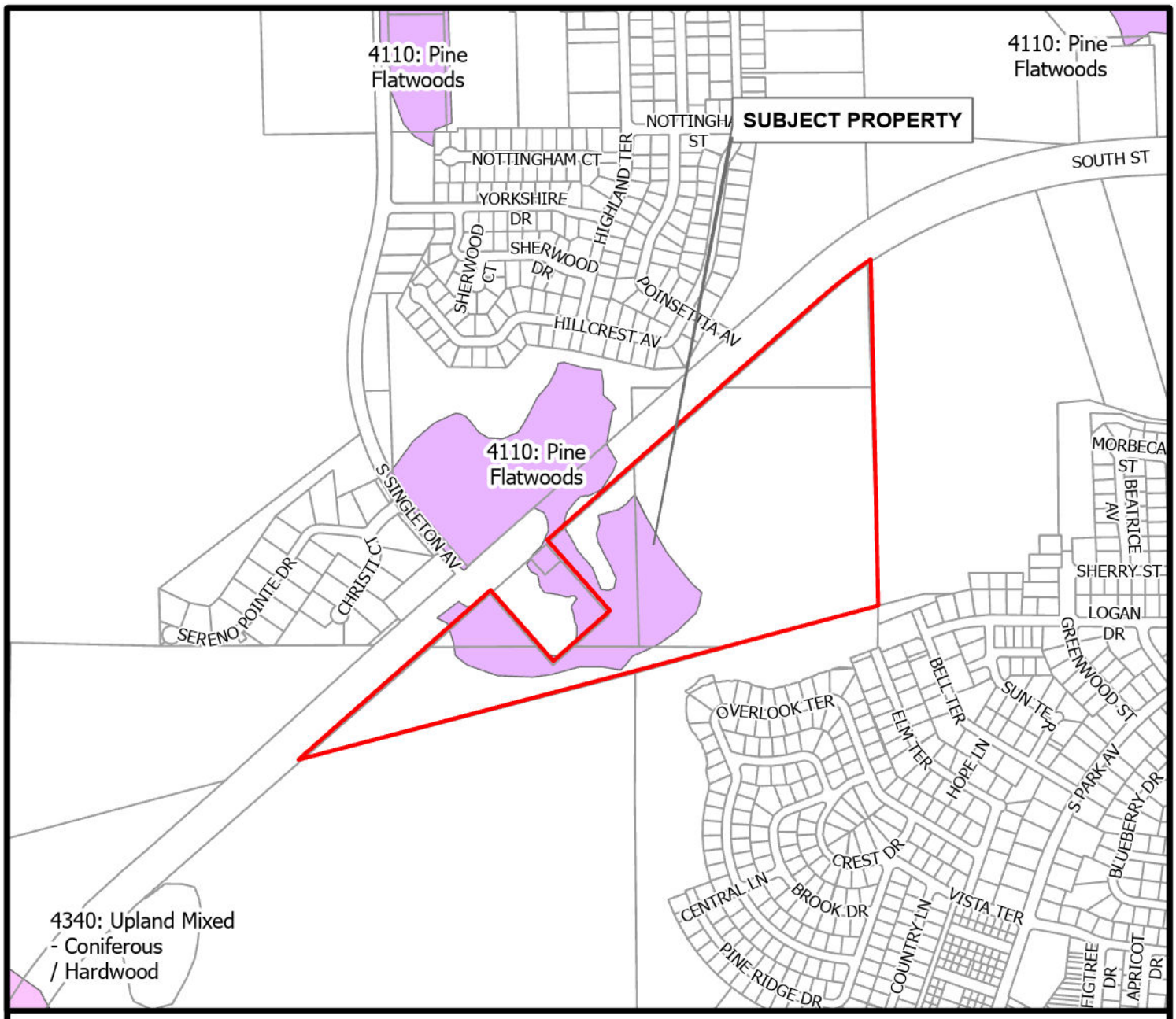
06/07/24 - CONTACT: (321) 335-6692

GRAPHIC SCALE IN FEET
0 60 120 240

W N S E

Kimley»Horn

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



SJRWMD Florida Land Use Cover Classification System
Upland Forests - 4000 Series
SSA_2-2024

LANDCOVER DESCRIPTION

- 4110: Pine Flatwoods
- 4340: Upland Mixed - Coniferous / Hardwood

N W E S

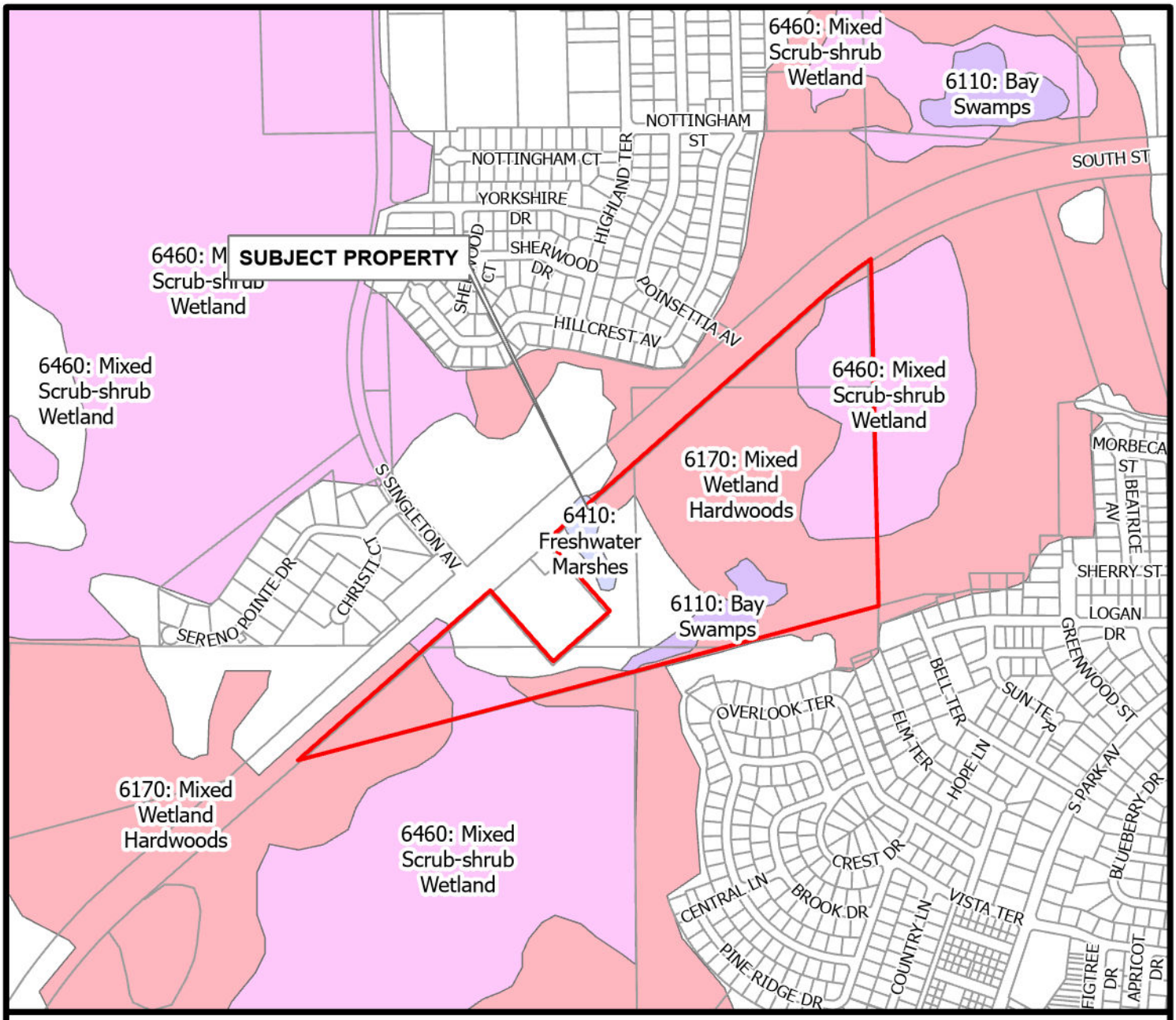
Community Development Department

0 410 820 1,640 Feet

8/27/2024

This dataset (2017) is a compilation of the Land Use/Land Cover datasets created by St. John's River Water Management District

Q:\GIS\Community Development\PLANNING\Planning Templates\ArcPro\PlanningMaps\PlanningMaps.aprx



SJRWMD Florida Land Use Cover Classification System Wetlands - 6000 Series

SSA_2-2024

SJRWMD Land Cover 6000 Series

LANDCOVER DESCRIPTION

- 6110: Bay Swamps
- 6170: Mixed Wetland Hardwoods
- 6410: Freshwater Marshes
- 6460: Mixed Scrub-shrub Wetland

Base Map

- Parcels
- Subject

N W E S

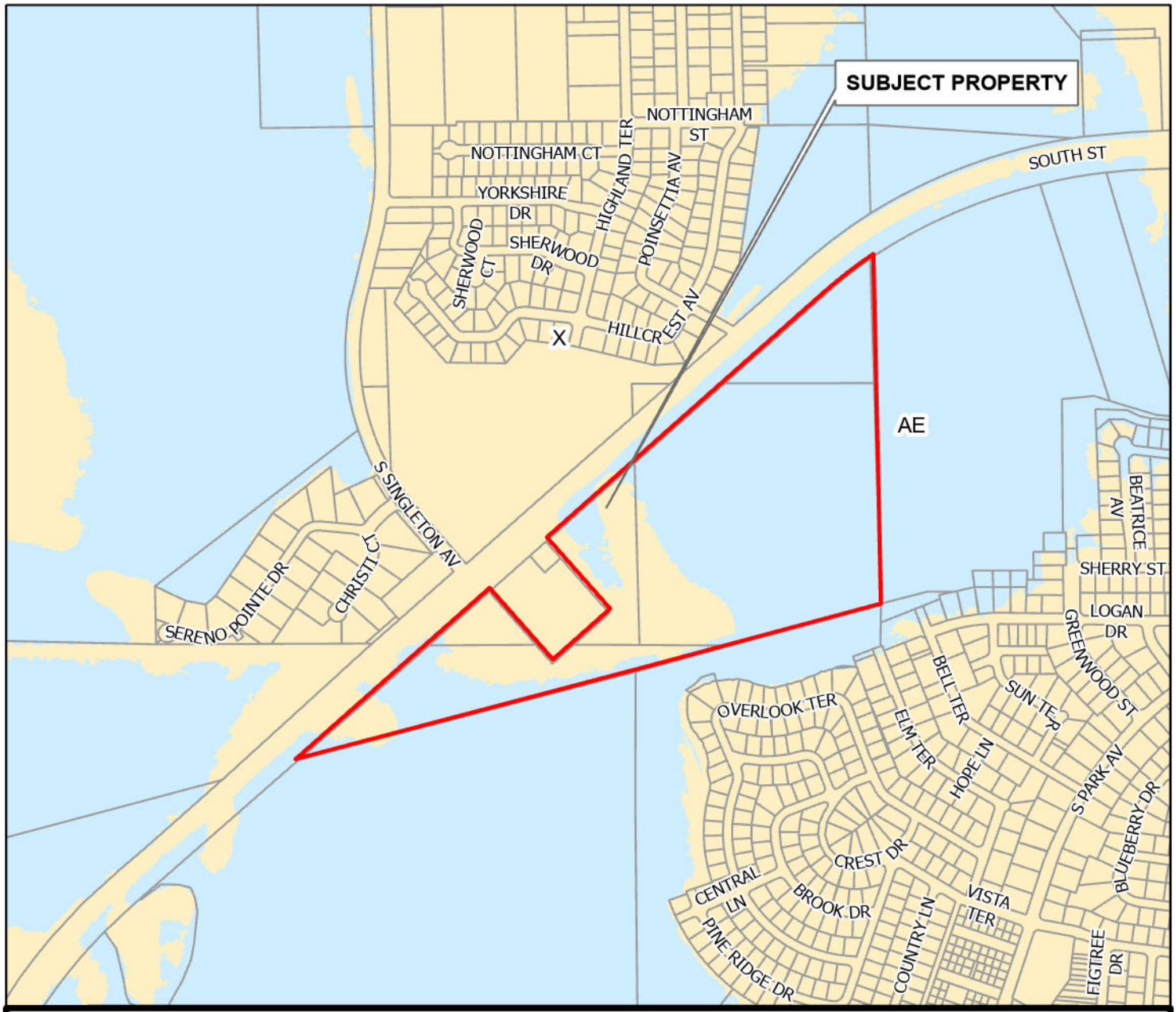
0 410 820 1,640 Feet

Community Development Department

This dataset (2017) is a compilation of the Land Use/Land Cover datasets created by St. John's River Water Management District

8/27/2024

Q:\GIS\Community Development\PLANNING\Planning Templates\ArcPro\PlanningMaps\PlanningMaps.aprx



FEMA FLOOD HAZARD AREAS

SSA_2-2024

Special Flood Hazard Area Zones

- A
- A0
- AE
- AO
- VE

Moderate Flood Hazard Area Zone

- X5

Minimal Flood Hazard Zones

- C
- X
- X .2 PCT

Other Flood Zone Areas

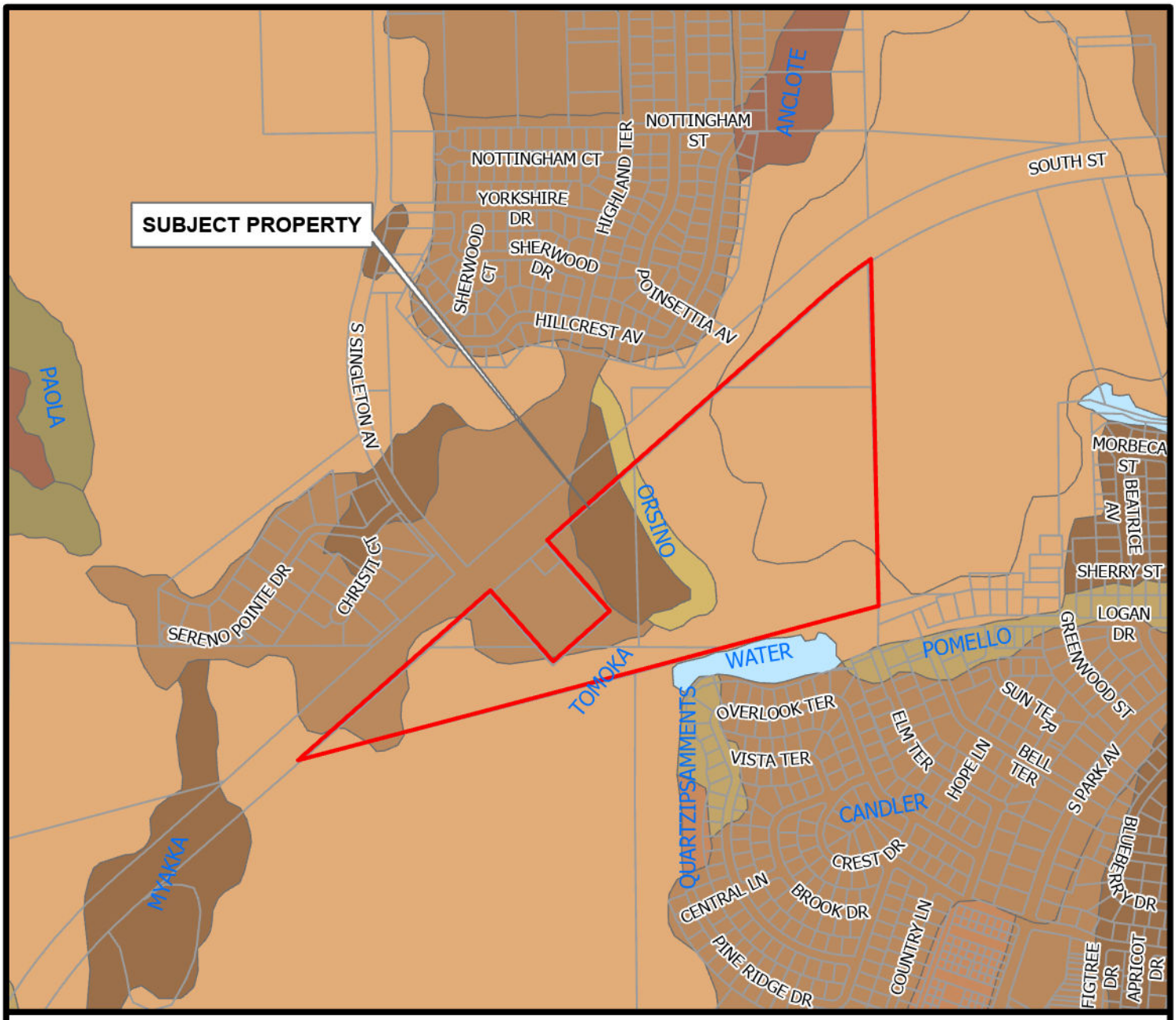
- D
- FW

N W E S

0 405 810 1,620 Feet

Community Development Department | Source: FEMA FHA Update, 01/29/2021 | 8/27/2024

Q:\GIS\Community Development\PLANNING\Planning Templates\ArcPro\PlanningMaps\PlanningMaps.aprx



SOILS IN THE VICINITY OF SUBJECT PROPERTY
SSA_2-2024

SoilName

- ANCLOTE
- CANDLER
- MYAKKA
- ORSINO
- PAOLA
- POMELLO
- QUARTZIPSAMMENTS
- TOMOKA
- WATER

N W E S

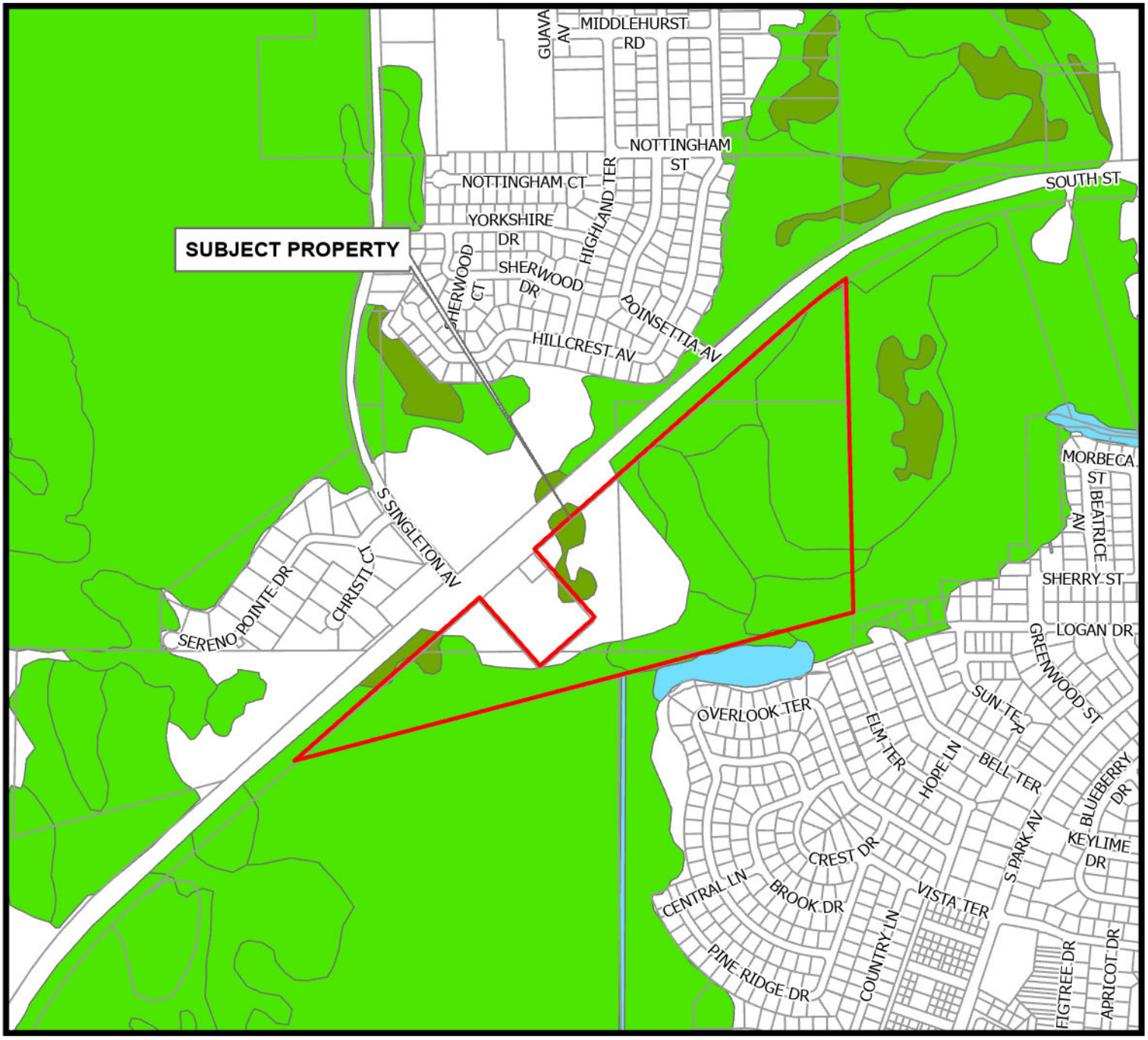
0 410 820 1,640 Feet

Community Development Department

Soils data source: The U.S. Department of Agriculture, Natural Resources Conservation Service. (2019)

8/27/2024

Document Path: Q:\GIS\Community Development\PLANNING\Planning Templates\ArcPro\PlanningMaps\PlanningMaps.aprx



WETLANDS IN VICINITY OF PROPERTY

SSA_2-2024

N
W E
S

WETLAND_TY

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine

8/27/2024

Scale:1:10,000

Community Development Department
Source: USFWS NWI (2023)

This data set represents the approximate location and type of wetlands and deepwater habitats. The primary intended use is for regional and watershed data display and analysis, rather than specific project data analysis.

G:\GIS\Community Development\PLANNING\Planning Templates\ArcPro\PlanningMaps\PlanningMaps.aprx

Bio-Tech Consulting Inc.
Environmental and Permitting Services

November 15, 2023

John Gilbert
Standard Investments & Holdings, LLC
609 East Pine Street
Orlando, Florida 32809

Proj: Titusville South Street - Titusville, Brevard County, Florida
Sections 4,5,8 & 9, Township 22 South, Range 35 East
(BTC File #303-28)
Re: Environmental Assessment Report

Dear Mr. Gilbert:

During October of 2022, January, August and September of 2023, Bio-Tech Consulting, Inc. (BTC) conducted an environmental assessment of the approximately 107-acre Titusville South Street site. This site is located on the north and south sides of South Street (405), east of I-95, within Sections 4, 5, 8 & 9, Township 22 South, Range 35 East, Brevard County, Florida (**Figures 1 and 2**). This environmental assessment includes the following elements:

- **general review of site topography;**
- **review of soil types mapped within the site boundaries;**
- **evaluation of land use types/vegetative communities present;**
- **field review for occurrence of protected flora and fauna; and,**
- **an overview of potential development constraints.**

TOPOGRAPHY

Based upon review of the USGS Topographic Map present in **Figure 3** (Titusville, Florida Quadrangle), elevations on the subject property range from +20 feet above the National Geodetic Vertical Datum of 1929 (NGVD) to +45 feet NGVD. Overall, the property drains to the north, west, and south.

Orlando: Main Office
3025 East South Street
Orlando, FL 32803

Jacksonville Office
11235 St Johns Industrial Pkwy N
Suite 2
Jacksonville, FL 32246

Tampa Office
6011 Benjamin Road
Suite 101-B
Tampa, FL 33634

Vero Beach Office
4445 North A1A
Suite 221
Vero Beach, FL 32963

Key West Office
1107 Key Plaza
Suite 259
Key West, FL 33040

Land & Aquatic Management
3825 Rouse Road
Orlando, FL 32817

407.894.5969
877.894.5969
407.894.5970 fax

SOILS

According to the Soil Survey of Brevard County, Florida, prepared by the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), seven (7) soil type exists within the subject property (**Figure 4**). These soil types include the following:

- **Candler fine sand (#4)**
- **Candler – Urban land complex (5)**
- **Myakka sand, 0 to 2 percent slopes (#36)**
- **Orsino fine sand (#41)**
- **Tomoka muck, undrained (#67)**
- **Tomoka muck, drained (#68)**
- **Anclote sand (#91)**

The following presents a brief description of each of the soil types mapped for the subject property:

Candler fine sand (#4) is a nearly level to gently sloping, excessively drained soil found on the uplands. The surface layer of this soil type generally consists of very dark grayish brown fine sand about 5 inches thick. The seasonal high water table for this soil type is at a depth of more than 80 inches. Permeability of this soil type is rapid in the surface and subsurface layers and is rapid to moderately rapid in the subsoil.

Candler-Urban land complex (#5) is a nearly level to gently sloping, excessively drained soil found on the uplands that has been altered by earthmoving machines. Many areas have been modified by grading and shaping, and may have thin layers of dark topsoil spread over the surface. The seasonal high-water table for this soil type is at a depth of more than 80 inches. Permeability of this soil type is rapid in the surface and subsurface layers and is rapid to moderately rapid in the subsoil.

Myakka sand, 0 to 2 percent slopes (#36) is a nearly level, poorly drained sandy soil on broad areas on the flatwoods and on areas between sand ridges and sloughs and ponds. The surface layer of this soil type consists of very dark gray and dark gray sand about 8 inches thick. During most years, the water table for this soil type is within a depth of 10 inches of the surface for 1 to 4 months and between 10 and 40 inches of the surface for more than 6 months. The permeability of this soil type is rapid in the sandy layers to a depth of 22 inches, moderate from about 22 to 46 inches, and rapid from about 46 to 63 inches.

Orsino fine sand (#41) is a nearly level, moderately well drained sandy soil on moderately low ridges and between high ridges and poorly drained areas. In most years the water table is at a depth of 40 to 60 inches for 6 months or more. During prolonged dry periods it is below a depth of 60 inches, and during wet periods it is between 20 and 40 inches for 7 days to 1 month.

Tomoka muck, undrained (#67) is a nearly level, very poorly drained muck soil in broad flat marshes, small depressions, and swamps. Sandy and loamy layers are at a depth of 16 to 40 inches. The water table is within a depth of 10 inches for 9 to 12 months in most years, and water is frequently above the surface. In dry periods it is between 10 and 30 inches.

Tomoka muck, drained (#68) is a nearly level, very poorly drained muck soil in broad flat marshes, small depressions, and swamps. The parent material consists of herbaceous organic matter over sandy and loamy marine deposits. Sandy and loamy layers are at a depth of 1 to 3 feet. Being drained, the depth to water table for this soil type has an average rating of 8 cm in comparison to the undrained soil onsite and is just below the soil surface for most of the year (6-9 months). The water table upper limit is within a depth of 0 to 15 cm for most months during the year. In dry periods it is between 15 and 90 cm (March through May). Organic-matter content is very high. This soil type is not frequently flooded, but frequently ponded from June to October, and meets hydric criteria.

Anclote sand (#91) is a nearly level, very poorly drained sandy soil found in marshy depressions in the flatwoods, in broad areas on the flood plains, and in poorly defined drainageways. In most years, the water table is within 10 inches for 6 months of the year. During the dry season, the water depth ranges between 10 inches and 40 inches.

The Florida Association of Environmental Soil Scientists (FAESS) considers the main components and inclusions of Tomoka muck, undrained (#67) and Tomoka muck, drained (#68) to be hydric. This Association also considers inclusions present within Anclote sand (#91) to be hydric. This information can be found in the Hydric Soils of Florida Handbook, Fourth Edition (March, 2007).

LAND USE TYPES/VEGETATIVE COMMUNITIES

The subject site currently supports four (4) land use types/vegetative communities within its boundaries. These areas were identified utilizing the Florida Land Use, Cover and Forms Classification System, Level III (FLUCFCS, FDOT, January 1999) (**Figure 5**). The upland land use types/vegetative communities on the site are classified as Temperate Hardwoods (425) and Upland Scrub, Pine and Hardwoods (436). The wetland/surface water land use types/vegetative communities on the site are classified as Wetland Forested Mixed (630) and Freshwater Marsh (641). The following provides a brief description of the on-site land use types/vegetative communities

Uplands:

425 – Temperate Hardwoods

A small portion of uplands in the southern portion of the property are consistent with the Temperate Hardwoods (425) FLUCFCS classification. Vegetation observed within this community type includes live oak (*Quercus virginiana*), southern red cedar (*Juniperus virginiana*), cabbage palm (*Sabal palmetto*), saw palmetto (*Serenoa repens*), blackberry (*Rubus* sp.), American beautyberry (*Callicarpa americana*), winged sumac (*Rhus copallinum*), and muscadine (*Vitis rotundifolia*).

436 – Upland Scrub, Pine and Hardwoods

The majority of the upland areas found on the site are consistent with the Upland Scrub, Pine and Hardwoods (436) FLUCFCS classification. Vegetation observed within this community type includes slash pine (*Pinus elliottii*), longleaf pine (*Pinus palustaris*), sand live oak (*Quercus geminata*), live oak (*Quercus virginiana*), myrtle oak (*Quercus myrtifolia*), saw palmetto (*Serenoa repens*), blackberry (*Rubus* sp.), American beautyberry (*Callicarpa americana*), winged sumac (*Rhus copallinum*), wiregrass (*Aristida stricta*), gopher apple (*Licania michauxii*), muscadine (*Vitis rotundifolia*), gallberry (*Ilex glabra*), reindeer lichen (*Cladonia rangiferina*), blueberry (*Vaccinium darrowii*), tuberous sword fern (*Nephrolepis cordifolia*), air potato (*Dioscorea bulbifera*), and bracken fern (*Pteridium aquilinum*).

Wetlands

630 – Wetland Forested Mixed

The majority of wetlands found on the site are consistent with the Wetland Forested Mixed (630) FLUCFCS classification. Vegetation observed within this community type includes red maple (*Acer rubrum*), loblolly bay (*Gordonia lasianthus*), American elm (*Ulmus americana*), dahoon holly (*Ilex cassine*), water oak (*Quercus nigra*), Chinese tallowtree (*Triadica sebifera*), primrose willow (*Ludwigia peruviana*), elderberry (*Sambucus canadensis*), cattail (*Typha* sp.), spikerush (*Eleocharis* sp.), arrowhead (*Sagittaria lancifolia*), wild taro (*Colocasia esculenta*), marsh fern (*Thelypteris palustaris*), cinnamon fern (*Osmundastrum cinnamomea*), royal fern (*Osmunda regalis*), lizard's tail (*Saururus cernuus*), sawgrass (*Cladium jamaicense*), water hyssop (*Bacopa monnieri*), buttonbush (*Cephalanthus occidentalis*), wax myrtle (*Morella cerifera*), soft rush (*Juncus effusus*), dotted smartweed (*Persicaria punctata*), old world climbing fern (*Lygodium microphyllum*), and poison ivy (*Toxicodendron radicans*).

641 – Freshwater Marsh

The herbaceous wetlands associated with the site are consistet with the Freshwater Marsh (641) FLUCFCS classification. Vegetation observed within this community includes spikerush (*Eleocharis* sp.), arrowhead (*Sagittaria lancifolia*), marsh fern (*Thelypteris palustaris*), cinnamon fern (*Osmundastrum cinnamomea*), royal fern (*Osmunda regalis*), sawgrass (*Cladium jamaicense*), water hyssop (*Bacopa monnieri*), buttonbush (*Cephalanthus occidentalis*), wax myrtle (*Morella cerifera*), soft rush (*Juncus effusus*), and dotted smartweed (*Persicaria punctata*).

PROTECTED SPECIES

Using methodologies outlined in the Florida's Fragile Wildlife (Wood, 2001) and Florida Fish and Wildlife Conservation Commission's (FFWCC) Gopher Tortoise Permitting Guidelines (July 2021); an assessment for "listed" floral and faunal species was conducted at the subject property during October 2022, January, August and September 2023. This assessment included both direct observations and indirect evidence, such as tracks, burrows, tree markings and birdcalls that indicated the presence of species observed. The assessment focused on species that are "listed" by the FFWCC's Official Lists - Florida's Endangered and Threatened Species (December 2022) that have the potential to occur in Brevard County.

Reptiles and Amphibians
American toad (*Anaxyrus americanus*)
black racer (*Coluber constrictor*)
brown anole (*Anolis sagrei*)
cricket frog (*Acris crepitans*)
green anole (*Anolis caroliniana*)
gopher tortoise (*Gopherus polyphemus*)
six-lined racerunner (*Cnemidophorus sexlineatus sexlineatus*)

Birds
Bald Eagle (*Haliaeetus leucocephalus*)
Black Vulture (*Coragyps atratus*)
Blue Jay (*Cyanocitta cristata*)
Common Nighthawk (*Chordeiles minor*)
Eastern Phoebe (*Sayornis phoebe*)
Mourning Dove (*Zenaida macroura*)
Northern Mockingbird (*Mimus polyglottos*)
Northern Cardinal (*Cardinalis cardinalis*)
Pileated Woodpecker (*Drycocpus pileatus*)
Red-Tailed Hawk (*Buteo jamaicensis*)

Mammals
eastern gray squirrel (*Sciurus carolinensis*)
marsh rabbit (*Sylvilagus palustris*)
nine-banded armadillo (*Dasypus novemcinctus*)
raccoon (*Procyon lotor*)
Virginia opossum (*Didelphis virginiana*)

Two (2) of the above wildlife species are identified in the FFWCC's Official Lists - Florida's Endangered Species and Threatened Species (December 2022).

The following provides a brief description of additional species as they relate to the development of the project site.

Bald Eagle (*Haliaeetus leucocephalus*)
State protected by F.A.C. 68A-16.002 and federally protected by both the Migratory Bird Treaty Act (1918) and the Bald and Golden Eagle Protection Act (1940).

In August of 2007, the US Fish and Wildlife Service (USFWS) removed the Bald Eagle from the list of federally endangered and threatened species. Additionally, the Bald Eagle was removed from FFWCC's imperiled species list in April of 2008. Although the Bald Eagle is no longer protected under the Endangered Species Act, it is still protected under the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, and FFWCC's Bald Eagle rule (Florida Administrative Code 68A-16.002 Bald Eagle (Haliaeetus leucocephalus).

In May of 2007, the USFWS issued the National Bald Eagle Management Guidelines. In April of 2008, the FFWCC adopted a new Bald Eagle Management Plan that was written to closely follow the federal guidelines. In November of 2017, the FFWCC issued "A Species Action Plan for the Bald Eagle" in response to the sunset of the 2008 Bald Eagle Management Plan. Under the USFWS's management plans, buffer zones are recommended based on the nature and magnitude of the project or activity. The recommended protective buffer zone is 660 feet or less from the nest tree, depending on what activities or structures are already near the nest. As provided within the above referenced Species Action Plan, the USFWS is the regulating body responsible for issuing permits for Bald Eagles. In 2017, the need to obtain a State permit (FFWCC) for the take of Bald Eagles or their nests in Florida was eliminated following revisions to Rule 68A-16.002, F.A.C. A USFWS Bald Eagle "Non-Purposeful Take Permit" is not needed for any activity occurring outside of the 660-foot buffer zone. No activities are permitted within 330 feet of a nest without a USFWS permit.

In addition to the on-site evaluation for "listed" species, BTC conducted a review for any FFWCC recorded Bald Eagle nests (2016-2017 nesting season) and Audubon Florida EagleWatch (2020-2021 nesting season) recorded Bald Eagle nests on or within the vicinity of the site. This review revealed one (1) Bald Eagle nest within the [redacted]. According to the FFWCC nest locator, nest ID BE071 was last observed active in 2016. This nest was not monitored by the Audubon Eagle Watch Program last season (2021). BTC did not observe a Bald Eagle nest at the recorded location or within the subject property during the October 2021 study or during a subsequent drone survey during January 2023. An updated ground survey was conducted during August 2023. No further action is required in regards to the Bald Eagle, unless a new nest is constructed.

Gopher Tortoise (*Gopherus polyphemus*)
State Listed as "Threatened" by USFWS

Currently the gopher tortoise (*Gopherus polyphemus*) is classified as a "Category 2 Candidate Species" by the USFWS, and as of September 2007 is now classified as "Threatened" by FFWCC, and as "Threatened" by FCREPA. The basis of the "Threatened" classification by the FFWCC for the gopher tortoise is due to habitat loss and destruction of burrows. Gopher tortoises are commonly found in areas with well-drained soils associated with the pine flatwoods, pastures and abandoned orange groves. Several other protected species known to occur in Osceola County have a possibility of occurring in this area, as they are gopher tortoise commensal species. These species include the eastern indigo snake (*Drymarchon corais couperi*), Florida mouse (*Podomys floridanus*) and the gopher frog (*Rana capito*). However, none of these species were observed during the survey conducted.

The site was surveyed for the existence of gopher tortoises through the use of pedestrian transects. The survey observed several potentially occupied burrows [redacted]. The on-site tortoise population will be re-located to an approved recipeient site through permitting with the FFWCC.

WETLANDS

The extent of all wetlands and surface waters on the subject site were delineated by in accordance with the Chapter 62-340, F.A.C and have been verified by the Florida Department of Environmental Protection. The on-site wetlands are located within the St. Johns River (Canaveral Marshes to Wekiva).

St. Johns River Water Management District

An Environmental Resource Permit (ERP) will be required through the St. Johns River Water Management District (SJRWMD) for all wetland and/or other surface water impacts (both direct and secondary) in association with the proposed development. Impacts to the project's wetland and/or other surface water communities would be permittable by the SJRWMD as long as the issues of elimination and reduction of wetland impacts have been addressed and as long as the mitigation offered is sufficient to offset the functional losses incurred via the proposed impacts.

Florida Department of Environmental Protection

In December of 2020, the FDEP "assumed" federal permitting authority for all wetland and surface water resources under Section 404 of the Clean Water Act (CWA). For those project's whose wetland and surface water resources are associated with tidal waters or traditional navigable waters, under Section 10 of the Rivers and Harbors Act, the US Army Corps of Engineers (USACE) will "retain" federal permitting authority. These "retained" resources also include wetlands and/or other surface waters that fall within the 300' guide line established from the ordinary high water mark or mean high tide line of the retained waters

With respect to the subject property, it is anticipated that the on-site wetlands and/or other surface waters would fall under the regulatory authority of the FDEP, as these resources are not Section 10 waters. Currently, FDEP considers all wetland and/or surface water resources to be federally jurisdictional unless the applicant provides documentation proving otherwise.

A State 404 Permit Individual application (DEP Application No: 0434155-001-SFI) is currently under review by the FDEP. Informal consultation with the FWC and USFWS is complete.

The environmental limitations described in this document are based on observations and technical information available on the date of the on-site evaluation. This report is for general planning purposes only. The limits of any on-site wetlands/surface waters can only be determined and verified through field delineation and/or on-site review by the pertinent regulatory agencies. The wildlife surveys conducted within the subject property boundaries do not preclude the potential for any listed species, as noted on Table 1 (attached), currently or in the future. Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

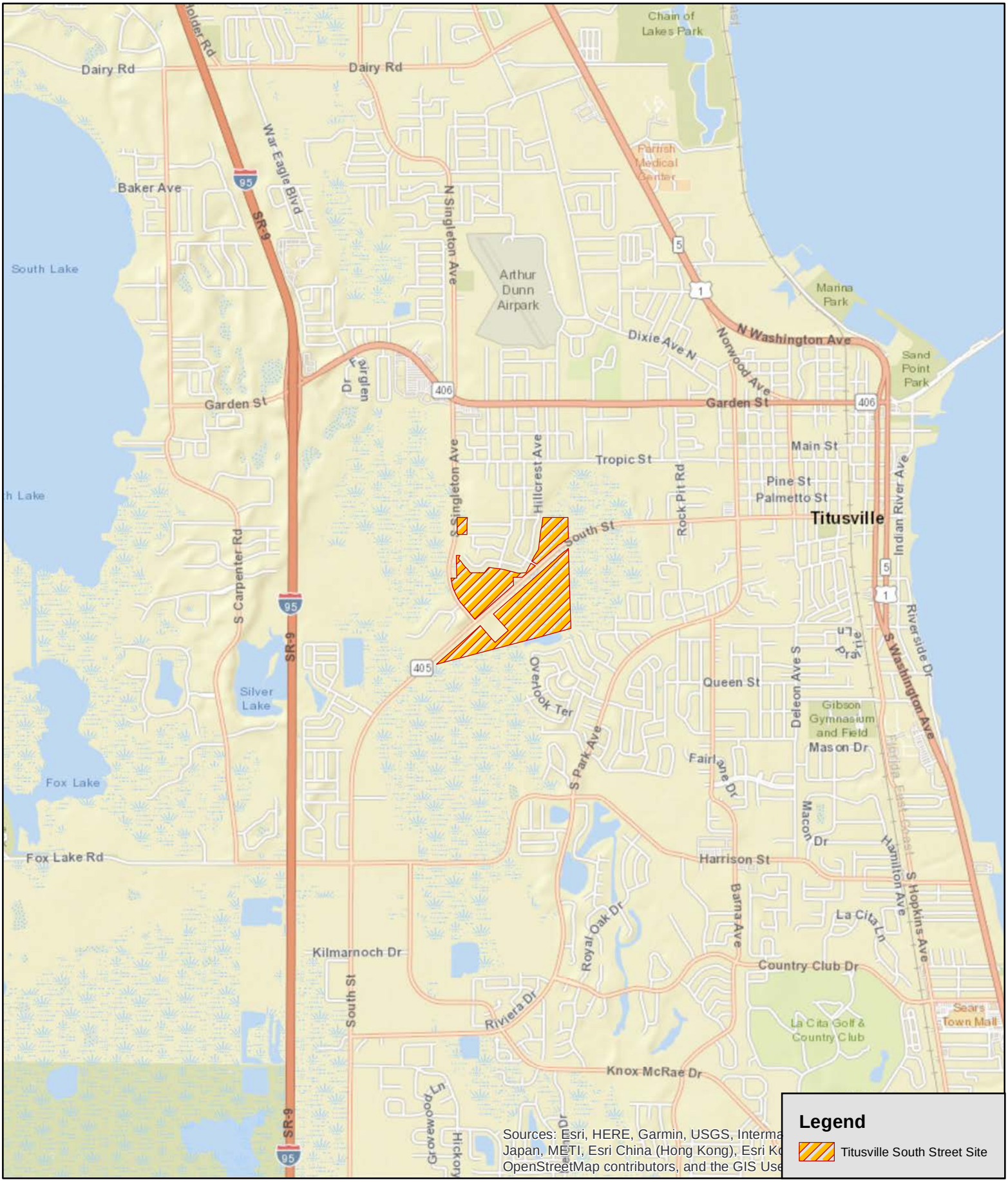
Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

Regards,

Larry Medlin
Project Manager

Jay Baker
Director

Attachments



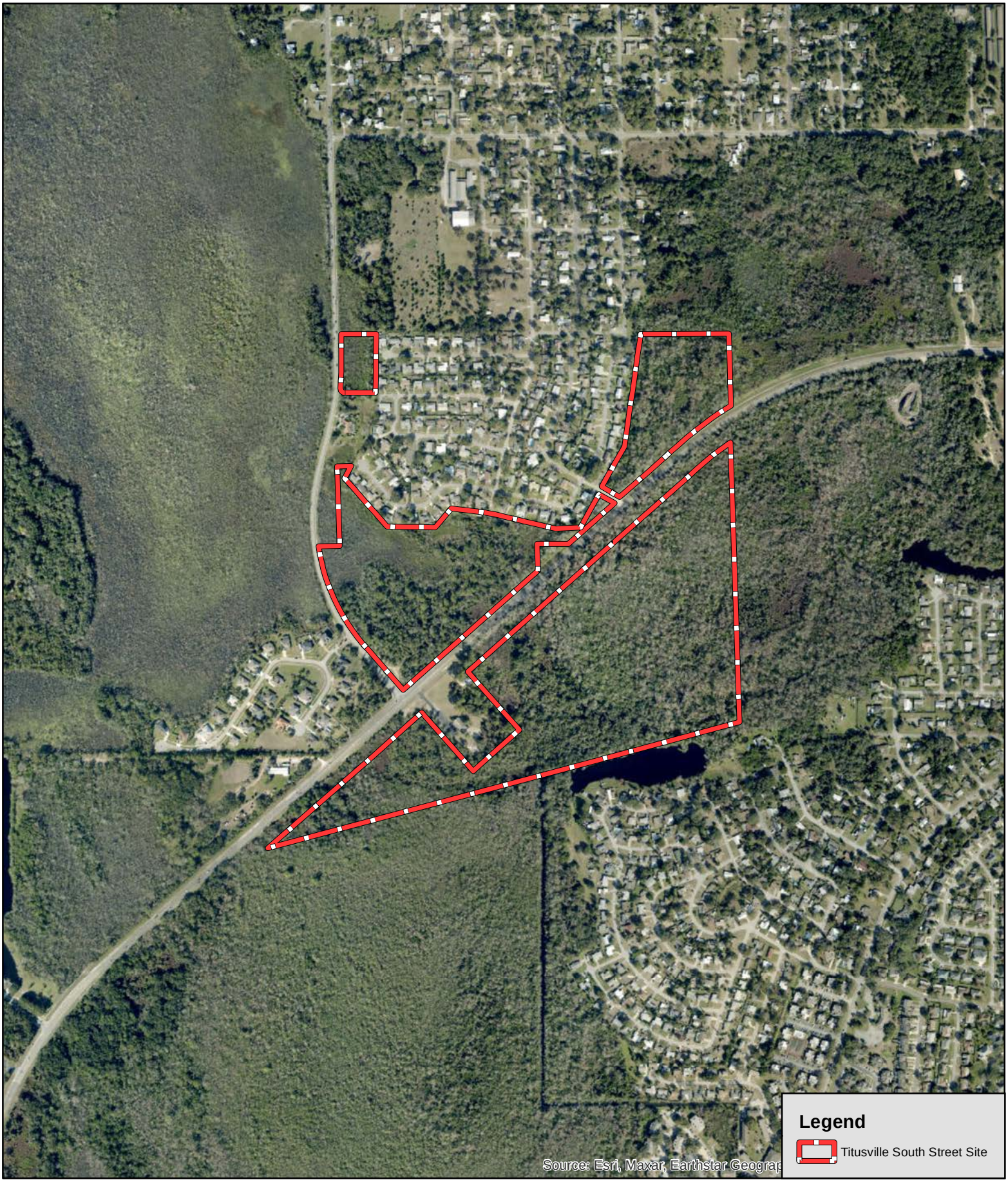
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Titusville South Street
Brevard County, Florida
Figure 1
Location Map

N

0.5 Miles

Project #: 303-28
Produced By: RAB
Date: 3/28/2023



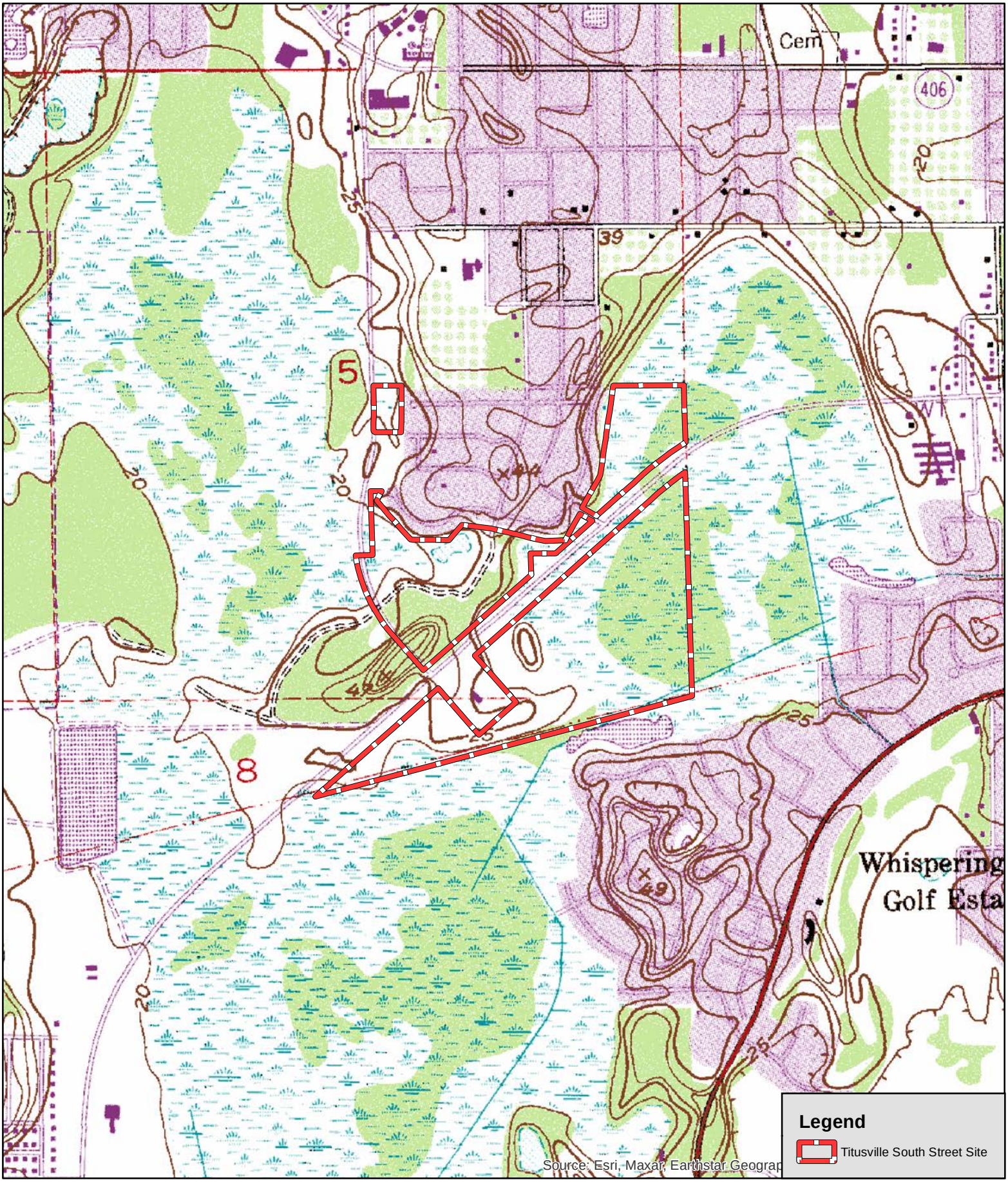
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Titusville South Street
Brevard County, Florida
Figure 2
2021 Aerial Photograph

N

1,000 Feet

Project #: 303-28
Produced By: RAB
Date: 3/28/2023



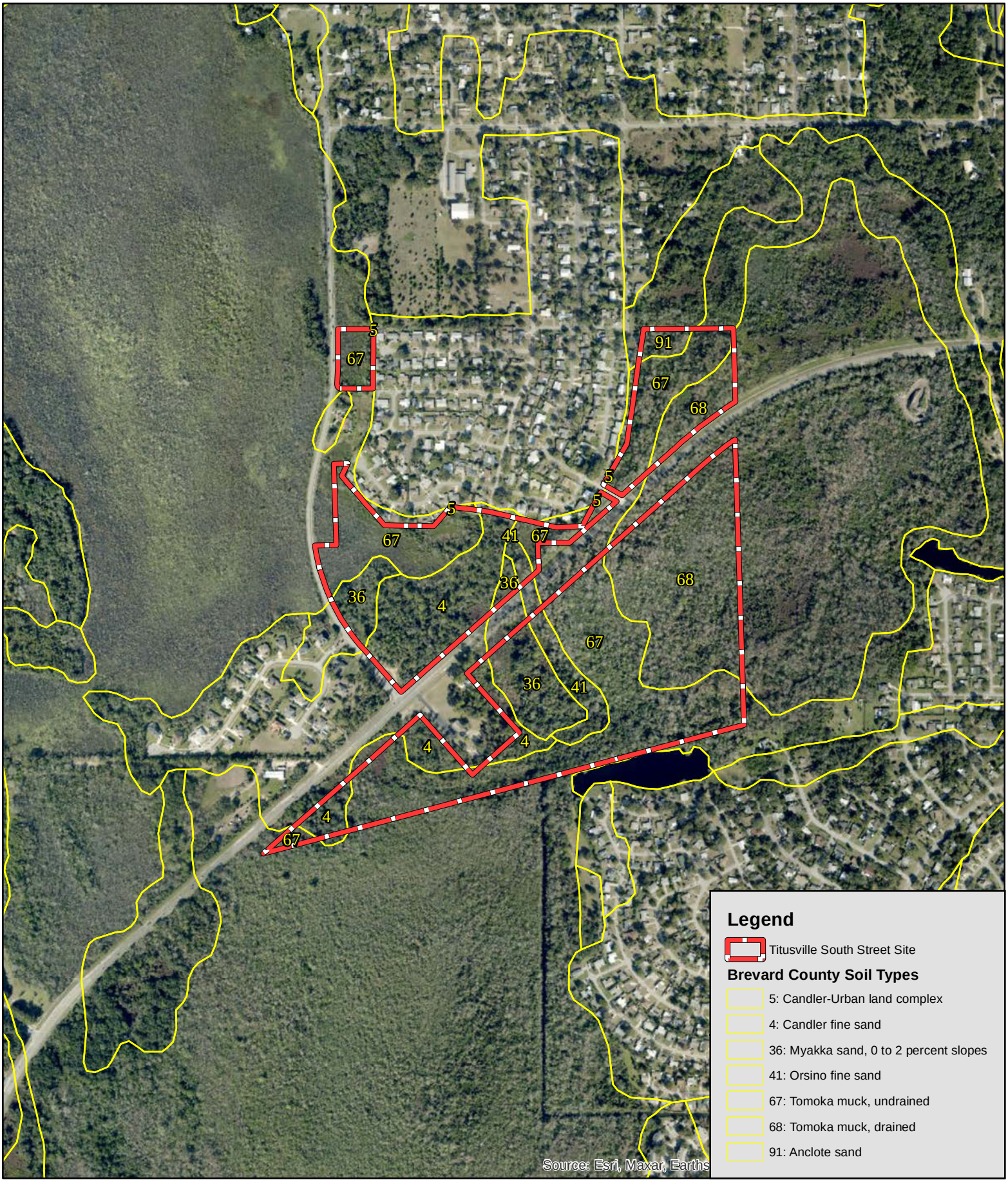
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Titusville South Street
Brevard County, Florida
Figure 3
USGS Topographic Map

N

1,000 Feet

Project #: 303-28
Produced By: RAB
Date: 3/28/2023



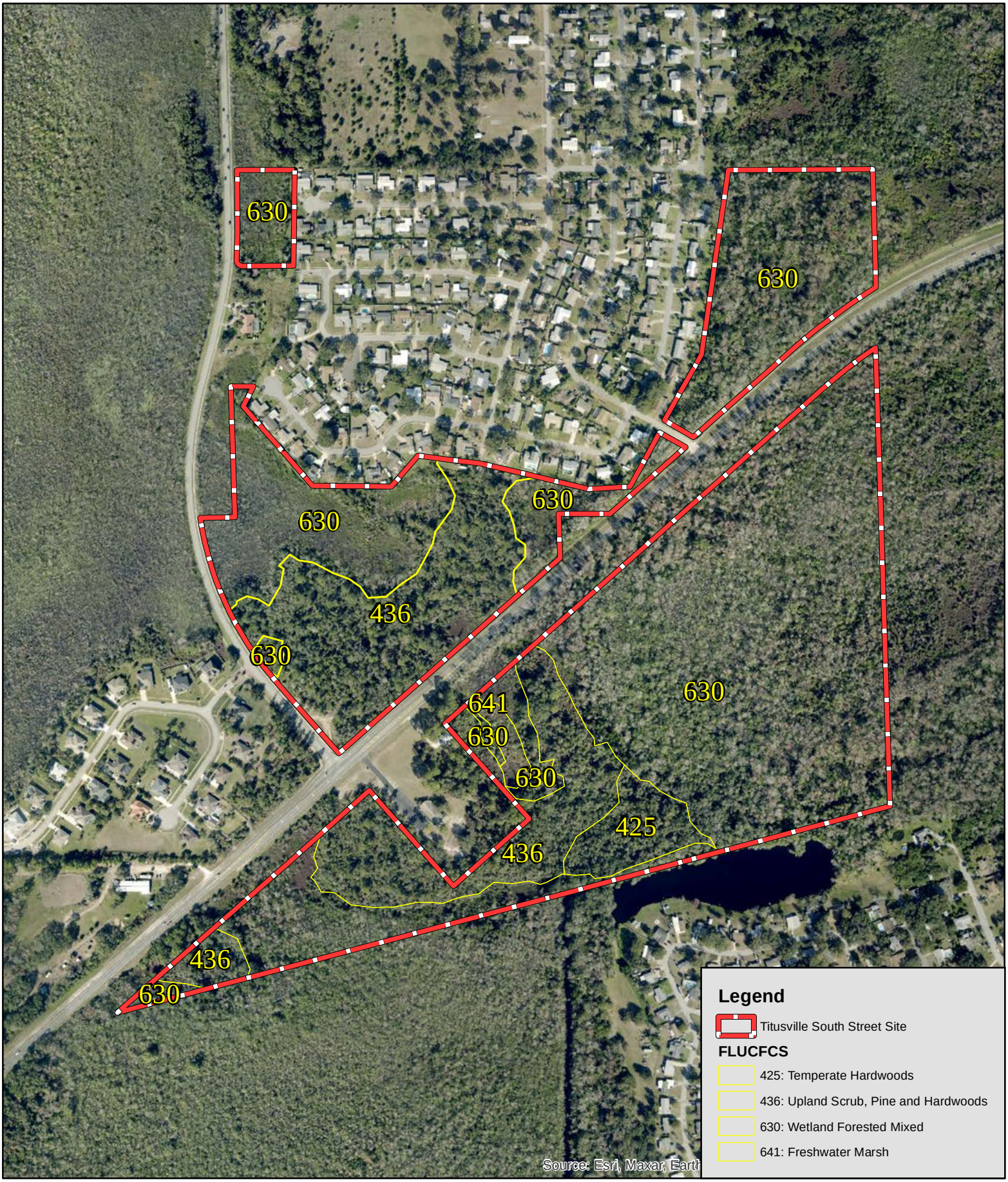
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Titusville South Street
Brevard County, Florida
Figure 4
USGS Soils Map

N

800 Feet

Project #: 303-28
Produced By: RAB
Date: 3/28/2023



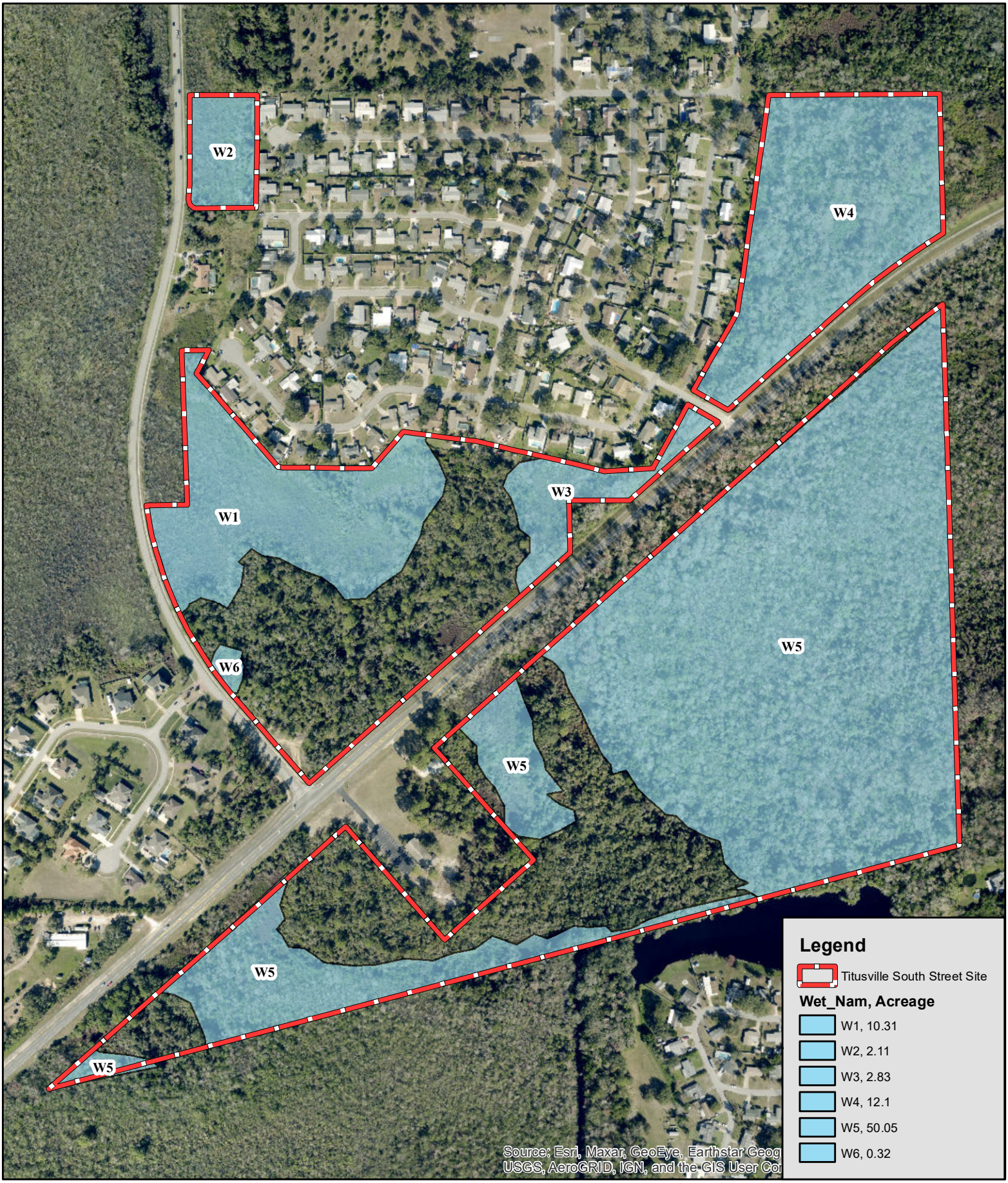
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Titusville South Street
Brevard County, Florida
Figure 5
FLUCFCS Map

N

500 Feet

Project #: 303-28
Produced By: RAB
Date: 3/28/2023



Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Titusville South Street
Brevard County, Florida
Figure 6
Wetland Map

N

420 Feet

Project #: 303-28
Produced By: RAB
Date: 4/18/2023

City of Titusville Preliminary Concurrency Assessment

Project Name: SR 405 and Singleton - PD - South **Date:** July 21, 2025

Project Description: Townhomes: 62 units

Residential Density (dwelling units): 62 **Non-Residential Intensity (1,000 s.f.):**

Total Water Capacity*			6.010 MGD
Less Current Demand**			4.248 MGD
Less Future Commitments (FDEP/Water Supply Allocation permits)			0.772 MGD
Remaining Capacity***			0.990 MGD
Estimated Unit Based Water Demand****	62	ERU	0.0155 MGD

*Total Water Capacity permitted flow is 6.01 MGD minus 10% reservation
**12 Month Rolling Average
***Remaining capacity subject to change without notice - This is neither a commitment nor a reservation of this capacity.
****Based on 100 gallons/capita/day or 250 gallons/unit/day in accordance with Section 10 of the City's Concurrency Technical Manual
Water is reserved for this project only upon issuance of a Water Supply Capacity Allocation Permit in accordance with City Code Section 21-50.

Wastewater

Total Wastewater Capacity*			6.750 MGD
Less Current Demand**			4.415 MGD
Less Future Commitments (FDEP Permits)			0.478 MGD
Remaining Capacity***			1.843 MGD
Estimated Unit Based Wastewater Demand****	62	ERU	0.0140 MGD

*Total Wastewater Capacity based on Design capacity of Blue Heron and Osprey Treatment Facilities
**12 Month Rolling Average
***Remaining capacity subject to change without notice - This is neither a commitment nor a reservation of this capacity.
****Based on 75 gallons/capita/day or 225 gallons/unit/day in accordance with Section 10 of the City's Concurrency Technical Manual

Traffic Circulation

Primary Access

Street Name: SR 405 (SOUTH ST.) **Adopted LOS:** E **Max Capacity:** 34,300 ADT

Current Conditions

Roadway Segment: Singleton Ave - Park Ave **2024 E+C Count:** 6,500 ADT
Volume/Count Ratio: 0.19

Future Conditions

Roadway Segment: **Existing + New Count:** 6,922 ADT
Volume/Count Ratio: 0.20

Secondary Access

Street Name: **Adopted LOS:** **Max Capacity:** - ADT

Current Conditions

Roadway Segment: **2022 E+C Count:** - ADT
Volume/Count Ratio:

Future Conditions

Roadway Segment: **Existing + New Count:** ADT
Volume/Count Ratio:

Institute of Transportation Engineers (ITE) Index Number*:	215	Index
Average Vehicle Trips per Unit on a Weekday:	7.20	ADT
Total Average Vehicle Trips for this Development on a Weekday:	422	ADT

* Institute of Transportation Engineers Trip Generation rates or Latest Edition. [Sec. 10.3.1.2 of the Transportation Technical Manual]

Recreation/Open Space

City Population:	49,085	**Required Recreation/Open Space:**	392.68	AC
Adopted LOS (acres/1,000 population):	8	**Current Recreation/Open Space:**	566.60	AC
		Existing Available Recreation/Open Space Capacity:	173.92	AC
Project Population:	**138**	**Required Recreation/Open Space:**	1.11	AC
		Remaining Recreation/Open Space Capacity:	172.81	AC

Staff Comments

Traffic Study <u>is not</u> required

Evaluated By: KO, AS, CA **Evaluation Expiration Date:** 1/17/2026

School Board of Brevard County
2700 Judge Fran Jamieson Way • Viera, FL 32940-6699
Dr. Mark J. Rendell, Ed.D., Superintendent

February 26, 2024

Mr. Eddy Galindo, AICP
Senior Planner
City of Titusville
555 S. Washington Ave.
Titusville, Florida 32781

RE: Proposed SR405 and Singleton PD-South Development
School Impact Analysis – Capacity Determination CD-2024-03

Dear Mr. Galindo,

We received a completed *School Facility Planning & Concurrency Application* for the referenced development. The subject property is Tax Account 2203599 (Parcel ID: 22-35-08-00-1), Tax Account 3028883 (Parcel ID: 22-35-05-00-758, Tax Account 3028884 (Parcel ID: 22-35-05-00-759), Tax Account 3028885 (Parcel ID: 22-35-05-00-760) and a portion of Tax Account 2202226 (Parcel ID: 22-35-05-00-752) containing approximately 66.50 acres south of SR405 in The City of Titusville, Brevard County, Florida. The proposed development includes sixty-seven (66) single-family townhomes. The School Impact Analysis of this proposed development has been undertaken and the following information is provided for your use.

The calculations used to analyze the prospective student impact are consistent with the methodology outlined in Section 13.2 and Amended Appendix "A"-School District Student Generation Multiplier (approved April 11, 2022) of the *Interlocal Agreement for Public School Facility Planning & School Concurrency (ILA-2014)*. The following capacity analysis is performed using capacities/projected students as shown in years 2024-25 to 2028-29 of the *Brevard County Public Schools Financially Feasible Plan for School Years 2023-24 to 2028-29 which* is attached for reference.

Single-Family Homes	66		
Students Generated	**Student Generation Rates**	**Calculated Students Generated**	**Rounded Number of Students Generated**
Elementary	0.24	15.84	16
Middle	0.07	4.62	5
High	0.12	7.92	8
Total	0.43		**29**

Planning & Project Management
Facilities Services
Phone: (321) 633-1000 x11418 · FAX: (321) 633-4646

An Equal Opportunity Employer

FISH Capacity (including relocatable classrooms) from the Financially Feasible Plan (FFP) Data and Analysis for School Years 2024-25 to 2028-29

School		2024-25	2025-26	2026-27	2027-28	2028-29
Apollo		902	902	902	902	902
Jackson		660	660	660	660	660
Titusville		1,801	1,801	1,801	1,801	1,801

Projected Student Membership

School		2024-25	2025-26	2026-27	2027-28	2028-29
Apollo		616	633	642	637	641
Jackson		575	501	482	505	517
Titusville		1,293	1,322	1,330	1,317	1,317

Students Generated by Newly Issued SCADL Reservations Since FFP

School		2024-25	2025-26	2026-27	2027-28	2028-29
Apollo		-	-	-	-	-
Jackson		5	10	10	10	10
Titusville		13	24	24	24	24

Cumulative Students Generated by Proposed Development

School		2024-25	2025-26	2026-27	2027-28	2028-29
Apollo		-	16	16	16	16
Jackson		-	5	5	5	5
Titusville		-	8	8	8	8

Total Projected Student Membership (includes Cumulative Impact of Proposed Development)

School		2024-25	2025-26	2026-27	2027-28	2028-29
Apollo		616	649	658	653	657
Jackson		580	516	497	520	532
Titusville		1,306	1,354	1,362	1,349	1,349

Projected Available Capacity = FISH Capacity - Total Projected Student Membership

School		2024-25	2025-26	2026-27	2027-28	2028-29
Apollo		286	253	244	249	245
Jackson		80	144	163	140	128
Titusville		495	447	439	452	452

At this time, Apollo Elementary, Jackson Middle School and Titusville High School are projected to have enough capacity for the total of projected and potential students from the SR405 and Singleton PD-South development.

This is a **non-binding** review; a *Concurrency Determination* must be performed by the School District prior to a Final Development Order and the issuance of a Concurrency Evaluation Finding of Nondeficiency by the Local Government.

We appreciate the opportunity to review this proposed project. Please let us know if you require additional information.

Sincerely,

Karen M. Black, AICP
Manager – Facilities Planning & Intergovernmental Coordination
Planning & Project Management, Facilities Services

Enclosure: *Brevard County Public Schools Financially Feasible Plan for School Years 2023-2024 to 2028-29*

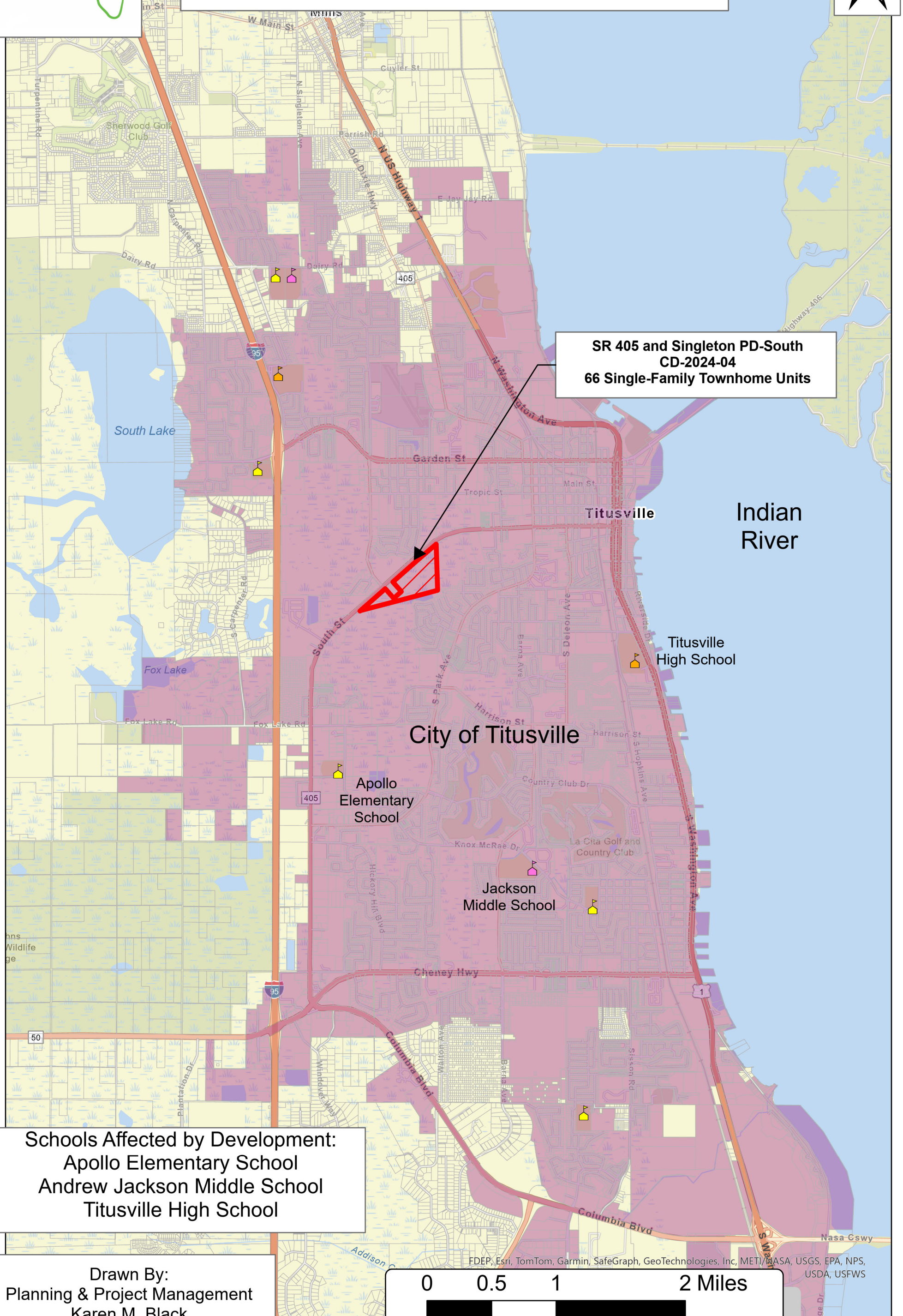
Copy: Susan Hann, AICP, Assistant Superintendent of Facility Services
File CD-2024-04

David G. Lindemann, AICP, Director of Planning & Project Management, Facilities Services
File CD-2024-04

SR 405 and Singleton PD-South Development Location Map

Brevard Public Schools

N



Schools Affected by Development:
Apollo Elementary School
Andrew Jackson Middle School
Titusville High School

Drawn By:
Planning & Project Management
Karen M. Black
February 26, 2024

Brevard County Public Schools
Financially Feasible Plan To Maintain Utilization Rates Lower than the 100% Level of Service
Data and Analysis for School Years 2023-24 to 2028-29

Summary	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29
Highest Utilization Elementary Schools:	101%	101%	98%	97%	100%	100%
Highest Utilization Middle Schools:	86%	87%	87%	92%	98%	100%
Highest Utilization Jr / Sr High Schools:	80%	80%	79%	81%	82%	82%
Highest Utilization High Schools:	97%	97%	99%	99%	99%	100%

School	Type	Grades	Utilization Factor	School Year 2023-24			School Year 2024-25			School Year 2025-26			School Year 2026-27			School Year 2027-28			School Year 2028-29		
				FISH Capacity	10/13/23 Member-ship	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization
Elementary School Concurrency Service Areas																					
Allen	Elementary	PK-6	100%	751	583	78%	751	559	74%	751	602	80%	751	634	84%	751	653	87%	773	649	84%
Andersen	Elementary	K-6	100%	884	525	59%	884	493	56%	884	476	54%	884	478	54%	884	446	50%	884	433	49%
Apollo	Elementary	K-6	100%	902	643	71%	902	616	68%	902	633	70%	902	642	71%	902	637	71%	902	641	71%
Atlantis	Elementary	PK-6	100%	739	635	86%	739	660	89%	739	661	89%	739	667	90%	739	682	92%	739	688	93%
Audubon	Elementary	PK-6	100%	761	420	55%	761	408	54%	761	415	55%	761	438	58%	761	442	58%	761	447	59%
Cambridge	Elementary	PK-6	100%	787	504	64%	787	505	64%	787	519	66%	787	532	68%	787	546	69%	787	564	72%
Cape View	Elementary	PK-6	100%	570	295	52%	570	291	51%	570	284	50%	570	282	49%	570	286	50%	570	285	50%
Carroll	Elementary	K-6	100%	751	628	84%	751	645	86%	751	626	83%	751	622	83%	751	606	81%	751	594	79%
Challenger 7	Elementary	PK-6	100%	573	481	84%	573	470	82%	573	469	82%	573	457	80%	573	431	75%	573	416	73%
Columbia	Elementary	PK-6	100%	751	558	74%	751	573	76%	751	560	75%	751	570	76%	751	566	75%	751	561	75%
Coquina	Elementary	K-6	100%	711	488	69%	711	472	66%	711	481	68%	711	477	67%	711	476	67%	711	470	66%
Creel	Elementary	PK-6	100%	1,114	589	53%	1,114	575	52%	1,114	576	52%	1,114	584	52%	1,114	564	51%	1,114	543	49%
Croton	Elementary	PK-6	100%	795	484	61%	795	491	62%	795	518	65%	795	551	69%	795	565	71%	795	589	74%
Discovery	Elementary	PK-6	100%	980	682	70%	980	724	74%	980	738	75%	980	750	77%	980	753	77%	980	764	78%
Endeavour	Elementary	PK-6	100%	968	720	74%	968	740	76%	968	750	77%	968	749	77%	968	739	76%	968	708	73%
Enterprise	Elementary	K-6	100%	729	610	84%	729	621	85%	729	625	86%	729	622	85%	729	634	87%	729	644	88%
Fairglen	Elementary	PK-6	100%	789	517	66%	789	492	62%	789	511	65%	789	540	68%	789	531	67%	789	534	68%
Gemini	Elementary	K-6	100%	711	445	63%	711	437	61%	711	442	62%	711	426	60%	711	428	60%	711	433	61%
Golfview	Elementary	PK-6	100%	777	459	59%	777	477	61%	777	500	64%	777	503	65%	777	505	65%	777	506	65%
Harbor City	Elementary	PK-6	100%	629	397	63%	629	412	66%	629	425	68%	629	448	71%	629	463	74%	629	477	76%
Holland	Elementary	PK-6	100%	605	435	72%	605	436	72%	605	433	72%	605	435	72%	605	420	69%	605	425	70%
Imperial Estates	Elementary	K-6	100%	729	671	92%	729	674	92%	729	656	90%	729	650	89%	729	640	88%	729	628	86%
Indialantic	Elementary	K-6	100%	798	680	85%	798	682	85%	798	671	84%	798	672	84%	798	646	81%	798	662	83%
Jupiter	Elementary	PK-6	100%	930	851	92%	930	892	96%	974	941	97%	1,018	992	97%	1,062	1,061	100%	1,084	1,072	99%
Lockmar	Elementary	PK-6	100%	892	601	67%	892	582	65%	892	570	64%	892	577	65%	892	564	63%	892	567	64%
Longleaf	Elementary	PK-6	100%	790	607	77%	790	596	75%	790	581	74%	790	570	72%	790	548	69%	790	554	70%
Manatee	Elementary	K-6	100%	998	876	88%	998	869	87%	998	823	82%	998	800	80%	998	773	77%	998	757	76%
McAuliffe	Elementary	PK-6	100%	838	648	77%	838	644	77%	838	642	77%	838	627	75%	838	611	73%	838	601	72%
Meadowlane Intermediate	Elementary	3-6	100%	1,114	655	59%	1,114	793	71%	1,114	779	70%	1,114	773	69%	1,114	805	72%	1,114	843	76%
Meadowlane Primary	Elementary	K-6	100%	824	797	97%	824	621	75%	824	660	80%	824	630	76%	824	618	75%	824	613	74%
Mila	Elementary	PK-6	100%	707	431	61%	707	439	62%	707	430	61%	707	441	62%	707	429	61%	707	416	59%
Mims	Elementary	PK-6	100%	725	416	57%	725	414	57%	725	490	68%	725	497	69%	725	466	64%	725	441	61%
Oak Park	Elementary	PK-6	100%	968	472	49%	968	441	46%	968	449	46%	968	453	47%	968	428	44%	968	403	42%
Ocean Breeze	Elementary	PK-6	100%	654	529	81%	654	513	78%	654	494	76%	654	477	73%	654	459	70%	654	437	67%
Palm Bay Elem	Elementary	PK-6	100%	983	623	63%	983	636	65%	983	660	67%	983	683	69%	983	685	70%	983	684	70%
Pinewood	Elementary	PK-6	100%	613	529	86%	613	532	87%	613	558	91%	613	586	96%	613	582	95%	613	570	93%
Port Malabar	Elementary	PK-6	100%	852	605	71%	852	613	72%	852	654	77%	852	657	77%	852	677	79%	852	713	84%
Quest	Elementary	PK-6	100%	932	712	76%	932	719	77%	932	715	77%	932	704	76%	932	701	75%	932	689	74%
Riviera	Elementary	PK-6	100%	777	647	83%	777	627	81%	777	664	85%	777	688	89%	777	735	95%	777	741	95%
Roosevelt	Elementary	K-6	100%	599	268	45%	599	280	47%	599	288	48%	599	285	48%	599	285	48%	599	292	49%
Sabal	Elementary	PK-6	100%	785	514	65%	785	517	66%	785	523	67%	785	537	68%	785	532	68%	785	542	69%
Saturn	Elementary	PK-6	100%	998	589	59%	998	614	62%	998	634	64%	998	638	64%	998	632	63%	998	644	65%
Sea Park	Elementary	PK-6	100%	461	327	71%	461	347	75%	461	351	76%	461	362	79%	461	365	79%	461	375	81%
Sherwood	Elementary	PK-6	100%	609	468	77%	609	477	78%	609	492	81%	609	495	81%	609	493	81%	609	502	82%
Sunrise	Elementary	PK-6	100%	913	867	95%	957	942	98%	957	917	96%	957	927	97%	957	907	95%	957	909	95%
Suntree	Elementary	K-6	100%	755	601	80%	755	604	80%	755	604	80%	755	595	79%	755	584	77%	755	583	77%
Surfside	Elementary	K-6	100%	541	419	77%	541	410	76%	541	397	73%	541	388	72%	541	364	67%	541	353	65%
Tropical	Elementary	K-6	100%	910	619	68%	910	611	67%	910	580	64%	910	565	62%	910	547	60%	910	516	57%
Turner	Elementary	PK-6	100%	874	578	66%	874	623	71%	874	672	77%	874	739	85%	874	807	92%	874	854	98%
University Park	Elementary	PK-6	100%	811	495	61%	811	505	62%	811	533	66%	811	565	70%	811	577	71%	811	590	73%
Viera Elem	Elementary	K-6	100%	1,030	784	76%	1,030	854	83%	1,096	997	91%	1,184	1,115	94%	1,272	1,262	99%	1,360	1,359	100%
Westside	Elementary	K-6	100%	857	867	**101%**	945	950	**101%**	1,033	1,016	98%	1,121	1,075	96%	1,209	1,170	97%	1,209	1,155	96%
Williams	Elementary	PK-6	100%	715	443	62%	715	427	60%	715	390	55%	715	380	53%	715	371	52%	715	359	50%
Elementary Totals				**42,259**	**30,287**		**42,391**	**30,545**		**42,589**	**31,075**		**42,809**	**31,550**		**43,029**	**31,697**		**43,161**	**31,795**	

School	Type	Grades	Utilization Factor	School Year 2023-24			School Year 2024-25			School Year 2025-26			School Year 2026-27			School Year 2027-28			School Year 2028-29		
				FISH Capacity	10/13/23 Member-ship	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization
Middle School Concurrency Service Areas																					
Central	Middle	7-8	90%	1,514	1,061	70%	1,514	1,110	73%	1,514	1,184	78%	1,514	1,213	80%	1,514	1,272	84%	1,514	1,348	89%
DeLaura	Middle	7-8	90%	960	823	86%	960	517	54%	960	432	45%	960	411	43%	960	439	46%	960	429	45%
Hoover	Middle	7-8	90%	680	442	65%	680	475	70%	680	498	73%	680	470	69%	680	479	70%	680	463	68%
Jackson	Middle	7-8	90%	660	561	85%	660	575	87%	660	501	76%	660	482	73%	660	505	77%	660	517	78%
Jefferson	Middle	7-8	90%	873	541	62%	873	521	60%	873	523	60%	873	480	55%	873	479	55%	873	540	62%
Johnson	Middle	7-8	90%	1,064	555	52%	1,064	588	55%	1,064	575	54%	1,064	548	52%	1,064	620	58%	1,064	640	60%
Kennedy	Middle	7-8	90%	869	667	77%	869	436	50%	869	391	45%	869	373	43%	869	412	47%	869	433	50%
Madison	Middle	7-8	90%	781	429	55%	781	431	55%	781	374	48%	781	336	43%	781	426	55%	781	469	60%
McNair	Middle	7-8	90%	616	355	58%	616	290	47%	616	284	46%	616	281	46%	616	299	49%	616	330	54%
Southwest	Middle	7-8	90%	1,281	900	70%	1,281	980	77%	1,281	1,118	87%	1,281	1,176	92%	1,321	1,290	98%	1,380	1,376	100%
Stone	Middle	7-8	90%	1,076	584	54%	1,076	571	53%	1,076	640	59%	1,076	710	66%	1,076	783	73%	1,076	822	76%
Viera Middle	Middle	7-8	90%	-	-	0%	900	656	73%	900	755	84%	900	805	89%	900	830	92%	900	869	97%
Middle Totals				**10,374**	**6,918**		**11,274**	**7,150**		**11,274**	**7,275**		**11,274**	**7,285**		**11,314**	**7,834**		**11,373**	**8,236**	
Junior / Senior High School Concurrency Service Areas																					
Cocoa	Jr / Sr High	PK, 7-12	90%	2,085	1,474	71%	2,085	1,480	71%	2,085	1,441	69%	2,085	1,421	68%	2,085	1,444	69%	2,085	1,437	69%
Cocoa Beach	Jr / Sr High	7-12	90%	1,445	1,028	71%	1,445	1,025	71%	1,445	967	67%	1,445	938	65%	1,445	873	60%	1,445	831	58%
Space Coast	Jr / Sr High	7-12	90%	1,852	1,488	80%	1,852	1,483	80%	1,852	1,469	79%	1,852	1,503	81%	1,852	1,510	82%	1,852	1,513	82%
Jr / Sr High Totals				**5,382**	**3,990**		**5,382**	**3,988**		**5,382**	**3,877**		**5,382**	**3,862**		**5,382**	**3,827**		**5,382**	**3,781**	
Senior High School Concurrency Service Areas																					
Astronaut	High	9-12	95%	1,451	1,056	73%	1,451	1,046	72%	1,451	1,008	69%	1,451	1,024	71%	1,451	985	68%	1,451	975	67%
Bayside	High	9-12	95%	2,263	2,039	90%	2,263	2,166	96%	2,263	2,241	99%	2,334	2,316	99%	2,406	2,391	99%	2,477	2,466	100%
Eau Gallie	High	PK, 9-12	95%	2,211	1,489	67%	2,211	1,470	66%	2,211	1,490	67%	2,211	1,440	65%	2,211	1,395	63%	2,211	1,440	65%
Heritage	High	9-12	95%	2,314	2,037	88%	2,314	2,053	89%	2,314	2,023	87%	2,314	2,118	92%	2,314	2,160	93%	2,314	2,246	97%
Melbourne	High	9-12	95%	2,370	2,178	92%	2,370	2,148	91%	2,370	2,145	91%	2,370	2,188	92%	2,370	2,265	96%	2,417	2,395	99%
Merritt Island	High	PK, 9-12	95%	1,966	1,481	75%	1,966	1,443	73%	1,966	1,376	70%	1,966	1,352	69%	1,966	1,360	69%	1,966	1,306	66%
Palm Bay	High	PK, 9-12	95%	2,657	1,410	53%	2,657	1,413	53%	2,657	1,442	54%	2,657	1,482	56%	2,657	1,507	57%	2,657	1,605	60%
Rockledge	High	9-12	95%	1,836	1,544	84%	1,836	1,601	87%	1,836	1,675	91%	1,836	1,671	91%	1,836	1,660	90%	1,836	1,623	88%
Satellite	High	PK, 9-12	95%	1,551	1,506	97%	1,551	1,497	97%	1,551	1,483	96%	1,551	1,393	90%	1,551	1,287	83%	1,551	1,269	82%
Titusville	High	9-12	95%	1,801	1,309	73%	1,801	1,293	72%	1,801	1,322	73%	1,801	1,330	74%	1,801	1,317	73%	1,801	1,317	73%
Viera	High	PK, 9-12	95%	2,461	2,312	94%	2,461	2,349	95%	2,461	2,364	96%	2,461	2,388	97%	2,461	2,420	98%	2,461	2,441	99%
High Totals				**22,881**	**18,361**		**22,881**	**18,479**		**22,881**	**18,569**		**22,952**	**18,702**		**23,024**	**18,747**		**23,142**	**19,083**	
Schools of Choice (Not Concurrency Service Areas)																					
Freedom 7	Elementary	K-6	100%	475	407	86%	475	407	86%	475	407	86%	475	407	86%	475	407	86%	475	407	86%
Stevenson	Elementary	K-6	100%	569	505	89%	569	499	88%	569	499	88%	569	499	88%	569	499	88%	569	499	88%
South Lake	Elementary	K-6	100%	639	446	70%	639	489	77%	639	489	77%	639	489	77%	639	489	77%	639	489	77%
West Melbourne	Elementary	K-6	100%	618	550	89%	618	606	98%	794	692	87%	794	692	87%	794	692	87%	794	692	87%
Edgewood	Jr / Sr High	7-12	90%	1,077	935	87%	1,077	935	87%	1,077	935	87%	1,077	935	87%	1,077	935	87%	1,077	935	87%
West Shore	Jr / Sr High	7-12	90%	1,264	931	74%	1,264	940	74%	1,264	940	74%	1,264	940	74%	1,264	940	74%	1,264	940	74%
Schools of Choice				**4,642**	**3,774**		**4,642**	**3,876**		**4,818**	**3,962**		**4,818**	**3,962**		**4,818**	**3,962**		**4,818**	**3,962**	
Brevard Totals				**85,538**	**63,330**		**86,570**	**64,038**		**86,944**	**64,758**		**87,235**	**65,361**		**87,567**	**66,067**		**87,876**	**66,857**	

Notes

1. FISH Capacity is the sum of the factored permanent capacity and the factored relocatable capacity. Permanent and relocatable capacities for 2023-24 are reported from the FISH database as of October 11, 2023.
2. Student Membership is reported from the Fall Final Membership Count (10/13/2023).
3. Davis Demographics SchoolSite Enrollment Forecasting Extension for ArcGIS estimates future student populations by analyzing the following data:
   - Development Projections from Brevard County Local Government Jurisdictions
   - Brevard County School Concurrency Student Generation Multipliers (SGM)
   - Fall Membership student addresses and corresponding concurrency service areas
   - Student Mobility Rates / Cohort Survival Rates
   - Brevard County Birth rates by zip code
4. Davis Demographics estimates are then adjusted using the following factors:
   - PK (Pre-Kindengarten) and AH (daycare for students with infants) enrollment number are assumed to be constant
   - Current From/To attendance patterns are assumed to remain constant.
   - Nongeocoded student addresses are assumed to continue in their attendance schools.
   - Charter School Growth.
5. In order to maintain utilization rates lower than the 100% Level of Service, Permanent Capacity and Relocatable Classrooms are assumed to add future student stations as necessary.
6. If student projections are accurate, the school board could add additional classroom capacity, implement attendance boundary changes, or add relocatable classrooms. A south area elementary school is planned for the future growth, but the exact timing hasn't been established.
   If only relocatable classrooms are used for the next 5 years, the following changes would be needed to accommodate projected growth. These schools are being analyzed for the best options to accommodate additional students.
   - Primary relocatable classrooms (Grades K-3) = 18 student stations, Intermediate (Grades 4-8) relocatable classrooms = 22 student stations, and High School (Grades 9-12) relocatable classrooms = 25 student stations
   For school year 2024-25, a total of 6 intermediate classrooms are projected for Westside (4) and Sunrise (2) Elementary Schools.
   For school year 2025-26, a total of 9 intermediate classrooms are projected for Westside (4), Viera (2), and Jupiter (2) Elementary Schools.
   For school year 2026-27, a total of 10 intermediate classrooms are projected for Westside (4), Viera (4), and Jupiter (2) Elementary Schools and 3 High School relocatable classrooms are proposed for Bayside High School.
   For school year 2027-28, a total of 12 intermediate classrooms are projected for Westside (4), Viera (4), and Jupiter (2) Elementary Schools, Southwest Middle School (2) and 3 High School relocatable classrooms are proposed for Bayside High School.
   For school year 2028-29, a total of 9 intermediate classrooms are projected for Viera (4), and Jupiter (3) Elementary Schools, Southwest Middle School (3) and 5 High School relocatable classrooms are proposed for Bayside (3) and Melbourne (2) High Schools.
9. A classroom addition is planned for construction at West Melbourne School of Science for 2024-25. The factored capacity is adjusted for the proposed 176 student stations.

SR 405 and Singleton (South Parcel)

Traffic Impact Study

City of Titusville, FL

June 2025

Kimley»Horn

SR 405 and Singleton (South Parcel)

Traffic Impact Study

City of Titusville, FL

Prepared by:

Kimley-Horn and Associates, Inc.

June 2025

©Kimley-Horn and Associates, Inc. 2025

JAMES M. TAYLOR
LICENSE
No. 69979
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

This document has been digitally signed and sealed by James M. Taylor, P.E. on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Digitally signed by James M Taylor
Date: 2025.07.07 18:43:58 -04'00'

K:\LKN_TPTO\147936009_2025_Titusville South Street\02_Documentation\01_June 2025\02_South Site\Titusville South Street South Parcel_TIA_2025.06.13.docx

Table of Contents

1.0 INTRODUCTION 1

1.1 Introduction 1

1.2 Study Area 1

2.0 FUTURE LAND USE AMENDMENT 3

3.0 EXISTING CONDITIONS ANALYSIS 5

3.1 Existing Roadway Segment Conditions 5

3.2 Existing Traffic Counts 7

3.3 Existing Intersection Conditions 7

4.0 BACKGROUND CONDITIONS ANALYSIS 10

4.1 Background Roadway Segment Conditions 10

4.2 Background Intersection Conditions 12

5.0 DEVELOPMENT TRAFFIC 14

5.1 Trip Generation 14

5.2 Trip Distribution 15

5.3 Trip Assignment 15

6.0 BUILDOUT CONDITIONS ANALYSIS 18

6.1 Buildout Roadway Segment Analysis 18

6.2 Buildout Intersection Analysis 20

6.3 Buildout Ingress Turn Lane Analysis 24

7.0 CONCLUSION 25

Figures

Figure 1: Project Location and Study Area 2

Figure 2: Project Trip Distribution 16

Figure 3: Project Trip Assignment 17

Figure 4: AM Peak Hour Buildout (2028) Volumes 22

Figure 5: PM Peak Hour Buildout (2028) Volumes 23

Tables

Table 1: Trip Generation Comparison for Existing and Proposed FLU 4

Table 2: Existing (2025) Daily Capacity Analysis 6

Table 3: Existing (2025) PM Peak Hour Capacity Analysis 6

Table 4: Existing (2025) AM Peak Hour Intersection Conditions 8

Table 5: Existing (2025) PM Peak Hour Intersection Conditions 9

Table 6: Background (2028) Daily Capacity Analysis 11

Table 7: Background (2028) PM Peak Hour Capacity Analysis 11

Table 8: Background (2028) AM Peak Hour Intersection Conditions 12

Table 9: Background (2028) PM Peak Hour Intersection Conditions 13

Table 10: Trip Generation 14

Table 11: Buildout (2028) Daily Capacity Analysis 19

Table 12: Buildout (2028) PM Peak Hour Capacity Analysis 19

Table 13: Buildout (2028) AM Peak Hour Intersection Conditions 20

Table 14: Buildout (2028) PM Peak Hour Intersection Conditions 21

Appendices

Appendix A: Methodology Statement

Appendix B: Site Plan

Appendix C: ITE Excerpts

Appendix D: Space Coast TPO Traffic Counts

Appendix E: Turning Movement Counts

Appendix F: FDOT's Florida Traffic Online (FTO) Data

Appendix G: Turning Movement Volume Worksheets

Appendix H: Signal Timings

Appendix I: Synchro Outputs

Appendix J: Vested Trip Information

Appendix K: CFRPM Model Plot

Appendix L: NCHRP Outputs

1.0 INTRODUCTION

1.1 INTRODUCTION

Kimley-Horn and Associates, Inc. was retained to analyze and document the transportation impacts associated with the proposed SR 405 and Singleton (South Parcel) residential development in the City of Titusville, Florida. The following Traffic Impact Study (TIS) generally conforms to the methodology provided in **Appendix A**.

The ±66.5-acre south parcel is generally located to the south of SR 405/South Street and east of Singleton Avenue, bounded by wetlands to the south and east of the site. The development parcel will consist of ±62 townhomes, and access to the site will be provided via two full-access connections on SR 405/South Street, one of which aligns with Singleton Avenue. The proposed development and its access points are shown on the conceptual site plan included in **Appendix B**.

The site was previously studied in the Titusville South Street Traffic Impact Study, dated June 2022. At that time, a total of 192 attached and detached residential units were proposed, which were served by two (2) total access points. The proposed access points for the south parcel are unchanged from the 2022 site plan.

As part of the permitting process, the Future Land Use (FLU) of the project site will need to be amended to reflect the proposed development type. An analysis of the existing and proposed FLU maximum trip generation potential is included in this TIA.

1.2 STUDY AREA

From discussions with City staff and per guidelines in the City of Titusville Land Development Code, the resulting study area was determined, as shown on **Figure 1**:

<u>Study Area Roadway Segments</u>

- SR 405/South Street, from Fox Lake Road to Singleton Avenue
- SR 405/South Street, from Singleton Avenue to Park Avenue
- Singleton Avenue, from SR 405/South Street to Garden Street

<u>Study Area Intersections</u>

- SR 405/South Street & Fox Lake Road
- SR 405/South Street & Singleton Avenue
- SR 405/South Street & Park Avenue

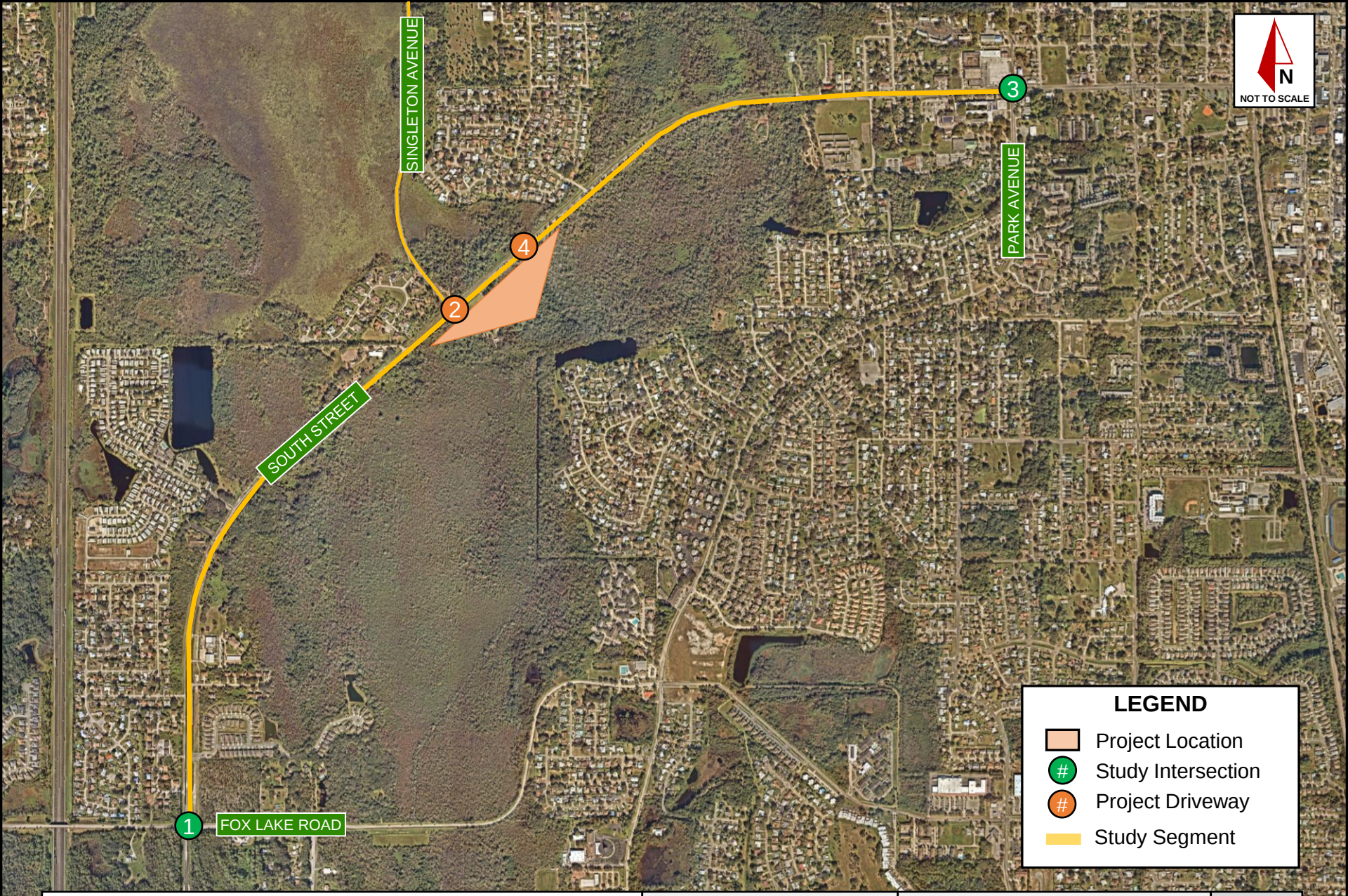


Figure 1: Project Location & Study Area

Titusville South Street TIA
South Parcel
May 2025
KHA Project No.: 147936009

Kimley»Horn
© 2025 Kimley-Horn and Associates, Inc.
6876 Marwick Lane, Suite 350, Orlando, FL 32827
Phone: (407)-536-4440

2

Aerial imagery provided by: nearmap

2.0 FUTURE LAND USE AMENDMENT

As part of the FLU Amendment Evaluation process, a transportation assessment is needed to determine the potential impact the change in FLU will have on the surrounding roadway network. The maximum trip generation potential was calculated for the existing and proposed FLU at maximum intensity. This assessment was performed per procedures established in the 11th Edition of the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, the City of Titusville Land Development Regulations Chapter 27 Article III and Chapter 28 Article VI, and the Brevard County Land Development Regulations Article VI.

The project site has the following existing FLU designation: ±38.15 acres of Conservation (CONS), and ±28.34 acres of Low Density Residential (LDR). The proposed FLU designation is Planned Unit Development (PUD), which allows for the proposed development of single-family attached housing.

Per both the Titusville and Brevard County Land Development Regulations, each FLU category has regulations for maximum density for development. This determines the maximum intensity of development that each FLU designation allows on the project site. The LDR FLU designation has a maximum intensity of 5.8 dwelling units per acre in the Single-Family Medium Density (R1-B) zoning. Therefore, a maximum of 164 dwelling units could be developed on LDR portion of the project site. Even at maximum intensity, no development is anticipated on the conservation (CONS) portion of the project site as the allowed zoning districts in the CONS FLU designation have little to no development potential.

The proposed PUD FLU designation will have a maximum development potential of 62 townhomes.

From this, the trip generation potential for each FLU designation was determined using procedures published in the 11th Edition of the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* for the maximum intensity of each FLU designation. ITE Excerpts are provided in **Appendix C**. The following Land Use Codes (LUC) were used:

- LUC 210 – Single-Family Detached Housing
- LUC 215 – Single-Family Attached Housing

Table 1 provides the maximum trip generation for the existing and proposed FLU. The existing FLU is anticipated to generate 1,591 daily trips and 154 (97 In / 57 Out) PM Peak Hour trips. The proposed FLU is anticipated to generate a maximum of 422 daily trips and 34 (19 In / 15 Out) PM Peak Hour trips.

The proposed FLU at maximum intensity will generate fewer trips than the existing FLU designation at maximum intensity. Therefore, no additional transportation analysis is needed.

Table 1: Trip Generation Comparison for Existing and Proposed FLU

Existing FLU Allowance											
Daily	**Land Use**	**Acres**	**ITE LUC**	**Size**	**Units**	**ITE Trip Rate[1]**	**Daily Trip Generation**				
							Total	**In[1]**		**Out[1]**	
	Low Density Residential (LDR)	28.34	210	**164**	DU	9.38	1,591	50%	796	50%	795
	Conservation	38.15	-	**38.15**	AC	0.00	0	50%	0	50%	0
	Total Generated Trips						**1,591**	**796**		**795**	
PM Peak	**Land Use**	**Acres**	**ITE LUC**	**Size**	**Units**	**ITE Trip Rate[1]**	**PM Peak Hour Trip Generation**				
							Total	**In[1]**		**Out[1]**	
	Low Density Residential (LDR)	28.34	210	**164**	DU	0.94	154	63%	97	37%	57
	Conservation	38.15	-	**38.15**	AC	0.00	0	50%	0	50%	0
	Total Generated Trips						**154**	**97**		**57**	

Proposed FLU Allowance											
Daily	**Land Use**	**Total Acres**	**ITE LUC**	**Size**	**Units**	**ITE Trip Rate[1]**	**Daily Trip Generation**				
							Total	**In[1]**		**Out[1]**	
	Single Family Attached Housing	3.800	215	**62**	DU	6.81	422	50%	211	50%	211
	Total Generated Trips						**422**	**211**		**211**	
PM Peak	**Land Use**	**Total Acres**	**ITE LUC**	**Size**	**Units**	**ITE Trip Rate[1]**	**PM Peak Hour Trip Generation**				
							Total	**In[1]**		**Out[1]**	
	Single Family Attached Housing	3.800	215	**62**	DU	0.54	34	57%	19	43%	15
	Total Generated Trips						**34**	**19**		**15**	

Maximum Additional Trips			
Daily New External Trips (Proposed - Existing)	**-1,169**	**-585**	**-584**
PM Peak New External Trips (Proposed - Existing)	**-120**	**-78**	**-42**

Notes: [1] Vehicle trip rates and directional splits per data and procedures outlined in ITE Trip Generation Manual, 11th Edition

3.0 EXISTING CONDITIONS ANALYSIS

3.1 EXISTING ROADWAY SEGMENT CONDITIONS

A Daily and PM peak hour roadway segment capacity analysis was performed for the roadways segments adjacent to the development for existing conditions. Average Annual Daily Traffic (AADT) and the adopted MSV were obtained for each segment from the Space Coast Transportation Planning Organization (SCTPO) Traffic Counts Historical Report (2014 – 2023), SCTPO's Traffic Count Database System (TCDS), and the latest (2023) FDOT Quality / Level of Service (Q/LOS) Handbook, provided in **Appendix D**. PM peak hour directional (PHPD) were obtained from the collected intersection turning movement counts. The provided 2023 AADT was grown to the existing year, 2025, by applying a 3% annual growth rate. The existing Daily and PM peak hour segment capacity analyses are shown in **Table 2** and **Table 3**.

As shown in the following table, all segments in the study area are operating with existing Daily and PM peak hour volumes within their adopted maximum service volumes (MSV).

Table 2: Existing (2025) Daily Capacity Analysis

Roadway		Roadway Attributes [1]				Daily - Existing (2025)			
From	To	Functional Classification	Adopted LOS	Number of Lanes	Daily MSV	2023 AADT[1]	Annual Growth Rate	2025 AADT [2]	V/C Ratio
SR 405 / South Street									
Fox Lake Road	*Singleton Avenue*	Urban Minor Arterial	D	2	17,700	11,920	3.00%	12,646	0.71
Singleton Avenue	*Park Avenue*	Urban Minor Arterial	D	2/4	37,810	6,350	3.00%	6,737	0.18
Singleton Avenue									
SR 405 / South Street	*Garden Street*	Urban Major Collector	D	2	17,700	7,230	3.00%	7,670	0.43

Notes:

1. Data obtained from the latest Space Coast Transportation Planning Organization (SCTPO) Traffic Counts Historical Report (2014 - 2023).

2. 2025 AADT volumes determined by applying a 2% per year annual growth rate to the 2023 AADT volumes.

Table 3: Existing (2025) PM Peak Hour Capacity Analysis

Roadway		Roadway Attributes				2025 Existing PM Peak Hour Traffic Conditions			
						2025Volumes[1]			
From	To	Functional Classification	Adopted LOS	Number of Lanes	PHPD MSV[2]	NB / EB	SB / WB	Peak Direction	Max V/C Ratios
SR 405 / South Street									
Fox Lake Road	*Singleton Avenue*	Urban Minor Arterial	D	2	1,110	487	485	NB	0.44
Singleton Avenue	*Park Avenue*	Urban Minor Arterial	D	2/4	1,110	234	272	WB	0.25
Singleton Avenue									
SR 405 / South Street	*Garden Street*	Urban Major Collector	D	2	1,110	306	267	NB	0.28

Notes:

1. 2025 PHPD volumes obtained from collected traffic counts

2. Peak Hour Peak Directional (PHPD) Maximum Service Volume (MSV) determined from latest 2023 FDOT Q/LOS Handbook.

3.2 EXISTING TRAFFIC COUNTS

Turning movement counts (TMCs) were collected at the study intersections on Wednesday, May 14, 2025, and are provided in **Appendix E**. Data was collected during the AM Peak Period (7:00 AM to 9:00 AM) and the PM Peak Period (4:00 PM to 6:00 PM).

The counts were adjusted using the seasonal factor (SF) from FDOT's Florida Traffic Online (FTO) publication, with a minimum factor of 1.0 used. SF data is provided in **Appendix F**. Turning movement volume development worksheets for all study area intersections are provided in **Appendix G.**

3.3 EXISTING INTERSECTION CONDITIONS

An intersection operational analysis was performed for existing (2025) conditions during the AM and PM peak hour using procedures outlined in the *Highway Capacity Manual, 7th Edition* with Synchro (v12) software. Existing signal timings were provided by the City of Titusville, provided in **Appendix H**, for the following signalized intersections:

- SR 405/South Street & Fox Lake Road
- South Park Avenue & SR 405/South Street

Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the AM and PM peak hour existing conditions are provided in **Table 4** and **Table 5**. Synchro outputs are included in **Appendix I**.

As shown in **Table 4** and **Table 5**, all study area intersections currently operate with acceptable overall LOS in existing (2025) AM and PM peak hour conditions. All intersection approaches operate with a v/c ratio less than 1.0 during the AM and PM peak hours.

Table 4: Existing (2025) AM Peak Hour Intersection Conditions

Intersection		Control Type	Approach	AM Peak Hour		
				Max Level of Service	Max V/C Movement	Max V/C Ratio
1	SR 405 / South Street (N/S) & Fox Lake Road (E/W)	Signalized	EB	C	EBL/T/R	0.70
			WB	C	WBL/T/R	0.64
			NB	B	NBT/R	0.52
			SB	B	SBT/R	0.41
			Overall	**B (17.4 s)**	**EBL/T/R**	**0.70**
2	Singleton Avenue (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	A	EBL	0.18
			WB(L)	-	-	-
			NB	-	-	-
			SB	B	SBR	0.32
			Overall	**-**	**SBR**	**0.32**
3	Park Avenue (N/S) & SR 405 / South Street (E/W)	Signalized	EB	B	EBT/R	0.23
			WB	B	WBT/R	0.15
			NB	B	NBT/R	0.73
			SB	B	SBT/R	0.51
			Overall	**B (12.1 s)**	**NBT/R**	**0.73**

Table 5: Existing (2025) PM Peak Hour Intersection Conditions

Intersection		Control Type	Approach	PM Peak Hour		
				Max Level of Service	Max V/C Movement	Max V/C Ratio
1	SR 405 / South Street (N/S) & Fox Lake Road (E/W)	Signalized	EB	C	EBL/T/R	0.55
			WB	C	WBL/T/R	0.65
			NB	B	NBT/R	0.58
			SB	B	SBT/R	0.42
			Overall	**B (15.5 s)**	**WBL/T/R**	**0.65**
2	Singleton Avenue (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	A	EBL	0.24
			WB(L)	-	-	-
			NB	-	-	-
			SB	B	SBR	0.36
			Overall	**-**	**SBR**	**0.36**
3	Park Avenue (N/S) & SR 405 / South Street (E/W)	Signalized	EB	B	EBL	0.16
			WB	B	WBT/R	0.24
			NB	B	NBT/R	0.58
			SB	B	SBT/R	0.62
			Overall	**B (11.4 s)**	**SBT/R**	**0.62**

4.0 BACKGROUND CONDITIONS ANALYSIS

Traffic conditions were evaluated for Year 2028 background conditions, without the impact of project trips on the roadway network. Background volumes at study area intersections were derived by applying a 3% annual growth rate to existing turning movement volumes.

In addition to the annual growth rate of 3% per year, project traffic associated with other developments has been incorporated into the background traffic volumes. Traffic associated with the following two other developments has been included in the background conditions, the Titusville Multi-Family Apartments development, which is located in the northeast quadrant of the intersection of SR 405/South Street and Fox Lake Road, and the SR 405 and Singleton (North Parcel) development, which is located north of SR 405/South Avenue from the project site. Excerpts from the traffic studies for these developments are provided in **Appendix J.**

Background growth and vested trips are shown in the intersection turning movement volume development worksheets, provided in **Appendix G**.

4.1 BACKGROUND ROADWAY SEGMENT CONDITIONS

Daily and PM peak hour capacity analyses were performed for the roadway segments adjacent to the development for background conditions. Existing 2025 volumes were determined in the existing condition analysis and grown using a three percent (3%) annual growth rate. Additionally, trips associated with the Titusville Multi-Family Apartments and SR 405 and Singleton (North Parcel) developments were included in the Background (2028) segment volumes. The background Daily and PM peak hour segment capacity analysis are shown in **Table 6** and **Table 7**.

As shown in the following table, all segments in the study area are projected to continue to operate with background daily and PM peak hour volumes within their adopted maximum service volumes (MSV) in the background (2028) condition.

Table 6: Background (2028) Daily Capacity Analysis

Roadway		Roadway Attributes [1]				Daily - Background (2028)					
From	To	Functional Classification	Adopted LOS	Number of Lanes	Daily MSV	Existing 2025 AADT[1,2]	Annual Growth Rate	Vested Trips[3]	2028 AADT[4]	Daily MSV[1]	V/C Ratio
SR 405 / South Street											
Fox Lake Road	*Singleton Avenue*	Urban Minor Arterial	D	2	17,700	12,646	3.0%	492	14,310	17,700	0.81
Singleton Avenue	*Park Avenue*	Urban Minor Arterial	D	2/4	37,810	6,737	3.0%	335	7,697	37,810	0.20
Singleton Avenue											
SR 405 / South Street	*Garden Street*	Urban Major Collector	D	2	17,700	7,670	3.0%	168	8,549	17,700	0.48

Notes:

1. Data obtained from the latest Space Coast Transportation Planning Organization (SCTPO) Traffic Counts Historical Report (2014 - 2023).

2. 2025 AADT volumes determined by applying a 2% per year annual growth rate to the 2023 AADT volumes.

3. Vested traffic included from the SR 405 Mixed-Use and Tranquility Multiuse developments.

4. Background (2028) AADT volumes derived by applying a 2% annual growth rate to Existing (2025) AADT volumes.

Table 7: Background (2028) PM Peak Hour Capacity Analysis

Roadway		Roadway Attributes [1]				Existing Volumes		Growth Rate	2028 Background PM Peak Hour				
									Vested Trips[3]		Volumes[4]		Max V/C Ratio
From	To	Functional Classification	Adopted LOS	Number of Lanes	PHPD MSV[2]	NB / EB	SB / WB		NB / EB	SB / WB	NB / EB	SB / WB	
SR 405 / South Street													
Fox Lake Road	*Singleton Avenue*	Urban Minor Arterial	D	2	1,110	487	485	3%	17	22	548	552	0.50
Singleton Avenue	*Park Avenue*	Urban Minor Arterial	D	2/4	1,110	234	272	3%	11	17	266	314	0.28
Singleton Avenue													
SR 405 / South Street	*Garden Street*	Urban Major Collector	D	2	1,110	306	267	3%	17	15	351	307	0.32

Notes:

1. 2025 PHPD volumes obtained from collected traffic counts

2. Peak Hour Peak Directional (PHPD) Maximum Service Volume (MSV) determined from latest 2023 FDOT Q/LOS Handbook.

3. Vested traffic included from the South Street and Singleton Project and the Titusville Multi-Family Apartments Project.

4. Background (2028) PHPD volumes derived by applying a 3% annual growth rate to Existing (2028) PHPD volumes and adding in vested traffic.

4.2 BACKGROUND INTERSECTION CONDITIONS

An intersection operational analysis was performed for background conditions during the PM peak hour using procedures outlined in the *Highway Capacity Manual, 7th Edition* with Synchro (v12) software. The existing (2025) volumes were grown to Year 2028 background volumes by applying a growth rate of three percent (3%) over three (3) years and adding trips from the Titusville Multi-Family Apartments and SR 405 and Singleton (North Parcel) developments.

Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the AM and PM peak hour background conditions are provided in **Table 8** and **Table 9**. Synchro outputs are provided in **Appendix I**.

As shown in **Table 8** and **Table 9**, all study area intersections are expected to operate at an acceptable LOS overall and with v/c ratios less than one (1.0) during background (2028) PM peak hour conditions.

Table 8: Background (2028) AM Peak Hour Intersection Conditions

Intersection		Control Type	Approach	AM Peak Hour		
				Max Level of Service	Max V/C Movement	Max V/C Ratio
1	SR 405 / South Street (N/S) & Fox Lake Road (E/W)	Signalized	EB	C	EBL/T/R	0.63
			WB	C	WBL/T/R	0.70
			NB	B	NBT/R	0.62
			SB	B	SBT/R	0.50
			Overall	**B (19.9 s)**	**WBL/T/R**	**0.70**
2	Singleton Avenue (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	A	EBL	0.21
			WB(L)	-	-	-
			NB	-	-	-
			SB	B	SBR	0.37
			Overall	**-**	**SBR**	**0.37**
3	Park Avenue (N/S) & SR 405 / South Street (E/W)	Signalized	EB	B	EBT/R	0.27
			WB	B	WBT/R	0.17
			NB	B	NBT/R	0.75
			SB	B	SBT/R	0.53
			Overall	**B (12.5 s)**	**NBT/R**	**0.75**

Table 9: Background (2028) PM Peak Hour Intersection Conditions

Intersection		Control Type	Approach	PM Peak Hour		
				Max Level of Service	Max V/C Movement	Max V/C Ratio
1	SR 405 / South Street (N/S) & Fox Lake Road (E/W)	Signalized	EB	C	EBL/T/R	0.53
			WB	C	WBL/T/R	0.69
			NB	B	NBT/R	0.69
			SB	B	SBT/R	0.49
			Overall	**B (17.9 s)**	**WBL/T/R**	**0.69**
2	Singleton Avenue (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	A	EBL	0.29
			WB(L)	-	-	-
			NB	-	-	-
			SB	B	SBL	0.43
			Overall	**-**	**SBL**	**0.43**
3	Park Avenue (N/S) & SR 405 / South Street (E/W)	Signalized	EB	B	EBL	0.20
			WB	B	WBT/R	0.28
			NB	B	NBT/R	0.59
			SB	B	SBT/R	0.65
			Overall	**B (11.8 s)**	**SBT/R**	**0.65**

5.0 DEVELOPMENT TRAFFIC

The proposed development is expected to consist of ±62 townhomes. Buildout of the project is anticipated in Year 2028. The latest industry standards were referenced to evaluate the amount of new external trips to be generated by the site at buildout. The latest adopted regional travel demand model was used to forecast the distribution of trips throughout the study area.

5.1 TRIP GENERATION

Trip generation for the proposed site was calculated using procedures published in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*.

Table 10 provides the daily, AM and PM peak hour trip generation summary for the project. As shown in the table, the proposed site is anticipated to generate 422 daily trips, 26 AM peak hour trips (8 inbound / 18 outbound), and 34 PM peak hour trips (19 inbound / 15 outbound).

Table 10: Trip Generation

	Land Use	ITE LUC[1]	Size	Units	ITE Trip Rate[1]	Multimodal Reduction[2]	Local Trip Rate	Daily				
								Total	In[1]		Out[1]	
Daily	Single Family Attached Housing	215	**62.000**	DU	6.81	0%	0.00	422	*50%*	211	*50%*	211
	New External Trips							**422**	**211**		**211**	
	Land Use	**ITE LUC[1]**	**Size**	**Units**	**ITE Trip Rate[1]**	**Multimodal Reduction[2]**	**Local Trip Rate**	**AM Peak Hour**				
								Total	**In[1]**		**Out[1]**	
AM Peak Hour	Single Family Attached Housing	215	**62.000**	DU	0.43	0%	0.00	26	*31%*	8	*69%*	18
	New External Trips							**26**	**8**		**18**	
	Land Use	**ITE LUC[1]**	**Size**	**Units**	**ITE Trip Rate[1]**	**Multimodal Reduction[2]**	**Local Trip Rate**	**PM Peak Hour**				
								Total	**In[1]**		**Out[1]**	
PM Peak Hour	Single Family Attached Housing	215	**62.000**	DU	0.54	0%	0.00	34	*57%*	19	*43%*	15
	New External Trips							**34**	**19**		**15**	

Notes: [1] Vehicle trip rate and directional splits per site-specific data provided by the end user.

5.2 TRIP DISTRIBUTION

Projected traffic patterns on study area facilities were developed using the latest adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Central Florida Regional Planning Model (CFRPM v7) set and situated within the existing roadway network to appropriately represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project buildout year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting model plot showing the percent of daily project distribution is provided in **Appendix K**.

Daily model project distribution was referenced to manually assign project distribution at the study area in general accordance with daily model output. **Figure 2** shows the project distribution at the study intersection for use in forecasting project trips.

5.3 TRIP ASSIGNMENT

Project trip distribution percentages were used to assign anticipated project trips to the study area roadways and intersections. **Figure 3** shows the anticipated peak hour project trip assignments at study area intersections during the AM and PM peak hours.

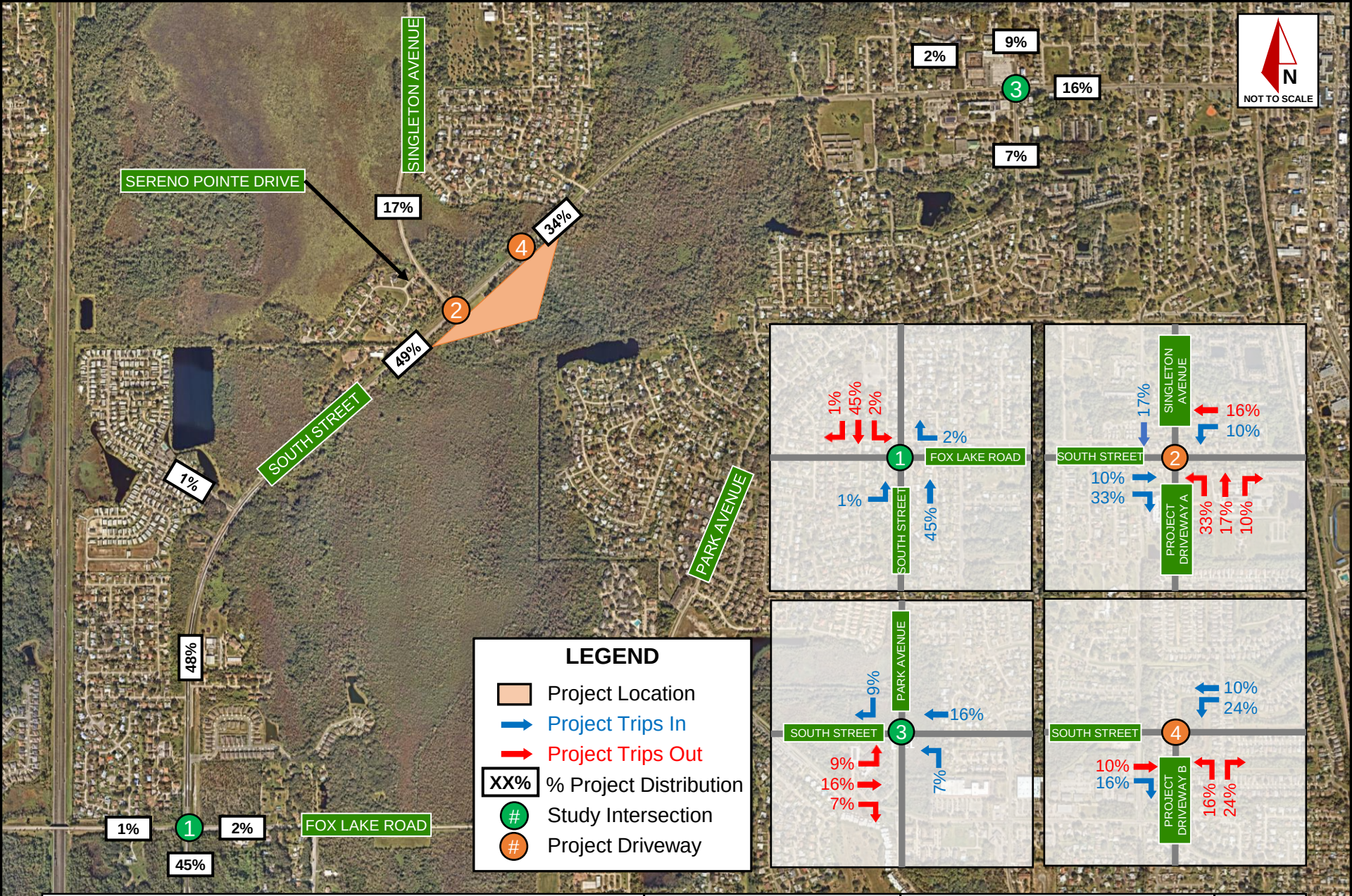


Figure 2: Project Trip Distribution

Titusville South Street TIA
South Parcel
May 2025
KHA Project No.: 147936009

Kimley»Horn
© 2025 Kimley-Horn and Associates, Inc.
6876 Marwick Lane, Suite 350, Orlando, FL 32827
Phone: (407)-536-4440

Aerial imagery provided by: Microsoft

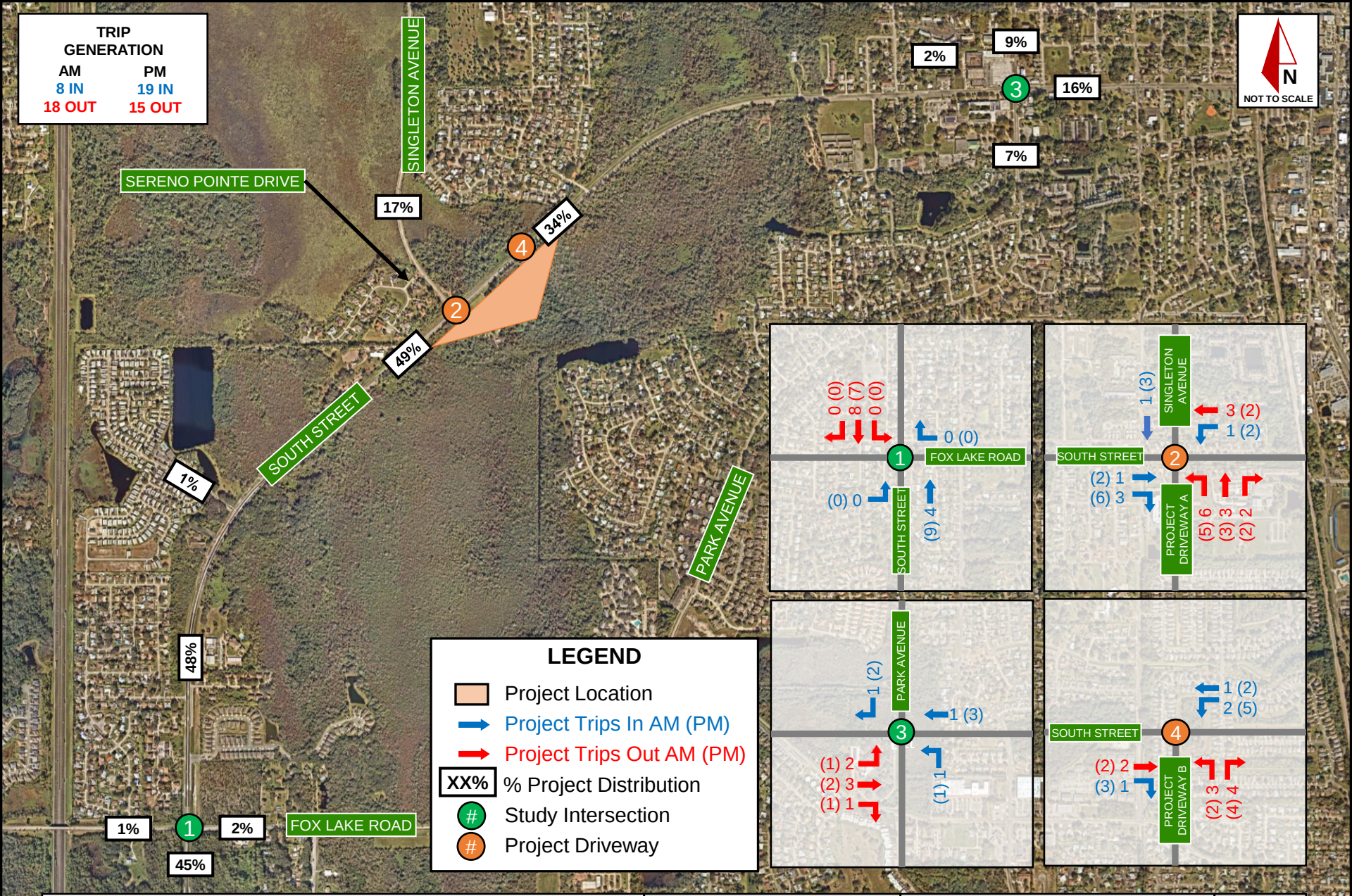


Figure 3: Project Trip Assignment

SR 405 and Singleton TIA (South Parcel)
June 2025
KHA Project No.: 147936009

Kimley»Horn
© 2025 Kimley-Horn and Associates, Inc.
6876 Marwick Lane, Suite 350, Orlando, FL 32827
Phone: (407)-536-4440

17

Aerial imagery provided by: Nearmap

6.0 BUILDOUT CONDITIONS ANALYSIS

Buildout volumes were developed by adding anticipated project trips to background volumes. A determination of the impact of project traffic on the roadway network was made, including LOS conditions for the intersections and roadway segments within the study area. Turning movement volume worksheets for all intersections and driveways are provided in **Appendix G.**

6.1 BUILDOUT ROADWAY SEGMENT ANALYSIS

Daily and PM peak hour capacity analyses were performed for the roadway segments adjacent to the development for buildout conditions. The project trip distribution was used to assign project trips to the analyzed roadways. These trips were then added to the background volumes determined in the background segment analysis. The buildout Daily and PM peak hour capacity analysis are shown in **Table 11** and **Table 12**.

As shown in the following tables, all segments in the study area are projected to continue to operate with Daily and PM peak hour volumes within their adopted maximum service volumes (MSV) in the buildout (2028) condition.

Table 11: Buildout (2028) Daily Capacity Analysis

Roadway		Roadway Attributes [1]				Daily - Buildout (2028)				
From	To	Functional Classification	Adopted LOS	Number of Lanes	Daily MSV	Background 2028 AADT	422 Daily Trips % Assign[2]	422 Daily Trips Project Trips	Buildout 2028 AADT[3]	V/C Ratio
SR 405 / South Street										
Fox Lake Road	*Singleton Avenue*	Urban Minor Arterial	D	2	17,700	14,332	49%	207	14,539	0.82
Singleton Avenue	*Park Avenue*	Urban Minor Arterial	D	2/4	37,810	7,712	34%	143	7,855	0.21
Singleton Avenue										
SR 405 / South Street	*Garden Street*	Urban Major Collector	D	2	17,700	8,557	17%	72	8,629	0.49

Notes:

1. Data obtained from the latest Space Coast Transportation Planning Organization (SCTPO) Traffic Counts Historical Report (2014 - 2023).

2. Percent project traffic assignment was calculated as the maximum across the segment.

3. Buildout (2028) AADT is calculated by adding project trips to Background (2028) AADT.

Table 12: Buildout (2028) PM Peak Hour Capacity Analysis

Roadway		Roadway Attributes [1]				2028 Background Volumes		PM Peak Hour Project Trips			2028 Buildout PM Peak Hour Volumes [4]		
From	To	Functional Classification	Adopted LOS	Number of Lanes	PHPD MSV[2]	NB / EB	SB / WB	% Assign [3]	NB / EB	SB / WB	NB / EB	SB / WB	Max V/C Ratio
SR 405 / South Street													
Fox Lake Road	*Singleton Avenue*	Urban Minor Arterial	D	2	1,110	548	552	49%	9	7	557	559	0.50
Singleton Avenue	*Park Avenue*	Urban Minor Arterial	D	2/4	1,110	266	314	34%	5	5	271	319	0.29
Singleton Avenue													
SR 405 / South Street	*Garden Street*	Urban Major Collector	D	2	1,110	351	307	17%	3	3	354	310	0.32

Notes:

1. 2025 PHPD volumes obtained from collected traffic counts

2. Peak Hour Peak Directional (PHPD) Maximum Service Volume (MSV) determined from latest 2023 FDOT Q/LOS Handbook.

3. Percent project traffic is the maximum model distribution across the roadway segment.

4. Buildout (2028) PHPD volumes is calculated by adding project trips to Background (2028) PHPD volumes.

6.2 BUILDOUT INTERSECTION ANALYSIS

An intersection operational analysis was performed for Year 2028 buildout conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 7th Edition* with Synchro (v12) software. Intersection level of service (LOS), delay, and maximum volume to capacity (v/c) ratios for the AM and PM peak hour buildout conditions are provided in **Table 13** and **Table 14.** Synchro outputs are provided in **Appendix I**. **Figure 4** and **Figure 5** illustrate the turning movement buildout volumes at the study area intersections for the AM and PM peak hours, respectively.

As shown in **Table 13** and **Table 14**, all study area intersections are expected to operate at an acceptable LOS overall and with v/c ratios less than one (1.0) during buildout (2028) PM peak hour conditions.

No operational deficiencies were identified as a result of the proposed residential development.

Table 13: Buildout (2028) AM Peak Hour Intersection Conditions

Intersection		Control Type	Approach	AM Peak Hour		
				Max Level of Service	Max V/C Movement	Max V/C Ratio
1	SR 405 / South Street (N/S) & Fox Lake Road (E/W)	Signalized	EB	C	EBL/T/R	0.63
			WB	C	WBL/T/R	0.70
			NB	B	NBT/R	0.63
			SB	B	SBT/R	0.51
			Overall	**B (20.0 s)**	**WBL/T/R**	**0.70**
2	Singleton Avenue (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	A	EBL	0.21
			WB(L)	A	WBL	0.00
			NB	D	NBL/T/R	0.10
			SB	B	SBR	0.37
			Overall	**-**	**SBR**	**0.37**
3	Park Avenue (N/S) & SR 405 / South Street (E/W)	Signalized	EB	B	EBT/R	0.28
			WB	B	WBT/R	0.17
			NB	B	NBT/R	0.75
			SB	B	SBT/R	0.53
			Overall	**B (12.5 s)**	**NBT/R**	**0.75**
4	Project Driveway B (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	A	WBL/T	0.00
			NB	B	NBT/R	0.01
			SB	-	-	-
			Overall	**-**	**NBT/R**	**0.01**

Table 14: Buildout (2028) PM Peak Hour Intersection Conditions

Intersection		Control Type	Approach	PM Peak Hour		
				Max Level of Service	Max V/C Movement	Max V/C Ratio
1	SR 405 / South Street (N/S) & Fox Lake Road (E/W)	Signalized	EB	C	EBL/T/R	0.53
			WB	C	WBL/T/R	0.69
			NB	B	NBT/R	0.70
			SB	B	SBT/R	0.50
			Overall	**B (18.0 s)**	**NBT/R**	**0.70**
2	Singleton Avenue (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	A	EBL	0.29
			WB(L)	A	WBL	0.00
			NB	E	NBL/T/R	0.13
			SB	B	SBR	0.43
			Overall	**-**	**SBR**	**0.43**
3	Park Avenue (N/S) & SR 405 / South Street (E/W)	Signalized	EB	B	EBL	0.20
			WB	B	WBT/R	0.28
			NB	B	NBT/R	0.59
			SB	B	SBT/R	0.65
			Overall	**B (11.8 s)**	**SBT/R**	**0.65**
4	Project Driveway B (N/S) & SR 405 / South Street (E/W)	Unsignalized (TWSC)	EB(L)	-	-	-
			WB(L)	A	WBL/T	0.01
			NB	B	NBT/R	0.01
			SB	-	-	-
			Overall	**-**	**NBT/R**	**0.01**

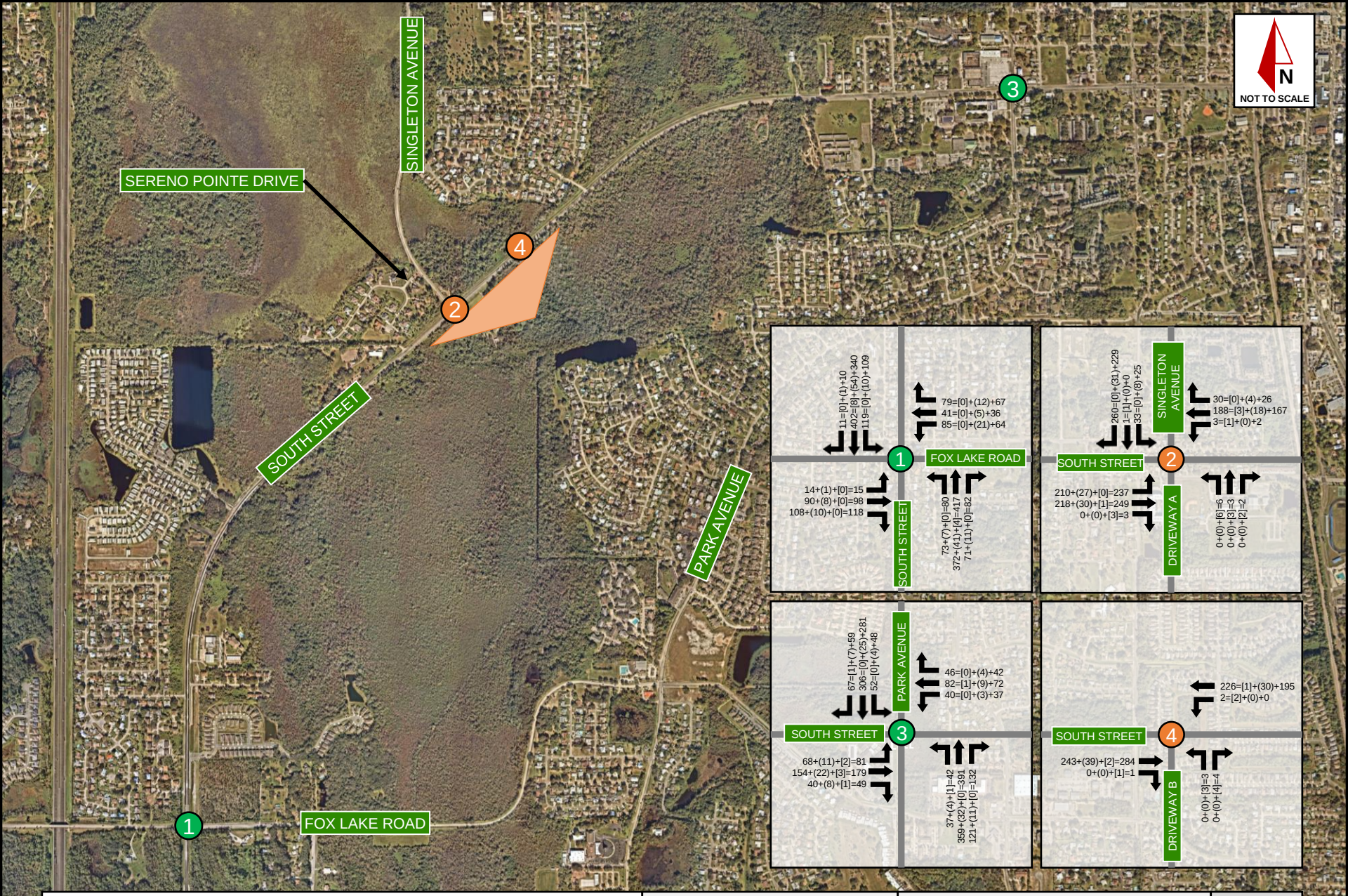


Figure 4: AM Peak Hour Buildout (2028) Volumes

SR 405 and Singleton TIA (South Parcel)
June 2025
KHA Project No.: 147936009

Kimley»Horn
© 2025 Kimley-Horn and Associates, Inc.
6876 Marwick Lane, Suite 350, Orlando, FL 32827
Phone: (407)-536-4440

Aerial imagery provided by: nearmap

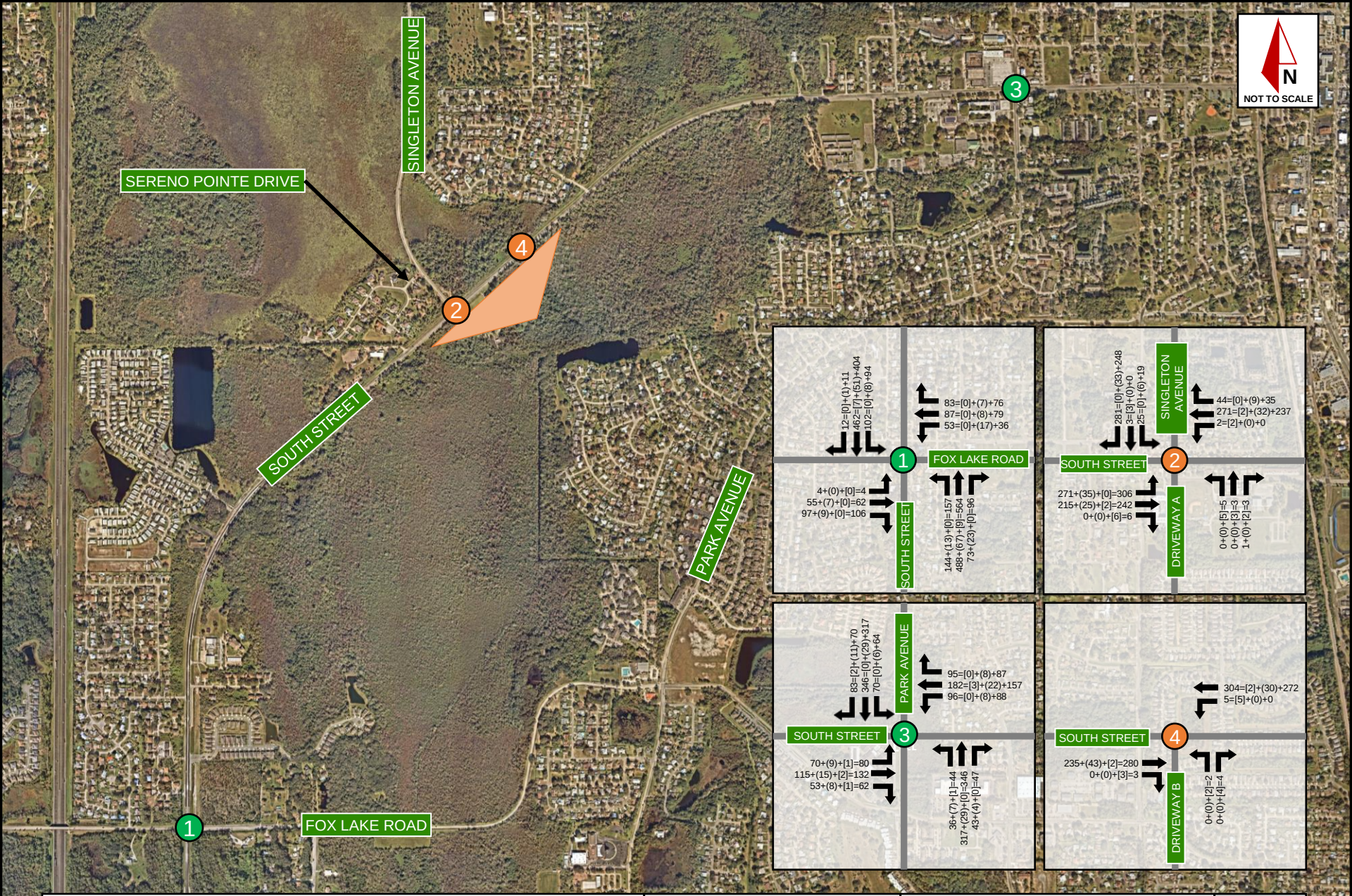


Figure 5: PM Peak Hour Buildout (2028) Volumes

SR 405 and Singleton TIA (South Parcel)
June 2025
KHA Project No.: 147936009

Kimley»Horn
© 2025 Kimley-Horn and Associates, Inc.
6876 Marwick Lane, Suite 350, Orlando, FL 32827
Phone: (407)-536-4440

Aerial imagery provided by: nearmap

6.3 BUILDOUT INGRESS TURN LANE ANALYSIS

The need for exclusive ingress right-turn and left-turn lanes at the proposed project driveways on SR 405/South Street were evaluated using the National Cooperative of Highway Research Program (NCHRP) Report 457 thresholds.

The need for an exclusive right-turn lane at the project driveways on SR 405/South Street were determined by comparing the right turning volumes with the approach volume. Based on the project volumes shown in **Figure 4** and **Figure 5** and thresholds specified by the NCHRP Report 457, ingress right-turn lanes are not warranted at either project driveway.

The need for an exclusive left-turn lane at the project driveways on SR 405/South Street were determined by comparing the left turning volumes with the approach and opposing volumes. Based on the project volumes shown in **Figure 4** and **Figure 5** and thresholds specified by the NCHRP Report 457, ingress left-turn lanes are not warranted at either project driveway.

NCHRP outputs are provided in **Appendix L.**

7.0 CONCLUSION

This traffic impact analysis was performed to analyze and document the traffic impacts associated with the development of SR 405 and Singleton (South Parcel) residential site in the City of Titusville, Florida. The ±66.5-acre site is generally located to the south of SR 405/South Street and east of Singleton Avenue. The applicant is proposing to develop a total of ±62 townhomes. Access to the site will be provided via two full access connections on SR 405/South Street, one of which aligns with Singleton Avenue.

A FLU analysis was performed to determine the potential transportation impacts associated with the proposed FLU amendment. The proposed FLU designation of Planned Unit Development (PUD) at maximum intensity generates fewer trips than the existing FLU designation at maximum intensity. Therefore, no additional traffic impacts are anticipated as a result of the proposed FLU amendment.

The proposed development is anticipated to generate 422 daily trips, 26 AM peak hour trips (8 inbound / 18 outbound) and 34 PM peak hour trips (19 inbound / 15 outbound) based on the 11th Edition of the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*. Project trips were distributed onto the surrounding network using the latest adopted regional travel demand model and manually assigned at the study area intersections.

A roadway segment capacity analysis was performed for the roadway segments in the study area for existing, background, and buildout conditions. The analysis identifies no roadway segment capacity deficiencies.

An operational analysis was performed for existing, background, and buildout conditions at all driveways and intersections within the study area. The study area intersections are anticipated to operate at an acceptable LOS and a v/c ratio less than one (1.0) under buildout (2028) AM and PM peak hour conditions Therefore, no operational deficiencies were identified as a result of the proposed development.

The need for exclusive ingress left-turn and right-turn lanes at the proposed project driveway were evaluated based on the NCHRP Report 457 thresholds for the proposed project driveways on Singleton Avenue. Ingress right-turn lane nor left-turn lanes are warranted at the project driveway.

APPENDIX A
Methodology Statement

Forder, Harrison

From: Ofosu, Kwabena KB <Kwabena.Ofosu@Titusville.com>
Sent: Monday, May 19, 2025 5:33 PM
To: Forder, Harrison
Subject: RE: Titusville South Street Methodology - SOUTH PARCEL

Categories: External

Hello there.

I have no objections with your traffic methodology proposals.

Thanks.
KB

From: Forder, Harrison <Harrison.Forder@kimley-horn.com>
Sent: Wednesday, May 14, 2025 6:30 PM
To: Ofosu, Kwabena KB <Kwabena.Ofosu@Titusville.com>
Cc: Taylor, James <James.Taylor@kimley-horn.com>
Subject: Titusville South Street Methodology - SOUTH PARCEL

Good evening KB – I've included the methodology for the south parcel traffic study below. As previously mentioned, The South Street & Singleton Avenue project is back to life under a different developer, and we are moving forward with new TIAs for the project. You may recall that back in 2022 (report attached), we looked at a residential site on both sides of SR 405/South Street, and the north parcel of the development included a connection into the adjacent neighborhood. The site plan has changed, and we are back preparing a TIA for the new development plan, which is lower density (site plan for south parcel is attached). We will be preparing separate traffic studies for both the north and south parcels since they are going through separate public hearing processes. The south site is now proposed to consist of 62 residential units (down from 196 detached/attached units) with access to two (2) locations on South Street (SR 405), one aligning with Singleton Avenue and one just to the east of Singleton Avenue.

Comprehensive Plan Amendment (CPA) Transportation Evaluation

The goal of this study is to determine the impact of the change in Future Land Use on study area Cost Feasible roadway capacity. As part of the CPA transportation evaluation, the following assumptions and analysis will be conducted:

1. Existing Future Land Use
    a. Conservation (CONS) – No Anticipated Development – 38.15 acres
    b. Low Density Residential (LDR) – maximum development of 5.8 DU/AC (R-1B) – 28.34 acres
2. Proposed Future Land Use
    a. PUD – 62 townhomes
3. It is anticipated that the maximum development trip intensity will be reduced by the FLU amendment.

Traffic Impact Analysis

The basis for this study will be to evaluate the traffic operations of the adjacent roadway segments and intersections. As part of the traffic impact analysis for the proposed development, we will perform the following tasks:

1. Calculate Daily, AM, & PM peak hour trip generation calculations based on ITE's Trip Generation Manual (11th Edition).
2. Determine project traffic distribution and assignment using transportation modeling software and traffic volumes on the adjacent roadway segments.
3. Obtain available traffic data from the Space Coast Transportation Planning Organization, Brevard County, City of Titusville, and FDOT for roadway segments within the project study area (unless the City provides any alternate data).

4. Calculate background growth (review of historical count data and any vested trip data to be provided by the City). Project trips associated with the north parcel will be included in the background traffic volumes to ensure all trips are captured.
5. Perform AM & PM peak hour intersection LOS analysis of the study area intersections and project driveways.
    a. South Street & Singleton Avenue/New Site Driveway
    b. South Street & Fox Lake Road
    c. South Street & Park Avenue
    d. South Street & East Site Driveway
6. Perform roadway segment analysis for:
    a. Singleton Avenue, from South Street (SR 405) to Garden Street
    b. South Street (SR 405), from Fox Lake Road to Singleton Avenue
    c. South Street (SR 405), from Singleton Avenue to Park Avenue
7. Perform turning movement counts during the AM & PM peak hour at the following intersection in the study area:
    a. South Street & Singleton Avenue
    b. South Street & Fox Lake Road
    c. South Street & Park Avenue
8. Prepare a traffic impact analysis report summarizing the analysis to the City of Titusville.

Please let me know if you have any other information to provide.

Thank you for your time and let me know if a phone call is preferred.

Thanks,
Harrison

Harrison Forder, P.E. (FL,GA,AL), IMSA TS II
Kimley-Horn | 6876 Marwick Lane, Suite 350, Orlando, FL 32827
Direct: (470) 273-3817 | Mobile: (678) 267-4586
Celebrating 18 years as one of FORTUNE's 100 Best Companies to Work For

APPENDIX B
Site Plan

GENERAL STATEMENT:

THE SUBJECT PROPERTY IS A 66.49 AC UNDEVELOPED PARCEL WITHIN THE CITY OF TITUSVILLE, LOCATED ON THE SOUTH SIDE OF SR 405/SOUTH STREET, JUST SOUTH OF THE INTERSECTION WITH SINGLETON AVENUE. THE PROPOSED PROJECT INCLUDES THE CONSTRUCTION OF 62 TOWNHOME UNITS (20' IN WIDTH), WHICH ARE TO BE INDIVIDUALLY PLATTED AND OWNED, AND ASSOCIATED ROADWAYS, INFRASTRUCTURE, SITE IMPROVEMENTS, LANDSCAPING, UTILITIES AND STORMWATER MANAGEMENT SYSTEMS TO SERVICE THE DEVELOPMENT. THE PARCEL CURRENTLY HAS MULTIPLE EXISTING ZONING DISTRICTS AND LAND USES WITHIN ITS LEGAL LIMITS; EXISTING ZONING DISTRICTS INCLUDE OPEN SPACE/RECREATION (OR) AND GENERAL USE (GU), AND THE EXISTING LAND USES ARE CONSERVATION, AND LOW DENSITY RESIDENTIAL. WITH THIS PROJECT, THE PROPOSED ZONING DISTRICT WILL BE PLANNED DEVELOPMENT (PD) AND THE PROPOSED LAND USES WILL BE LOW-DENSITY RESIDENTIAL AND CONSERVATION. PLEASE REFER TO THE REZONING AND LAND USE EXHIBITS FOR ADDITIONAL INFORMATION AND SPECIFICS.

THE MAXIMUM DENSITY ALLOWED FOR THIS PROJECT IS GOVERNED BY THE PROPOSED LOW DENSITY RESIDENTIAL LAND USE, WHICH IS 5 DU/AC, AND THE PROJECT CURRENTLY PROPOSES 1 DU/AC.

A LARGE MAJORITY OF THE FULL PARCEL ACREAGE IS DESIGNED AS WETLANDS, AND THE DEVELOPABLE ACREAGE IS CALCULATED TO BE 15.70 AC. THE PROJECT WAS DESIGNED IN EFFORTS TO MINIMIZE WETLAND IMPACTS; CURRENTLY THE PROPOSED DOES NOT PROPOSE ANY DIRECT WETLAND IMPACTS AND HAS PROVIDED AN AVERAGE 25' BUFFER (MINIMUM 15' BUFFER) AS SHOWN ON THIS CONCEPTUAL SITE PLAN WHICH MITIGATE AGAINST SECONDARY IMPACTS FOR DEVELOPING NEAR WETLANDS (PER THE ST. JOHNS WATER MANAGEMENT DISTRICT REQUIREMENTS).

STORMWATER AND UTILITIES STATEMENT:

THE PROPOSED PROJECT WILL BE SERVICED BY CITY OF TITUSVILLE WATER RESOURCES DEPARTMENT AND WILL CONNECT TO EXISTING WATER AND SEWER INFRASTRUCTURE LOCATED WITHIN THE ADJACENT RIGHT-OF-WAYS. THE ONSITE POTABLE WATER SYSTEM PROPOSES 2 CONNECTIONS TO THE EXISTING 16" DIP WATER MAIN ALONG THE NORTH SIDE OF SR405/SOUTH STREET TO ENSURE A LOOPED SYSTEM WITH ADEQUATE FLOWS.

ONSITE SANITARY SEWER WILL BE COLLECTED THROUGH A GRAVITY SEWER SYSTEM FEEDING TO A LIFT STATION, AND WILL EXIT THROUGH A FORCE MAIN, ULTIMATELY CONNECTING TO THE EXISTING 6" FM ALONG SR 405/ SOUTH STREET. A PROPOSED FM EXTENSION WITHIN SR 405 RIGHT-OF-WAY FROM THE CURRENT STUB WEST OF THIS PROJECT WILL BE REQUIRED TO PROVIDE SANITARY SERVICE TO THE DEVELOPMENT, AND WILL BE DESIGNED AND PERMITTED CONCURRENTLY. NO RECLAIM INFRASTRUCTURE IS AVAILABLE IN THE AREA,

STORMWATER TREATMENT AND ATTENUATION WILL BE PROVIDED THROUGH DRY RETENTION PONDS, AND ONCE TREATMENT IS ACHIEVED STORMWATER ULTIMATELY DISCHARGES TO AN ONSITE WETLAND. PROPOSED DRY POND LOCATIONS, DELINEATED WETLAND LOCATIONS AND APPROXIMATE ACREAGES ARE SHOWN ON THE MASTER CONCEPTUAL SITE PLAN. BASED ON EXISTING GRADES ON THE PROVIDED SURVEY, WATER CURRENTLY DISCHARGES TO THE ONSITE WETLANDS, WHICH ESTABLISHES A LEGAL POSITIVE OUTFALL FOR THE PROJECT.

SITE DATA:

PARCEL ID: 22-35-08-00-1; 22-35-05-00-758; 22-35-05-00-759; 22-35-05-00-760; 22-35-05-00-752
TAX ID: 2203599; 3028883; 3028884; 3028885; 2202226
SECTION 5, TOWNSHIP 22, RANGE 35E

TOTAL SITE AREA:	66.49 AC
DEVELOPABLE SITE AREA:	15.70 AC
DEVELOPMENT TYPE:	MULTI-FAMILY RESIDENTIAL (TOWNHOMES)
EXISTING ZONING(S):	OPEN SPACE/RECREATION (OR), AND GENERAL USE (GU)
EXISTING LAND USE(S):	CONSERVATION, LOW DENSITY RESIDENTIAL
PROPOSED ZONING(S):	PLANNED DEVELOPMENT (PD)
PROPOSED LAND USE(S):	LOW DENSITY RESIDENTIAL, CONSERVATION
ALLOWABLE DENSITY:	5 DU/AC
PROPOSED PROJECT DENSITY:	1 DU/AC*
PROPOSED FLU DENSITY (LOW DENSITY RES):	5 DU/AC**
MAX. ALLOWABLE BUILDING HEIGHT:	50'
EXISTING IMPERVIOUS AREA:	0.00 AC (0%)
PROPOSED IMPERVIOUS AREA:	5.15 AC (33%)
PROPOSED LOTS:	62 UNITS
MINIMUM LOT SIZE:	N/A WITHIN PD
PROPOSED LOT SIZE:	20'X100', 30'X100'
PROPOSED WETLAND IMPACTS:	0.00 AC

*PROJECT DENSITY BASED ON TOTAL GROSS PROJECT ACREAGE (+/- 66.49 AC) PER CITY OF TITUSVILLE CODE.
**FLU DENSITY BASED ON TOTAL ACREAGE PROPOSED AS LOW DENSITY RESIDENTIAL WITHIN PD (+/- 15.70 AC)

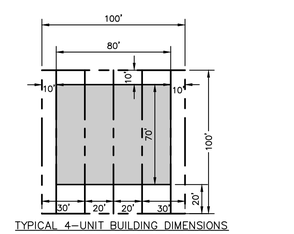
PARCEL BREAKDOWN

TOTAL PARCEL	66.49 AC
WETLAND	50.69 AC
TOTAL DEVELOPABLE AREA:	15.70 AC
TOTAL IMPERVIOUS AREA:	5.15 AC
TOTAL PERVIOUS AREA:	10.55 AC
RIGHT-OF-WAY	2.32 AC
LOTS	3.47 AC
WETLAND BUFFER	2.75 AC

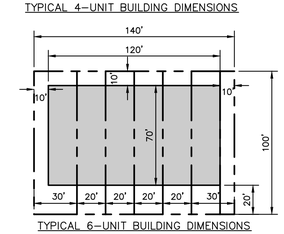
USEABLE OPENSPACE

REQUIRED (35% OF DEVELOPABLE SITE AREA)	5.50 AC
PROVIDED	5.55 AC

GRAPHIC SCALE IN FEET
0 65 130 260



TYPICAL 4-UNIT BUILDING DIMENSIONS



TYPICAL 6-UNIT BUILDING DIMENSIONS

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
7341 OFFICE PARK PLACE, SUITE 102, MELBOURNE, FL 32940
PHONE: 321-430-1138
WWW.KIMLEY-HORN.COM REGISTRY NO. 696

KHA PROJECT 147936000
DATE 11/16/2023
SCALE AS SHOWN
DESIGNED BY ---
DRAWN BY ---
CHECKED BY ---

SITE PLAN EXHIBIT

SR 405 AND SINGLETON PD - SOUTH
PREPARED FOR
THE SINGLETON AVE 44 ACRE LAND TRUST, LLC
TITUSVILLE FL

SHEET NUMBER
E-100

Plotted By:Anderson, Zach Sheet Set:SR 405 AND SINGLETON PD - SOUTH Layout:E-100 SITE PLAN September 09, 2024 06:59:30pm K:\VRB_LDEV\147936000 - SR 405 and Singleton PD\CAD\Exhibits\Entitlements\South\E-100 SITE PLAN EXHIBIT (2).dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

APPENDIX C
ITE Excerpts

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

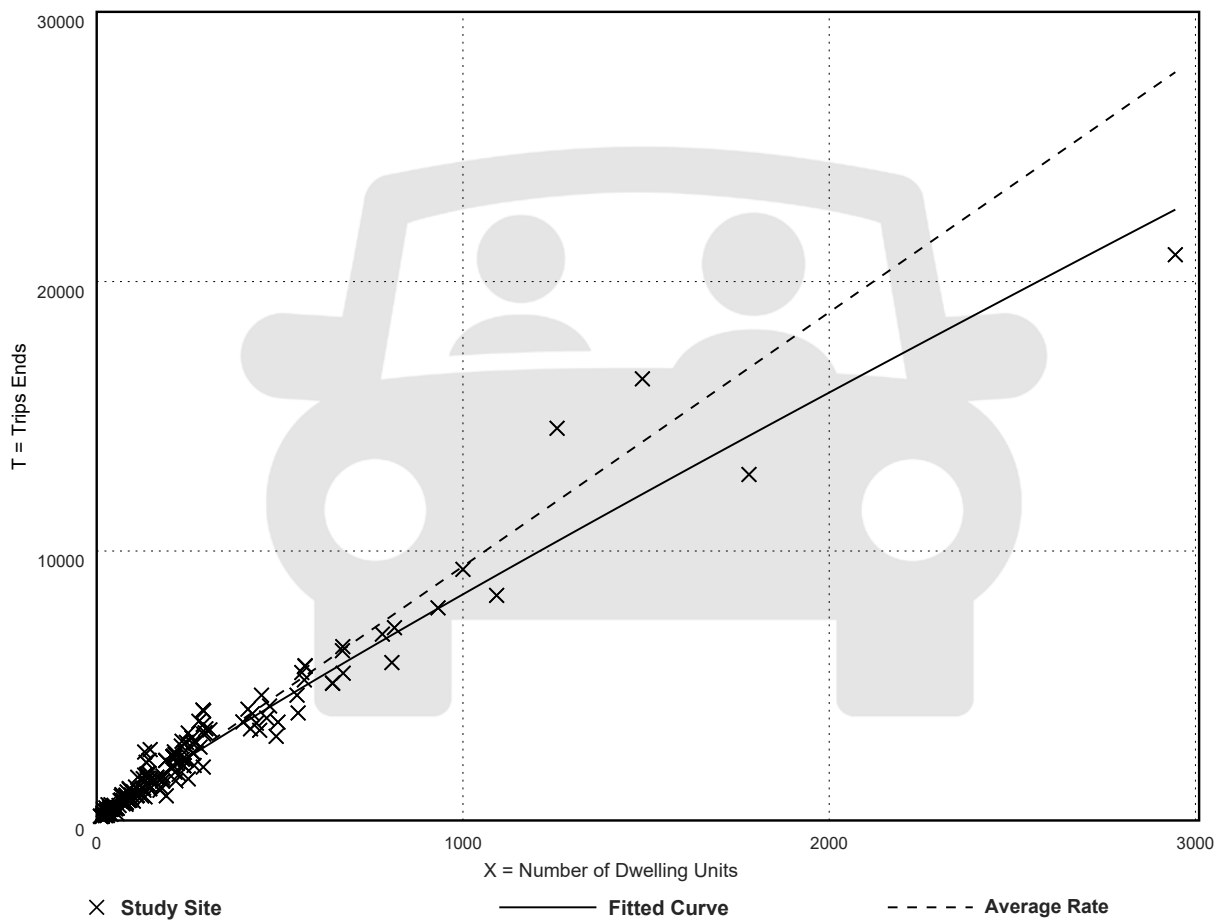
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

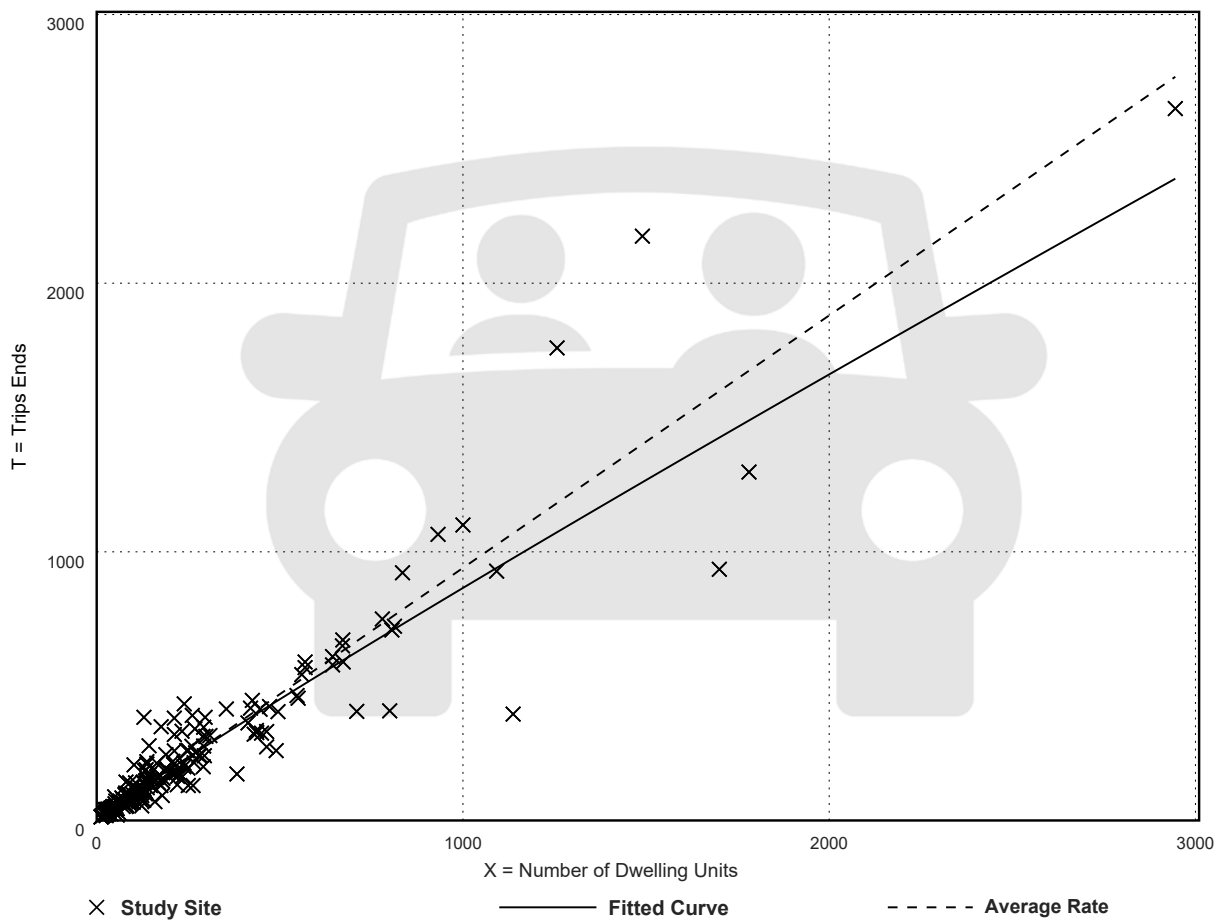
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27 **R^2= 0.92**

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing
(215)

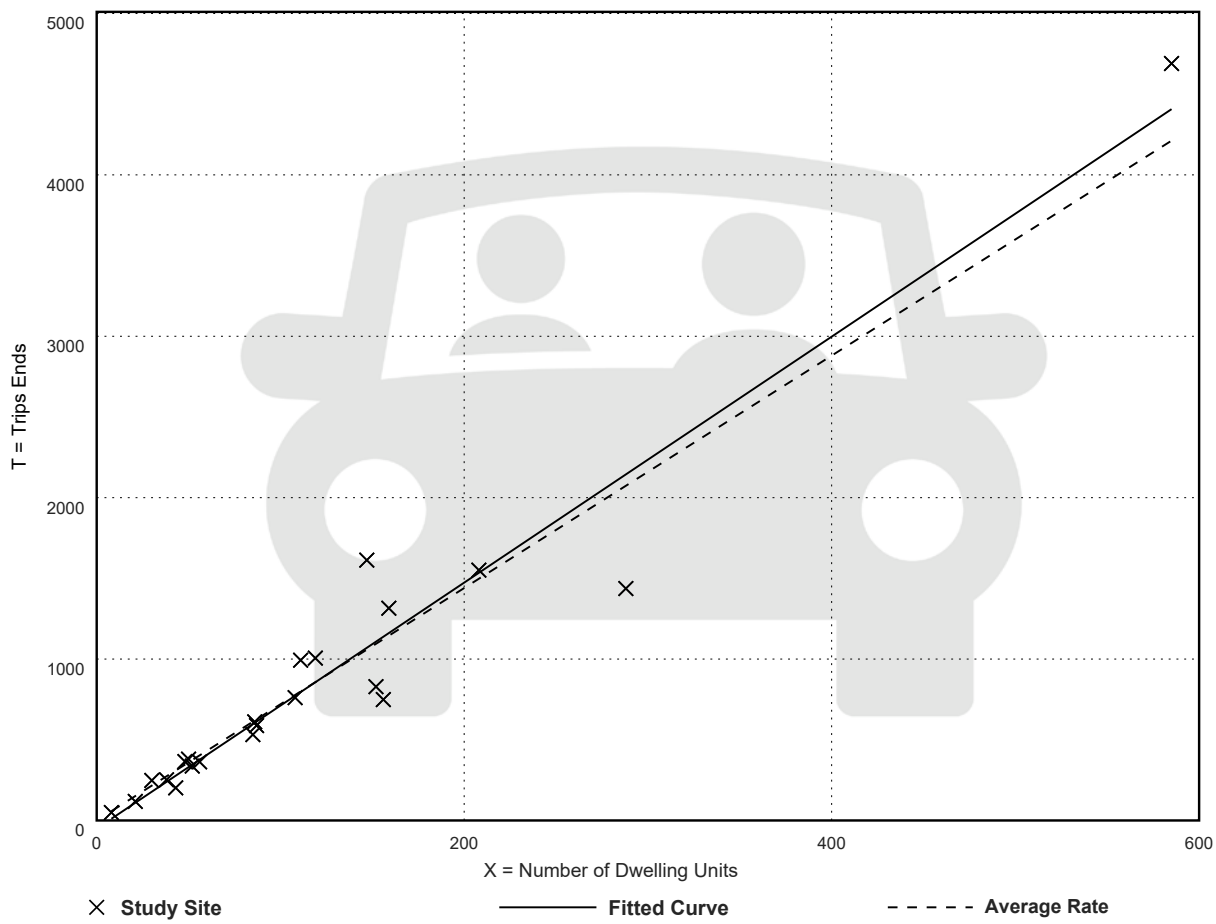
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Fitted Curve Equation: T = 7.62(X) - 50.48

R^2= 0.94

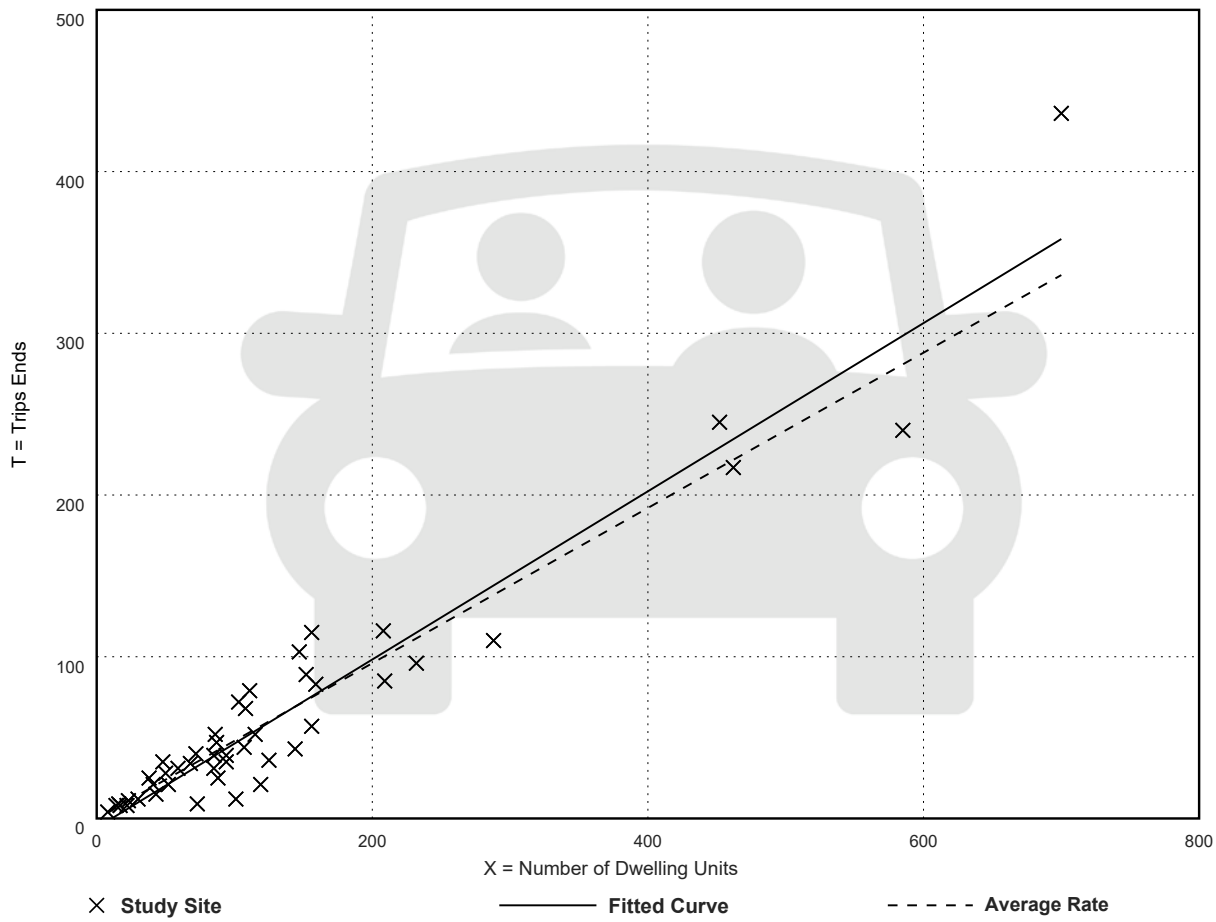
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Fitted Curve Equation: T = 0.52(X) - 5.70

R^2= 0.92

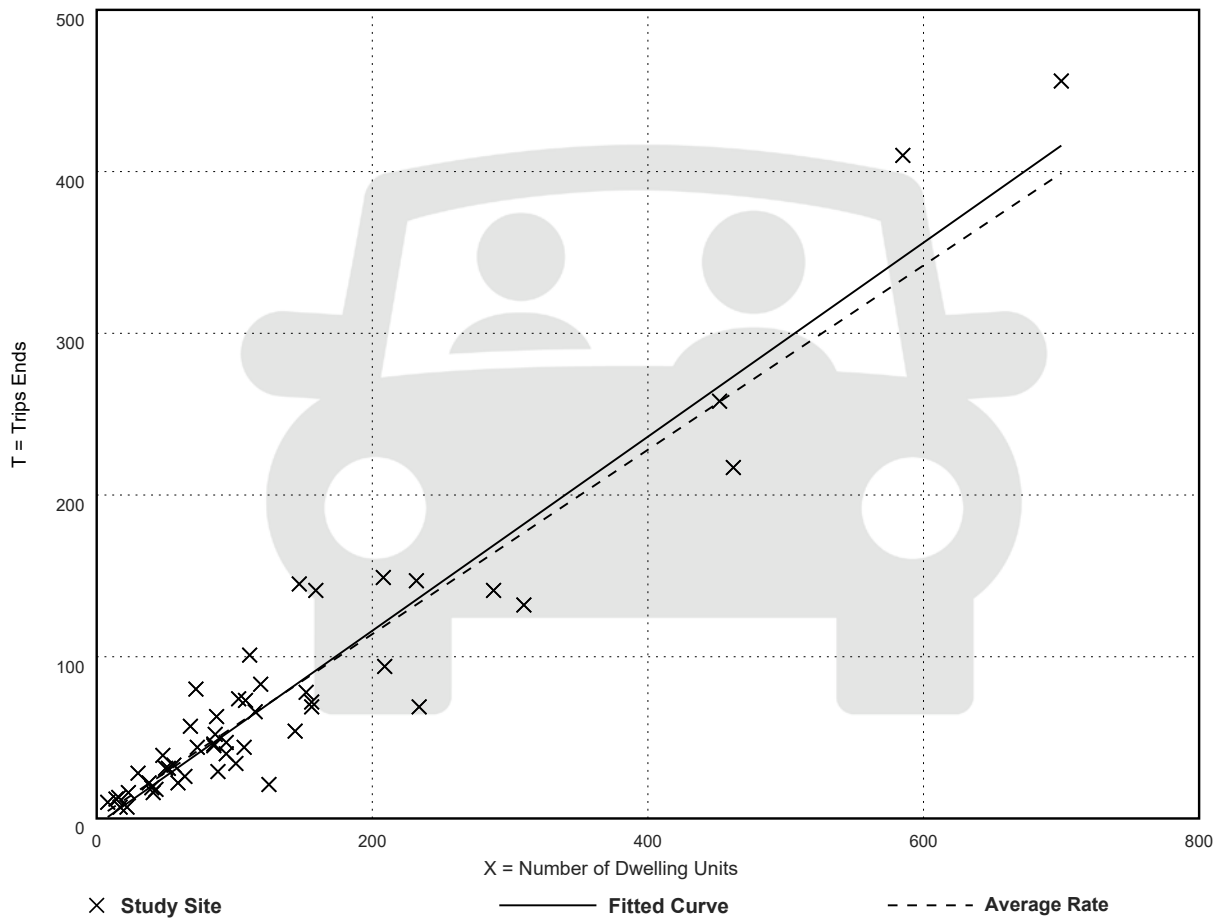
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Fitted Curve Equation: T = 0.60(X) - 3.93

R^2= 0.91

APPENDIX D

Space Coast TPO Traffic Counts

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2014 - 2023

ID	ROAD	FROM	TO	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	2023 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: NORTH																
206	BARNA AVE.	SR 405	SR 50	4,930	5,160	5,540	5,920	NC	6,400	5,630	5,830	5,190	4,940	15,600	10/18/23-10/19/23	Urban Major Collector
521	CAMP RD.	GRISSOM PKWY.	US 1	2,370	2,150	2,670	2,730	2,690	2,430	2,410	2,390	2,210	2,350	15,600	09/20/23-09/21/23	Urban Major Collector
	CITRUS BLVD./CANAVERAL GROVES BLVD.	PINE ST.	US 1	6,760	4,360	7,290	4,620	7,680	5,260	7,530	5,315	7,570				
522	CITRUS BLVD.	PINE ST.	LEE ST./CANAVERAL GROVES BLVD.	NC	3,380	NC	3,830	NC	4,500	NC	4,240	NC	3,890	15,600	09/20/23-09/21/23	Urban Major Collector
212	CANAVERAL GROVES BLVD.	LEE ST.	GRISSOM PKWY.	6,760	NC	7,290	NC	7,680	NC	7,530	NC	7,570	NC	15,600	12/19/22-12/20/22	Urban Major Collector
213	CANAVERAL GROVES BLVD.	GRISSOM PKWY.	US 1	NC	5,340	NC	5,410	NC	6,020	NC	6,390	NC	5,140	15,600	09/20/23-09/21/23	Urban Major Collector
	CARPENTER RD.	FOX LAKE RD.	SR 46	4,390	4,455	4,557	4,437	4,630	4,560	4,290	4,463	4,610	4,653			
188	CARPENTER RD.	FOX LAKE RD.	GARDEN ST.	3,540	3,520	3,480	3,690	3,830	3,560	3,410	3,410	3,670	3,540	15,600	09/20/23-09/21/23	Urban Major Collector
184	CARPENTER RD.	GARDEN ST.	DAIRY RD.	4,960	5,390	5,390	5,410	5,400	5,450	5,140	5,270	5,420	5,800	15,600	09/27/23-09/28/23	Urban Major Collector
183	CARPENTER RD.	DAIRY RD.	SR 46	4,670	NC	4,800	4,210	4,660	4,670	4,320	4,710	4,740	4,620	15,600	09/27/23-09/28/23	Urban Major Collector
	DAIRY RD.	CARPENTER RD.	US 1	5,795	5,475	7,760	6,060	6,130	5,940	4,637	5,915	6,160	6,235			
185	DAIRY RD.	CARPENTER RD.	HOLDER RD.	NC	4,820	NC	5,030	NC	5,270	NC	5,180	NC	5,280	15,600	09/27/23-09/28/23	Urban Major Collector
523	DAIRY RD.	HOLDER RD.	SINGLETON AVE.	6,070	NC	7,760	NC	6,330	NC	5,870	NC	6,160	NC	15,600	11/28/22-11/29/22	Urban Major Collector
186	DAIRY RD.	SINGELTON AVE.	OLD DIXIE HWY.	NC	6,130	NC	6,930	NC	6,610	NC	6,650	NC	7,190	15,600	09/27/23-09/28/23	Urban Major Collector
187	DAIRY RD.	OLD DIXIE HWY.	US 1	5,520	NC	NC	6,220	5,930	NC	5,490	NC	6,160	NC	15,600	11/28/22-11/29/22	Urban Major Collector
596	DEERING PKWY.	I-95	US 1	1,870	1,720	2,090	2,470	2,530	2,720	2,550	2,780	3,150	2,930	14,200	10/18/23-10/19/23	Rural Major Collector
	FAY BLVD.	GOLFVIEW AVE.	GRISSOM PKWY.	7,805	5,825	8,765	6,275	7,760	6,200	7,740	6,010	7,785	5,850			
549	FAY BLVD.	GOLFVIEW AVE.	HOMESTEAD AVE.	NC	2,880	NC	3,160	NC	3,120	NC	3,410	NC	3,060	15,600	09/20/23-09/21/23	Urban Major Collector
207	FAY BLVD.	HOMESTEAD AVE.	DEER LN.	6,460	NC	6,640	NC	6,740	NC	6,590	NC	6,630	NC	15,600	11/28/22-11/29/22	Urban Major Collector
229	FAY BLVD.	DEER LN.	GRISSOM PKWY.	9,150	8,770	10,890	9,390	8,780	9,280	8,890	8,610	8,940	8,640	15,600	10/18/23-10/19/23	Urban Major Collector
	FAY BLVD.	GRISSOM PKWY.	US 1	13,670	13,590	14,465	14,280	14,380	14,325	13,425	14,875	14,765	13,520			
208	FAY BLVD.	GRISSOM PKWY.	AREQUIPPA RD.	12,830	13,400	13,590	NC	13,090	NC	12,150	NC	13,270	NC	33,800	11/14/22-11/15/22	Urban Major Collector
209	FAY BLVD.	AREQUIPPA RD.	CAROLE AVE.	NC	12,350	NC	12,860	NC	12,900	NC	14,190	NC	12,350	33,800	10/18/23-10/19/23	Urban Major Collector
210	FAY BLVD.	CAROLE AVE.	US 1	14,510	15,020	15,340	15,700	15,670	15,750	14,700	15,560	16,260	14,690	33,800	10/18/23-10/19/23	Urban Major Collector
235	FOX LAKE RD.	CARPENTER RD.	SOUTH ST.	NC	3,920	NC	NC	4,130	NC	NC	NC	NC	4,090	17,700	11/14/23-11/15/23	Urban Major Collector
	GRISSOM PKWY.	INDUSTRY RD.	PORT ST. JOHN PKWY	10,223	10,213	10,033	10,357	10,077	10,197	9,237	10,283	8,830	9,335			
634	GRISSOM PKWY.	INDUSTRY RD.	FED EX CENTER								12,750	NC	11,140	15,600	10/18/23-10/19/23	Urban Minor Arterial
197	GRISSOM PKWY.	FED EX CENTER	CANAVERAL GROVES BLVD.	11,540	11,720	11,300	11,160	10,800	10,640	9,480	NC	8,690	8,280	15,600	09/20/23-09/21/23	Urban Minor Arterial
196	GRISSOM PKWY.	CANAVERAL GROVES BLVD.	CAMP RD.	9,010	9,490	8,660	9,360	9,140	9,470	8,550	8,580	8,860	8,210	17,700	09/20/23-09/21/23	Urban Minor Arterial
195	GRISSOM PKWY.	CAMP RD.	PORT ST. JOHN PKWY	10,120	9,430	10,140	10,550	10,290	10,480	9,680	9,520	8,940	9,710	17,700	12/06/23-12/07/23	Urban Minor Arterial
	GRISSOM PKWY.	PORT ST. JOHN PKWY.	KINGS HWY.	12,220	11,170	14,117	11,890	12,660	12,607	11,933	11,700	12,630	11,883			
194	GRISSOM PKWY.	PORT ST. JOHN PKWY.	BRIDGE RD.	13,840	NC	14,940	13,920	14,150	14,550	13,230	13,240	13,740	13,030	17,700	09/20/23-09/21/23	Urban Minor Arterial
193	GRISSOM PKWY.	BRIDGE RD.	FAY BLVD.	12,390	12,740	13,700	12,070	12,670	12,990	11,820	11,980	12,770	13,470	17,700	10/18/23-10/19/23	Urban Minor Arterial
192	GRISSOM PKWY.	FAY BLVD.	CURTIS BLVD.	NC	9,600	NC	9,680	NC	10,280	NC	9,880	NC	9,150	15,600	09/20/23-09/21/23	Urban Minor Arterial
191	GRISSOM PKWY.	CURTIS BLVD.	KINGS HWY.	10,430	NC	13,710	NC	11,160	NC	10,750	NC	11,380	NC	15,600	11/28/22-11/29/22	Urban Minor Arterial
	GRISSOM PKWY.	KINGS HWY.	SR 405	9,310	9,320	8,660	10,080	9,160	10,440	7,070	10,270	9,940	9,620			
190	GRISSOM PKWY.	KINGS HWY.	SHEPARD DR.	NC	9,320	NC	10,080	NC	10,440	NC	10,270	NC	9,620	30,400	10/31/23-11/01/23	Rural Minor Arterial
189	GRISSOM PKWY.	SHEPARD DR.	SR 405	9,310	NC	8,620	NC	9,160	NC	8,560	NC	9,940	NC	39,800	11/14/22-11/15/22	Urban Minor Arterial
524	GOLFVIEW AVE.	PORT ST. JOHN PKWY.	FAY BLVD.	4,830	NC	NC	5,570	5,680	NC	5,580	NC	5,700	NC	15,600	11/28/22-11/29/22	Urban Major Collector
526	HOLDER RD.	DAIRY RD.	SR 46	NC	NC	NC	2,840	NC	2,730	NC	2,680	NC	2,560	17,700	09/27/23-09/28/23	Urban Major Collector
	HOPKINS AVE.	SR 50	GRACE ST.	8,390	6,770	8,995	7,765	8,995	7,715	7,985	7,665	8,955	7,170			
583	HOPKINS AVE.	SR 50	KNOX MCRAE DR.	7,130	NC	7,190	NC	7,420	NC	6,840	NC	7,450	NC	15,600	11/28/22-11/29/22	Urban Minor Arterial
584	HOPKINS AVE.	KNOX MCRAE DR.	COUNTRY CLUB DR.	NC	9,090	NC	10,710	NC	10,380	NC	10,280	NC	9,230	15,600	09/26/23-09/27/23	Urban Minor Arterial
577	HOPKINS AVE.	COUNTRY CLUB DR.	HARRISON ST.	9,650	NC	10,800	NC	10,570	NC	9,130	NC	10,460	NC	15,600	11/28/22-11/29/22	Urban Minor Arterial
586	HOPKINS AVE.	HARRISON ST.	GRACE ST.	NC	4,450	NC	4,820	NC	5,050	NC	5,050	5,140	5,110	15,600	09/26/23-09/27/23	Urban Minor Arterial
198	INDUSTRY RD. (SR 524)	SR 524	GRISSOM PKWY.	18,530	18,030	18,430	17,560	18,700	20,700	17,390	17,720	17,010	16,300	41,790	10/24/23-10/25/23	Urban Minor Arterial
594	INDUSTRY RD.	GRISSOM PKWY.	CIDCO RD.	4,360	NC	4,700	4,590	4,840	4,570	NC	4,790	4,170	3,650	15,600	10/31/23-11/01/23	Urban Local
245	KINGS HWY.	GRISSOM PKWY.	US 1	NC	4,060	NC	5,060	NC	5,200	NC	5,350	NC	5,270	15,600	10/18/23-10/19/23	Urban Major Collector
223	NASA CSWY.	US 1	SPACE COMMERCE WAY	11,110	10,170	12,070	12,260	13,400	14,380	8,870	9,900	13,730	13,560	30,400	10/31/23-11/01/23	Rural Principal Arterial Other
239	OLD DIXIE HWY.	GARDEN ST.	DAIRY RD.	1,190	NC	NC	NC	1,350	NC	1,060	1,170	1,160	NC	15,600	11/28/22-11/29/22	Urban Major Collector
240	OLD DIXIE HWY.	DAIRY RD.	PARRISH RD.	NC	860	NC	940	NC	820	NC	890	NC	920	15,600	09/27/23-09/28/23	Urban Major Collector
	PARRISH RD.	HOLDER RD.	US 1	780	1,240	850	1,210	840	1,110	690	1,120	NC	1,050			
242	PARRISH RD.	HOLDER RD.	SINGLETON AVE.	780	NC	840	NC	840	NC	690	NC	NC	NC	15,600	12/01/20-12/02/20	Urban Major Collector
241	PARRISH RD.	SINGLETON AVE.	US 1	NC	1,240	NC	1,210	NC	1,110	NC	1,120	NC	1,050	15,600	10/18/23-10/19/23	Urban Major Collector
211	PT ST JOHN PKWY.	I-95	GRISSOM PKWY.	9,960	10,550	10,370	10,990	11,030	10,940	10,960	10,930	11,460	10,060	39,800	10/24/23-10/25/23	Urban Minor Arterial
	SINGLETON AVE.	SR 405 (SOUTH ST.)	SR 46	1,680			8,180	4,570	9,140	4,360	8,840	1,520	6,980			
578	SINGLETON AVE.	SR 405 (SOUTH ST.)	GARDEN ST.	NC	NC	NC	7,570	7,510	NC	7,230	NC	NC	NC	17,700	11/16/20-11/17/20	Urban Major Collector
238	SINGLETON AVE.	GARDEN ST.	DAIRY RD.	NC	NC	NC	8,790	NC	9,140	NC	8,840	NC	6,980	15,600	09/27/23-09/28/23	Urban Major Collector
547	SINGLETON AVE.	DAIRY RD.	SR 46	1,680	NC	NC	NC	1,630	NC	1,490	NC	1,520	NC	15,600	11/28/22-11/29/22	Urban Major Collector
	SISSON RD.	SR 405	SR 50	6,770	6,825	7,500	7,905	7,070	7,810	7,545	7,515	7,620	7,225			
234	SISSON RD.	SR 405	SAN MATEO BLVD.	5,870	5,980	6,450	6,980	7,330	6,810	6,570	6,150	6,290	5,890	15,600	09/20/23-09/21/23	Urban Major Collector
550	SISSON RD.	SAN MATEO BLVD.	SR 50	7,670	7,670	8,550	8,830	6,810	8,810	8,520	8,880	8,950	8,560	15,600	09/20/23-09/21/23	Urban Major Collector
201	SR 46	VOLUSIA CO.	FAWN LAKE BLVD.	5,970	5,680	7,230	7,070	7,660	8,520	6,130	6,360	6,750	6,520	8,400	11/14/23-11/15/23	Rural Principal Arterial Other
	SR 46	FAWN LAKE BLVD.	US 1	9,605	11,000	10,755	11,040	10,440	10,780	10,400	11,485	11,520	11,725			
200	SR 46	FAWN LAKE BLVD.	I-95	9,080	NC	9,930	10,360	10,440	10,050	9,380	10,520	10,540	10,660	14,160	10/18/23-10/19/23	Urban Principal Arterial-Other
199	SR 46	I-95	US 1	10,130	11,000	11,580	11,720	NC	11,510	11,420	12,450	12,500	12,790	14,160	09/27/23-09/28/23	Urban Principal Arterial-Other
231	SR 50	ORANGE CO.	I-95	10,190	10,270	10,470	11,500	12,370	13,260	11,160	12,010	13,510	14,580	40,300	10/18/23-10/19/23	Rural Principal Arterial Other

**Note: 2016 AADT's Beaches area were counted twice in 2016 and the AADT listed is the average of the two counts.*
NC=Not Counted; UC=Under Construction

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2014 - 2023

ID	ROAD	FROM	TO	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	2023 AADT	Current MAV	Last Count Taken	Functional Classification
AREA: NORTH																
	SR 50	I-95	US 1	18,487	21,715	20,268	21,568	24,043	23,148	20,598	21,908	22,328	20,938			
232	SR 50	I-95	SR 405	UC	27,980	23,810	30,320	34,830	31,190	29,760	29,350	31,490	29,480	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
164	SR 50	SR 405	BARNA AVE.	NC	24,080	NC	23,350	NC	23,940	NC	22,460	NC	20,520	41,790	09/26/23-09/27/23	Urban Minor Arterial
163	SR 50	BARNA AVE.	SISSON RD.	20,800	NC	21,360	NC	23,450	NC	18,740	NC	21,920	NC	41,790	11/28/22-11/29/22	Urban Minor Arterial
162	SR 50	SISSON RD.	HOPKINS AVE.	20,460	20,240	20,900	16,660	21,580	21,500	20,170	20,610	21,370	19,240	34,020	09/26/23-09/27/23	Urban Minor Arterial
161	SR 50	HOPKINS AVE.	US 1	14,200	14,560	15,000	15,940	16,310	15,960	13,720	15,210	14,530	14,510	34,020	09/26/23-09/27/23	Urban Minor Arterial
	SR 405 (COLUMBIA BLVD.)	SR 50	US 1	16,710	17,004	17,604	18,292	19,163	19,590	16,258	17,396	17,992	17,352			
218	SR 405 (COLUMBIA BLVD.)	SR 50	BARNA AVE.	19,070	19,500	19,110	20,210	20,330	20,540	18,790	21,070	21,540	18,520	41,790	09/26/23-09/27/23	Urban Principal Arterial-Other
219	SR 405 (COLUMBIA BLVD.)	BARNA AVE.	SR 407	16,850	17,740	17,950	18,510	19,530	19,870	17,220	17,800	18,500	19,060	41,790	11/14/23-11/15/23	Urban Principal Arterial-Other
220	SR 405 (COLUMBIA BLVD.)	SR 407	GRISSOM PKWY.	19,730	20,020	21,110	21,370	22,430	23,250	19,140	20,140	21,610	19,210	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
221	SR 405 (COLUMBIA BLVD.)	GRISSOM PKWY.	SISSON RD.	16,080	15,730	17,140	17,060	NC	18,920	14,940	15,970	14,640	17,510	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
222	SR 405 (COLUMBIA BLVD.)	SISSON RD.	US 1	11,820	12,030	12,710	14,310	14,360	15,370	11,200	12,000	13,670	12,460	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
	SR 405 (SOUTH ST.)	SR 50	SINGLETON AVE.	15,095	14,265	15,690	16,130	16,110	16,075	14,770	15,690	16,015	15,355			
217	SR 405 (SOUTH ST.)	SR 50	FOX LAKE RD.	17,720	16,910	18,210	18,840	18,770	18,950	17,070	18,480	19,160	18,790	18,590	10/18/23-10/19/23	Urban Minor Arterial
216	SR 405 (SOUTH ST.)	FOX LAKE RD.	SINGLETON AVE.	12,470	11,620	13,170	13,420	13,450	13,200	12,470	12,900	12,870	11,920	17,700	09/20/23-09/21/23	Urban Minor Arterial
	SR 405 (SOUTH ST.)	SINGLETON AVE.	WASHINGTON AVE.	6,070	6,930	6,480	6,630	6,240	6,800	5,610	6,350	5,990	6,350			
215	SR 405 (SOUTH ST.)	SINGLETON AVE.	PARK AVE.	6,660	6,930	6,960	6,630	7,010	6,800	6,300	6,350	6,590	6,350	37,810	09/26/23-09/27/23	Urban Minor Arterial
214	SR 405 (SOUTH ST.)	PARK AVE.	WASHINGTON AVE.	5,290	NC	5,520	NC	5,470	NC	4,920	NC	5,390	NC	34,020	11/28/22-11/29/22	Urban Minor Arterial
595	SR 406 (GARDEN ST.)	CARPENTER RD.	I-95	6,260	NC	6,960	NC	7,290	NC	7,240	NC	7,440	NC	15,600	11/28/22-11/29/22	Urban Major Collector
	SR 406 (GARDEN ST.)	I-95	WASHINGTON AVE.	11,890	12,833	13,613	13,243	13,763	14,050	12,443	12,913	13,745	13,035			
202	SR 406 (GARDEN ST.)	I-95	SINGLETON AVE.	12,800	13,850	14,510	14,730	16,310	15,700	14,820	15,300	16,130	15,220	41,790	09/27/23-09/28/23	Urban Principal Arterial-Other
203	SR 406 (GARDEN ST.)	SINGLETON AVE.	PARK AVE.	15,690	18,060	16,180	16,930	17,390	17,230	14,980	15,810	16,240	15,900	39,800	10/10/23-10/11/23	Urban Principal Arterial-Other
204	SR 406 (GARDEN ST.)	PARK AVE.	HOPKINS AVE.	10,960	10,940	13,780	10,930	11,480	12,910	11,210	11,380	11,890	11,550	39,800	09/27/23-09/28/23	Urban Principal Arterial-Other
205	SR 406 (GARDEN ST.)	HOPKINS AVE.	WASHINGTON AVE.	8,110	8,480	9,980	10,380	9,870	10,360	8,760	9,160	10,720	9,470	32,400	10/31/23-11/01/23	Urban Principal Arterial-Other
233	A. MAX BREWER MEMORIAL PKWY.	WASHINGTON AVE.	MAX BREWER MEMORIAL PKWY. (SR 402)	4,030	4,900	5,960	5,290	6,120	6,530	4,980	5,360	6,080	5,800	14,800	09/27/23-09/28/23	Urban Principal Arterial-Other
	SR 407	SR 528	SR 405	6,833	7,210	8,550	8,693	9,433	12,110	8,023	8,050	8,720	8,813			
225	SR 407	SR 528	I-95	6,830	7,220	8,750	9,150	9,970	12,640	7,520	6,860	7,270	5,710	8,820	10/18/23-10/19/23	Rural Principal Arterial - Freeways & Expressways
548	SR 407	I-95	SHEPARD DR.	7,460	7,660	9,190	8,980	10,090	12,850	9,370	9,690	10,470	11,230	24,200	11/14/23-11/15/23	Urban Principal Arterial - Freeways & Expressways
224	SR 407	SHEPARD DR.	SR 405	6,210	6,750	7,710	7,950	8,240	10,840	7,180	7,600	8,420	9,500	24,200	11/27/23-11/28/23	Urban Principal Arterial - Freeways & Expressways
	US 1	SR 528	SR 405	24,064	24,543	22,713	22,772	27,963	29,667	26,237	26,770	27,692	25,468			
226	US 1	SR 528	CANAVERAL GROVES BLVD.	UC	NC	29,100	31,820	31,420	32,820	28,080	27,850	28,860	26,900	41,790	11/14/23-11/15/23	Urban Principal Arterial-Other
159	US 1	CANAVERAL GROVES BLVD.	CAMP RD.	25,690	NC	28,610	25,590	29,950	30,880	26,290	26,840	27,670	30,420	41,790	11/27/23-11/28/23	Urban Principal Arterial-Other
160	US 1	CAMP RD.	BROADWAY BLVD.	24,890	24,300	28,130	29,170	29,210	30,290	26,300	25,880	27,230	24,270	41,790	11/14/23-11/15/23	Urban Principal Arterial-Other
227	US 1	BROADWAY BLVD.	FAY BLVD.	25,530	27,110	27,820	29,560	28,470	30,310	28,420	29,590	30,080	25,350	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
228	US 1	FAY BLVD.	KINGS HWY.	23,960	25,870	27,610	27,240	25,040	28,810	26,570	28,200	28,930	23,210	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
230	US 1	KINGS HWY.	SR 405	20,250	20,890	22,830	22,810	23,690	24,890	21,760	22,260	23,380	22,660	41,790	10/18/23-10/19/23	Urban Principal Arterial-Other
	US 1	SR 405	GRACE ST.	23,092	24,818	24,770	24,682	26,710	26,468	24,838	24,100	26,292	24,262			
169	US 1	SR 405	SR 50	19,670	20,130	21,390	20,310	23,280	23,550	21,000	21,210	22,790	21,210	41,790	09/26/23-09/27/23	Urban Principal Arterial-Other
170	US 1	SR 50	KNOX MCRAE DR.	23,660	26,210	25,030	25,130	28,180	27,110	25,500	24,410	25,910	25,750	41,790	09/26/23-09/27/23	Urban Principal Arterial-Other
172	US 1	KNOX MCRAE DR.	COUNTRY CLUB DR.	23,980	26,150	26,640	27,580	28,320	28,210	26,690	25,610	30,810	26,340	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
173	US 1	COUNTRY CLUB DR.	HARRISON ST.	24,930	26,420	26,680	26,700	28,120	27,920	26,450	25,210	26,110	24,520	41,790	09/26/23-09/27/23	Urban Principal Arterial-Other
174	US 1	HARRISON ST.	GRACE ST.	23,220	25,180	24,110	23,690	25,650	25,550	24,550	24,060	25,840	23,490	41,790	10/24/23-10/25/23	Urban Principal Arterial-Other
	US 1 (NB WASHINGTON AVE.)	GRACE ST.	GARDEN ST.	11,457	11,100	12,477	12,230	12,487	12,825	11,063	11,800	12,420	11,020			
182	US 1 (NB WASHINGTON AVE.)	GRACE ST.	SOUTH ST.	12,300	NC	13,780	13,230	13,330	13,770	10,930	12,540	12,960	12,150	23,880	09/26/23-09/27/23	Urban Principal Arterial-Other
181	US 1 (NB WASHINGTON AVE.)	SOUTH ST.	MAIN ST.	11,480	NC	12,310	NC	12,530	NC	11,510	NC	12,620	NC	19,440	12/01/22-12/02/22	Urban Principal Arterial-Other
179	US 1 (NB WASHINGTON AVE.)	MAIN ST.	GARDEN ST.	10,590	11,100	11,340	11,230	11,600	11,880	10,750	11,060	11,680	9,890	19,440	10/31/23-11/01/23	Urban Principal Arterial-Other
	US 1 (SB HOPKINS AVE.)	GARDEN ST.	GRACE ST.	11,183	10,925	12,040	12,740	12,587	13,085	11,507	12,345	13,137	12,090			
178	US 1 (SB HOPKINS AVE.)	GARDEN ST.	MAIN ST.	9,870	8,900	11,110	11,970	11,680	12,090	10,850	11,450	12,120	11,650	19,440	10/18/23-10/19/23	Urban Principal Arterial-Other
176	US 1 (SB HOPKINS AVE.)	MAIN ST.	SOUTH ST.	11,060	NC	11,600	NC	12,260	NC	11,210	NC	12,350	NC	23,880	12/01/22-12/02/22	Urban Principal Arterial-Other
175	US 1 (SB HOPKINS AVE.)	SOUTH ST.	GRACE ST.	12,620	12,950	13,410	13,510	13,820	14,080	12,460	13,240	14,940	12,530	23,880	09/26/23-09/27/23	Urban Principal Arterial-Other
	US 1	GARDEN ST.	SR 46	18,010		19,300	17,930	19,710	20,010	18,370	17,985	19,485	18,590			
165	US 1	GARDEN ST.	DAIRY RD.	21,900	NC	22,490	20,270	22,680	23,060	21,240	20,400	21,630	21,670	41,790	10/10/23-10/11/23	Urban Principal Arterial-Other
166	US 1	DAIRY RD.	SR 46	14,120	NC	16,110	15,590	16,740	16,960	15,500	15,570	17,340	15,510	41,790	09/27/23-09/28/23	Urban Principal Arterial-Other
	US 1	SR 46	VOLUSIA CO.	7,583		8,010	8,123	8,217	8,390	7,943	7,980	8,763	8,047			
167	US 1	SR 46	LIONEL RD.	10,030	NC	10,370	10,310	10,810	11,010	10,400	10,420	11,400	10,800	41,790	10/18/23-10/19/23	Urban Principal Arterial-Other
168	US 1	LIONEL RD.	BURKHOLM RD.	9,040	NC	9,810	10,220	9,600	9,870	9,330	9,460	10,440	9,600	40,300	10/18/23-10/19/23	Urban Principal Arterial-Other
527	US 1	BURKHOLM RD.	VOLUSIA CO.	3,680	NC	3,850	3,840	4,240	4,290	4,100	4,060	4,450	3,740	40,300	10/18/23-10/19/23	Rural Principal Arterial Other

**Note: 2016 AADT's Beaches area were counted twice in 2016 and the AADT listed is the average of the two counts.*
NC=Not Counted; UC=Under Construction

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**

(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

APPENDIX E
Turning Movement Counts

Peak Hour Turning Movement Count

Click here for Map

Titusville, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, May 14, 2025		
	Fair	78°F
Period	0700 - 0900	APPLY
Peak Hour	0730 - 0830	APPLY
Global PH	0730 - 0830	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

FL-405 Martin Luther Jr. Blvd (North)

Southbound

10	324	106	0	440	443	(1-3)
0	16	3	0	19	7	(4-7)
0	0	0	0	0	3	(8-13)
10	340	109	0	459	453	Total

2

0

Fox Lake Rd (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total	
115	3	1	119	←
210	1	1	212	→
0	0	0	0	↰
14	0	0	14	↰ ↑
89	0	1	90	↑ →
107	1	0	108	↱

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1315	34	5	1354
PHF				0.83
ADT (Calc)			10	13540

Fox Lake Rd (East)

Westbound

67	0	1	66	↱
36	0	0	36	↑
64	0	1	63	↰ ↑
0	0	0	0	↰
167	0	2	165	←
270	1	6	263	→
Total	(8-13)	(4-7)	(1-3)	

0

0

0

0

Total	512	516		0	73	372	71
(8-13)	0	4		0	1	3	0
(4-7)	18	12		0	3	6	3
(1-3)	494	500		0	69	363	68

Northbound

FL-405 Martin Luther Jr. Blvd (South)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0730 - 0745	24	81	19	-	0	124	25	91	1	-	0	117	1	17	24	-	0	42	12	9	9	-	0	30	313
0745 - 0800	22	119	30	-	0	171	42	93	2	-	0	137	3	33	29	-	0	65	9	8	19	-	0	36	409
0800 - 0815	11	86	11	-	0	108	25	88	4	-	0	117	4	26	32	-	0	62	29	14	27	-	0	70	357
0815 - 0830	16	86	11	-	0	113	17	68	3	-	0	88	6	14	23	-	0	43	14	5	12	-	0	31	275
Total	73	372	71	0	0	516	109	340	10	0	0	459	14	90	108	0	0	212	64	36	67	0	0	167	1354
Approach %	14.15	72.09	13.76	0.00	0.00	-	23.75	74.07	2.18	0.00	0.00	-	6.60	42.45	50.94	0.00	0.00	-	38.32	21.56	40.12	0.00	0.00	-	
PHF	0.76	0.78	0.59	0.00	0.00	**0.75**	0.65	0.91	0.63	0.00	0.00	**0.84**	0.58	0.68	0.84	0.00	0.00	**0.82**	0.55	0.64	0.62	0.00	0.00	**0.60**	**0.83**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0730 - 0745	23	80	17	-	0	120	25	86	1	-	0	112	1	17	24	-	0	42	12	9	9	-	0	30	304
0745 - 0800	20	116	29	-	0	165	40	89	2	-	0	131	3	33	28	-	0	64	9	8	18	-	0	35	395
0800 - 0815	10	83	11	-	0	104	24	84	4	-	0	112	4	26	32	-	0	62	28	14	27	-	0	69	347
0815 - 0830	16	84	11	-	0	111	17	65	3	-	0	85	6	13	23	-	0	42	14	5	12	-	0	31	269
Total	69	363	68	0	0	500	106	324	10	0	0	440	14	89	107	0	0	210	63	36	66	0	0	165	1315
Approach %	13.80	72.60	13.60	0.00	0.00	-	24.09	73.64	2.27	0.00	0.00	-	6.67	42.38	50.95	0.00	0.00	-	38.18	21.82	40.00	0.00	0.00	-	
PHF	0.75	0.78	0.59	0.00	0.00	**0.76**	0.66	0.91	0.63	0.00	0.00	**0.84**	0.58	0.67	0.84	0.00	0.00	**0.82**	0.56	0.64	0.61	0.00	0.00	**0.60**	**0.83**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0730 - 0745	0	1	2	-	0	3	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	8
0745 - 0800	2	2	1	-	0	5	2	4	0	-	0	6	0	0	1	-	0	1	0	0	1	-	0	1	13
0800 - 0815	1	2	0	-	0	3	1	4	0	-	0	5	0	0	0	-	0	0	1	0	0	-	0	1	9
0815 - 0830	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
Total	3	6	3	0	0	12	3	16	0	0	0	19	0	0	1	0	0	1	1	0	1	0	0	2	34
Approach %	25.00	50.00	25.00	0.00	0.00	-	15.79	84.21	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.38	0.75	0.38	0.00	0.00	**0.60**	0.38	0.80	0.00	0.00	0.00	**0.79**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.25	0.00	0.25	0.00	0.00	**0.50**	**0.65**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0730 - 0745	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0745 - 0800	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0800 - 0815	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0815 - 0830	0	1	0	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	2
Total	1	3	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5
Approach %	25.00	75.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.75	0.00	0.00	0.00	**1.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Peak Hour Turning Movement Count

Click here for Map

Titusville, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, May 14, 2025		
	Fair	78°F
Period	1600 - 1800	APPLY
Peak Hour	1630 - 1730	APPLY
Global PH	1630 - 1730	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

FL-405 Martin Luther Jr. Blvd (North)

Southbound

11	399	93	0	503	563	(1-3)
0	5	0	0	5	5	(4-7)
0	0	1	0	1	0	(8-13)
11	404	94	0	509	568	Total

2

0

Fox Lake Rd (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
234	0	0	234
155	1	0	156
0	0	0	0
4	0	0	4
54	1	0	55
97	0	0	97

1

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1548	12	1	1561
PHF				0.91
ADT (Calc)			10	15610

Fox Lake Rd (East)

Westbound

76	0	3	73
79	0	0	79
36	0	1	35
0	0	0	0
191	0	4	187
222	1	1	220
Total	(8-13)	(4-7)	(1-3)

0

0

0

0

Total	537	705	0	144	488	73
(8-13)	0	0	0	0	0	0
(4-7)	6	2	0	0	2	0
(1-3)	531	703	0	144	486	73

Northbound

FL-405 Martin Luther Jr. Blvd (South)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1630 - 1645	32	131	15	-	0	178	24	127	4	-	0	155	0	17	24	-	0	41	7	23	23	-	0	53	427
1645 - 1700	32	102	21	-	0	155	14	80	1	-	0	95	2	18	24	-	0	44	8	17	18	-	0	43	337
1700 - 1715	37	141	18	-	0	196	26	82	1	-	0	109	0	8	24	-	0	32	9	21	20	-	0	50	387
1715 - 1730	43	114	19	-	0	176	30	115	5	-	0	150	2	12	25	-	0	39	12	18	15	-	0	45	410
Total	144	488	73	0	0	705	94	404	11	0	0	509	4	55	97	0	0	156	36	79	76	0	0	191	1561
Approach %	20.43	69.22	10.35	0.00	0.00	-	18.47	79.37	2.16	0.00	0.00	-	2.56	35.26	62.18	0.00	0.00	-	18.85	41.36	39.79	0.00	0.00	-	
PHF	0.84	0.87	0.87	0.00	0.00	**0.90**	0.78	0.80	0.55	0.00	0.00	**0.82**	0.50	0.76	0.97	0.00	0.00	**0.89**	0.75	0.86	0.83	0.00	0.00	**0.90**	**0.91**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1630 - 1645	32	131	15	-	0	178	23	124	4	-	0	151	0	16	24	-	0	40	7	23	20	-	0	50	419
1645 - 1700	32	102	21	-	0	155	14	78	1	-	0	93	2	18	24	-	0	44	7	17	18	-	0	42	334
1700 - 1715	37	140	18	-	0	195	26	82	1	-	0	109	0	8	24	-	0	32	9	21	20	-	0	50	386
1715 - 1730	43	113	19	-	0	175	30	115	5	-	0	150	2	12	25	-	0	39	12	18	15	-	0	45	409
Total	144	486	73	0	0	703	93	399	11	0	0	503	4	54	97	0	0	155	35	79	73	0	0	187	1548
Approach %	20.48	69.13	10.38	0.00	0.00	-	18.49	79.32	2.19	0.00	0.00	-	2.58	34.84	62.58	0.00	0.00	-	18.72	42.25	39.04	0.00	0.00	-	
PHF	0.84	0.87	0.87	0.00	0.00	**0.90**	0.78	0.80	0.55	0.00	0.00	**0.83**	0.50	0.75	0.97	0.00	0.00	**0.88**	0.73	0.86	0.91	0.00	0.00	**0.94**	**0.92**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1630 - 1645	0	0	0	-	0	0	0	3	0	-	0	3	0	1	0	-	0	1	0	0	3	-	0	3	7
1645 - 1700	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	1	0	0	-	0	1	3
1700 - 1715	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1715 - 1730	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	2	0	0	0	2	0	5	0	0	0	5	0	1	0	0	0	1	1	0	3	0	0	4	12
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.42	0.00	0.00	0.00	**0.42**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.25	0.00	0.25	0.00	0.00	**0.33**	**0.43**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1630 - 1645	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Classified Turn Movement Count || All vehicles

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
Fox Lake Rd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.585513°, -80.846993°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0700 - 0715	9	37	3		0	49	4	80	2		0	86	2	13	29		0	44	16	2	5		0	23	202
0715 - 0730	17	74	11		0	102	14	64	3		0	81	2	14	21		0	37	17	11	6		0	34	254
0730 - 0745	24	81	19		0	124	25	91	1		0	117	1	17	24		0	42	12	9	9		0	30	313
0745 - 0800	22	119	30		0	171	42	93	2		0	137	3	33	29		0	65	9	8	19		0	36	409
Hourly Total	72	311	63		0	**446**	85	328	8		0	**421**	8	77	103		0	**188**	54	30	39		0	**123**	**1178**
0800 - 0815	11	86	11		0	108	25	88	4		0	117	4	26	32		0	62	29	14	27		0	70	357
0815 - 0830	16	86	11		0	113	17	68	3		0	88	6	14	23		0	43	14	5	12		0	31	275
0830 - 0845	12	79	9		0	100	17	73	1		0	91	4	13	29		0	46	12	9	15		0	36	273
0845 - 0900	16	77	6		0	99	14	79	2		0	95	3	14	25		0	42	9	6	12		0	27	263
Hourly Total	55	328	37		0	**420**	73	308	10		0	**391**	17	67	109		0	**193**	64	34	66		0	**164**	**1168**
Grand Total	127	639	100		0	**866**	158	636	18		0	**812**	25	144	212		0	**381**	118	64	105		0	**287**	**2346**
Approach %	14.67	73.79	11.55		0.00	-	19.46	78.33	2.22		0.00	-	6.56	37.80	55.64		0.00	-	41.11	22.30	36.59		0.00	-	
Intersection %	5.41	27.24	4.26		0.00	36.91	6.73	27.11	0.77		0.00	34.61	1.07	6.14	9.04		0.00	16.24	5.03	2.73	4.48		0.00	12.23	
Heavy Vehicle %	5	2	5		-	**3**	3	4	6		-	**4**	0	1	3		-	**2**	1	2	2		-	**1**	**3**
PHF	0.76	0.78	0.59		0.00	**0.75**	0.65	0.91	0.63		0.00	**0.84**	0.58	0.68	0.84		0.00	**0.82**	0.55	0.64	0.62		0.00	**0.60**	**0.83**
Peak Hour Total	73	372	71		0	**516**	109	340	10		0	**459**	14	90	108		0	**212**	64	36	67		0	**167**	**1354**
Peak Hour HV %	5	2	4		0	**3**	3	5	0		0	**4**	0	1	1		0	**1**	2	0	1		0	**1**	**3**

1600 - 1800 (Weekday 2h Session) (05-14-2025)
All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1600 - 1615	22	107	15		0	144	19	106	5		0	130	1	16	17		0	34	10	13	10		0	33	341
1615 - 1630	36	110	11		0	157	14	99	6		0	119	1	18	12		0	31	13	19	18		0	50	357
1630 - 1645	32	131	15		0	178	24	127	4		0	155	0	17	24		0	41	7	23	23		0	53	427
1645 - 1700	32	102	21		0	155	14	80	1		0	95	2	18	24		0	44	8	17	18		0	43	337
Hourly Total	122	450	62		0	**634**	71	412	16		0	**499**	4	69	77		0	**150**	38	72	69		0	**179**	**1462**
1700 - 1715	37	141	18		0	196	26	82	1		0	109	0	8	24		0	32	9	21	20		0	50	387
1715 - 1730	43	114	19		0	176	30	115	5		0	150	2	12	25		0	39	12	18	15		0	45	410
1730 - 1745	41	92	18		0	151	14	100	4		0	118	3	16	25		0	44	10	15	23		0	48	361
1745 - 1800	52	116	20		0	188	19	80	2		0	101	0	17	15		0	32	14	15	15		0	44	365
Hourly Total	173	463	75		0	**711**	89	377	12		0	**478**	5	53	89		0	**147**	45	69	73		0	**187**	**1523**
Grand Total	295	913	137		0	**1345**	160	789	28		0	**977**	9	122	166		0	**297**	83	141	142		0	**366**	**2985**
Approach %	21.93	67.88	10.19		0.00	-	16.38	80.76	2.87		0.00	-	3.03	41.08	55.89		0.00	-	22.68	38.52	38.80		0.00	-	
Intersection %	9.88	30.59	4.59		0.00	45.06	5.36	26.43	0.94		0.00	32.73	0.30	4.09	5.56		0.00	9.95	2.78	4.72	4.76		0.00	12.26	
Heavy Vehicle %	0	1	1		-	**1**	1	1	4		-	**1**	0	1	1		-	**1**	1	0	3		-	**1**	**1**
PHF	0.84	0.87	0.87		0.00	**0.90**	0.78	0.80	0.55		0.00	**0.82**	0.50	0.76	0.97		0.00	**0.89**	0.75	0.86	0.83		0.00	**0.90**	**0.91**
Peak Hour Total	144	488	73		0	**705**	94	404	11		0	**509**	4	55	97		0	**156**	36	79	76		0	**191**	**1561**
Peak Hour HV %	0	0	0		0	**0**	1	1	0		0	**1**	0	2	0		0	**1**	3	0	4		0	**2**	**1**

Classified Turn Movement Count || Bicycles

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
Fox Lake Rd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.585513°, -80.846993°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	1
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	1		0	**1**	**1**
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	**0**
Grand Total	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	1		0	**1**	**1**
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	100.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	100.00		0.00	100.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	**0**
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	**0**
Grand Total	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	**0**
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

Classified Turn Movement Count || Passenger Vehicles (1-3)

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
Fox Lake Rd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.585513°, -80.846993°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0700 - 0715	9	36	2		0	47	4	78	2		0	84	2	13	29		0	44	16	2	5		0	23	198
0715 - 0730	16	74	10		0	100	13	61	2		0	76	2	14	20		0	36	17	11	5		0	33	245
0730 - 0745	23	80	17		0	120	25	86	1		0	112	1	17	24		0	42	12	9	9		0	30	304
0745 - 0800	20	116	29		0	165	40	89	2		0	131	3	33	28		0	64	9	8	18		0	35	395
Hourly Total	68	306	58		0	**432**	82	314	7		0	**403**	8	77	101		0	**186**	54	30	37		0	**121**	**1142**
0800 - 0815	10	83	11		0	104	24	84	4		0	112	4	26	32		0	62	28	14	27		0	69	347
0815 - 0830	16	84	11		0	111	17	65	3		0	85	6	13	23		0	42	14	5	12		0	31	269
0830 - 0845	12	77	9		0	98	16	67	1		0	84	4	12	26		0	42	12	9	15		0	36	260
0845 - 0900	15	75	6		0	96	14	78	2		0	94	3	14	23		0	40	9	5	11		0	25	255
Hourly Total	53	319	37		0	**409**	71	294	10		0	**375**	17	65	104		0	**186**	63	33	65		0	**161**	**1131**
Grand Total	121	625	95		0	**841**	153	608	17		0	**778**	25	142	205		0	**372**	117	63	102		0	**282**	**2273**
Approach %	14.39	74.32	11.30		0.00	-	19.67	78.15	2.19		0.00	-	6.72	38.17	55.11		0.00	-	41.49	22.34	36.17		0.00	-	
Intersection %	5.32	27.50	4.18		0.00	37.00	6.73	26.75	0.75		0.00	34.23	1.10	6.25	9.02		0.00	16.37	5.15	2.77	4.49		0.00	12.41	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1600 - 1615	22	107	15		0	144	18	105	4		0	127	1	16	17		0	34	10	13	10		0	33	338
1615 - 1630	36	109	11		0	156	14	97	6		0	117	1	18	11		0	30	13	19	18		0	50	353
1630 - 1645	32	131	15		0	178	23	124	4		0	151	0	16	24		0	40	7	23	20		0	50	419
1645 - 1700	32	102	21		0	155	14	78	1		0	93	2	18	24		0	44	7	17	18		0	42	334
Hourly Total	122	449	62		0	**633**	69	404	15		0	**488**	4	68	76		0	**148**	37	72	66		0	**175**	**1444**
1700 - 1715	37	140	18		0	195	26	82	1		0	109	0	8	24		0	32	9	21	20		0	50	386
1715 - 1730	43	113	19		0	175	30	115	5		0	150	2	12	25		0	39	12	18	15		0	45	409
1730 - 1745	41	90	18		0	149	14	99	4		0	117	3	16	25		0	44	10	15	23		0	48	358
1745 - 1800	51	115	19		0	185	19	79	2		0	100	0	17	15		0	32	14	15	14		0	43	360
Hourly Total	172	458	74		0	**704**	89	375	12		0	**476**	5	53	89		0	**147**	45	69	72		0	**186**	**1513**
Grand Total	294	907	136		0	**1337**	158	779	27		0	**964**	9	121	165		0	**295**	82	141	138		0	**361**	**2957**
Approach %	21.99	67.84	10.17		0.00	-	16.39	80.81	2.80		0.00	-	3.05	41.02	55.93		0.00	-	22.71	39.06	38.23		0.00	-	
Intersection %	9.94	30.67	4.60		0.00	45.21	5.34	26.34	0.91		0.00	32.60	0.30	4.09	5.58		0.00	9.98	2.77	4.77	4.67		0.00	12.21	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
Fox Lake Rd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.585513°, -80.846993°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0700 - 0715	0	0	1		0	1	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	3
0715 - 0730	1	0	1		0	2	1	3	1		0	5	0	0	1		0	1	0	0	0		0	0	8
0730 - 0745	0	1	2		0	3	0	5	0		0	5	0	0	0		0	0	0	0	0		0	0	8
0745 - 0800	2	2	1		0	5	2	4	0		0	6	0	0	1		0	1	0	0	1		0	1	13
Hourly Total	3	3	5		0	**11**	3	14	1		0	**18**	0	0	2		0	**2**	0	0	1		0	**1**	**32**
0800 - 0815	1	2	0		0	3	1	4	0		0	5	0	0	0		0	0	1	0	0		0	1	9
0815 - 0830	0	1	0		0	1	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	4
0830 - 0845	0	1	0		0	1	1	5	0		0	6	0	1	2		0	3	0	0	0		0	0	10
0845 - 0900	1	0	0		0	1	0	1	0		0	1	0	0	1		0	1	0	1	1		0	2	5
Hourly Total	2	4	0		0	**6**	2	13	0		0	**15**	0	1	3		0	**4**	1	1	1		0	**3**	**28**
Grand Total	5	7	5		0	**17**	5	27	1		0	**33**	0	1	5		0	**6**	1	1	2		0	**4**	**60**
Approach %	29.41	41.18	29.41		0.00	-	15.15	81.82	3.03		0.00	-	0.00	16.67	83.33		0.00	-	25.00	25.00	50.00		0.00	-	
Intersection %	8.33	11.67	8.33		0.00	28.33	8.33	45.00	1.67		0.00	55.00	0.00	1.67	8.33		0.00	10.00	1.67	1.67	3.33		0.00	6.67	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	1	1	0		0	2	0	0	0		0	0	0	0	0		0	0	2
1615 - 1630	0	1	0		0	1	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	3
1630 - 1645	0	0	0		0	0	0	3	0		0	3	0	1	0		0	1	0	0	3		0	3	7
1645 - 1700	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	1	0	0		0	1	3
Hourly Total	0	1	0		0	**1**	1	8	0		0	**9**	0	1	0		0	**1**	1	0	3		0	**4**	**15**
1700 - 1715	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1715 - 1730	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1730 - 1745	0	2	0		0	2	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	3
1745 - 1800	1	1	1		0	3	0	1	0		0	1	0	0	0		0	0	0	0	1		0	1	5
Hourly Total	1	5	1		0	**7**	0	2	0		0	**2**	0	0	0		0	**0**	0	0	1		0	**1**	**10**
Grand Total	1	6	1		0	**8**	1	10	0		0	**11**	0	1	0		0	**1**	1	0	4		0	**5**	**25**
Approach %	12.50	75.00	12.50		0.00	-	9.09	90.91	0.00		0.00	-	0.00	100.00	0.00		0.00	-	20.00	0.00	80.00		0.00	-	
Intersection %	4.00	24.00	4.00		0.00	32.00	4.00	40.00	0.00		0.00	44.00	0.00	4.00	0.00		0.00	4.00	4.00	0.00	16.00		0.00	20.00	

Classified Turn Movement Count || Combination Trucks (8-13)

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
Fox Lake Rd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.585513°, -80.846993°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0700 - 0715	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
0745 - 0800	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
Hourly Total	1	2	0		0	**3**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	**3**
0800 - 0815	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
0815 - 0830	0	1	0		0	1	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	2
0830 - 0845	0	1	0		0	1	0	1	0		0	1	0	0	1		0	1	0	0	0		0	0	3
0845 - 0900	0	2	0		0	2	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	3
Hourly Total	0	5	0		0	**5**	0	1	0		0	**1**	0	1	2		0	**3**	0	0	0		0	**0**	**9**
Grand Total	1	7	0		0	**8**	0	1	0		0	**1**	0	1	2		0	**3**	0	0	0		0	**0**	**12**
Approach %	12.50	87.50	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	33.33	66.67		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	8.33	58.33	0.00		0.00	66.67	0.00	8.33	0.00		0.00	8.33	0.00	8.33	16.67		0.00	25.00	0.00	0.00	0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	0	0	0		0	0	1
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	1
1630 - 1645	0	0	0		0	0	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	1	0	1		0	**2**	0	0	1		0	**1**	0	0	0		0	**0**	**3**
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	**0**
Grand Total	0	0	0		0	**0**	1	0	1		0	**2**	0	0	1		0	**1**	0	0	0		0	**0**	**3**
Approach %	0.00	0.00	0.00		0.00	-	50.00	0.00	50.00		0.00	-	0.00	0.00	100.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	33.33	0.00	33.33		0.00	66.67	0.00	0.00	33.33		0.00	33.33	0.00	0.00	0.00		0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
Fox Lake Rd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.585513°, -80.846993°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
All Trucks (4-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0700 - 0715	0	1	1		0	2	0	2	0		0	2	0	0	0		0	0	0	0	0		0	0	4
0715 - 0730	1	0	1		0	2	1	3	1		0	5	0	0	1		0	1	0	0	0		0	0	8
0730 - 0745	1	1	2		0	4	0	5	0		0	5	0	0	0		0	0	0	0	0		0	0	9
0745 - 0800	2	3	1		0	6	2	4	0		0	6	0	0	1		0	1	0	0	1		0	1	14
Hourly Total	4	5	5		0	**14**	3	14	1		0	**18**	0	0	2		0	**2**	0	0	1		0	**1**	**35**
0800 - 0815	1	3	0		0	4	1	4	0		0	5	0	0	0		0	0	1	0	0		0	1	10
0815 - 0830	0	2	0		0	2	0	3	0		0	3	0	1	0		0	1	0	0	0		0	0	6
0830 - 0845	0	2	0		0	2	1	6	0		0	7	0	1	3		0	4	0	0	0		0	0	13
0845 - 0900	1	2	0		0	3	0	1	0		0	1	0	0	2		0	2	0	1	1		0	2	8
Hourly Total	2	9	0		0	**11**	2	14	0		0	**16**	0	2	5		0	**7**	1	1	1		0	**3**	**37**
Grand Total	6	14	5		0	**25**	5	28	1		0	**34**	0	2	7		0	**9**	1	1	2		0	**4**	**72**
Approach %	24.00	56.00	20.00		0.00	-	14.71	82.35	2.94		0.00	-	0.00	22.22	77.78		0.00	-	25.00	25.00	50.00		0.00	-	
Intersection %	8.33	19.44	6.94		0.00	34.72	6.94	38.89	1.39		0.00	47.22	0.00	2.78	9.72		0.00	12.50	1.39	1.39	2.78		0.00	5.56	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
All Trucks (4-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-405 Martin Luther Jr. Blvd (South)						FL-405 Martin Luther Jr. Blvd (North)						Fox Lake Rd (West)						Fox Lake Rd (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	1	1	1		0	3	0	0	0		0	0	0	0	0		0	0	3
1615 - 1630	0	1	0		0	1	0	2	0		0	2	0	0	1		0	1	0	0	0		0	0	4
1630 - 1645	0	0	0		0	0	1	3	0		0	4	0	1	0		0	1	0	0	3		0	3	8
1645 - 1700	0	0	0		0	0	0	2	0		0	2	0	0	0		0	0	1	0	0		0	1	3
Hourly Total	0	1	0		0	**1**	2	8	1		0	**11**	0	1	1		0	**2**	1	0	3		0	**4**	**18**
1700 - 1715	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1715 - 1730	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1730 - 1745	0	2	0		0	2	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	3
1745 - 1800	1	1	1		0	3	0	1	0		0	1	0	0	0		0	0	0	0	1		0	1	5
Hourly Total	1	5	1		0	**7**	0	2	0		0	**2**	0	0	0		0	**0**	0	0	1		0	**1**	**10**
Grand Total	1	6	1		0	**8**	2	10	1		0	**13**	0	1	1		0	**2**	1	0	4		0	**5**	**28**
Approach %	12.50	75.00	12.50		0.00	-	15.38	76.92	7.69		0.00	-	0.00	50.00	50.00		0.00	-	20.00	0.00	80.00		0.00	-	
Intersection %	3.57	21.43	3.57		0.00	28.57	7.14	35.71	3.57		0.00	46.43	0.00	3.57	3.57		0.00	7.14	3.57	0.00	14.29		0.00	17.86	

Crosswalk Counts || Pedestrians

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
Fox Lake Rd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.585513°, -80.846993°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-405 Martin Luther Jr. Blvd (South)			FL-405 Martin Luther Jr. Blvd (North)			Fox Lake Rd (West)			Fox Lake Rd (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	1	1	2	0	0	0	0	0	0	2
0715 - 0730	0	0	0	1	0	1	0	0	0	0	0	0	1
0730 - 0745	0	0	0	1	0	1	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	3	1	**4**	0	0	**0**	0	0	**0**	**4**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	1	1	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Grand Total	0	0	**0**	3	1	**4**	0	0	**0**	0	1	**1**	**5**
Approach %	0.00	0.00	-	75.00	25.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	60.00	20.00	80.00	0.00	0.00	0.00	0.00	20.00	20.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	FL-405 Martin Luther Jr. Blvd (South)			FL-405 Martin Luther Jr. Blvd (North)			Fox Lake Rd (West)			Fox Lake Rd (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	1	1	0	0	0	1	0	1	0	0	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	1	0	1	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	1	0	**1**	1	0	**1**	0	0	**0**	**3**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	1	**1**	1	0	**1**	1	0	**1**	0	0	**0**	**3**
Approach %	0.00	100.00	-	100.00	0.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	33.33	33.33	33.33	0.00	33.33	33.33	0.00	33.33	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
Fox Lake Rd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.585513°, -80.846993°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-405 Martin Luther Jr. Blvd (South)			FL-405 Martin Luther Jr. Blvd (North)			Fox Lake Rd (West)			Fox Lake Rd (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	2	0	2	0	0	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	1	0	1	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	3	0	**3**	0	0	**0**	0	0	**0**	**3**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	1	1	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	0	**0**	**1**
Grand Total	0	0	**0**	3	1	**4**	0	0	**0**	0	0	**0**	**4**
Approach %	0.00	0.00	-	75.00	25.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	75.00	25.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-405 Martin Luther Jr. Blvd (South)			FL-405 Martin Luther Jr. Blvd (North)			Fox Lake Rd (West)			Fox Lake Rd (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	1	1	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	1	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	1	1	**2**	0	0	**0**	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	1	1	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	1	1	**2**	0	1	**1**	0	0	**0**	**3**
Approach %	0.00	0.00	-	50.00	50.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	33.33	33.33	66.67	0.00	33.33	33.33	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3
FL-405 Martin Luther Jr. Blvd (South)
FL-405 Martin Luther Jr. Blvd (North)
Fox Lake Rd (West)
Fox Lake Rd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.585513°, -80.846993°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-405 Martin Luther Jr. Blvd (South)			FL-405 Martin Luther Jr. Blvd (North)			Fox Lake Rd (West)			Fox Lake Rd (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-405 Martin Luther Jr. Blvd (South)			FL-405 Martin Luther Jr. Blvd (North)			Fox Lake Rd (West)			Fox Lake Rd (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/14/2025	Fox Lake Rd (West) Eastbound			Fox Lake Rd (East) Westbound			L-405 Martin Luther Jr. Blvd (South Northbound			L-405 Martin Luther Jr. Blvd (North Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	2	13	29	16	2	5	9	37	3	4	80	2	202
07:15 AM - 07:30 AM	2	14	21	17	11	6	17	74	11	14	64	3	254
07:30 AM - 07:45 AM	1	17	24	12	9	9	24	81	19	25	91	1	313
07:45 AM - 08:00 AM	3	33	29	9	8	19	22	119	30	42	93	2	409
08:00 AM - 08:15 AM	4	26	32	29	14	27	11	86	11	25	88	4	357
08:15 AM - 08:30 AM	6	14	23	14	5	12	16	86	11	17	68	3	275
08:30 AM - 08:45 AM	4	13	29	12	9	15	12	79	9	17	73	1	273
08:45 AM - 09:00 AM	3	14	25	9	6	12	16	77	6	14	79	2	263
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	1	16	17	10	13	10	22	107	15	19	106	5	341
04:15 PM - 04:30 PM	1	18	12	13	19	18	36	110	11	14	99	6	357
04:30 PM - 04:45 PM	0	17	24	7	23	23	32	131	15	24	127	4	427
04:45 PM - 05:00 PM	2	18	24	8	17	18	32	102	21	14	80	1	337
05:00 PM - 05:15 PM	0	8	24	9	21	20	37	141	18	26	82	1	387
05:15 PM - 05:30 PM	2	12	25	12	18	15	43	114	19	30	115	5	410
05:30 PM - 05:45 PM	3	16	25	10	15	23	41	92	18	14	100	4	361
05:45 PM - 06:00 PM	0	17	15	14	15	15	52	116	20	19	80	2	365
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Titusville, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, May 14, 2025		
	Fair	78°F
Period	0700 - 0900	APPLY
Peak Hour	0730 - 0830	APPLY
Global PH	0730 - 0830	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

S Singleton Ave

Southbound

220	0	23	0	243	229	(1-3)
9	0	2	0	11	6	(4-7)
0	0	0	0	0	1	(8-13)
229	0	25	0	254	236	Total

0

0

FL-405 Martin Luther King Jr Blvd (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total	
377	19	0	396	←
418	7	3	428	→
0	0	0	0	↰
205	4	1	210	↱
213	3	2	218	↑
0	0	0	0	↱

0

0

STOP

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	843	32	3	878
PHF				0.86
ADT (Calc)			10	8780

FL-405 Martin Luther King Jr Blvd (East)

Westbound

↱	26	0	2	24
↑	167	0	10	157
↰	2	0	1	1
↰	0	0	0	0
←	195	0	13	182
→	244	2	6	236
	Total	(8-13)	(4-7)	(1-3)

0

0

0

0

Northbound

Total	2	1	0	0	0	1	
(8-13)	0	0	0	0	0	0	
(4-7)	1	1	0	0	0	1	
(1-3)	1	0	0	0	0	0	

Forest Hills Baptist Church Driveway

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	0	0	0	-	0	0	3	0	58	-	0	61	39	47	0	-	0	86	0	39	10	-	0	49	196
0745 - 0800	0	0	0	-	0	0	6	0	64	-	0	70	66	65	0	-	0	131	1	51	4	-	0	56	257
0800 - 0815	0	0	1	-	0	1	10	0	61	-	0	71	61	55	0	-	0	116	0	43	7	-	0	50	238
0815 - 0830	0	0	0	-	0	0	6	0	46	-	0	52	44	52	0	-	0	96	1	34	5	-	0	40	188
Total	0	0	1	0	0	1	25	0	229	0	0	254	210	219	0	0	0	429	2	167	26	0	0	195	879
Approach %	0.00	0.00	100.00	0.00	0.00	-	9.84	0.00	90.16	0.00	0.00	-	48.95	51.05	0.00	0.00	0.00	-	1.03	85.64	13.33	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.63	0.00	0.89	0.00	0.00	**0.89**	0.80	0.84	0.00	0.00	0.00	**0.82**	0.50	0.82	0.65	0.00	0.00	**0.87**	**0.86**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	0	0	0	-	0	0	3	0	54	-	0	57	38	47	0	-	0	85	0	38	10	-	0	48	190
0745 - 0800	0	0	0	-	0	0	5	0	62	-	0	67	63	64	0	-	0	127	0	47	4	-	0	51	245
0800 - 0815	0	0	0	-	0	0	9	0	60	-	0	69	61	52	0	-	0	113	0	39	7	-	0	46	228
0815 - 0830	0	0	0	-	0	0	6	0	44	-	0	50	43	50	0	-	0	93	1	33	3	-	0	37	180
Total	0	0	0	0	0	0	23	0	220	0	0	243	205	213	0	0	0	418	1	157	24	0	0	182	843
Approach %	0.00	0.00	0.00	0.00	0.00	-	9.47	0.00	90.53	0.00	0.00	-	49.04	50.96	0.00	0.00	0.00	-	0.55	86.26	13.19	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.64	0.00	0.89	0.00	0.00	**0.88**	0.81	0.83	0.00	0.00	0.00	**0.82**	0.25	0.84	0.60	0.00	0.00	**0.89**	**0.86**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	0	0	0	-	0	0	0	0	4	-	0	4	1	0	0	-	0	1	0	1	0	-	0	1	6
0745 - 0800	0	0	0	-	0	0	1	0	2	-	0	3	2	1	0	-	0	3	1	4	0	-	0	5	11
0800 - 0815	0	0	1	-	0	1	1	0	1	-	0	2	0	2	0	-	0	2	0	4	0	-	0	4	9
0815 - 0830	0	0	0	-	0	0	0	0	2	-	0	2	1	0	0	-	0	1	0	1	2	-	0	3	6
Total	0	0	1	0	0	1	2	0	9	0	0	11	4	3	0	0	0	7	1	10	2	0	0	13	32
Approach %	0.00	0.00	100.00	0.00	0.00	-	18.18	0.00	81.82	0.00	0.00	-	57.14	42.86	0.00	0.00	0.00	-	7.69	76.92	15.38	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.50	0.00	0.56	0.00	0.00	**0.69**	0.50	0.38	0.00	0.00	0.00	**0.58**	0.25	0.63	0.25	0.00	0.00	**0.65**	**0.73**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	1
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	3
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.50	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Peak Hour Turning Movement Count

Titusville, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, May 14, 2025		
	Fair	78°F
Period	1600 - 1800	APPLY
Peak Hour	1630 - 1730	APPLY
Global PH	1630 - 1730	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

S Singleton Ave (Southbound)

247	0	19	0	266	306	(1-3)
1	0	0	0	1	0	(4-7)
0	0	0	0	0	0	(8-13)
248	0	19	0	267	306	Total

FL-405 Martin Luther King Jr Blvd (West) (Eastbound)

(1-3)	(4-7)	(8-13)	Total
480	5	1	486
483	4	0	487
1	0	0	1
271	0	0	271
211	4	0	215
0	0	0	0

FL-405 Martin Luther King Jr Blvd (East) (Westbound)

Total	(8-13)	(4-7)	(1-3)
35	0	0	35
237	1	4	232
0	0	0	0
0	0	0	0
272	1	4	267
235	0	4	231

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1017	9	1	1027
PHF				0.89
ADT (Calc)			10	10270

Forest Hills Baptist Church Driveway (Northbound)

Total	0	1	0	0	0	1
(8-13)	0	0	0	0	0	0
(4-7)	0	0	0	0	0	0
(1-3)	0	1	0	0	0	1

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1630 - 1645	0	0	0	-	0	0	4	0	86	-	0	90	74	56	0	-	0	130	0	65	5	-	0	70	290
1645 - 1700	0	0	1	-	0	1	5	0	39	-	0	44	65	45	0	-	0	110	0	44	8	-	0	52	207
1700 - 1715	0	0	0	-	0	0	2	0	40	-	0	42	82	56	0	-	0	138	0	61	15	-	0	76	256
1715 - 1730	0	0	0	-	0	0	8	0	83	-	0	91	50	58	0	-	1	109	0	67	7	-	0	74	274
Total	0	0	1	0	0	1	19	0	248	0	0	267	271	215	0	0	1	487	0	237	35	0	0	272	1027
Approach %	0.00	0.00	100.00	0.00	0.00	-	7.12	0.00	92.88	0.00	0.00	-	55.65	44.15	0.00	0.00	0.21	-	0.00	87.13	12.87	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.59	0.00	0.72	0.00	0.00	**0.73**	0.83	0.93	0.00	0.00	0.25	**0.88**	0.00	0.88	0.58	0.00	0.00	**0.89**	**0.89**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1630 - 1645	0	0	0	-	0	0	4	0	85	-	0	89	74	54	0	-	0	128	0	62	5	-	0	67	284
1645 - 1700	0	0	1	-	0	1	5	0	39	-	0	44	65	45	0	-	0	110	0	42	8	-	0	50	205
1700 - 1715	0	0	0	-	0	0	2	0	40	-	0	42	82	55	0	-	0	137	0	61	15	-	0	76	255
1715 - 1730	0	0	0	-	0	0	8	0	83	-	0	91	50	57	0	-	1	108	0	67	7	-	0	74	273
Total	0	0	1	0	0	1	19	0	247	0	0	266	271	211	0	0	1	483	0	232	35	0	0	267	1017
Approach %	0.00	0.00	100.00	0.00	0.00	-	7.14	0.00	92.86	0.00	0.00	-	56.11	43.69	0.00	0.00	0.21	-	0.00	86.89	13.11	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.59	0.00	0.73	0.00	0.00	**0.73**	0.83	0.93	0.00	0.00	0.25	**0.88**	0.00	0.87	0.58	0.00	0.00	**0.88**	**0.90**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1630 - 1645	0	0	0	-	0	0	0	0	1	-	0	1	0	2	0	-	0	2	0	2	0	-	0	2	5
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	2
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	0	4	0	4	0	0	0	4	9
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.45**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.25**

Classified Turn Movement Count || All vehicles

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.601286°, -80.837744°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Forest Hills Baptist Church Driveway					S Singleton Ave					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	7	0	32	0	39	20	23	0	0	43	0	30	4	0	34	116
0715 - 0730	0	0	0	0	0	5	0	37	0	42	38	41	0	0	79	0	25	4	0	29	150
0730 - 0745	0	0	0	0	0	3	0	58	0	61	39	47	0	0	86	0	39	10	0	49	196
0745 - 0800	0	0	0	0	0	6	0	64	0	70	66	65	0	0	131	1	51	4	0	56	257
Hourly Total	0	0	0	0	**0**	21	0	191	0	**212**	163	176	0	0	**339**	1	145	22	0	**168**	**719**
0800 - 0815	0	0	1	0	1	10	0	61	0	71	61	55	0	0	116	0	43	7	0	50	238
0815 - 0830	0	0	0	0	0	6	0	46	0	52	44	52	0	0	96	1	34	5	0	40	188
0830 - 0845	0	0	0	0	0	3	0	56	0	59	38	52	0	0	90	0	31	11	0	42	191
0845 - 0900	0	0	0	0	0	8	0	46	0	54	45	57	0	0	102	0	36	8	0	44	200
Hourly Total	0	0	1	0	**1**	27	0	209	0	**236**	188	216	0	0	**404**	1	144	31	0	**176**	**817**
Grand Total	0	0	1	0	**1**	48	0	400	0	**448**	351	392	0	0	**743**	2	289	53	0	**344**	**1536**
Approach %	0.00	0.00	100.00	0.00	-	10.71	0.00	89.29	0.00	-	47.24	52.76	0.00	0.00	-	0.58	84.01	15.41	0.00	-	
Intersection %	0.00	0.00	0.07	0.00	0.07	3.13	0.00	26.04	0.00	29.17	22.85	25.52	0.00	0.00	48.37	0.13	18.82	3.45	0.00	22.40	
Heavy Vehicle %	-	-	100	-	**100**	8	-	4	-	**5**	2	2	-	-	**2**	50	5	8	-	**6**	**4**
PHF	0.00	0.00	0.25	0.00	**0.25**	0.63	0.00	0.89	0.00	**0.89**	0.80	0.84	0.00	0.00	**0.82**	0.50	0.82	0.65	0.00	**0.87**	**0.86**
Peak Hour Total	0	0	1	0	**1**	25	0	229	0	**254**	210	219	0	0	**429**	2	167	26	0	**195**	**879**
Peak Hour HV %	0	0	100	0	**100**	8	0	4	0	**4**	2	2	0	0	**2**	50	6	8	0	**7**	**4**

1600 - 1800 (Weekday 2h Session) (05-14-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Forest Hills Baptist Church Driveway					S Singleton Ave					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	2	0	60	0	62	69	50	0	1	120	0	62	11	0	73	255
1615 - 1630	0	0	0	0	0	7	0	58	0	65	55	45	0	0	100	0	48	10	0	58	223
1630 - 1645	0	0	0	0	0	4	0	86	0	90	74	56	0	0	130	0	65	5	0	70	290
1645 - 1700	0	0	1	0	1	5	0	39	0	44	65	45	0	0	110	0	44	8	0	52	207
Hourly Total	0	0	1	0	**1**	18	0	243	0	**261**	263	196	0	1	**460**	0	219	34	0	**253**	**975**
1700 - 1715	0	0	0	0	0	2	0	40	0	42	82	56	0	0	138	0	61	15	0	76	256
1715 - 1730	0	0	0	0	0	8	0	83	0	91	50	58	0	1	109	0	67	7	0	74	274
1730 - 1745	0	0	0	0	0	6	0	62	0	68	55	40	0	0	95	0	50	8	0	58	221
1745 - 1800	0	0	0	0	0	6	0	52	0	58	70	53	0	0	123	0	39	14	0	53	234
Hourly Total	0	0	0	0	**0**	22	0	237	0	**259**	257	207	0	1	**465**	0	217	44	0	**261**	**985**
Grand Total	0	0	1	0	**1**	40	0	480	0	**520**	520	403	0	2	**925**	0	436	78	0	**514**	**1960**
Approach %	0.00	0.00	100.00	0.00	-	7.69	0.00	92.31	0.00	-	56.22	43.57	0.00	0.22	-	0.00	84.82	15.18	0.00	-	
Intersection %	0.00	0.00	0.05	0.00	0.05	2.04	0.00	24.49	0.00	26.53	26.53	20.56	0.00	0.10	47.19	0.00	22.24	3.98	0.00	26.22	
Heavy Vehicle %	-	-	0	-	**0**	0	-	1	-	**1**	0	2	-	0	**1**	-	2	0	-	**1**	**1**
PHF	0.00	0.00	0.25	0.00	**0.25**	0.59	0.00	0.72	0.00	**0.73**	0.83	0.93	0.00	0.25	**0.88**	0.00	0.88	0.58	0.00	**0.89**	**0.89**
Peak Hour Total	0	0	1	0	**1**	19	0	248	0	**267**	271	215	0	1	**487**	0	237	35	0	**272**	**1027**
Peak Hour HV %	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**1**	0	2	0	0	**2**	**1**

Classified Turn Movement Count || Bicycles

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.601286°, -80.837744°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Forest Hills Baptist Church Driveway					S Singleton Ave					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	**0**
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	0	0	0		0	**0**	0	1	0		0	**1**	0	0	0		0	**0**	**1**
Grand Total	0	0	0		0	**0**	0	0	0		0	**0**	0	1	0		0	**1**	0	0	0		0	**0**	**1**
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	100.00	0.00		0.00	100.00	0.00	0.00	0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Forest Hills Baptist Church Driveway					S Singleton Ave					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	0	0	0		0	**0**	0	1	0		0	**1**	0	0	0		0	**0**	**1**
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	**0**
Grand Total	0	0	0		0	**0**	0	0	0		0	**0**	0	1	0		0	**1**	0	0	0		0	**0**	**1**
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	100.00	0.00		0.00	100.00	0.00	0.00	0.00		0.00	0.00	

Classified Turn Movement Count || Passenger Vehicles (1-3)

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.601286°, -80.837744°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Forest Hills Baptist Church Driveway					S Singleton Ave					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	7	0	32	0	39	20	22	0	0	42	0	30	4	0	34	115
0715 - 0730	0	0	0	0	0	5	0	34	0	39	38	41	0	0	79	0	23	4	0	27	145
0730 - 0745	0	0	0	0	0	3	0	54	0	57	38	47	0	0	85	0	38	10	0	48	190
0745 - 0800	0	0	0	0	0	5	0	62	0	67	63	64	0	0	127	0	47	4	0	51	245
Hourly Total	0	0	0	0	**0**	20	0	182	0	**202**	159	174	0	0	**333**	0	138	22	0	**160**	**695**
0800 - 0815	0	0	0	0	0	9	0	60	0	69	61	52	0	0	113	0	39	7	0	46	228
0815 - 0830	0	0	0	0	0	6	0	44	0	50	43	50	0	0	93	1	33	3	0	37	180
0830 - 0845	0	0	0	0	0	1	0	51	0	52	36	52	0	0	88	0	29	10	0	39	179
0845 - 0900	0	0	0	0	0	8	0	46	0	54	44	55	0	0	99	0	36	7	0	43	196
Hourly Total	0	0	0	0	**0**	24	0	201	0	**225**	184	209	0	0	**393**	1	137	27	0	**165**	**783**
Grand Total	0	0	0	0	**0**	44	0	383	0	**427**	343	383	0	0	**726**	1	275	49	0	**325**	**1478**
Approach %	0.00	0.00	0.00	0.00	-	10.30	0.00	89.70	0.00	-	47.25	52.75	0.00	0.00	-	0.31	84.62	15.08	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	2.98	0.00	25.91	0.00	28.89	23.21	25.91	0.00	0.00	49.12	0.07	18.61	3.32	0.00	21.99	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Forest Hills Baptist Church Driveway					S Singleton Ave					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	2	0	59	0	61	69	50	0	1	120	0	61	11	0	72	253
1615 - 1630	0	0	0	0	0	7	0	56	0	63	55	43	0	0	98	0	48	10	0	58	219
1630 - 1645	0	0	0	0	0	4	0	85	0	89	74	54	0	0	128	0	62	5	0	67	284
1645 - 1700	0	0	1	0	1	5	0	39	0	44	65	45	0	0	110	0	42	8	0	50	205
Hourly Total	0	0	1	0	**1**	18	0	239	0	**257**	263	192	0	1	**456**	0	213	34	0	**247**	**961**
1700 - 1715	0	0	0	0	0	2	0	40	0	42	82	55	0	0	137	0	61	15	0	76	255
1715 - 1730	0	0	0	0	0	8	0	83	0	91	50	57	0	1	108	0	67	7	0	74	273
1730 - 1745	0	0	0	0	0	6	0	61	0	67	55	38	0	0	93	0	50	8	0	58	218
1745 - 1800	0	0	0	0	0	6	0	52	0	58	70	53	0	0	123	0	38	14	0	52	233
Hourly Total	0	0	0	0	**0**	22	0	236	0	**258**	257	203	0	1	**461**	0	216	44	0	**260**	**979**
Grand Total	0	0	1	0	**1**	40	0	475	0	**515**	520	395	0	2	**917**	0	429	78	0	**507**	**1940**
Approach %	0.00	0.00	100.00	0.00	-	7.77	0.00	92.23	0.00	-	56.71	43.08	0.00	0.22	-	0.00	84.62	15.38	0.00	-	
Intersection %	0.00	0.00	0.05	0.00	0.05	2.06	0.00	24.48	0.00	26.55	26.80	20.36	0.00	0.10	47.27	0.00	22.11	4.02	0.00	26.13	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.601286°, -80.837744°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Forest Hills Baptist Church Driveway					S Singleton Ave					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	2	0	0	2	5
0730 - 0745	0	0	0	0	0	0	0	4	0	4	1	0	0	0	1	0	1	0	0	1	6
0745 - 0800	0	0	0	0	0	1	0	2	0	3	2	1	0	0	3	1	4	0	0	5	11
Hourly Total	0	0	0	0	**0**	1	0	9	0	**10**	3	1	0	0	**4**	1	7	0	0	**8**	**22**
0800 - 0815	0	0	1	0	1	1	0	1	0	2	0	2	0	0	2	0	4	0	0	4	9
0815 - 0830	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	0	1	2	0	3	6
0830 - 0845	0	0	0	0	0	2	0	4	0	6	1	0	0	0	1	0	2	1	0	3	10
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Hourly Total	0	0	1	0	**1**	3	0	7	0	**10**	2	3	0	0	**5**	0	7	4	0	**11**	**27**
Grand Total	0	0	1	0	**1**	4	0	16	0	**20**	5	4	0	0	**9**	1	14	4	0	**19**	**49**
Approach %	0.00	0.00	100.00	0.00	-	20.00	0.00	80.00	0.00	-	55.56	44.44	0.00	0.00	-	5.26	73.68	21.05	0.00	-	
Intersection %	0.00	0.00	2.04	0.00	2.04	8.16	0.00	32.65	0.00	40.82	10.20	8.16	0.00	0.00	18.37	2.04	28.57	8.16	0.00	38.78	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Forest Hills Baptist Church Driveway					S Singleton Ave					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1615 - 1630	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	3
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	2	0	0	2	5
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	0	**0**	0	0	3	0	**3**	0	3	0	0	**3**	0	5	0	0	**5**	**11**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	4	0	0	**4**	0	1	0	0	**1**	**6**
Grand Total	0	0	0	0	**0**	0	0	4	0	**4**	0	7	0	0	**7**	0	6	0	0	**6**	**17**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.53	0.00	23.53	0.00	41.18	0.00	0.00	41.18	0.00	35.29	0.00	0.00	35.29	

Classified Turn Movement Count || Combination Trucks (8-13)

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.601286°, -80.837744°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	1	0	0		0	1	0	0	0		0	0	1
Hourly Total	0	0	0		0	**0**	0	0	0		0	**0**	1	1	0		0	**2**	0	0	0		0	**0**	**2**
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
0830 - 0845	0	0	0		0	0	0	0	1		0	1	1	0	0		0	1	0	0	0		0	0	2
0845 - 0900	0	0	0		0	0	0	0	0		0	0	1	1	0		0	2	0	0	0		0	0	2
Hourly Total	0	0	0		0	**0**	0	0	1		0	**1**	2	3	0		0	**5**	0	0	0		0	**0**	**6**
Grand Total	0	0	0		0	**0**	0	0	1		0	**1**	3	4	0		0	**7**	0	0	0		0	**0**	**8**
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	100.00		0.00	-	42.86	57.14	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	12.50		0.00	12.50	37.50	50.00	0.00		0.00	87.50	0.00	0.00	0.00		0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	0	0	0		0	0	1
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	0	0	1		0	**1**	0	0	0		0	**0**	0	1	0		0	**1**	**2**
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	**0**
Grand Total	0	0	0		0	**0**	0	0	1		0	**1**	0	0	0		0	**0**	0	1	0		0	**1**	**2**
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	100.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	50.00		0.00	50.00	0.00	0.00	0.00		0.00	0.00	0.00	50.00	0.00		0.00	50.00	

Classified Turn Movement Count || All Trucks (4-13)

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.601286°, -80.837744°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
All Trucks (4-13)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
0715 - 0730	0	0	0		0	0	0	0	3		0	3	0	0	0		0	0	0	2	0		0	2	5
0730 - 0745	0	0	0		0	0	0	0	4		0	4	1	0	0		0	1	0	1	0		0	1	6
0745 - 0800	0	0	0		0	0	1	0	2		0	3	3	1	0		0	4	1	4	0		0	5	12
Hourly Total	0	0	0		0	**0**	1	0	9		0	**10**	4	2	0		0	**6**	1	7	0		0	**8**	**24**
0800 - 0815	0	0	1		0	1	1	0	1		0	2	0	3	0		0	3	0	4	0		0	4	10
0815 - 0830	0	0	0		0	0	0	0	2		0	2	1	1	0		0	2	0	1	2		0	3	7
0830 - 0845	0	0	0		0	0	2	0	5		0	7	2	0	0		0	2	0	2	1		0	3	12
0845 - 0900	0	0	0		0	0	0	0	0		0	0	1	2	0		0	3	0	0	1		0	1	4
Hourly Total	0	0	1		0	**1**	3	0	8		0	**11**	4	6	0		0	**10**	0	7	4		0	**11**	**33**
Grand Total	0	0	1		0	**1**	4	0	17		0	**21**	8	8	0		0	**16**	1	14	4		0	**19**	**57**
Approach %	0.00	0.00	100.00		0.00	-	19.05	0.00	80.95		0.00	-	50.00	50.00	0.00		0.00	-	5.26	73.68	21.05		0.00	-	
Intersection %	0.00	0.00	1.75		0.00	1.75	7.02	0.00	29.82		0.00	36.84	14.04	14.04	0.00		0.00	28.07	1.75	24.56	7.02		0.00	33.33	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
All Trucks (4-13)

	Northbound						Southbound						Eastbound						Westbound						
	Forest Hills Baptist Church Driveway						S Singleton Ave						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	0	1	0		0	1	2
1615 - 1630	0	0	0		0	0	0	0	2		0	2	0	1	0		0	1	0	0	0		0	0	3
1630 - 1645	0	0	0		0	0	0	0	1		0	1	0	2	0		0	2	0	3	0		0	3	6
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	2
Hourly Total	0	0	0		0	**0**	0	0	4		0	**4**	0	3	0		0	**3**	0	6	0		0	**6**	**13**
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0		0	0	1
1730 - 1745	0	0	0		0	0	0	0	1		0	1	0	2	0		0	2	0	0	0		0	0	3
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	1
Hourly Total	0	0	0		0	**0**	0	0	1		0	**1**	0	4	0		0	**4**	0	1	0		0	**1**	**6**
Grand Total	0	0	0		0	**0**	0	0	5		0	**5**	0	7	0		0	**7**	0	7	0		0	**7**	**19**
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	100.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	26.32		0.00	26.32	0.00	36.84	0.00		0.00	36.84	0.00	36.84	0.00		0.00	36.84	

Crosswalk Counts || Pedestrians

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.601286°, -80.837744°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Forest Hills Baptist Church Driveway			S Singleton Ave			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Forest Hills Baptist Church Driveway			S Singleton Ave			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.601286°, -80.837744°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Forest Hills Baptist Church Driveway			S Singleton Ave			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Forest Hills Baptist Church Driveway			S Singleton Ave			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	1	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Grand Total	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Approach %	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Forest Hills Baptist Church Driveway
S Singleton Ave
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.601286°, -80.837744°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Forest Hills Baptist Church Driveway			S Singleton Ave			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Forest Hills Baptist Church Driveway			S Singleton Ave			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/14/2025	-405 Martin Luther King Jr Blvd (We			-405 Martin Luther King Jr Blvd (Ea			Forest Hills Baptist Church Drivewa			S Singleton Ave			
	Eastbound			Westbound			Northbound			Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	20	23	0	0	30	4	0	0	0	7	0	32	116
07:15 AM - 07:30 AM	38	41	0	0	25	4	0	0	0	5	0	37	150
07:30 AM - 07:45 AM	39	47	0	0	39	10	0	0	0	3	0	58	196
07:45 AM - 08:00 AM	66	65	0	1	51	4	0	0	0	6	0	64	257
08:00 AM - 08:15 AM	61	55	0	0	43	7	0	0	1	10	0	61	238
08:15 AM - 08:30 AM	44	52	0	1	34	5	0	0	0	6	0	46	188
08:30 AM - 08:45 AM	38	52	0	0	31	11	0	0	0	3	0	56	191
08:45 AM - 09:00 AM	45	57	0	0	36	8	0	0	0	8	0	46	200
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	69	50	0	0	62	11	0	0	0	2	0	60	254
04:15 PM - 04:30 PM	55	45	0	0	48	10	0	0	0	7	0	58	223
04:30 PM - 04:45 PM	74	56	0	0	65	5	0	0	0	4	0	86	290
04:45 PM - 05:00 PM	65	45	0	0	44	8	0	0	1	5	0	39	207
05:00 PM - 05:15 PM	82	56	0	0	61	15	0	0	0	2	0	40	256
05:15 PM - 05:30 PM	50	58	0	0	67	7	0	0	0	8	0	83	273
05:30 PM - 05:45 PM	55	40	0	0	50	8	0	0	0	6	0	62	221
05:45 PM - 06:00 PM	70	53	0	0	39	14	0	0	0	6	0	52	234
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Titusville, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, May 14, 2025		
	Fair	78°F
Period	0700 - 0900	APPLY
Peak Hour	0730 - 0830	APPLY
Global PH	0730 - 0830	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

S Park Ave (North)

Southbound

56	269	46	0	371	456	(1-3)
3	10	2	0	15	12	(4-7)
0	2	0	0	2	1	(8-13)
59	281	48	0	388	469	Total

0

1

FL-405 Martin Luther King Jr Blvd (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total	
156	12	0	168	←
255	5	2	262	→
0	0	0	0	↰
66	2	0	68	↱
150	3	1	154	↑
39	0	1	40	↱

2

1

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1269	44	5	1318
PHF				0.84
ADT (Calc)			10	13180

FL-405 Martin Luther King Jr Blvd (East)

Westbound

↱	42	0	0	42
↑	72	0	7	65
↰	37	0	0	37
↰	0	0	0	0
←	151	0	7	144
→	323	1	10	312
	Total	(8-13)	(4-7)	(1-3)

1

2

0

1

Northbound

Total	358	517	0	37	359	121
(8-13)	3	1	0	0	1	0
(4-7)	10	17	0	2	10	5
(1-3)	345	499	0	35	348	116

S Park Ave (South)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0730 - 0745	9	69	21	-	0	99	10	86	9	-	0	105	17	28	10	-	0	55	9	20	8	-	0	37	296
0745 - 0800	12	115	38	-	0	165	13	84	17	-	0	114	21	44	7	-	0	72	12	19	9	-	0	40	391
0800 - 0815	6	96	32	-	0	134	14	65	18	-	0	97	14	41	11	-	0	66	8	18	15	-	0	41	338
0815 - 0830	10	79	30	-	0	119	11	46	15	-	0	72	16	41	12	-	0	69	8	15	11	-	0	34	294
Total	37	359	121	0	0	517	48	281	59	0	0	388	68	154	40	0	0	262	37	72	43	0	0	152	1319
Approach %	7.16	69.44	23.40	0.00	0.00	-	12.37	72.42	15.21	0.00	0.00	-	25.95	58.78	15.27	0.00	0.00	-	24.34	47.37	28.29	0.00	0.00	-	
PHF	0.77	0.78	0.80	0.00	0.00	**0.78**	0.86	0.82	0.82	0.00	0.00	**0.85**	0.81	0.88	0.83	0.00	0.00	**0.91**	0.77	0.90	0.72	0.00	0.00	**0.93**	**0.84**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	**0.25**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0730 - 0745	9	68	19	-	0	96	10	82	9	-	0	101	17	28	10	-	0	55	9	19	8	-	0	36	288
0745 - 0800	11	110	38	-	0	159	11	80	16	-	0	107	20	43	7	-	0	70	12	16	9	-	0	37	373
0800 - 0815	6	92	30	-	0	128	14	63	17	-	0	94	13	39	10	-	0	62	8	16	15	-	0	39	323
0815 - 0830	9	78	29	-	0	116	11	44	14	-	0	69	16	40	12	-	0	68	8	14	10	-	0	32	285
Total	35	348	116	0	0	499	46	269	56	0	0	371	66	150	39	0	0	255	37	65	42	0	0	144	1269
Approach %	7.01	69.74	23.25	0.00	0.00	-	12.40	72.51	15.09	0.00	0.00	-	25.88	58.82	15.29	0.00	0.00	-	25.69	45.14	29.17	0.00	0.00	-	
PHF	0.80	0.79	0.76	0.00	0.00	**0.78**	0.82	0.82	0.82	0.00	0.00	**0.87**	0.83	0.87	0.81	0.00	0.00	**0.91**	0.77	0.86	0.70	0.00	0.00	**0.92**	**0.85**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0730 - 0745	0	1	2	-	0	3	0	3	0	-	0	3	0	0	0	-	0	0	0	1	0	-	0	1	7
0745 - 0800	1	5	0	-	0	6	2	4	1	-	0	7	1	1	0	-	0	2	0	3	0	-	0	3	18
0800 - 0815	0	3	2	-	0	5	0	1	1	-	0	2	1	2	0	-	0	3	0	2	0	-	0	2	12
0815 - 0830	1	1	1	-	0	3	0	2	1	-	0	3	0	0	0	-	0	0	0	1	0	-	0	1	7
Total	2	10	5	0	0	17	2	10	3	0	0	15	2	3	0	0	0	5	0	7	0	0	0	7	44
Approach %	11.76	58.82	29.41	0.00	0.00	-	13.33	66.67	20.00	0.00	0.00	-	40.00	60.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.50	0.50	0.63	0.00	0.00	**0.71**	0.25	0.63	0.75	0.00	0.00	**0.54**	0.50	0.38	0.00	0.00	0.00	**0.42**	0.00	0.58	0.00	0.00	0.00	**0.58**	**0.61**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0730 - 0745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	1	0	-	0	1	0	1	0	-	0	1	0	0	1	-	0	1	0	0	0	-	0	0	3
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	0	1	0	0	0	1	0	2	0	0	0	2	0	1	1	0	0	2	0	0	0	0	0	0	5
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.25	0.25	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.42**

Peak Hour Turning Movement Count

Titusville, FL

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, May 14, 2025		
	Fair	78°F
Period	1600 - 1800	APPLY
Peak Hour	1630 - 1730	APPLY
Global PH	1630 - 1730	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

S Park Ave (North)

Southbound

68	317	64	0	449	462	(1-3)
1	1	0	0	2	12	(4-7)
1	0	0	0	1	0	(8-13)
70	318	64	0	452	474	Total

0

0

FL-405 Martin Luther King Jr Blvd (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
258	4	1	263
233	5	0	238
0	0	0	0
67	3	0	70
113	2	0	115
53	0	0	53

1

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1395	22	1	1418
PHF				0.92
ADT (Calc)			10	14180

FL-405 Martin Luther King Jr Blvd (East)

Westbound

87	0	1	86
157	0	2	155
88	0	1	87
0	0	0	0
332	0	4	328
222	0	4	218
Total	(8-13)	(4-7)	(1-3)

0

1

1

1

Total	459	396	0	36	317	43
(8-13)	0	0	0	0	0	0
(4-7)	2	11	0	1	8	2
(1-3)	457	385	0	35	309	41

Northbound

S Park Ave (South)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	12	84	12	-	0	108	15	76	22	-	0	113	19	26	14	-	0	59	29	37	14	-	0	80	360
1645 - 1700	7	64	10	-	0	81	19	70	17	-	0	106	9	25	12	-	0	46	21	36	26	-	0	83	316
1700 - 1715	7	72	9	-	0	88	14	83	14	-	0	111	21	30	13	-	0	64	23	49	20	-	0	92	355
1715 - 1730	10	97	12	-	0	119	16	89	17	-	0	122	21	34	14	-	0	69	15	35	27	-	0	77	387
Total	36	317	43	0	0	396	64	318	70	0	0	452	70	115	53	0	0	238	88	157	87	0	0	332	1418
Approach %	9.09	80.05	10.86	0.00	0.00	-	14.16	70.35	15.49	0.00	0.00	-	29.41	48.32	22.27	0.00	0.00	-	26.51	47.29	26.20	0.00	0.00	-	
PHF	0.75	0.82	0.90	0.00	0.00	**0.83**	0.84	0.89	0.80	0.00	0.00	**0.93**	0.83	0.85	0.95	0.00	0.00	**0.86**	0.76	0.80	0.81	0.00	0.00	**0.90**	**0.92**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	11	82	11	-	0	104	15	75	20	-	0	110	18	25	14	-	0	57	28	37	14	-	0	79	350
1645 - 1700	7	63	9	-	0	79	19	70	17	-	0	106	9	25	12	-	0	46	21	34	26	-	0	81	312
1700 - 1715	7	69	9	-	0	85	14	83	14	-	0	111	20	29	13	-	0	62	23	49	20	-	0	92	350
1715 - 1730	10	95	12	-	0	117	16	89	17	-	0	122	20	34	14	-	0	68	15	35	26	-	0	76	383
Total	35	309	41	0	0	385	64	317	68	0	0	449	67	113	53	0	0	233	87	155	86	0	0	328	1395
Approach %	9.09	80.26	10.65	0.00	0.00	-	14.25	70.60	15.14	0.00	0.00	-	28.76	48.50	22.75	0.00	0.00	-	26.52	47.26	26.22	0.00	0.00	-	
PHF	0.80	0.81	0.85	0.00	0.00	**0.82**	0.84	0.89	0.85	0.00	0.00	**0.92**	0.84	0.83	0.95	0.00	0.00	**0.86**	0.78	0.79	0.83	0.00	0.00	**0.89**	**0.91**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	1	2	1	-	0	4	0	1	1	-	0	2	1	1	0	-	0	2	1	0	0	-	0	1	9
1645 - 1700	0	1	1	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	4
1700 - 1715	0	3	0	-	0	3	0	0	0	-	0	0	1	1	0	-	0	2	0	0	0	-	0	0	5
1715 - 1730	0	2	0	-	0	2	0	0	0	-	0	0	1	0	0	-	0	1	0	0	1	-	0	1	4
Total	1	8	2	0	0	11	0	1	1	0	0	2	3	2	0	0	0	5	1	2	1	0	0	4	22
Approach %	9.09	72.73	18.18	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	60.00	40.00	0.00	0.00	0.00	-	25.00	50.00	25.00	0.00	0.00	-	
PHF	0.25	0.67	0.50	0.00	0.00	**0.69**	0.00	0.25	0.25	0.00	0.00	**0.25**	0.75	0.50	0.00	0.00	0.00	**0.63**	0.25	0.25	0.25	0.00	0.00	**0.50**	**0.61**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Classified Turn Movement Count || All vehicles

Titusville, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2

S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date

Wednesday, May 14, 2025

Lat/Long

28.607846°, -80.818611°
Click here for Map

Weather

Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	S Park Ave (South)					S Park Ave (North)					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	9	47	5	0	61	11	38	7	0	56	7	26	5	0	38	4	8	4	0	16	171
0715 - 0730	4	51	16	0	71	6	52	14	0	72	24	22	5	0	51	6	11	7	0	24	218
0730 - 0745	9	69	21	0	99	10	86	9	0	105	17	28	10	0	55	9	20	8	0	37	296
0745 - 0800	12	115	38	0	165	13	84	17	0	114	21	44	7	0	72	12	19	9	0	40	391
Hourly Total	34	282	80	0	**396**	40	260	47	0	**347**	69	120	27	0	**216**	31	58	28	0	**117**	**1076**
0800 - 0815	6	96	32	0	134	14	65	18	0	97	14	41	11	0	66	8	18	15	0	41	338
0815 - 0830	10	79	30	0	119	11	46	15	0	72	16	41	12	0	69	8	15	11	0	34	294
0830 - 0845	10	59	13	0	82	15	54	11	0	80	10	41	6	0	57	9	14	13	0	36	255
0845 - 0900	6	52	14	0	72	8	51	11	0	70	19	31	6	0	56	14	23	12	0	49	247
Hourly Total	32	286	89	0	**407**	48	216	55	0	**319**	59	154	35	0	**248**	39	70	51	0	**160**	**1134**
Grand Total	66	568	169	0	**803**	88	476	102	0	**666**	128	274	62	0	**464**	70	128	79	0	**277**	**2210**
Approach %	8.22	70.73	21.05	0.00	-	13.21	71.47	15.32	0.00	-	27.59	59.05	13.36	0.00	-	25.27	46.21	28.52	0.00	-	
Intersection %	2.99	25.70	7.65	0.00	36.33	3.98	21.54	4.62	0.00	30.14	5.79	12.40	2.81	0.00	21.00	3.17	5.79	3.57	0.00	12.53	
Heavy Vehicle %	6	2	5	-	**3**	5	4	5	-	**4**	2	3	5	-	**3**	1	8	5	-	**5**	**4**
PHF	0.77	0.78	0.80	0.00	**0.78**	0.86	0.82	0.82	0.00	**0.85**	0.81	0.88	0.83	0.00	**0.91**	0.77	0.90	0.72	0.00	**0.93**	**0.84**
Peak Hour Total	37	359	121	0	**517**	48	281	59	0	**388**	68	154	40	0	**262**	37	72	43	0	**152**	**1319**
Peak Hour HV %	5	3	4	0	**3**	4	4	5	0	**4**	3	3	3	0	**3**	0	10	0	0	**5**	**4**

1600 - 1800 (Weekday 2h Session) (05-14-2025)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	S Park Ave (South)					S Park Ave (North)					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	16	59	13	0	88	21	72	17	0	110	19	25	7	0	51	22	34	19	0	75	324
1615 - 1630	10	58	7	0	75	20	89	22	0	131	16	20	9	0	45	16	31	11	0	58	309
1630 - 1645	12	84	12	0	108	15	76	22	0	113	19	26	14	0	59	29	37	14	0	80	360
1645 - 1700	7	64	10	0	81	19	70	17	0	106	9	25	12	0	46	21	36	26	0	83	316
Hourly Total	45	265	42	0	**352**	75	307	78	0	**460**	63	96	42	0	**201**	88	138	70	0	**296**	**1309**
1700 - 1715	7	72	9	0	88	14	83	14	0	111	21	30	13	0	64	23	49	20	0	92	355
1715 - 1730	10	97	12	0	119	16	89	17	0	122	21	34	14	0	69	15	35	27	0	77	387
1730 - 1745	11	57	16	0	84	15	74	18	0	107	18	29	9	0	56	13	41	20	0	74	321
1745 - 1800	10	77	13	0	100	11	83	8	0	102	10	31	11	0	52	20	32	15	0	67	321
Hourly Total	38	303	50	0	**391**	56	329	57	0	**442**	70	124	47	0	**241**	71	157	82	0	**310**	**1384**
Grand Total	83	568	92	0	**743**	131	636	135	0	**902**	133	220	89	0	**442**	159	295	152	0	**606**	**2693**
Approach %	11.17	76.45	12.38	0.00	-	14.52	70.51	14.97	0.00	-	30.09	49.77	20.14	0.00	-	26.24	48.68	25.08	0.00	-	
Intersection %	3.08	21.09	3.42	0.00	27.59	4.86	23.62	5.01	0.00	33.49	4.94	8.17	3.30	0.00	16.41	5.90	10.95	5.64	0.00	22.50	
Heavy Vehicle %	1	2	5	-	**2**	1	0	1	-	**1**	3	1	1	-	**2**	2	1	3	-	**2**	**2**
PHF	0.75	0.82	0.90	0.00	**0.83**	0.84	0.89	0.80	0.00	**0.93**	0.83	0.85	0.95	0.00	**0.86**	0.76	0.80	0.81	0.00	**0.90**	**0.92**
Peak Hour Total	36	317	43	0	**396**	64	318	70	0	**452**	70	115	53	0	**238**	88	157	87	0	**332**	**1418**
Peak Hour HV %	3	3	5	0	**3**	0	0	3	0	**1**	4	2	0	0	**2**	1	1	1	0	**1**	**2**

Classified Turn Movement Count || Bicycles

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.607846°, -80.818611°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	S Park Ave (South)					S Park Ave (North)					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	0		0	0	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	1
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	1	0	0		0	**1**	0	0	0		0	**0**	0	0	0		0	**0**	**1**
0800 - 0815	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	1		0	1	1
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	1		0	**1**	**1**
Grand Total	0	0	0		0	**0**	1	0	0		0	**1**	0	0	0		0	**0**	0	0	1		0	**1**	**2**
Approach %	0.00	0.00	0.00		0.00	-	100.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	100.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	50.00	0.00	0.00		0.00	50.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	50.00		0.00	50.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	S Park Ave (South)					S Park Ave (North)					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	**0**
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	**0**
Grand Total	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	0	0	0		0	**0**	**0**
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

Classified Turn Movement Count || Passenger Vehicles (1-3)

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.607846°, -80.818611°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	S Park Ave (South)					S Park Ave (North)					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	9	47	4	0	60	9	36	7	0	52	7	25	5	0	37	4	8	2	0	14	163
0715 - 0730	3	49	16	0	68	6	51	13	0	70	24	22	5	0	51	6	11	6	0	23	212
0730 - 0745	9	68	19	0	96	10	82	9	0	101	17	28	10	0	55	9	19	8	0	36	288
0745 - 0800	11	110	38	0	159	11	80	16	0	107	20	43	7	0	70	12	16	9	0	37	373
Hourly Total	32	274	77	0	**383**	36	249	45	0	**330**	68	118	27	0	**213**	31	54	25	0	**110**	**1036**
0800 - 0815	6	92	30	0	128	14	63	17	0	94	13	39	10	0	62	8	16	15	0	39	323
0815 - 0830	9	78	29	0	116	11	44	14	0	69	16	40	12	0	68	8	14	10	0	32	285
0830 - 0845	9	59	13	0	81	14	52	10	0	76	10	41	4	0	55	9	13	12	0	34	246
0845 - 0900	6	51	12	0	69	8	50	11	0	69	19	29	6	0	54	13	21	12	0	46	238
Hourly Total	30	280	84	0	**394**	47	209	52	0	**308**	58	149	32	0	**239**	38	64	49	0	**151**	**1092**
Grand Total	62	554	161	0	**777**	83	458	97	0	**638**	126	267	59	0	**452**	69	118	74	0	**261**	**2128**
Approach %	7.98	71.30	20.72	0.00	-	13.01	71.79	15.20	0.00	-	27.88	59.07	13.05	0.00	-	26.44	45.21	28.35	0.00	-	
Intersection %	2.91	26.03	7.57	0.00	36.51	3.90	21.52	4.56	0.00	29.98	5.92	12.55	2.77	0.00	21.24	3.24	5.55	3.48	0.00	12.27	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	S Park Ave (South)					S Park Ave (North)					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	16	57	13	0	86	21	71	17	0	109	19	25	7	0	51	21	33	19	0	73	319
1615 - 1630	10	57	6	0	73	20	89	22	0	131	16	20	8	0	44	15	31	9	0	55	303
1630 - 1645	11	82	11	0	104	15	75	20	0	110	18	25	14	0	57	28	37	14	0	79	350
1645 - 1700	7	63	9	0	79	19	70	17	0	106	9	25	12	0	46	21	34	26	0	81	312
Hourly Total	44	259	39	0	**342**	75	305	76	0	**456**	62	95	41	0	**198**	85	135	68	0	**288**	**1284**
1700 - 1715	7	69	9	0	85	14	83	14	0	111	20	29	13	0	62	23	49	20	0	92	350
1715 - 1730	10	95	12	0	117	16	89	17	0	122	20	34	14	0	68	15	35	26	0	76	383
1730 - 1745	11	57	15	0	83	14	74	18	0	106	17	28	9	0	54	13	41	19	0	73	316
1745 - 1800	10	77	12	0	99	11	83	8	0	102	10	31	11	0	52	20	31	15	0	66	319
Hourly Total	38	298	48	0	**384**	55	329	57	0	**441**	67	122	47	0	**236**	71	156	80	0	**307**	**1368**
Grand Total	82	557	87	0	**726**	130	634	133	0	**897**	129	217	88	0	**434**	156	291	148	0	**595**	**2652**
Approach %	11.29	76.72	11.98	0.00	-	14.49	70.68	14.83	0.00	-	29.72	50.00	20.28	0.00	-	26.22	48.91	24.87	0.00	-	
Intersection %	3.09	21.00	3.28	0.00	27.38	4.90	23.91	5.02	0.00	33.82	4.86	8.18	3.32	0.00	16.37	5.88	10.97	5.58	0.00	22.44	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.607846°, -80.818611°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	S Park Ave (South)					S Park Ave (North)					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	6
0715 - 0730	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	5
0730 - 0745	0	1	2	0	3	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	7
0745 - 0800	1	5	0	0	6	2	4	1	0	7	1	1	0	0	2	0	3	0	0	3	18
Hourly Total	2	7	3	0	**12**	3	10	2	0	**15**	1	1	0	0	**2**	0	4	3	0	**7**	**36**
0800 - 0815	0	3	2	0	5	0	1	1	0	2	1	2	0	0	3	0	2	0	0	2	12
0815 - 0830	1	1	1	0	3	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	7
0830 - 0845	1	0	0	0	1	0	1	1	0	2	0	0	2	0	2	0	1	1	0	2	7
0845 - 0900	0	1	2	0	3	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	7
Hourly Total	2	5	5	0	**12**	0	5	3	0	**8**	1	3	2	0	**6**	0	6	1	0	**7**	**33**
Grand Total	4	12	8	0	**24**	3	15	5	0	**23**	2	4	2	0	**8**	0	10	4	0	**14**	**69**
Approach %	16.67	50.00	33.33	0.00	-	13.04	65.22	21.74	0.00	-	25.00	50.00	25.00	0.00	-	0.00	71.43	28.57	0.00	-	
Intersection %	5.80	17.39	11.59	0.00	34.78	4.35	21.74	7.25	0.00	33.33	2.90	5.80	2.90	0.00	11.59	0.00	14.49	5.80	0.00	20.29	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	S Park Ave (South)					S Park Ave (North)					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	5
1615 - 1630	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	5
1630 - 1645	1	2	1	0	4	0	1	1	0	2	1	1	0	0	2	1	0	0	0	1	9
1645 - 1700	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Hourly Total	1	6	3	0	**10**	0	2	1	0	**3**	1	1	1	0	**3**	2	3	2	0	**7**	**23**
1700 - 1715	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
1715 - 1730	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	4
1730 - 1745	0	0	1	0	1	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	4
1745 - 1800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Hourly Total	0	5	2	0	**7**	1	0	0	0	**1**	3	2	0	0	**5**	0	1	1	0	**2**	**15**
Grand Total	1	11	5	0	**17**	1	2	1	0	**4**	4	3	1	0	**8**	2	4	3	0	**9**	**38**
Approach %	5.88	64.71	29.41	0.00	-	25.00	50.00	25.00	0.00	-	50.00	37.50	12.50	0.00	-	22.22	44.44	33.33	0.00	-	
Intersection %	2.63	28.95	13.16	0.00	44.74	2.63	5.26	2.63	0.00	10.53	10.53	7.89	2.63	0.00	21.05	5.26	10.53	7.89	0.00	23.68	

Classified Turn Movement Count || Combination Trucks (8-13)

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.607846°, -80.818611°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	S Park Ave (South)					S Park Ave (North)					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0715 - 0730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	**1**	0	1	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	**3**
0800 - 0815	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	3
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Hourly Total	0	1	0	0	**1**	1	2	0	0	**3**	0	2	1	0	**3**	1	0	0	0	**1**	**8**
Grand Total	0	2	0	0	**2**	1	3	0	0	**4**	0	3	1	0	**4**	1	0	0	0	**1**	**11**
Approach %	0.00	100.00	0.00	0.00	-	25.00	75.00	0.00	0.00	-	0.00	75.00	25.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	18.18	0.00	0.00	18.18	9.09	27.27	0.00	0.00	36.36	0.00	27.27	9.09	0.00	36.36	9.09	0.00	0.00	0.00	9.09	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	S Park Ave (South)					S Park Ave (North)					FL-405 Martin Luther King Jr Blvd (West)					FL-405 Martin Luther King Jr Blvd (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**	**2**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	**1**
Grand Total	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	1	0	1	0	**2**	**3**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.33	0.00	33.33	0.00	0.00	0.00	0.00	0.00	33.33	0.00	33.33	0.00	66.67	

Classified Turn Movement Count || All Trucks (4-13)

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.607846°, -80.818611°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
All Trucks (4-13)

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	1		0	1	1	2	0		0	3	0	1	0		0	1	0	0	2		0	2	7
0715 - 0730	1	2	0		0	3	0	1	1		0	2	0	0	0		0	0	0	0	1		0	1	6
0730 - 0745	0	1	2		0	3	0	4	0		0	4	0	0	0		0	0	0	1	0		0	1	8
0745 - 0800	1	5	0		0	6	2	4	1		0	7	1	1	0		0	2	0	3	0		0	3	18
Hourly Total	2	8	3		0	**13**	3	11	2		0	**16**	1	2	0		0	**3**	0	4	3		0	**7**	**39**
0800 - 0815	0	4	2		0	6	0	2	1		0	3	1	2	1		0	4	0	2	0		0	2	15
0815 - 0830	1	1	1		0	3	0	2	1		0	3	0	1	0		0	1	0	1	0		0	1	8
0830 - 0845	1	0	0		0	1	1	2	1		0	4	0	0	2		0	2	0	1	1		0	2	9
0845 - 0900	0	1	2		0	3	0	1	0		0	1	0	2	0		0	2	1	2	0		0	3	9
Hourly Total	2	6	5		0	**13**	1	7	3		0	**11**	1	5	3		0	**9**	1	6	1		0	**8**	**41**
Grand Total	4	14	8		0	**26**	4	18	5		0	**27**	2	7	3		0	**12**	1	10	4		0	**15**	**80**
Approach %	15.38	53.85	30.77		0.00	-	14.81	66.67	18.52		0.00	-	16.67	58.33	25.00		0.00	-	6.67	66.67	26.67		0.00	-	
Intersection %	5.00	17.50	10.00		0.00	32.50	5.00	22.50	6.25		0.00	33.75	2.50	8.75	3.75		0.00	15.00	1.25	12.50	5.00		0.00	18.75	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
All Trucks (4-13)

	Northbound						Southbound						Eastbound						Westbound						
	S Park Ave (South)						S Park Ave (North)						FL-405 Martin Luther King Jr Blvd (West)						FL-405 Martin Luther King Jr Blvd (East)						
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1600 - 1615	0	2	0		0	2	0	1	0		0	1	0	0	0		0	0	1	1	0		0	2	5
1615 - 1630	0	1	1		0	2	0	0	0		0	0	0	0	1		0	1	1	0	2		0	3	6
1630 - 1645	1	2	1		0	4	0	1	2		0	3	1	1	0		0	2	1	0	0		0	1	10
1645 - 1700	0	1	1		0	2	0	0	0		0	0	0	0	0		0	0	0	2	0		0	2	4
Hourly Total	1	6	3		0	**10**	0	2	2		0	**4**	1	1	1		0	**3**	3	3	2		0	**8**	**25**
1700 - 1715	0	3	0		0	3	0	0	0		0	0	1	1	0		0	2	0	0	0		0	0	5
1715 - 1730	0	2	0		0	2	0	0	0		0	0	1	0	0		0	1	0	0	1		0	1	4
1730 - 1745	0	0	1		0	1	1	0	0		0	1	1	1	0		0	2	0	0	1		0	1	5
1745 - 1800	0	0	1		0	1	0	0	0		0	0	0	0	0		0	0	0	1	0		0	1	2
Hourly Total	0	5	2		0	**7**	1	0	0		0	**1**	3	2	0		0	**5**	0	1	2		0	**3**	**16**
Grand Total	1	11	5		0	**17**	1	2	2		0	**5**	4	3	1		0	**8**	3	4	4		0	**11**	**41**
Approach %	5.88	64.71	29.41		0.00	-	20.00	40.00	40.00		0.00	-	50.00	37.50	12.50		0.00	-	27.27	36.36	36.36		0.00	-	
Intersection %	2.44	26.83	12.20		0.00	41.46	2.44	4.88	4.88		0.00	12.20	9.76	7.32	2.44		0.00	19.51	7.32	9.76	9.76		0.00	26.83	

Crosswalk Counts || Pedestrians

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.607846°, -80.818611°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	S Park Ave (South)			S Park Ave (North)			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	1	0	1	1
0715 - 0730	1	0	1	0	0	0	0	0	0	0	1	1	2
0730 - 0745	0	0	0	0	0	0	1	0	1	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	1	1	2	2
Hourly Total	1	0	**1**	0	0	**0**	1	0	**1**	2	2	**4**	**6**
0800 - 0815	0	1	1	0	1	1	0	0	0	1	0	1	3
0815 - 0830	0	0	0	0	0	0	0	2	2	0	0	0	2
0830 - 0845	0	0	0	0	0	0	1	0	1	0	1	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	1	**1**	1	2	**3**	1	1	**2**	**7**
Grand Total	1	1	**2**	0	1	**1**	2	2	**4**	3	3	**6**	**13**
Approach %	50.00	50.00	-	0.00	100.00	-	50.00	50.00	-	50.00	50.00	-	
Intersection %	7.69	7.69	15.38	0.00	7.69	7.69	15.38	15.38	30.77	23.08	23.08	46.15	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	S Park Ave (South)			S Park Ave (North)			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	1	0	1	1	2	3	4
1630 - 1645	1	0	1	0	0	0	0	1	1	1	0	1	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	1	1	**2**	2	2	**4**	**7**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	2	2	2
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	2	**2**	**2**
Grand Total	1	0	**1**	0	0	**0**	1	1	**2**	2	4	**6**	**9**
Approach %	100.00	0.00	-	0.00	0.00	-	50.00	50.00	-	33.33	66.67	-	
Intersection %	11.11	0.00	11.11	0.00	0.00	0.00	11.11	11.11	22.22	22.22	44.44	66.67	

Crosswalk Counts || Bicycles

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.607846°, -80.818611°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	S Park Ave (South)			S Park Ave (North)			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	S Park Ave (South)			S Park Ave (North)			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	1	1	2	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	1	1	**2**	**2**
1700 - 1715	0	1	1	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Grand Total	0	1	**1**	0	0	**0**	0	0	**0**	1	1	**2**	**3**
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	
Intersection %	0.00	33.33	33.33	0.00	0.00	0.00	0.00	0.00	0.00	33.33	33.33	66.67	

Crosswalk Counts || Motorized Vehicles

Titusville, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
S Park Ave (South)
S Park Ave (North)
FL-405 Martin Luther King Jr Blvd (West)
FL-405 Martin Luther King Jr Blvd (East)

Date
Wednesday, May 14, 2025

Lat/Long
28.607846°, -80.818611°
Click here for Map

Weather
Fair
78°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-14-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	S Park Ave (South)			S Park Ave (North)			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Grand Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-14-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	S Park Ave (South)			S Park Ave (North)			FL-405 Martin Luther King Jr Blvd (West)			FL-405 Martin Luther King Jr Blvd (East)			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	1	0	1	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	

Start Date: 5/14/2025	-405 Martin Luther King Jr Blvd (We			-405 Martin Luther King Jr Blvd (Ea			S Park Ave (South)			S Park Ave (North)			
	Eastbound			Westbound			Northbound			Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	7	26	5	4	8	4	9	47	5	11	38	7	171
07:15 AM - 07:30 AM	24	22	5	6	11	7	4	51	16	6	52	14	218
07:30 AM - 07:45 AM	17	28	10	9	20	8	9	69	21	10	86	9	296
07:45 AM - 08:00 AM	21	44	7	12	19	9	12	115	38	13	84	17	391
08:00 AM - 08:15 AM	14	41	11	8	18	15	6	96	32	14	65	18	338
08:15 AM - 08:30 AM	16	41	12	8	15	11	10	79	30	11	46	15	294
08:30 AM - 08:45 AM	10	41	6	9	14	13	10	59	13	15	54	11	255
08:45 AM - 09:00 AM	19	31	6	14	23	12	6	52	14	8	51	11	247
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	19	25	7	22	34	19	16	59	13	21	72	17	324
04:15 PM - 04:30 PM	16	20	9	16	31	11	10	58	7	20	89	22	309
04:30 PM - 04:45 PM	19	26	14	29	37	14	12	84	12	15	76	22	360
04:45 PM - 05:00 PM	9	25	12	21	36	26	7	64	10	19	70	17	316
05:00 PM - 05:15 PM	21	30	13	23	49	20	7	72	9	14	83	14	355
05:15 PM - 05:30 PM	21	34	14	15	35	27	10	97	12	16	89	17	387
05:30 PM - 05:45 PM	18	29	9	13	41	20	11	57	16	15	74	18	321
05:45 PM - 06:00 PM	10	31	11	20	32	15	10	77	13	11	83	8	321
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX F

FDOT's Florida Traffic Online (FTO) Data

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7000 BREVARD COUNTYWIDE

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.08	1.17
2	01/07/2024 - 01/13/2024	1.06	1.15
3	01/14/2024 - 01/20/2024	1.03	1.12
4	01/21/2024 - 01/27/2024	1.00	1.09
5	01/28/2024 - 02/03/2024	0.97	1.05
* 6	02/04/2024 - 02/10/2024	0.95	1.03
* 7	02/11/2024 - 02/17/2024	0.92	1.00
* 8	02/18/2024 - 02/24/2024	0.91	0.99
* 9	02/25/2024 - 03/02/2024	0.90	0.98
*10	03/03/2024 - 03/09/2024	0.89	0.97
*11	03/10/2024 - 03/16/2024	0.88	0.96
*12	03/17/2024 - 03/23/2024	0.89	0.97
*13	03/24/2024 - 03/30/2024	0.90	0.98
*14	03/31/2024 - 04/06/2024	0.91	0.99
*15	04/07/2024 - 04/13/2024	0.92	1.00
*16	04/14/2024 - 04/20/2024	0.93	1.01
*17	04/21/2024 - 04/27/2024	0.94	1.02
*18	04/28/2024 - 05/04/2024	0.96	1.04
19	05/05/2024 - 05/11/2024	0.97	1.05
20	05/12/2024 - 05/18/2024	0.99	1.08
21	05/19/2024 - 05/25/2024	1.00	1.09
22	05/26/2024 - 06/01/2024	1.01	1.10
23	06/02/2024 - 06/08/2024	1.02	1.11
24	06/09/2024 - 06/15/2024	1.03	1.12
25	06/16/2024 - 06/22/2024	1.03	1.12
26	06/23/2024 - 06/29/2024	1.03	1.12
27	06/30/2024 - 07/06/2024	1.03	1.12
28	07/07/2024 - 07/13/2024	1.02	1.11
29	07/14/2024 - 07/20/2024	1.02	1.11
30	07/21/2024 - 07/27/2024	1.03	1.12
31	07/28/2024 - 08/03/2024	1.05	1.14
32	08/04/2024 - 08/10/2024	1.06	1.15
33	08/11/2024 - 08/17/2024	1.07	1.16
34	08/18/2024 - 08/24/2024	1.07	1.16
35	08/25/2024 - 08/31/2024	1.07	1.16
36	09/01/2024 - 09/07/2024	1.07	1.16
37	09/08/2024 - 09/14/2024	1.07	1.16
38	09/15/2024 - 09/21/2024	1.07	1.16
39	09/22/2024 - 09/28/2024	1.08	1.17
40	09/29/2024 - 10/05/2024	1.09	1.18
41	10/06/2024 - 10/12/2024	1.09	1.18
42	10/13/2024 - 10/19/2024	1.10	1.20
43	10/20/2024 - 10/26/2024	1.09	1.18
44	10/27/2024 - 11/02/2024	1.08	1.17
45	11/03/2024 - 11/09/2024	1.07	1.16
46	11/10/2024 - 11/16/2024	1.06	1.15
47	11/17/2024 - 11/23/2024	1.06	1.15
48	11/24/2024 - 11/30/2024	1.07	1.16
49	12/01/2024 - 12/07/2024	1.07	1.16
50	12/08/2024 - 12/14/2024	1.08	1.17
51	12/15/2024 - 12/21/2024	1.08	1.17
52	12/22/2024 - 12/28/2024	1.06	1.15
53	12/29/2024 - 12/31/2024	1.03	1.12

* PEAK SEASON

04-MAR-2025 16:32:53 830UPD 5_7000_PKSEASON.TXT

APPENDIX G

Turning Movement Volume Worksheets

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	1		
Major Street:	SR 405 / South S	N/S	
Minor Street:	Fox Lake Road	E/W	

Existing Year: 2025
Buildout Year: 2028
Seasonal Factor: 1.00

TMC Year: 2025

PHF: 0.83

AM Peak Hour Trips: IN = 8 **OUT =** 18

Weekday AM Peak Hour	SR 405 / South Street								Fox Lake Road							
	Northbound				Southbound				Eastbound				Westbound			
7:30-8:30	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	73	372	71	0	109	340	10	0	14	90	108	0	64	36	67
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	5%	2%	4%	0%	3%	5%	0%	0%	0%	1%	1%	0%	2%	0%	1%
Peak Hour Factor		0.83				0.83				0.83				0.83		
Existing (2025)	**0**	**73**	**372**	**71**	**0**	**109**	**340**	**10**	**0**	**14**	**90**	**108**	**0**	**64**	**36**	**67**
Growth Rates		3.00%				3.00%				3.00%				3.00%		
Growth Factor		1.09				1.09				1.09				1.09		
Vested Trips[1]	0	0	5	5	0	0	15	0	0	0	0	0	0	15	2	6
North Parcel Project Trips	0	0	3	0	0	0	8	0	0	0	0	0	0	0	0	0
Background (2028)	**0**	**80**	**413**	**82**	**0**	**119**	**394**	**11**	**0**	**15**	**98**	**118**	**0**	**85**	**41**	**79**
Project Assignment																
Ingress			45%							1%						2%
Egress						2%	45%	1%								
Project Trips (SP)	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0
Project Buildout	**0**	**80**	**417**	**82**	**0**	**119**	**402**	**11**	**0**	**15**	**98**	**118**	**0**	**85**	**41**	**79**

PM Peak Hour Trips: IN = 19 **OUT =** 15

PHF: 0.91

Weekday PM Peak Hour	SR 405 / South Street								Fox Lake Road							
	Northbound				Southbound				Eastbound				Westbound			
16:30 - 17:30	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	144	488	73	0	94	404	11	0	4	55	97	0	36	79	76
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	2%	0%	0%	3%	0%	4%
Peak Hour Factor		0.91				0.91				0.91				0.91		
Existing (2025)	**0**	**144**	**488**	**73**	**0**	**94**	**404**	**11**	**0**	**4**	**55**	**97**	**0**	**36**	**79**	**76**
Growth Rates		3.00%				3.00%				3.00%				3.00%		
Growth Factor		1.09				1.09				1.09				1.09		
Vested Trips[1]	0	0	15	16	0	0	9	0	0	0	2	0	0	9	1	0
North Parcel Project Trips	0	0	8	0	0	0	6	0	0	0	0	0	0	5	0	0
Background (2028)	**0**	**157**	**555**	**96**	**0**	**102**	**455**	**12**	**0**	**4**	**62**	**106**	**0**	**53**	**87**	**83**
Project Assignment																
Ingress			45%							1%						2%
Egress						2%	45%	1%								
Project Trips	0	0	9	0	0	0	7	0	0	0	0	0	0	0	0	0
Project Buildout	**0**	**157**	**564**	**96**	**0**	**102**	**462**	**12**	**0**	**4**	**62**	**106**	**0**	**53**	**87**	**83**

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	2		***Existing Year:***	2025	***TMC Year:*** 2025
Major Street:	SR 405 / South Str	E/W	***Buildout Year:***	2028	
Minor Street:	Project Driveway	N/S	***Seasonal Factor:***	1.00	

PHF: 0.86

AM Peak Hour Trips: IN = 8 **OUT =** 18

Weekday AM Peak Hour	Project Driveway A / Singleton Avenue								SR 405 / South Street							
	Northbound				Southbound				Eastbound				Westbound			
7:30 - 8:30	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	0	0	0	0	25	0	229	0	210	218	0	0	2	167	26
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	8%	0%	4%	0%	2%	2%	0%	0%	50%	6%	8%
Peak Hour Factor		0.86				0.86				0.86				0.86		
Existing (2025)	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**229**	**0**	**210**	**218**	**0**	**0**	**2**	**167**	**26**
Growth Factor																
Growth Rates		3.00%				3.00%				3.00%				3.00%		
Growth Factor		1.09				1.09				1.09				1.09		
Vested Trips[1]	0	0	0	0	0	0	0	2	0	5	10	0	0	0	3	0
North Parcel Project Trips	0	0	0	0	0	6	0	8	0	3	0	0	0	0	0	2
Background (2028)	**0**	**0**	**0**	**0**	**0**	**33**	**0**	**260**	**0**	**237**	**248**	**0**	**0**	**2**	**185**	**30**
Project Assignment																
Ingress							17%				10%	33%		10%		
Egress		33%	17%	10%											16%	
Project Trips	0	6	3	2	0	0	1	0	0	0	1	3	0	1	3	0
Project Buildout	**0**	**6**	**3**	**2**	**0**	**33**	**1**	**260**	**0**	**237**	**249**	**3**	**0**	**3**	**188**	**30**

PM Peak Hour Trips: IN = 19 **OUT =** 15

PHF: 0.89

Weekday PM Peak Hour	Project Driveway A / Singleton Avenue								SR 405 / South Street							
	Northbound				Southbound				Eastbound				Westbound			
16:30 - 17:30	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	0	0	1	0	19	0	248	1	271	215	0	0	0	237	35
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor		0.89				0.89				0.89				0.89		
Existing (2025)	**0**	**0**	**0**	**1**	**0**	**19**	**0**	**248**	**1**	**271**	**215**	**0**	**0**	**0**	**237**	**35**
Growth Rates		3.00%				3.00%				3.00%				3.00%		
Growth Factor		1.09				1.09				1.09				1.09		
Vested Trips[1]	0	0	0	0	0	0	0	5	0	3	6	0	0	0	11	0
North Parcel Project Trips	0	0	0	0	0	4	0	6	0	8	0	0	0	0	0	6
Background (2028)	**0**	**0**	**0**	**1**	**0**	**25**	**0**	**281**	**1**	**306**	**240**	**0**	**0**	**0**	**269**	**44**
Project Assignment																
Ingress							17%				10%	33%		10%		
Egress		33%	17%	10%											16%	
Project Trips	0	5	3	2	0	0	3	0	0	0	2	6	0	2	2	0
Project Buildout	**0**	**5**	**3**	**3**	**0**	**25**	**3**	**281**	**1**	**306**	**242**	**6**	**0**	**2**	**271**	**44**

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	3		
Major Street:	SR 405 / South Str	E/W	
Minor Street:	Park Avenue	N/S	

Existing Year: 2025
Buildout Year: 2028
Seasonal Factor: 1.00

TMC Year: 2025

AM Peak Hour Trips: IN = 8 **OUT =** 18

PHF: 0.84

Weekday AM Peak Hour 7:30 - 8:30	Park Avenue								SR 405 / South Street							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	37	359	121	0	48	281	59	0	68	154	40	0	37	72	42
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	5%	3%	4%	0%	4%	4%	5%	0%	3%	3%	3%	0%	0%	10%	0%
Peak Hour Factor		0.84				0.84				0.84				0.84		
Existing (2025)	**0**	**37**	**359**	**121**	**0**	**48**	**281**	**59**	**0**	**68**	**154**	**40**	**0**	**37**	**72**	**42**
Growth Rates		3.00%				3.00%				3.00%				3.00%		
Growth Factor		1.09				1.09				1.09				1.09		
Vested Trips[1]	0	1	0	0	0	0	0	1	0	3	5	3	0	0	2	0
North Parcel Project Trips	0	0	0	0	0	0	0	1	0	2	3	1	0	0	1	0
Background (2028)	**0**	**41**	**391**	**132**	**0**	**52**	**306**	**66**	**0**	**79**	**176**	**48**	**0**	**40**	**81**	**46**
Project Assignment																
Ingress		7%						9%							16%	
Egress										9%	16%	7%				
Project Trips	0	1	0	0	0	0	0	1	0	2	3	1	0	0	1	0
Project Buildout	**0**	**42**	**391**	**132**	**0**	**52**	**306**	**67**	**0**	**81**	**179**	**49**	**0**	**40**	**82**	**46**

PM Peak Hour Trips: IN = 19 **OUT =** 15

PHF: 0.92

Weekday PM Peak Hour 16:30 - 17:30	Park Avenue								SR 405 / South Street							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	36	317	43	0	64	317	70	0	70	115	53	0	88	157	87
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	3%	3%	5%	0%	0%	0%	3%	0%	4%	2%	0%	0%	1%	1%	1%
Peak Hour Factor		0.92				0.92				0.92				0.92		
Existing (2025)	**0**	**36**	**317**	**43**	**0**	**64**	**317**	**70**	**0**	**70**	**115**	**53**	**0**	**88**	**157**	**87**
Growth Rates		3.00%				3.00%				3.00%				3.00%		
Growth Factor		1.09				1.09				1.09				1.09		
Vested Trips[1]	0	3	0	0	0	0	0	3	0	2	3	2	0	0	5	0
North Parcel Project Trips	0	1	0	0	0	0	0	2	0	1	2	1	0	0	3	0
Background (2028)	**0**	**43**	**346**	**47**	**0**	**70**	**346**	**81**	**0**	**79**	**130**	**61**	**0**	**96**	**179**	**95**
Project Assignment																
Ingress		7%						9%							16%	
Egress										9%	16%	7%				
Project Trips	0	1	0	0	0	0	0	2	0	1	2	1	0	0	3	0
Project Buildout	**0**	**44**	**346**	**47**	**0**	**70**	**346**	**83**	**0**	**80**	**132**	**62**	**0**	**96**	**182**	**95**

Intersection Development Worksheet

Kimley»Horn
Expect More. Experience Better.

Intersection #:	4		***Existing Year:***	2025	***TMC Year:*** 2025
Major Street:	SR 405 / South Str	E/W	***Buildout Year:***	2028	
Minor Street:	Project Driveway I	N/S	***Seasonal Factor:***	1.00	

PHF: 0.86

AM Peak Hour Trips: IN = 8 **OUT =** 18

Weekday AM Peak Hour 7:30 - 8:30	Project Driveway B								SR 405 / South Street							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	0	0	0	0	0	0	0	0	0	243	0	0	0	195	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	7%	0%
Peak Hour Factor		0.86				0.86				0.86				0.86		
Existing (2025)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**243**	**0**	**0**	**0**	**195**	**0**
Growth Rates		3.00%				3.00%				3.00%				3.00%		
Growth Factor		1.09				1.09				1.09				1.09		
Vested Trips[1]	0	0	0	0	0	0	0	0	0	0	3	0	0	0	10	0
North Parcel Project Trips	0	0	0	0	0	0	0	0	0	0	14	0	0	0	2	0
Background (2028)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**282**	**0**	**0**	**0**	**225**	**0**
Project Assignment																
Ingress												16%		24%	10%	
Egress		16%		24%							10%					
Project Trips	0	3	0	4	0	0	0	0	0	0	2	1	0	2	1	0
Project Buildout	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**284**	**1**	**0**	**2**	**226**	**0**

PM Peak Hour Trips: IN = 19 **OUT =** 15

PHF: 0.89

Weekday PM Peak Hour 16:30 - 17:30	Project Driveway B								SR 405 / South Street							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2025)	0	0	0	0	0	0	0	0	0	0	235	0	0	0	272	0
Seasonal Factor		1.00				1.00				1.00				1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Peak Hour Factor		0.89				0.89				0.89				0.89		
Existing (2025)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**235**	**0**	**0**	**0**	**272**	**0**
Growth Rates		3.00%				3.00%				3.00%				3.00%		
Growth Factor		1.09				1.09				1.09				1.09		
Vested Trips[1]	0	0	0	0	0	0	0	0	0	0	11	0	0	0	6	0
North Parcel Project Trips	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0
Background (2028)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**278**	**0**	**0**	**0**	**302**	**0**
Project Assignment																
Ingress												16%		24%	10%	
Egress		16%		24%							10%					
Project Trips	0	2	0	4	0	0	0	0	0	0	2	3	0	5	2	0
Project Buildout	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**280**	**3**	**0**	**5**	**304**	**0**

APPENDIX H
Signal Timings

Controller Database Timing Sheet

Station: 5530 - SR 405 at Park Ave (east) (Standard-2/22/2024 8:26:26 AM)

Type: Scout Ethernet v85.3/v85.4 **Firmware:** 85.3.0

Created By: LarryDorilus **Modified By:** **Reviewed By:**

Phase Times and Options(1.1.1/1.1.2/1.1.4)																																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Table - 1																																
MIN GRN	0	14	0	8	0	14	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Ext	0	3.5	1	3.5	1	3.5	1	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MAX 1	0	29	0	36	0	29	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 2	0	40	0	20	0	40	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Clr	3.5	4.1	3.5	4	3.5	4	3.5	3.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clr	0	16	0	20	0	14	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Init	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Init	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce Time To	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce ReduceBy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gap Reduce Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DyMaxLim	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enable P	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Min Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lock Calls	.	.	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Phase Times and Options(1.1.1/1.1.2/1.1.4)																																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Auto Flash Entry	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Simul Gap	.	X	.	.	.	X	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Guarantd Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Condit'l Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non-Actuated 1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non-Actuated 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Added Init Calc	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Hold to Max	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
C 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Times and Options(1.1.1/1.1.2/1.1.4)																																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
C 23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C 32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Unit Parms(1.2.1)	
	Value
InetdRestart	0
Web	X

Ped Parms(1.2.1.Ped)	
	Value
Table - 1	
AudioPedTime	0

Channel Parms(1.2.1/1.8.3)	
	Value
Table - 1	
TOD Dim Enable	.
Chan 17-24 Mapping	DEFAULT

Ring Sequences(1.2.4)								
	1	2	3	4	5	6	7	8
Table - 1								
1	1	5	0	0	0	0	0	0
2	2	6	0	0	0	0	0	0
3	3	7	0	0	0	0	0	0
4	4	8	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0

Logging Purdue(1.9.5)	
	Value
MaxBlocks	0
MaxDuration	0
LogHistory	0
ResyncFreq	0
COLOR	.
Dets	.
Peds	.
COORD	.
Control	.
Preempt	.
Overlaps	.
Cabinet	.

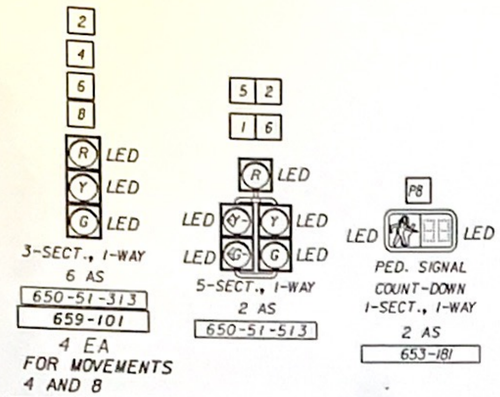
Coordination Modes/Plus(2.1/1.4.1)	
	Value
Table - 1	
OpMode	0
ForceOffMode	FIXED
CorrectionMode	SHRT/LNG
MaximumMode	MAX INH
Force-Off Plus	RESERVED
Closed Loop	.
External	.
Latch Sec Frc	.
Stop In Walk	.
Walk Recycle	NO_RECYCLE
FreeOnSeqChang	.
ExtPattern	.
DynShortway	.
SyncPulsetime	0
Plan A	0
Plan C	0
Easy Float	.
Auto Err Reset	.
NTCIP Yield Sign	+
NTCIP Yield	0
Leave Walk Before	TIMED

Preempt LP(3.4.X)

	1	2	3	4
Enable	.	.	.	.
CoorPlusPre	.	.	.	.
LockMode	MAX	MAX	MAX	MAX
NoSkip	.	.	.	.
QJump	.	.	.	.
Min	0	0	0	0
Max	0	0	0	0
Lock	0	0	0	0
AltTable	0	0	0	0
HoldDwell	.	.	.	.
Priority P1	0	0	0	0
Priority P2	0	0	0	0
Priority P3	0	0	0	0
Priority P4	0	0	0	0
Headway	0	0	0	0
GrpLock	.	.	.	.
FreeMod	.	.	.	.

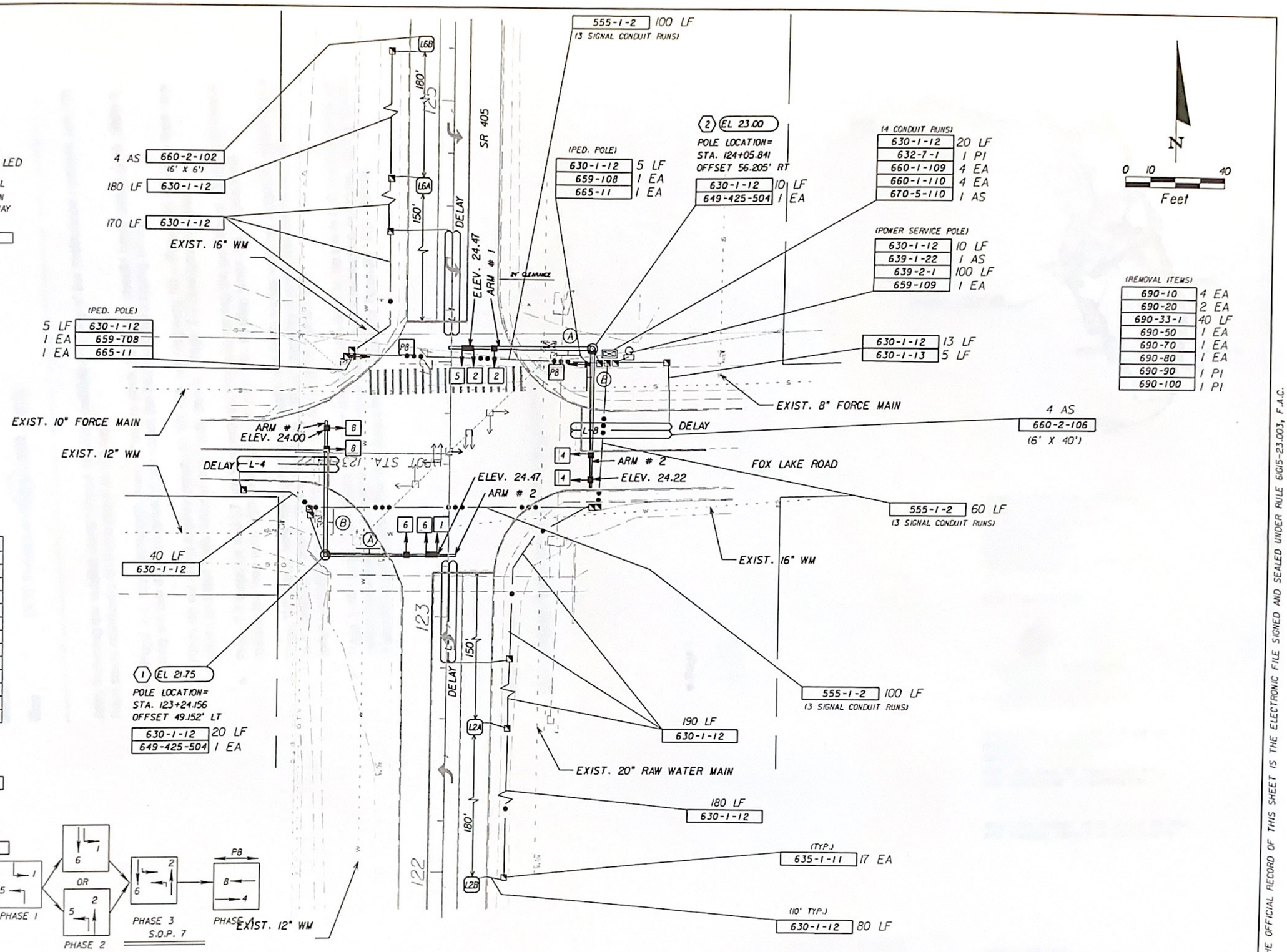
Adv Schedule(4.3)

	Table-1	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
2		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
3		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
4		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
5		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
6		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
7		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
8		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
9		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
10		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
11		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
12		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
13		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1



DETECTORS FOR LOOPS				
LOOP	NO. OF LOOPS	NO. OF NEW DETS.	NO. OF EXIST. DETS.	DELAY TIME (SEC)
L-1	1	1		5
L-2A	1	1		
L-2B	1	1		
L-4	1	1		5
L-5	1	1		5
L-6A	1	1		
L-6B	1	1		
L-8	1	1		5

CONTROLLER TIMINGS									
TIMING FUNCTION									
MOVEMENT NUMBER		1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	5	15		5	5	15		5
	EXTENSION	3	3		3	3	3		3
	MAXIMUM GREEN 1	15	45		35	15	45		35
	MAXIMUM GREEN 2								
	YELLOW CLEARANCE	4.3	4.3		4	4.3	4.3		4
	ALL RED	1	1		1	1	1		1
	PEDESTRIAN WALK								7
	PED. CLEARANCE								17
	RECALL		MIN				MIN		
	DET. FUNCTION		L				L		
	FLASH MODE		Y		R		Y		R



A FOX LAKE RD 2 EA 699-1-1
(DOUBLE SIDED)

B SR 405 2 EA 699-1-1
(DOUBLE SIDED)

STREET SIGN DETAILS

NOTE:
SIGNAL OPERATION PLAN IS S.O.P. 7 HOWEVER, CABINET SHALL BE WIRED TO S.O.P. 10.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SANJIV S. CHOKSHI
P.E. LICENCE NO. 55854
Ghyabi & Associates, Inc.
214 East New York Avenue
DeLand, FL 32724
Phone: 386/469-0006
Fax: 386/469-0017
C.A. # 7311

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 405	BREVARD	413764-1-52-01

SIGNALIZATION PLAN

SHEET NO. T-5

prowathe 11/8/2005 2:58:50 PM n:\2663-04\413764\PDX\Lmnx\Plnnx01.dwg

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

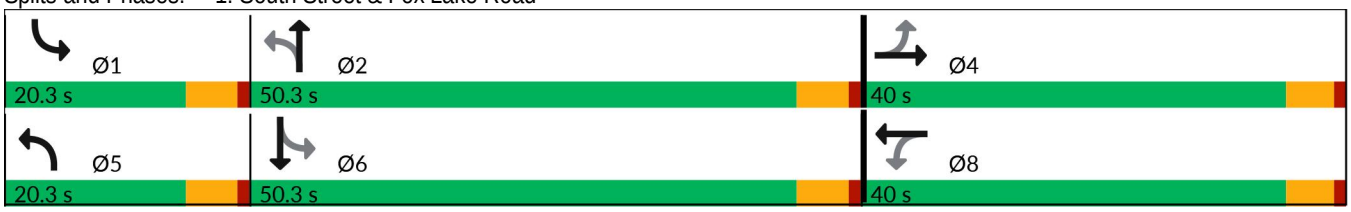
APPENDIX I

Synchro Outputs

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	90	108	64	36	67	73	372	71	109	340	10
Future Volume (vph)	14	90	108	64	36	67	73	372	71	109	340	10
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	2%	4%	3%	5%	2%
Adj. Flow (vph)	17	108	130	77	43	81	88	448	86	131	410	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	255	0	0	201	0	88	534	0	131	422	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0		29.0	29.0		10.3	23.3		10.3	23.3	
Total Split (s)	40.0	40.0		40.0	40.0		20.3	50.3		20.3	50.3	
Total Split (%)	36.2%	36.2%		36.2%	36.2%		18.4%	45.5%		18.4%	45.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	

Intersection Summary
Cycle Length: 110.6
Actuated Cycle Length: 85.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: South Street & Fox Lake Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	90	108	64	36	67	73	372	71	109	340	10
Future Volume (veh/h)	14	90	108	64	36	67	73	372	71	109	340	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1870	1841	1856	1826	1870
Adj Flow Rate, veh/h	17	108	130	77	43	81	88	448	86	131	410	12
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	5	2	4	3	5	2
Cap, veh/h	59	145	162	138	73	100	597	859	165	525	1004	29
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.05	0.56	0.56	0.06	0.57	0.57
Sat Flow, veh/h	60	794	889	416	401	552	1739	1525	293	1767	1765	52
Grp Volume(v), veh/h	255	0	0	201	0	0	88	0	534	131	0	422
Grp Sat Flow(s),veh/h/ln	1744	0	0	1370	0	0	1739	0	1818	1767	0	1817
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.0	1.6	0.0	14.5	2.4	0.0	10.4
Cycle Q Clear(g_c), s	11.0	0.0	0.0	11.4	0.0	0.0	1.6	0.0	14.5	2.4	0.0	10.4
Prop In Lane	0.07		0.51	0.38		0.40	1.00		0.16	1.00		0.03
Lane Grp Cap(c), veh/h	365	0	0	312	0	0	597	0	1024	525	0	1034
V/C Ratio(X)	0.70	0.00	0.00	0.64	0.00	0.00	0.15	0.00	0.52	0.25	0.00	0.41
Avail Cap(c_a), veh/h	792	0	0	676	0	0	830	0	1024	752	0	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	0.0	31.1	0.0	0.0	6.9	0.0	10.8	7.7	0.0	9.7
Incr Delay (d2), s/veh	2.4	0.0	0.0	2.2	0.0	0.0	0.1	0.0	1.9	0.2	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	0.0	3.7	0.0	0.0	0.5	0.0	5.2	0.7	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.7	0.0	0.0	33.3	0.0	0.0	7.0	0.0	12.7	7.9	0.0	10.9
LnGrp LOS	C			C			A		B	A		B
Approach Vol, veh/h		255			201			622			553	
Approach Delay, s/veh		33.7			33.3			11.9			10.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	50.3		19.5	9.6	50.7		19.5
Change Period (Y+Rc), s	5.3	5.3		5.0	5.3	5.3		5.0
Max Green Setting (Gmax), s	15.0	45.0		35.0	15.0	45.0		35.0
Max Q Clear Time (g_c+I1), s	4.4	16.5		13.0	3.6	12.4		13.4
Green Ext Time (p_c), s	0.2	3.3		1.4	0.1	2.5		1.2

Intersection Summary		
HCM 7th Control Delay, s/veh		17.4
HCM 7th LOS		B

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	210	218	167	26	25	229
Future Vol, veh/h	210	218	167	26	25	229
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	345	-	-	250	-	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	6	8	8	4
Mvmt Flow	244	253	194	30	29	266

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	224	0	-	0	936	194
Stage 1	-	-	-	-	194	-
Stage 2	-	-	-	-	742	-
Critical Hdwy	4.12	-	-	-	6.48	6.24
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.218	-	-	-	3.572	3.336
Pot Cap-1 Maneuver	1344	-	-	-	287	842
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	460	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1344	-	-	-	235	842
Mov Cap-2 Maneuver	-	-	-	-	235	-
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	460	-

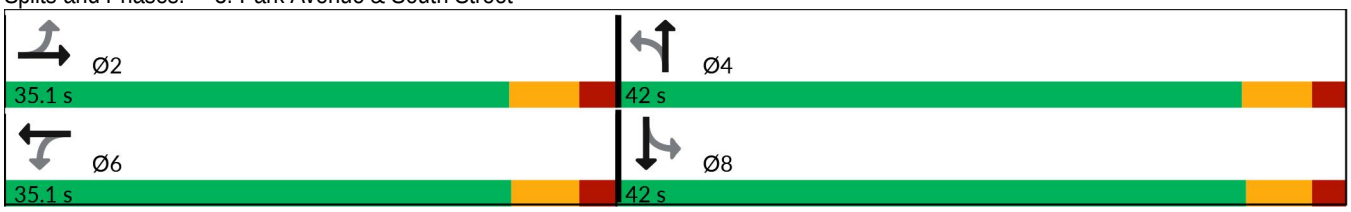
Approach	EB	WB	SB
HCM Control Delay, s/v	4.06	0	12.35
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1344	-	-	-	235	842
HCM Lane V/C Ratio	0.182	-	-	-	0.124	0.316
HCM Control Delay (s/veh)	8.3	-	-	-	22.5	11.2
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.4	1.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	154	40	37	72	42	37	359	121	48	281	59
Future Volume (vph)	68	154	40	37	72	42	37	359	121	48	281	59
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	2%	10%	2%	5%	3%	4%	4%	4%	5%
Adj. Flow (vph)	81	183	48	44	86	50	44	427	144	57	335	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	231	0	44	136	0	44	571	0	57	405	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	30.1	30.1		28.0	28.0		34.0	34.0		37.7	37.7	
Total Split (s)	35.1	35.1		35.1	35.1		42.0	42.0		42.0	42.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Yellow Time (s)	4.1	4.1		4.0	4.0		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.0	6.0		6.0	6.0		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary
Cycle Length: 77.1
Actuated Cycle Length: 47.4
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Park Avenue & South Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	154	40	37	72	42	37	359	121	48	281	59
Future Volume (veh/h)	68	154	40	37	72	42	37	359	121	48	281	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1752	1870	1826	1856	1841	1841	1841	1826
Adj Flow Rate, veh/h	81	183	48	44	86	50	44	427	144	57	335	70
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	2	10	2	5	3	4	4	4	5
Cap, veh/h	487	834	213	441	625	339	419	585	197	300	651	136
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1243	2780	711	1149	2084	1129	957	1327	448	828	1477	309
Grp Volume(v), veh/h	81	114	117	44	67	69	44	0	571	57	0	405
Grp Sat Flow(s),veh/h/ln	1243	1763	1728	1149	1664	1549	957	0	1775	828	0	1785
Q Serve(g_s), s	2.4	2.3	2.4	1.4	1.4	1.5	1.6	0.0	12.4	2.8	0.0	7.7
Cycle Q Clear(g_c), s	3.9	2.3	2.4	3.8	1.4	1.5	9.3	0.0	12.4	15.2	0.0	7.7
Prop In Lane	1.00		0.41	1.00		0.73	1.00		0.25	1.00		0.17
Lane Grp Cap(c), veh/h	487	529	518	441	499	464	419	0	783	300	0	787
V/C Ratio(X)	0.17	0.22	0.23	0.10	0.14	0.15	0.10	0.00	0.73	0.19	0.00	0.51
Avail Cap(c_a), veh/h	886	1095	1073	813	1037	965	735	0	1369	578	0	1388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	12.2	12.3	13.7	11.9	12.0	12.8	0.0	10.8	17.0	0.0	9.4
Incr Delay (d2), s/veh	0.2	0.2	0.3	0.1	0.1	0.2	0.1	0.0	1.6	0.4	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.8	0.8	0.3	0.4	0.4	0.3	0.0	3.9	0.5	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.6	12.5	12.5	13.8	12.1	12.1	12.9	0.0	12.4	17.4	0.0	10.1
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		312			180			615			462	
Approach Delay, s/veh		12.8			12.5			12.4			11.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.1	26.6	20.1	26.6
Change Period (Y+Rc), s	6.1	6.0	* 6.1	* 6
Max Green Setting (Gmax), s	29.0	36.0	* 29	* 36
Max Q Clear Time (g_c+I1), s	5.9	14.4	5.8	17.2
Green Ext Time (p_c), s	1.8	4.9	1.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

Notes

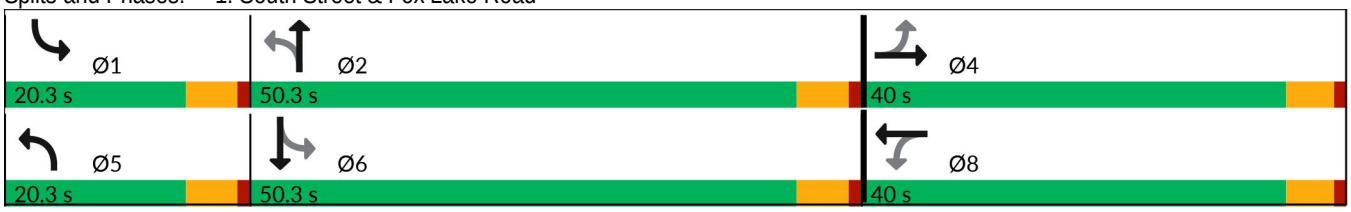
User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	55	97	36	79	76	144	488	73	94	404	11
Future Volume (vph)	4	55	97	36	79	76	144	488	73	94	404	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	3%	2%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	60	107	40	87	84	158	536	80	103	444	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	171	0	0	211	0	158	616	0	103	456	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0		29.0	29.0		10.3	23.3		10.3	23.3	
Total Split (s)	40.0	40.0		40.0	40.0		20.3	50.3		20.3	50.3	
Total Split (%)	36.2%	36.2%		36.2%	36.2%		18.4%	45.5%		18.4%	45.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	

Intersection Summary
Cycle Length: 110.6
Actuated Cycle Length: 84.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: South Street & Fox Lake Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	55	97	36	79	76	144	488	73	94	404	11
Future Volume (veh/h)	4	55	97	36	79	76	144	488	73	94	404	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	60	107	40	87	84	158	536	80	103	444	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	2	4	2	2	2	2	2	2
Cap, veh/h	50	97	165	91	126	107	619	931	139	497	1052	28
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.06	0.59	0.59	0.06	0.58	0.58
Sat Flow, veh/h	13	619	1057	229	805	684	1781	1590	237	1781	1813	49
Grp Volume(v), veh/h	171	0	0	211	0	0	158	0	616	103	0	456
Grp Sat Flow(s),veh/h/ln	1689	0	0	1718	0	0	1781	0	1828	1781	0	1862
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	0.0	2.7	0.0	16.3	1.7	0.0	10.6
Cycle Q Clear(g_c), s	7.4	0.0	0.0	8.9	0.0	0.0	2.7	0.0	16.3	1.7	0.0	10.6
Prop In Lane	0.02		0.63	0.19		0.40	1.00		0.13	1.00		0.03
Lane Grp Cap(c), veh/h	311	0	0	323	0	0	619	0	1070	497	0	1080
V/C Ratio(X)	0.55	0.00	0.00	0.65	0.00	0.00	0.26	0.00	0.58	0.21	0.00	0.42
Avail Cap(c_a), veh/h	802	0	0	794	0	0	853	0	1070	739	0	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	0.0	31.3	0.0	0.0	6.3	0.0	10.1	7.3	0.0	9.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	2.2	0.0	0.0	0.2	0.0	2.3	0.2	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	3.8	0.0	0.0	0.8	0.0	5.7	0.5	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.3	0.0	0.0	33.6	0.0	0.0	6.5	0.0	12.3	7.5	0.0	10.3
LnGrp LOS	C			C			A		B	A		B
Approach Vol, veh/h		171			211			774			559	
Approach Delay, s/veh		32.3			33.6			11.1			9.7	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.8	50.7		17.1	10.1	50.3		17.1
Change Period (Y+Rc), s	5.3	5.3		5.0	5.3	5.3		5.0
Max Green Setting (Gmax), s	15.0	45.0		35.0	15.0	45.0		35.0
Max Q Clear Time (g_c+I1), s	3.7	18.3		9.4	4.7	12.6		10.9
Green Ext Time (p_c), s	0.2	4.0		0.9	0.3	2.7		1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	15.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	271	215	237	35	19	248
Future Vol, veh/h	271	215	237	35	19	248
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	345	-	-	250	-	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	304	242	266	39	21	279

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	306	0	-	0	1117	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	851	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1255	-	-	-	229	772
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1255	-	-	-	174	772
Mov Cap-2 Maneuver	-	-	-	-	174	-
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	419	-

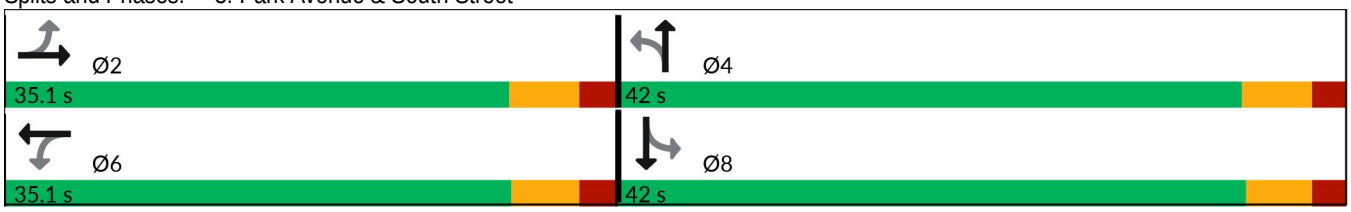
Approach	EB	WB	SB
HCM Control Delay, s/v	4.9	0	13.43
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1255	-	-	-	174	772
HCM Lane V/C Ratio	0.243	-	-	-	0.123	0.361
HCM Control Delay (s/veh)	8.8	-	-	-	28.6	12.3
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	1	-	-	-	0.4	1.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	115	53	88	157	87	36	317	43	64	317	70
Future Volume (vph)	70	115	53	88	157	87	36	317	43	64	317	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	2%	2%	2%	3%	3%	5%	2%	2%	3%
Adj. Flow (vph)	76	125	58	96	171	95	39	345	47	70	345	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	183	0	96	266	0	39	392	0	70	421	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	30.1	30.1		28.0	28.0		34.0	34.0		37.7	37.7	
Total Split (s)	35.1	35.1		35.1	35.1		42.0	42.0		42.0	42.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Yellow Time (s)	4.1	4.1		4.0	4.0		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.0	6.0		6.0	6.0		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary
Cycle Length: 77.1
Actuated Cycle Length: 41.8
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Park Avenue & South Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	115	53	88	157	87	36	317	43	64	317	70
Future Volume (veh/h)	70	115	53	88	157	87	36	317	43	64	317	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1870	1870	1870	1870	1856	1856	1826	1870	1870	1856
Adj Flow Rate, veh/h	76	125	58	96	171	95	39	345	47	70	345	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	2	2	2	2	3	3	5	2	2	3
Cap, veh/h	479	807	356	531	756	400	348	596	81	371	553	122
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1096	2399	1058	1201	2245	1188	958	1599	218	992	1484	327
Grp Volume(v), veh/h	76	91	92	96	134	132	39	0	392	70	0	421
Grp Sat Flow(s),veh/h/ln	1096	1777	1680	1201	1777	1657	958	0	1816	992	0	1811
Q Serve(g_s), s	2.2	1.5	1.6	2.5	2.2	2.4	1.4	0.0	7.2	2.5	0.0	7.9
Cycle Q Clear(g_c), s	4.6	1.5	1.6	4.1	2.2	2.4	9.3	0.0	7.2	9.7	0.0	7.9
Prop In Lane	1.00		0.63	1.00		0.72	1.00		0.12	1.00		0.18
Lane Grp Cap(c), veh/h	479	598	565	531	598	557	348	0	677	371	0	675
V/C Ratio(X)	0.16	0.15	0.16	0.18	0.22	0.24	0.11	0.00	0.58	0.19	0.00	0.62
Avail Cap(c_a), veh/h	874	1239	1171	967	1243	1159	820	0	1572	867	0	1581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.6	9.7	9.7	11.1	9.9	10.0	14.5	0.0	10.4	14.3	0.0	10.7
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.2	0.2	0.3	0.2	0.0	0.9	0.3	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.5	0.6	0.7	0.7	0.3	0.0	2.3	0.5	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	9.8	9.8	11.3	10.1	10.2	14.7	0.0	11.4	14.6	0.0	11.8
LnGrp LOS	B	A	A	B	B	B	B		B	B		B
Approach Vol, veh/h		259			362			431			491	
Approach Delay, s/veh		10.4			10.5			11.7			12.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.1	21.5	20.1	21.5
Change Period (Y+Rc), s	6.1	6.0	* 6.1	* 6
Max Green Setting (Gmax), s	29.0	36.0	* 29	* 36
Max Q Clear Time (g_c+I1), s	6.6	11.3	6.1	11.7
Green Ext Time (p_c), s	1.5	3.2	2.2	3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	11.4
HCM 7th LOS	B

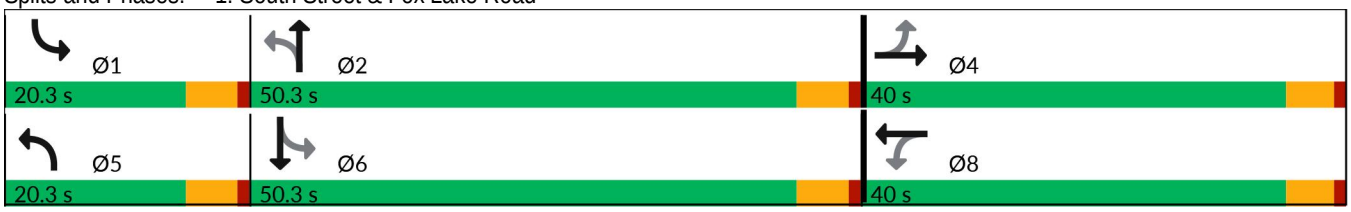
Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	98	118	85	41	79	80	413	82	119	394	11
Future Volume (vph)	15	98	118	85	41	79	80	413	82	119	394	11
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	2%	4%	3%	5%	2%
Adj. Flow (vph)	18	118	142	102	49	95	96	498	99	143	475	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	278	0	0	246	0	96	597	0	143	488	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0		29.0	29.0		10.3	23.3		10.3	23.3	
Total Split (s)	40.0	40.0		40.0	40.0		20.3	50.3		20.3	50.3	
Total Split (%)	36.2%	36.2%		36.2%	36.2%		18.4%	45.5%		18.4%	45.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	

Intersection Summary
Cycle Length: 110.6
Actuated Cycle Length: 93
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: South Street & Fox Lake Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	98	118	85	41	79	80	413	82	119	394	11
Future Volume (veh/h)	15	98	118	85	41	79	80	413	82	119	394	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1870	1841	1856	1826	1870
Adj Flow Rate, veh/h	18	118	142	102	49	95	96	498	99	143	475	13
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	5	2	4	3	5	2
Cap, veh/h	58	180	202	161	78	112	501	802	159	434	949	26
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.05	0.53	0.53	0.06	0.54	0.54
Sat Flow, veh/h	57	793	888	444	343	495	1739	1515	301	1767	1769	48
Grp Volume(v), veh/h	278	0	0	246	0	0	96	0	597	143	0	488
Grp Sat Flow(s),veh/h/ln	1738	0	0	1282	0	0	1739	0	1816	1767	0	1817
Q Serve(g_s), s	0.0	0.0	0.0	3.4	0.0	0.0	2.1	0.0	19.6	3.1	0.0	14.5
Cycle Q Clear(g_c), s	12.5	0.0	0.0	15.9	0.0	0.0	2.1	0.0	19.6	3.1	0.0	14.5
Prop In Lane	0.06		0.51	0.41		0.39	1.00		0.17	1.00		0.03
Lane Grp Cap(c), veh/h	440	0	0	351	0	0	501	0	961	434	0	975
V/C Ratio(X)	0.63	0.00	0.00	0.70	0.00	0.00	0.19	0.00	0.62	0.33	0.00	0.50
Avail Cap(c_a), veh/h	747	0	0	607	0	0	716	0	961	640	0	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	0.0	31.4	0.0	0.0	9.1	0.0	14.0	10.5	0.0	12.5
Incr Delay (d2), s/veh	1.5	0.0	0.0	2.5	0.0	0.0	0.2	0.0	3.0	0.4	0.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	4.9	0.0	0.0	0.7	0.0	7.5	1.0	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.8	0.0	0.0	33.9	0.0	0.0	9.3	0.0	17.1	11.0	0.0	14.3
LnGrp LOS	C			C			A		B	B		B
Approach Vol, veh/h		278			246			693			631	
Approach Delay, s/veh		31.8			33.9			16.0			13.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.4	50.3		24.3	9.8	50.9		24.3
Change Period (Y+Rc), s	5.3	5.3		5.0	5.3	5.3		5.0
Max Green Setting (Gmax), s	15.0	45.0		35.0	15.0	45.0		35.0
Max Q Clear Time (g_c+I1), s	5.1	21.6		14.5	4.1	16.5		17.9
Green Ext Time (p_c), s	0.2	3.7		1.5	0.1	2.9		1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	237	248	185	30	33	260
Future Vol, veh/h	237	248	185	30	33	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	345	-	-	250	-	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	6	8	8	4
Mvmt Flow	276	288	215	35	38	302

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	250	0	-	0	1055	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	840	-
Critical Hdwy	4.12	-	-	-	6.48	6.24
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.218	-	-	-	3.572	3.336
Pot Cap-1 Maneuver	1316	-	-	-	244	820
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	414	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1316	-	-	-	193	820
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	414	-

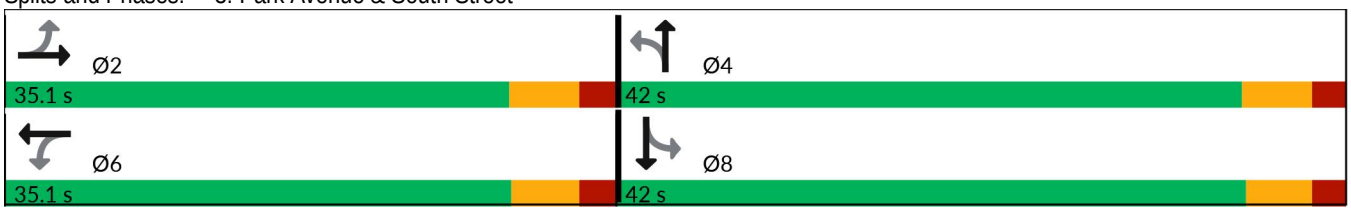
Approach	EB	WB	SB
HCM Control Delay, s/v	4.13	0	13.78
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1316	-	-	-	193	820
HCM Lane V/C Ratio	0.209	-	-	-	0.199	0.369
HCM Control Delay (s/veh)	8.5	-	-	-	28.3	11.9
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.8	-	-	-	0.7	1.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	176	48	40	81	46	41	391	132	52	306	66
Future Volume (vph)	79	176	48	40	81	46	41	391	132	52	306	66
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	2%	10%	2%	5%	3%	4%	4%	4%	5%
Adj. Flow (vph)	94	210	57	48	96	55	49	465	157	62	364	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	267	0	48	151	0	49	622	0	62	443	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	30.1	30.1		28.0	28.0		34.0	34.0		37.7	37.7	
Total Split (s)	35.1	35.1		35.1	35.1		42.0	42.0		42.0	42.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Yellow Time (s)	4.1	4.1		4.0	4.0		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.0	6.0		6.0	6.0		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary
Cycle Length: 77.1
Actuated Cycle Length: 50.1
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Park Avenue & South Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	176	48	40	81	46	41	391	132	52	306	66
Future Volume (veh/h)	79	176	48	40	81	46	41	391	132	52	306	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1752	1870	1826	1856	1841	1841	1841	1826
Adj Flow Rate, veh/h	94	210	57	48	96	55	49	465	157	62	364	79
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	2	10	2	5	3	4	4	4	5
Cap, veh/h	450	785	208	396	596	319	418	623	210	291	688	149
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1227	2756	730	1112	2093	1121	924	1327	448	790	1465	318
Grp Volume(v), veh/h	94	132	135	48	75	76	49	0	622	62	0	443
Grp Sat Flow(s),veh/h/ln	1227	1763	1724	1112	1664	1550	924	0	1775	790	0	1783
Q Serve(g_s), s	3.1	2.9	3.0	1.7	1.7	1.8	1.9	0.0	14.1	3.4	0.0	8.6
Cycle Q Clear(g_c), s	4.9	2.9	3.0	4.7	1.7	1.8	10.6	0.0	14.1	17.5	0.0	8.6
Prop In Lane	1.00		0.42	1.00		0.72	1.00		0.25	1.00		0.18
Lane Grp Cap(c), veh/h	450	502	491	396	474	441	418	0	833	291	0	837
V/C Ratio(X)	0.21	0.26	0.27	0.12	0.16	0.17	0.12	0.00	0.75	0.21	0.00	0.53
Avail Cap(c_a), veh/h	824	1040	1017	737	985	917	661	0	1299	503	0	1317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	13.6	13.6	15.5	13.2	13.2	12.9	0.0	10.7	17.8	0.0	9.2
Incr Delay (d2), s/veh	0.3	0.3	0.4	0.2	0.2	0.2	0.1	0.0	1.6	0.4	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	1.0	0.4	0.5	0.6	0.4	0.0	4.4	0.6	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.3	13.9	14.0	15.6	13.4	13.5	13.1	0.0	12.3	18.3	0.0	9.8
LnGrp LOS	B	B	B	B	B	B	B		B	B		A
Approach Vol, veh/h		361			199			671			505	
Approach Delay, s/veh		14.3			13.9			12.4			10.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.1	29.1	20.1	29.1
Change Period (Y+Rc), s	6.1	6.0	* 6.1	* 6
Max Green Setting (Gmax), s	29.0	36.0	* 29	* 36
Max Q Clear Time (g_c+I1), s	6.9	16.1	6.7	19.5
Green Ext Time (p_c), s	2.2	5.3	1.2	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

Notes

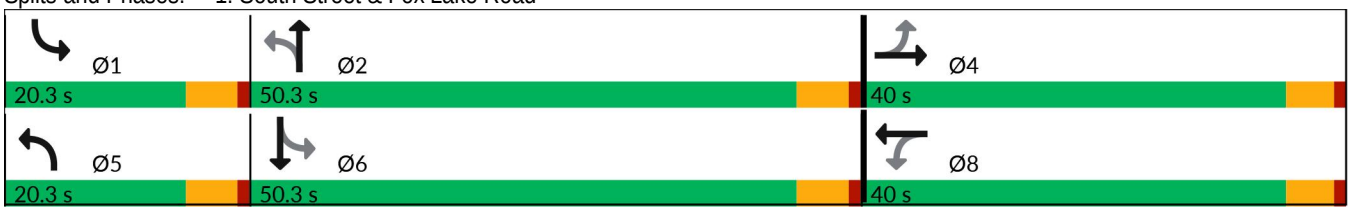
User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	62	106	53	87	83	157	555	96	102	455	12
Future Volume (vph)	4	62	106	53	87	83	157	555	96	102	455	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	3%	2%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	68	116	58	96	91	173	610	105	112	500	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	0	0	245	0	173	715	0	112	513	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0		29.0	29.0		10.3	23.3		10.3	23.3	
Total Split (s)	40.0	40.0		40.0	40.0		20.3	50.3		20.3	50.3	
Total Split (%)	36.2%	36.2%		36.2%	36.2%		18.4%	45.5%		18.4%	45.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	

Intersection Summary
Cycle Length: 110.6
Actuated Cycle Length: 87.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: South Street & Fox Lake Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	62	106	53	87	83	157	555	96	102	455	12
Future Volume (veh/h)	4	62	106	53	87	83	157	555	96	102	455	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	68	116	58	96	91	173	610	105	112	500	13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	2	4	2	2	2	2	2	2
Cap, veh/h	48	116	190	109	135	112	555	883	152	404	1012	26
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.07	0.57	0.57	0.06	0.56	0.56
Sat Flow, veh/h	11	637	1045	298	743	615	1781	1555	268	1781	1815	47
Grp Volume(v), veh/h	188	0	0	245	0	0	173	0	715	112	0	513
Grp Sat Flow(s),veh/h/ln	1693	0	0	1657	0	0	1781	0	1822	1781	0	1862
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	3.3	0.0	22.5	2.1	0.0	13.6
Cycle Q Clear(g_c), s	8.3	0.0	0.0	11.2	0.0	0.0	3.3	0.0	22.5	2.1	0.0	13.6
Prop In Lane	0.02		0.62	0.24		0.37	1.00		0.15	1.00		0.03
Lane Grp Cap(c), veh/h	353	0	0	356	0	0	555	0	1035	404	0	1039
V/C Ratio(X)	0.53	0.00	0.00	0.69	0.00	0.00	0.31	0.00	0.69	0.28	0.00	0.49
Avail Cap(c_a), veh/h	773	0	0	750	0	0	766	0	1035	633	0	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	0.0	31.5	0.0	0.0	7.7	0.0	12.4	9.8	0.0	10.9
Incr Delay (d2), s/veh	1.3	0.0	0.0	2.4	0.0	0.0	0.3	0.0	3.8	0.4	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	4.6	0.0	0.0	1.0	0.0	8.3	0.6	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	0.0	0.0	33.9	0.0	0.0	8.0	0.0	16.2	10.2	0.0	12.6
LnGrp LOS	C			C			A		B	B		B
Approach Vol, veh/h		188			245			888			625	
Approach Delay, s/veh		31.7			33.9			14.6			12.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	51.1		19.6	10.7	50.3		19.6
Change Period (Y+Rc), s	5.3	5.3		5.0	5.3	5.3		5.0
Max Green Setting (Gmax), s	15.0	45.0		35.0	15.0	45.0		35.0
Max Q Clear Time (g_c+I1), s	4.1	24.5		10.3	5.3	15.6		13.2
Green Ext Time (p_c), s	0.2	4.6		1.0	0.3	3.1		1.4

Intersection Summary		
HCM 7th Control Delay, s/veh		17.9
HCM 7th LOS		B

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	306	240	269	44	25	281
Future Vol, veh/h	306	240	269	44	25	281
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	345	-	-	250	-	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	344	270	302	49	28	316

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	352	0	-	0	1260	302
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	957	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1207	-	-	-	188	737
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	373	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1207	-	-	-	135	737
Mov Cap-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	373	-

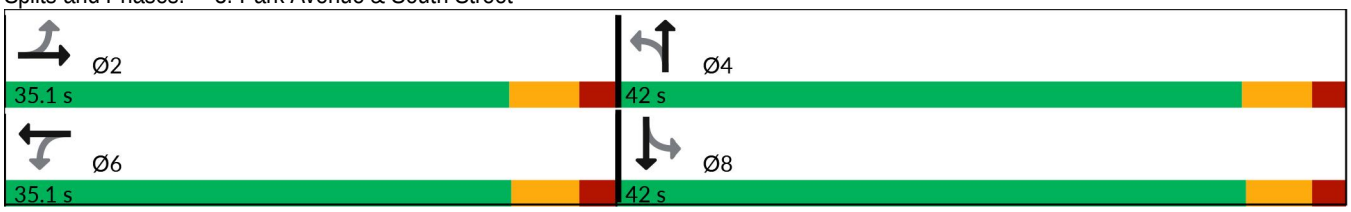
Approach	EB	WB	SB
HCM Control Delay, s/v	5.14	0	15.54
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1207	-	-	-	135	737
HCM Lane V/C Ratio	0.285	-	-	-	0.209	0.428
HCM Control Delay (s/veh)	9.2	-	-	-	38.7	13.5
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	1.2	-	-	-	0.7	2.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	130	61	96	179	95	43	346	47	70	346	81
Future Volume (vph)	79	130	61	96	179	95	43	346	47	70	346	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	2%	2%	2%	3%	3%	5%	2%	2%	3%
Adj. Flow (vph)	86	141	66	104	195	103	47	376	51	76	376	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	207	0	104	298	0	47	427	0	76	464	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	30.1	30.1		28.0	28.0		34.0	34.0		37.7	37.7	
Total Split (s)	35.1	35.1		35.1	35.1		42.0	42.0		42.0	42.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Yellow Time (s)	4.1	4.1		4.0	4.0		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.0	6.0		6.0	6.0		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary
Cycle Length: 77.1
Actuated Cycle Length: 43.9
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Park Avenue & South Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	130	61	96	179	95	43	346	47	70	346	81
Future Volume (veh/h)	79	130	61	96	179	95	43	346	47	70	346	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1870	1870	1870	1870	1856	1856	1826	1870	1870	1856
Adj Flow Rate, veh/h	86	141	66	104	195	103	47	376	51	76	376	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	2	2	2	2	3	3	5	2	2	3
Cap, veh/h	440	773	345	494	739	374	340	635	86	370	582	136
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1064	2390	1066	1175	2283	1156	921	1600	217	961	1466	343
Grp Volume(v), veh/h	86	103	104	104	150	148	47	0	427	76	0	464
Grp Sat Flow(s),veh/h/ln	1064	1777	1679	1175	1777	1662	921	0	1816	961	0	1809
Q Serve(g_s), s	2.8	1.8	1.9	3.0	2.7	2.9	1.9	0.0	8.0	2.9	0.0	9.0
Cycle Q Clear(g_c), s	5.7	1.8	1.9	5.0	2.7	2.9	10.9	0.0	8.0	11.0	0.0	9.0
Prop In Lane	1.00		0.63	1.00		0.70	1.00		0.12	1.00		0.19
Lane Grp Cap(c), veh/h	440	575	543	494	575	538	340	0	721	370	0	718
V/C Ratio(X)	0.20	0.18	0.19	0.21	0.26	0.28	0.14	0.00	0.59	0.21	0.00	0.65
Avail Cap(c_a), veh/h	809	1191	1125	904	1195	1118	741	0	1511	794	0	1517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	10.5	10.6	12.3	10.8	10.9	15.0	0.0	10.3	14.6	0.0	10.6
Incr Delay (d2), s/veh	0.3	0.2	0.2	0.3	0.3	0.3	0.2	0.0	0.9	0.3	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.6	0.6	0.7	0.9	0.9	0.3	0.0	2.5	0.6	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	10.7	10.8	12.6	11.1	11.2	15.2	0.0	11.2	14.9	0.0	11.8
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		293			402			474			540	
Approach Delay, s/veh		11.5			11.5			11.6			12.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.1	23.2	20.1	23.2
Change Period (Y+Rc), s	6.1	6.0	* 6.1	* 6
Max Green Setting (Gmax), s	29.0	36.0	* 29	* 36
Max Q Clear Time (g_c+I1), s	7.7	12.9	7.0	13.0
Green Ext Time (p_c), s	1.8	3.5	2.5	4.2

Intersection Summary	
HCM 7th Control Delay, s/veh	11.8
HCM 7th LOS	B

Notes

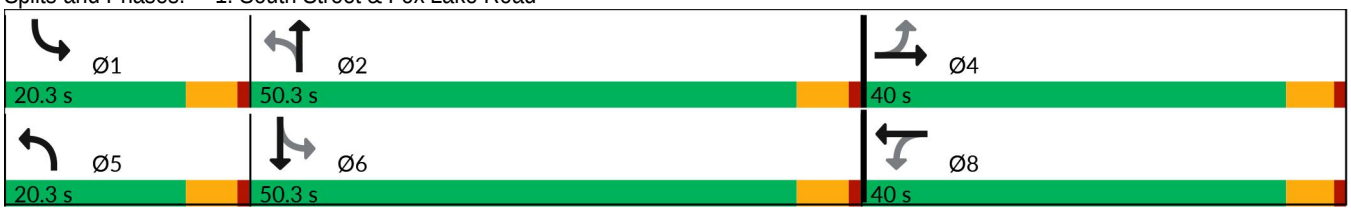
User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	98	118	85	41	79	80	417	82	119	402	11
Future Volume (vph)	15	98	118	85	41	79	80	417	82	119	402	11
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	2%	4%	3%	5%	2%
Adj. Flow (vph)	18	118	142	102	49	95	96	502	99	143	484	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	278	0	0	246	0	96	601	0	143	497	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0		29.0	29.0		10.3	23.3		10.3	23.3	
Total Split (s)	40.0	40.0		40.0	40.0		20.3	50.3		20.3	50.3	
Total Split (%)	36.2%	36.2%		36.2%	36.2%		18.4%	45.5%		18.4%	45.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	

Intersection Summary
Cycle Length: 110.6
Actuated Cycle Length: 93
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: South Street & Fox Lake Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	98	118	85	41	79	80	417	82	119	402	11
Future Volume (veh/h)	15	98	118	85	41	79	80	417	82	119	402	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1870	1841	1856	1826	1870
Adj Flow Rate, veh/h	18	118	142	102	49	95	96	502	99	143	484	13
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	5	2	4	3	5	2
Cap, veh/h	58	180	202	161	78	112	495	803	158	432	950	26
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.05	0.53	0.53	0.06	0.54	0.54
Sat Flow, veh/h	57	793	888	444	343	495	1739	1517	299	1767	1770	48
Grp Volume(v), veh/h	278	0	0	246	0	0	96	0	601	143	0	497
Grp Sat Flow(s),veh/h/ln	1738	0	0	1282	0	0	1739	0	1816	1767	0	1817
Q Serve(g_s), s	0.0	0.0	0.0	3.4	0.0	0.0	2.1	0.0	19.8	3.1	0.0	14.8
Cycle Q Clear(g_c), s	12.5	0.0	0.0	15.9	0.0	0.0	2.1	0.0	19.8	3.1	0.0	14.8
Prop In Lane	0.06		0.51	0.41		0.39	1.00		0.16	1.00		0.03
Lane Grp Cap(c), veh/h	440	0	0	351	0	0	495	0	961	432	0	975
V/C Ratio(X)	0.63	0.00	0.00	0.70	0.00	0.00	0.19	0.00	0.63	0.33	0.00	0.51
Avail Cap(c_a), veh/h	747	0	0	607	0	0	710	0	961	637	0	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	0.0	31.4	0.0	0.0	9.2	0.0	14.1	10.6	0.0	12.6
Incr Delay (d2), s/veh	1.5	0.0	0.0	2.5	0.0	0.0	0.2	0.0	3.1	0.4	0.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	4.9	0.0	0.0	0.7	0.0	7.6	1.0	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.8	0.0	0.0	33.9	0.0	0.0	9.4	0.0	17.1	11.0	0.0	14.5
LnGrp LOS	C			C			A		B	B		B
Approach Vol, veh/h		278			246			697			640	
Approach Delay, s/veh		31.8			33.9			16.1			13.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.4	50.3		24.3	9.8	50.9		24.3
Change Period (Y+Rc), s	5.3	5.3		5.0	5.3	5.3		5.0
Max Green Setting (Gmax), s	15.0	45.0		35.0	15.0	45.0		35.0
Max Q Clear Time (g_c+I1), s	5.1	21.8		14.5	4.1	16.8		17.9
Green Ext Time (p_c), s	0.2	3.8		1.5	0.1	3.0		1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	20.0
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	237	249	3	3	188	30	6	3	2	33	1	260
Future Vol, veh/h	237	249	3	3	188	30	6	3	2	33	1	260
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	345	-	-	-	-	250	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	6	8	2	2	2	8	2	4
Mvmt Flow	276	290	3	3	219	35	7	3	2	38	1	302

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	253	0	0	293	0	0	1069	1103	291	1068	1070	219
Stage 1	-	-	-	-	-	-	842	842	-	226	226	-
Stage 2	-	-	-	-	-	-	226	260	-	842	844	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.18	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.18	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.18	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.572	4.018	3.336
Pot Cap-1 Maneuver	1312	-	-	1269	-	-	199	211	748	194	221	816
Stage 1	-	-	-	-	-	-	359	380	-	764	717	-
Stage 2	-	-	-	-	-	-	776	693	-	350	379	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1312	-	-	1269	-	-	98	166	748	150	174	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	166	-	150	174	-
Stage 1	-	-	-	-	-	-	283	300	-	761	715	-
Stage 2	-	-	-	-	-	-	486	690	-	273	299	-

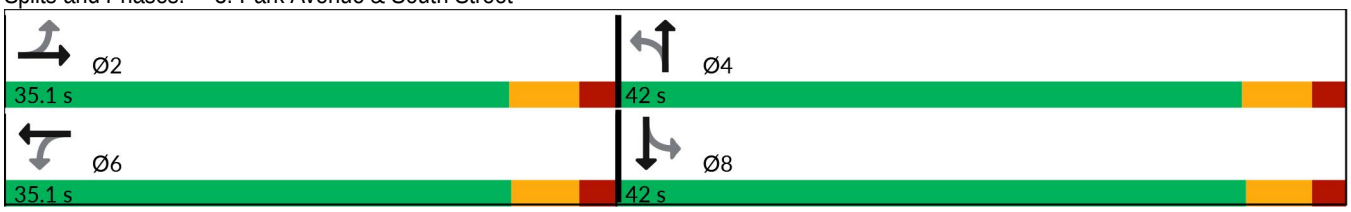
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	4.11	0.11	34.56	14.9
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	135	1312	-	-	28	-	-	151	816
HCM Lane V/C Ratio	0.095	0.21	-	-	0.003	-	-	0.263	0.37
HCM Control Delay (s/veh)	34.6	8.5	-	-	7.8	0	-	37.2	12
HCM Lane LOS	D	A	-	-	A	A	-	E	B
HCM 95th %tile Q(veh)	0.3	0.8	-	-	0	-	-	1	1.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	179	49	40	82	46	42	391	132	52	306	67
Future Volume (vph)	81	179	49	40	82	46	42	391	132	52	306	67
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	3%	3%	3%	2%	10%	2%	5%	3%	4%	4%	4%	5%
Adj. Flow (vph)	96	213	58	48	98	55	50	465	157	62	364	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	271	0	48	153	0	50	622	0	62	444	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	30.1	30.1		28.0	28.0		34.0	34.0		37.7	37.7	
Total Split (s)	35.1	35.1		35.1	35.1		42.0	42.0		42.0	42.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Yellow Time (s)	4.1	4.1		4.0	4.0		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.0	6.0		6.0	6.0		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary
Cycle Length: 77.1
Actuated Cycle Length: 50.2
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Park Avenue & South Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	179	49	40	82	46	42	391	132	52	306	67
Future Volume (veh/h)	81	179	49	40	82	46	42	391	132	52	306	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1752	1870	1826	1856	1841	1841	1841	1826
Adj Flow Rate, veh/h	96	213	58	48	98	55	50	465	157	62	364	80
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	2	10	2	5	3	4	4	4	5
Cap, veh/h	449	784	208	394	600	315	417	623	210	291	686	151
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1224	2754	732	1108	2109	1108	923	1327	448	790	1462	321
Grp Volume(v), veh/h	96	134	137	48	76	77	50	0	622	62	0	444
Grp Sat Flow(s),veh/h/ln	1224	1763	1724	1108	1664	1552	923	0	1775	790	0	1783
Q Serve(g_s), s	3.1	2.9	3.0	1.7	1.7	1.8	2.0	0.0	14.1	3.4	0.0	8.7
Cycle Q Clear(g_c), s	5.0	2.9	3.0	4.8	1.7	1.8	10.6	0.0	14.1	17.5	0.0	8.7
Prop In Lane	1.00		0.42	1.00		0.71	1.00		0.25	1.00		0.18
Lane Grp Cap(c), veh/h	449	502	491	394	474	442	417	0	833	291	0	837
V/C Ratio(X)	0.21	0.27	0.28	0.12	0.16	0.17	0.12	0.00	0.75	0.21	0.00	0.53
Avail Cap(c_a), veh/h	823	1039	1016	734	985	918	660	0	1299	503	0	1316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	13.6	13.7	15.5	13.2	13.2	13.0	0.0	10.7	17.8	0.0	9.2
Incr Delay (d2), s/veh	0.3	0.3	0.4	0.2	0.2	0.2	0.2	0.0	1.6	0.4	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.0	1.0	0.4	0.6	0.6	0.4	0.0	4.4	0.6	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.4	14.0	14.0	15.7	13.4	13.5	13.1	0.0	12.3	18.2	0.0	9.9
LnGrp LOS	B	B	B	B	B	B	B		B	B		A
Approach Vol, veh/h		367			201			672			506	
Approach Delay, s/veh		14.4			14.0			12.4			10.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.1	29.1	20.1	29.1
Change Period (Y+Rc), s	6.1	6.0	* 6.1	* 6
Max Green Setting (Gmax), s	29.0	36.0	* 29	* 36
Max Q Clear Time (g_c+I1), s	7.0	16.1	6.8	19.5
Green Ext Time (p_c), s	2.2	5.3	1.2	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	284	1	2	226	3	4
Future Vol, veh/h	284	1	2	226	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	330	1	2	263	3	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	331	0	598	331
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	267	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1228	-	465	711
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	777	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1228	-	464	711
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	776	-

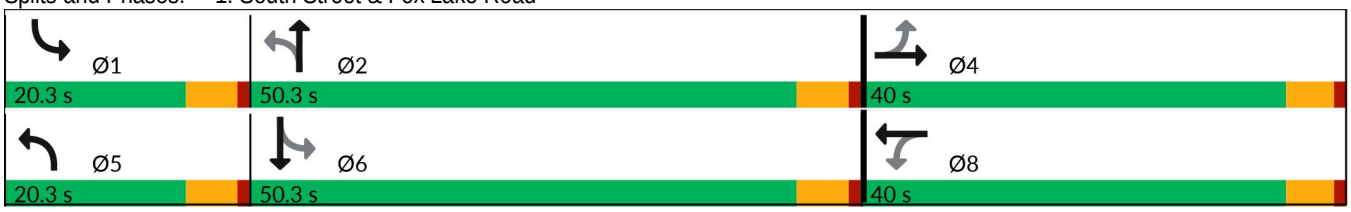
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.07	11.31
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	579	-	-	16	-
HCM Lane V/C Ratio	0.014	-	-	0.002	-
HCM Control Delay (s/veh)	11.3	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	62	106	53	87	83	157	564	96	102	462	12
Future Volume (vph)	4	62	106	53	87	83	157	564	96	102	462	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	3%	2%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	68	116	58	96	91	173	620	105	112	508	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	0	0	245	0	173	725	0	112	521	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	23.0	23.0		29.0	29.0		10.3	23.3		10.3	23.3	
Total Split (s)	40.0	40.0		40.0	40.0		20.3	50.3		20.3	50.3	
Total Split (%)	36.2%	36.2%		36.2%	36.2%		18.4%	45.5%		18.4%	45.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.3	5.3		5.3	5.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	

Intersection Summary
Cycle Length: 110.6
Actuated Cycle Length: 87.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: South Street & Fox Lake Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	62	106	53	87	83	157	564	96	102	462	12
Future Volume (veh/h)	4	62	106	53	87	83	157	564	96	102	462	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	68	116	58	96	91	173	620	105	112	508	13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	2	4	2	2	2	2	2	2
Cap, veh/h	48	116	190	109	135	112	549	886	150	397	1013	26
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.07	0.57	0.57	0.06	0.56	0.56
Sat Flow, veh/h	11	637	1045	298	743	615	1781	1559	264	1781	1816	46
Grp Volume(v), veh/h	188	0	0	245	0	0	173	0	725	112	0	521
Grp Sat Flow(s),veh/h/ln	1693	0	0	1657	0	0	1781	0	1823	1781	0	1862
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	3.3	0.0	23.0	2.1	0.0	13.9
Cycle Q Clear(g_c), s	8.3	0.0	0.0	11.2	0.0	0.0	3.3	0.0	23.0	2.1	0.0	13.9
Prop In Lane	0.02		0.62	0.24		0.37	1.00		0.14	1.00		0.02
Lane Grp Cap(c), veh/h	353	0	0	356	0	0	549	0	1036	397	0	1039
V/C Ratio(X)	0.53	0.00	0.00	0.69	0.00	0.00	0.31	0.00	0.70	0.28	0.00	0.50
Avail Cap(c_a), veh/h	773	0	0	750	0	0	761	0	1036	627	0	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	0.0	31.5	0.0	0.0	7.8	0.0	12.5	10.0	0.0	10.9
Incr Delay (d2), s/veh	1.3	0.0	0.0	2.4	0.0	0.0	0.3	0.0	3.9	0.4	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	4.6	0.0	0.0	1.0	0.0	8.5	0.6	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.7	0.0	0.0	33.9	0.0	0.0	8.1	0.0	16.4	10.4	0.0	12.7
LnGrp LOS	C			C			A		B	B		B
Approach Vol, veh/h		188			245			898			633	
Approach Delay, s/veh		31.7			33.9			14.8			12.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	51.1		19.6	10.7	50.3		19.6
Change Period (Y+Rc), s	5.3	5.3		5.0	5.3	5.3		5.0
Max Green Setting (Gmax), s	15.0	45.0		35.0	15.0	45.0		35.0
Max Q Clear Time (g_c+I1), s	4.1	25.0		10.3	5.3	15.9		13.2
Green Ext Time (p_c), s	0.2	4.6		1.1	0.3	3.2		1.4

Intersection Summary		
HCM 7th Control Delay, s/veh		18.0
HCM 7th LOS		B

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	306	242	6	2	271	44	5	3	3	25	3	281
Future Vol, veh/h	306	242	6	2	271	44	5	3	3	25	3	281
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	345	-	-	-	-	250	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	344	272	7	2	304	49	6	3	3	28	3	316

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	0	279	0	0	1274	1321	275	1270	1275	304
Stage 1	-	-	-	-	-	-	963	963	-	309	309	-
Stage 2	-	-	-	-	-	-	311	358	-	961	966	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1205	-	-	1284	-	-	144	157	763	145	167	735
Stage 1	-	-	-	-	-	-	307	334	-	701	660	-
Stage 2	-	-	-	-	-	-	700	627	-	308	333	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1205	-	-	1284	-	-	57	112	763	101	119	735
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	112	-	101	119	-
Stage 1	-	-	-	-	-	-	220	239	-	700	658	-
Stage 2	-	-	-	-	-	-	396	626	-	216	238	-

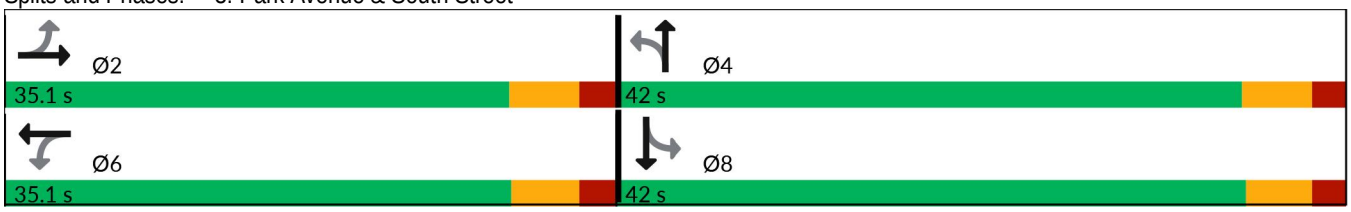
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	5.07	0.05	49.38	17.3
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	93	1205	-	-	13	-	-	102	735
HCM Lane V/C Ratio	0.132	0.285	-	-	0.002	-	-	0.308	0.429
HCM Control Delay (s/veh)	49.4	9.2	-	-	7.8	0	-	55.1	13.5
HCM Lane LOS	E	A	-	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.4	1.2	-	-	0	-	-	1.2	2.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	132	62	96	182	95	44	346	47	70	346	83
Future Volume (vph)	80	132	62	96	182	95	44	346	47	70	346	83
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	2%	2%	2%	3%	3%	5%	2%	2%	3%
Adj. Flow (vph)	87	143	67	104	198	103	48	376	51	76	376	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	210	0	104	301	0	48	427	0	76	466	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	30.1	30.1		28.0	28.0		34.0	34.0		37.7	37.7	
Total Split (s)	35.1	35.1		35.1	35.1		42.0	42.0		42.0	42.0	
Total Split (%)	45.5%	45.5%		45.5%	45.5%		54.5%	54.5%		54.5%	54.5%	
Yellow Time (s)	4.1	4.1		4.0	4.0		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.0	6.0		6.0	6.0		5.7	5.7	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	

Intersection Summary
Cycle Length: 77.1
Actuated Cycle Length: 44
Natural Cycle: 70
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Park Avenue & South Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	132	62	96	182	95	44	346	47	70	346	83
Future Volume (veh/h)	80	132	62	96	182	95	44	346	47	70	346	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1870	1870	1870	1870	1856	1856	1826	1870	1870	1856
Adj Flow Rate, veh/h	87	143	67	104	198	103	48	376	51	76	376	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	2	2	2	2	3	3	5	2	2	3
Cap, veh/h	438	772	345	492	742	370	339	635	86	370	579	139
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1061	2389	1067	1172	2295	1146	919	1600	217	961	1458	349
Grp Volume(v), veh/h	87	105	105	104	151	150	48	0	427	76	0	466
Grp Sat Flow(s),veh/h/ln	1061	1777	1678	1172	1777	1664	919	0	1816	961	0	1808
Q Serve(g_s), s	2.9	1.8	2.0	3.0	2.7	2.9	1.9	0.0	8.0	2.9	0.0	9.1
Cycle Q Clear(g_c), s	5.8	1.8	2.0	5.0	2.7	2.9	11.0	0.0	8.0	11.0	0.0	9.1
Prop In Lane	1.00		0.64	1.00		0.69	1.00		0.12	1.00		0.19
Lane Grp Cap(c), veh/h	438	574	543	492	574	538	339	0	722	370	0	718
V/C Ratio(X)	0.20	0.18	0.19	0.21	0.26	0.28	0.14	0.00	0.59	0.21	0.00	0.65
Avail Cap(c_a), veh/h	806	1190	1124	901	1194	1118	738	0	1510	794	0	1515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	10.5	10.6	12.4	10.8	10.9	15.1	0.0	10.3	14.6	0.0	10.6
Incr Delay (d2), s/veh	0.3	0.2	0.2	0.3	0.3	0.3	0.2	0.0	0.9	0.3	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.6	0.6	0.7	0.9	0.9	0.4	0.0	2.5	0.6	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.3	10.7	10.8	12.6	11.1	11.2	15.3	0.0	11.2	14.9	0.0	11.8
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		297			405			475			542	
Approach Delay, s/veh		11.5			11.6			11.6			12.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.1	23.2	20.1	23.2
Change Period (Y+Rc), s	6.1	6.0	* 6.1	* 6
Max Green Setting (Gmax), s	29.0	36.0	* 29	* 36
Max Q Clear Time (g_c+I1), s	7.8	13.0	7.0	13.0
Green Ext Time (p_c), s	1.8	3.5	2.5	4.3

Intersection Summary	
HCM 7th Control Delay, s/veh	11.8
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	280	3	5	304	2	4
Future Vol, veh/h	280	3	5	304	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	315	3	6	342	2	4

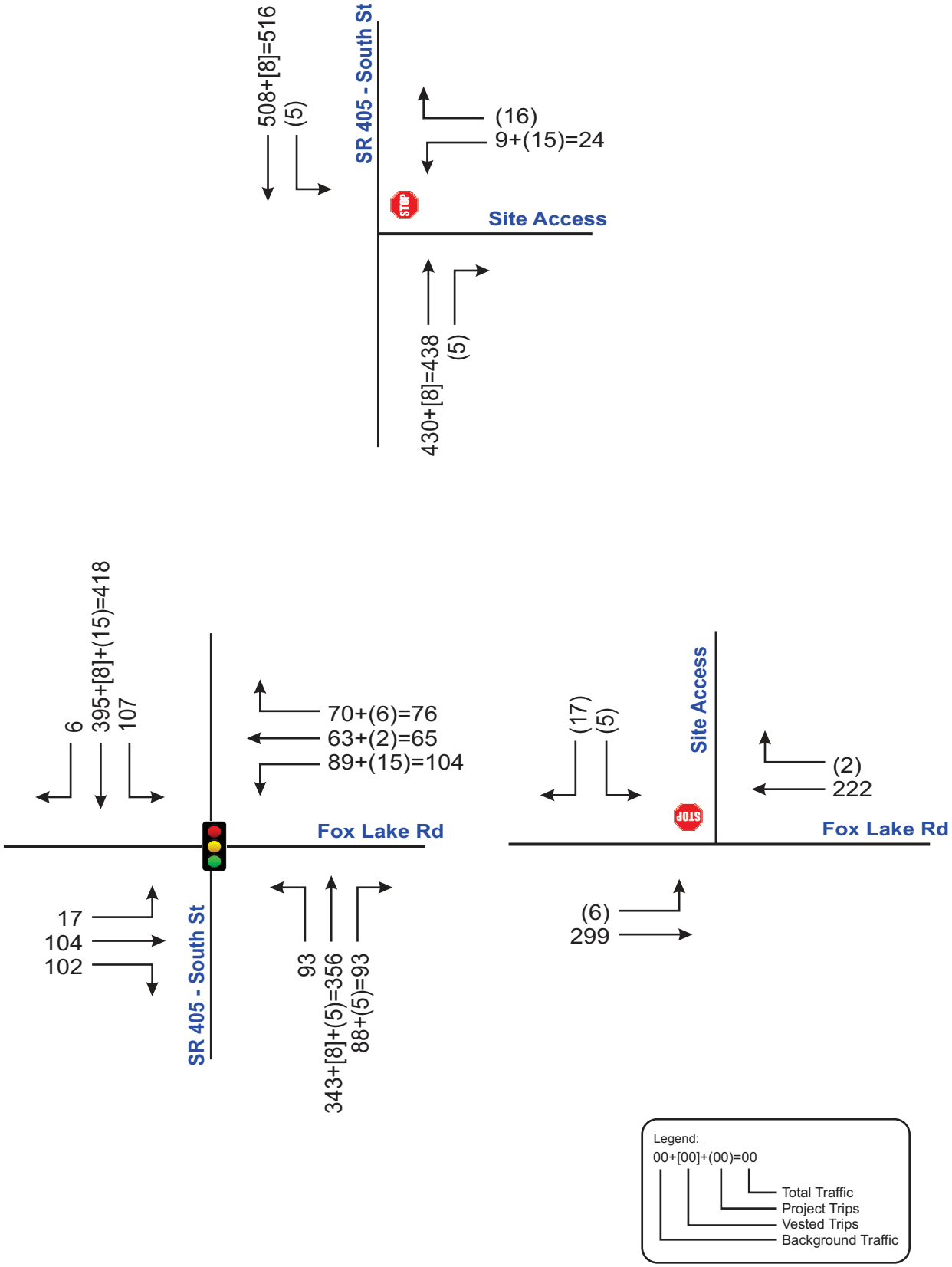
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	318	0	669	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	353	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1242	-	423	724
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	711	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1242	-	420	724
Mov Cap-2 Maneuver	-	-	-	-	420	-
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	707	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.13	11.24
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	584	-	-	29	-
HCM Lane V/C Ratio	0.012	-	-	0.005	-
HCM Control Delay (s/veh)	11.2	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

APPENDIX J

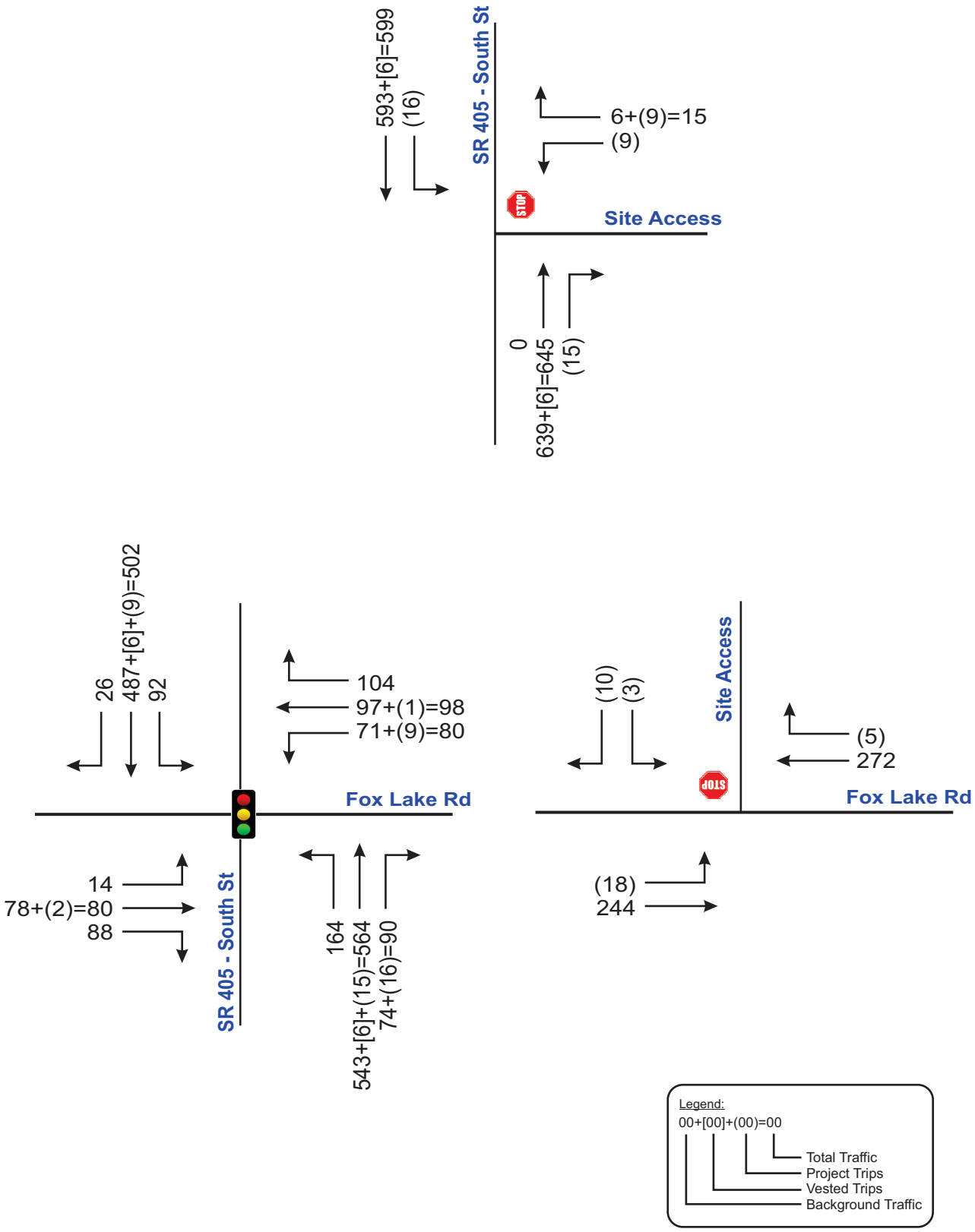
Vested Trip Information



Titusville Multi-Family Apartments
Project № 5798

Figure 6
Page 13

Projected A.M. Peak Hour Turning Movements



Titusville Multi-Family Apartments
Project № 5798

Figure 7
Page 14

Projected P.M. Peak Hour Turning Movements

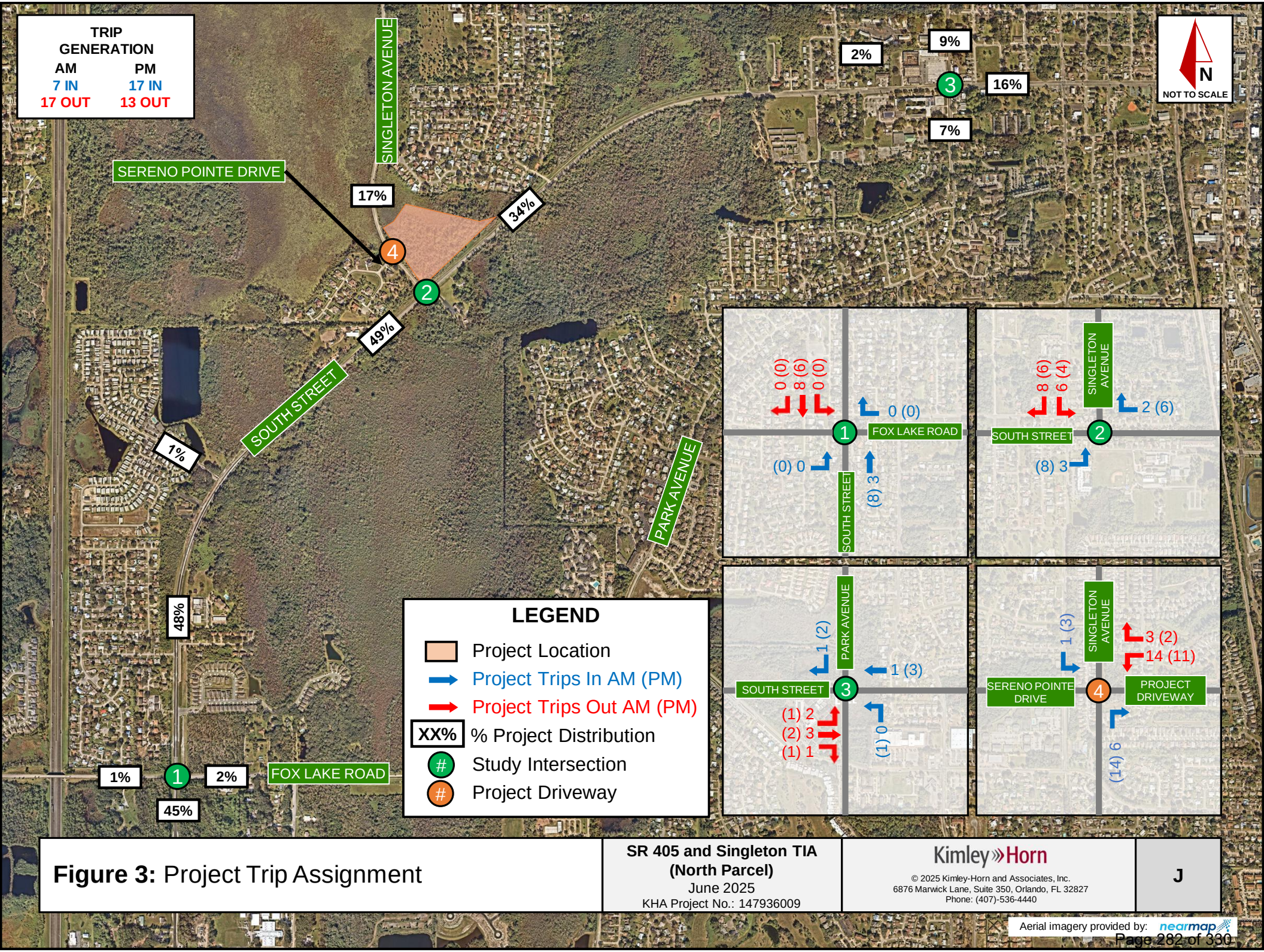


Figure 3: Project Trip Assignment

SR 405 and Singleton TIA (North Parcel)
June 2025
KHA Project No.: 147936009

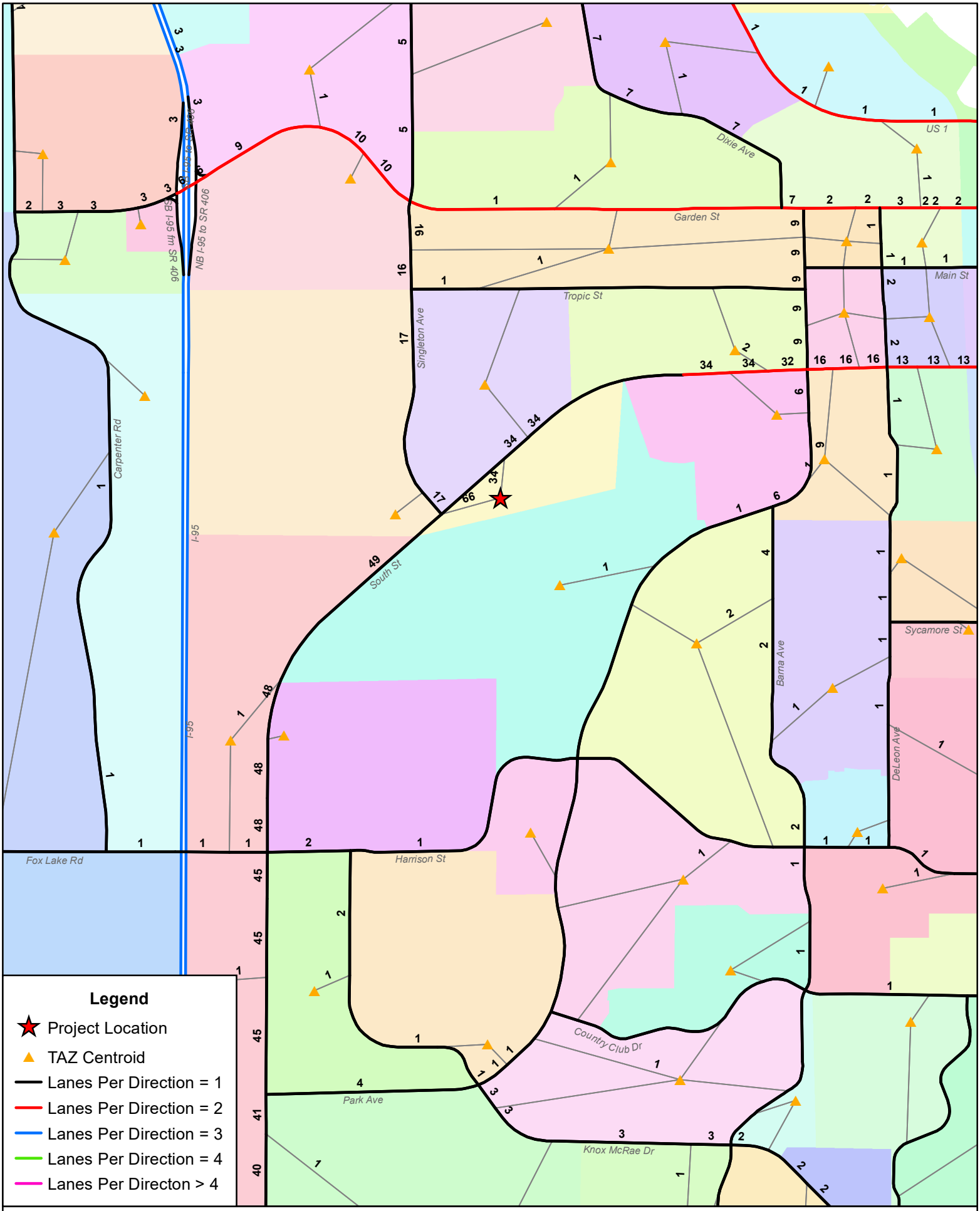
Kimley»Horn
© 2025 Kimley-Horn and Associates, Inc.
6876 Marwick Lane, Suite 350, Orlando, FL 32827
Phone: (407)-536-4440

J

Aerial imagery provided by: nearmap

APPENDIX K

CFRPM Model



Trip Distribution - Titusville South in Brevard County
CFRPMv7 - 2025 - May 2022

APPENDIX L

NCHRP Outputs

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadw ay
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	489
Right-turn volume, veh/h:	3

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	16
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

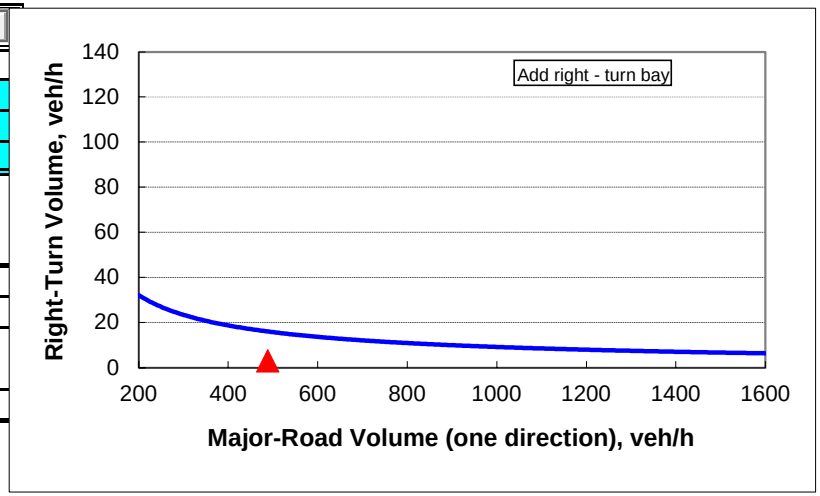


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadw ay
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	554
Right-turn volume, veh/h:	6

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	15
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

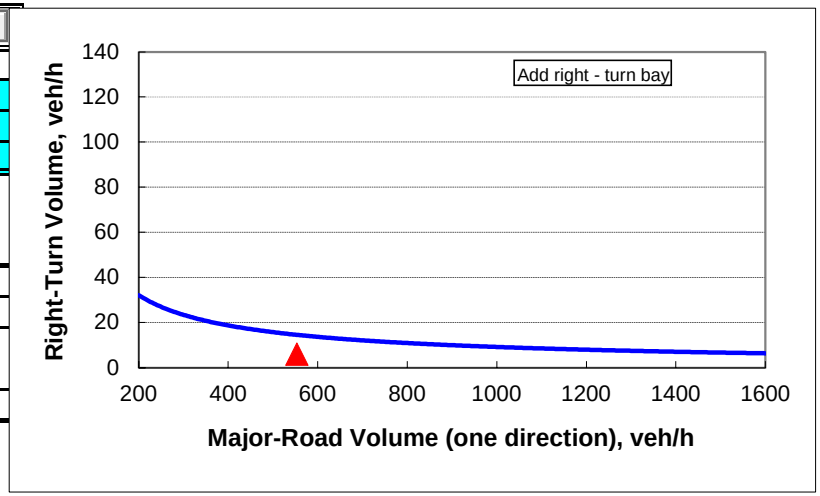


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

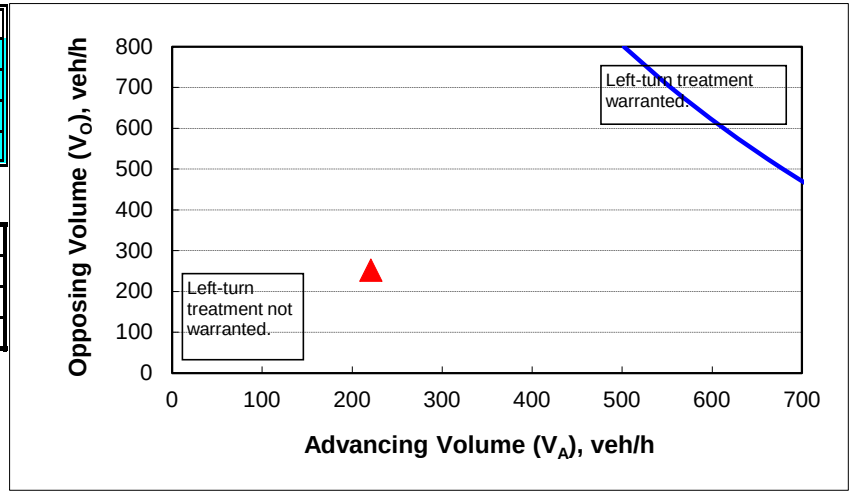
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	221
Opposing volume (V_O), veh/h:	252

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	885
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

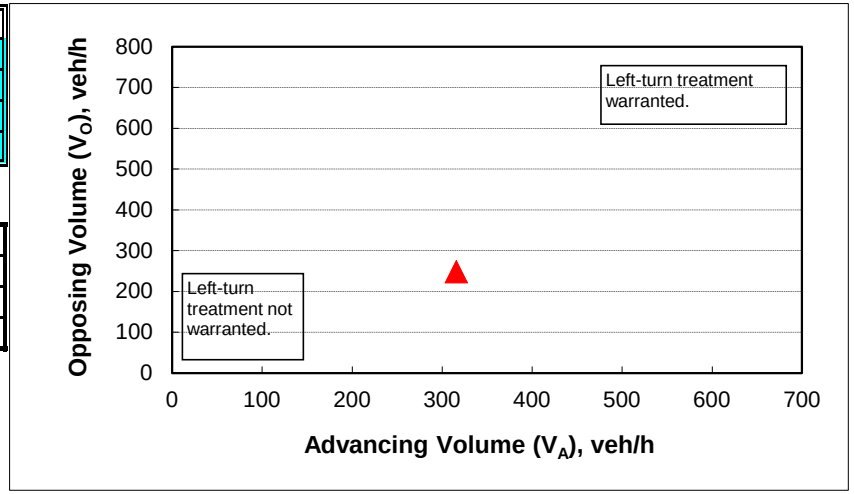
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	0%
Advancing volume (V_A), veh/h:	316
Opposing volume (V_O), veh/h:	248

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1831
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadw ay
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	285
Right-turn volume, veh/h:	1

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	24
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

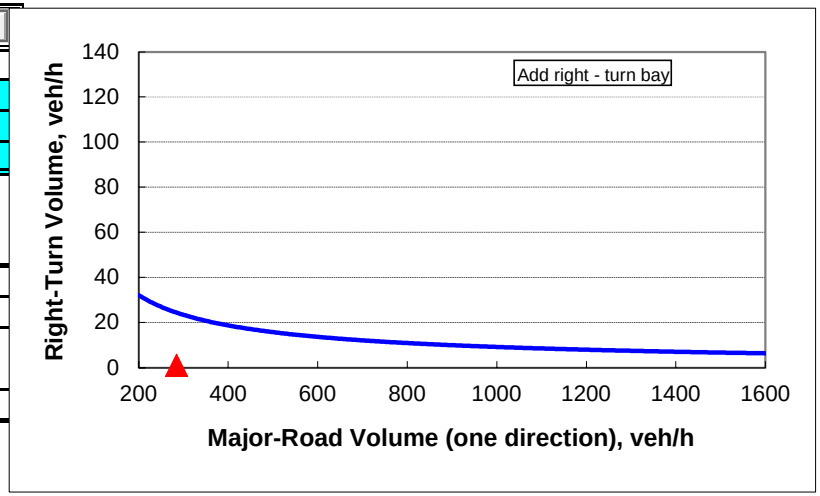


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadw ay
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	283
Right-turn volume, veh/h:	3

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	25
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

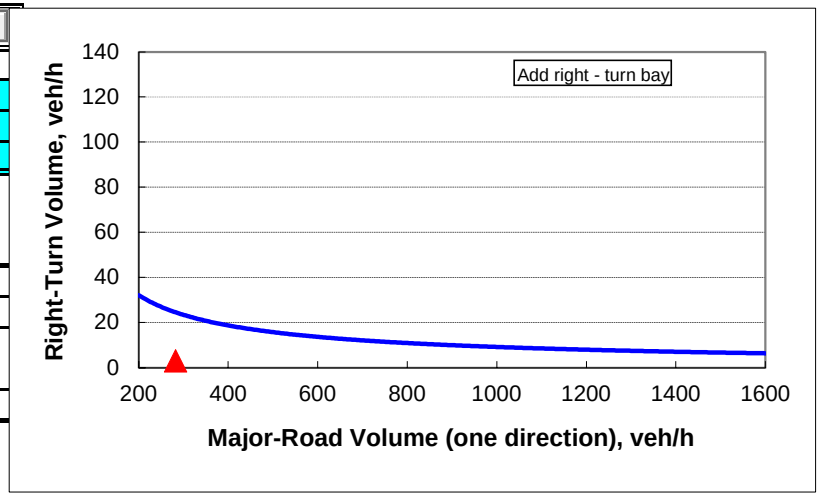


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

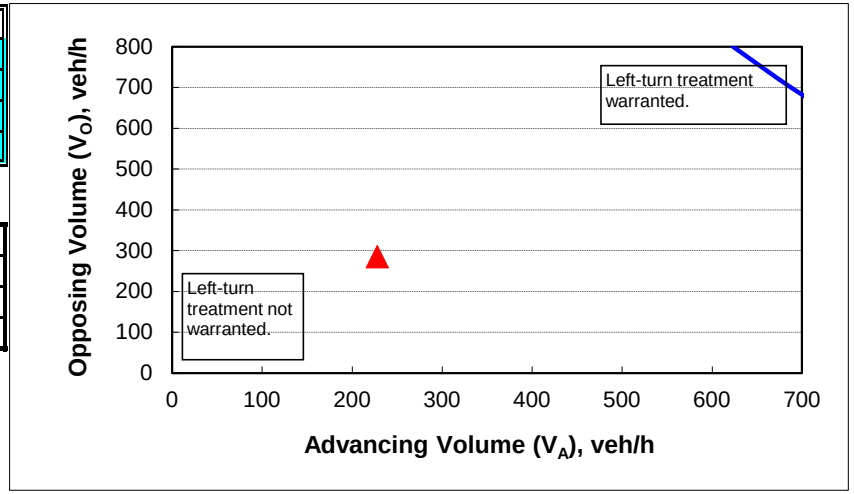
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	228
Opposing volume (V_O), veh/h:	285

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1059
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

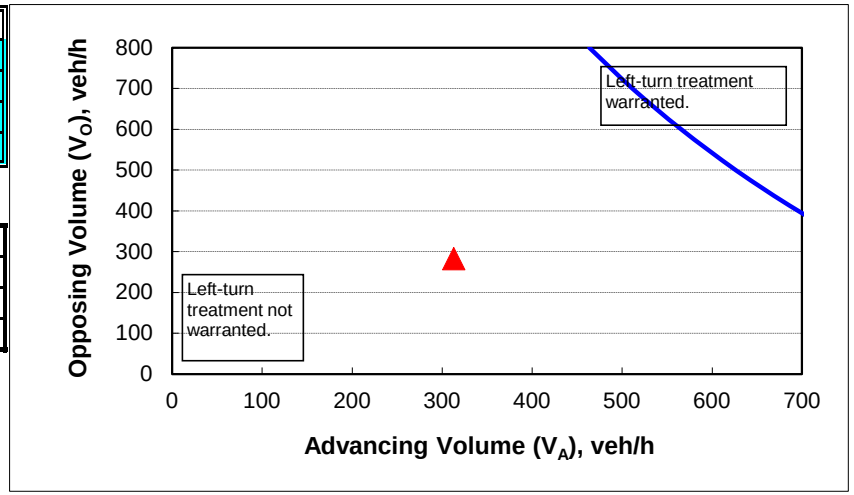
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	55
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	313
Opposing volume (V_O), veh/h:	283

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	789
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

SR405 AND SINGLETON PD-SOUTH STORMWATER & FLOODPLAIN DUE DILIGENCE MEMORANDUM

To: Lisa Poutre
The Singleton Ave 44 Acre Land Trust Dated April 4, 2022
c/o Esquire Trustee Service, LLC

From: Karin Teuffer, P.E., Kimley-Horn and Associates, Inc.

CC: Alyssa Colby, P.E., Kimley-Horn and Associates, Inc.
Madeline Reyes, Kimley-Horn and Associates, Inc.
Matthew Brosman, P.E., Kimley-Horn and Associates, Inc.

Date: February 3, 2025

Subject: SR405 and Singleton PD-South
Stormwater Due Diligence

EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. ("Kimley-Horn") has completed a stormwater and floodplain due diligence assessment of SR405 and Singleton PD-South in Titusville, Florida. The purpose of the memorandum is to summarize the development and stormwater design requirements applicable to the project, and to identify existing drainage patterns. This memorandum includes a summary of the findings and presents exhibits that communicate historic and proposed drainage patterns at the project site and in surrounding areas. The project site lies in the St. Johns Street Basin in the City of Titusville and in the Northern Indian River Lagoon Basin within the St. Johns River Water Management District. In existing conditions stormwater flows from the project site to wetlands on both the southwest and northeast corners**. In proposed conditions, the drainage patterns are only modified within the central portion of the project site, to drain to two proposed detention ponds, and do not increase discharge or impact drainage patterns offsite.**

INTRODUCTION

SR405 and Singleton PD-South is part of a proposed project that includes two residential projects on multiple parcels totaling approximately 104-acres within the City of Titusville in Brevard County, Florida. This project (the "South Project") is located on the south side of the intersection of SR405 and Singleton Avenue in the St. John's Street Basin of the City of Titusville and the Northern Indian River Lagoon Basin within the St. John's River Water Management District (SJRWMD). **Appendix A – Figures, Exhibit 1** shows the precise location of the project site. Due to concerns from residents in the adjacent neighborhoods of historic drainage issues in the area and potential impacts from this development, Kimley-Horn has put together an assessment of existing drainage patterns and the proposed site plan, to date, in order to demonstrate compliance with regulatory requirements and communicate that no adverse stormwater impacts to the area are expected due to the development.

Proposed Project

The Singleton Ave 44 Acre Land Trust Dated April 4, 2022 ("Client") intends to construct a residential area south of SR405. This proposed residential area will have approximately 66 townhomes, as well as walking

trails, and two dry ponds for stormwater detention. An exhibit with the proposed project line work, to date, can be seen in **Appendix A – Figures, Exhibit 3**.

DATA COLLECTION

The sections below detail the data collected from various local and regional sources that were used to identify existing and historic drainage patterns and develop the exhibits in **Appendix A – Figures**.

Permit Search

1) SJRWMD Environmental Resource Permit (ERP) Permit No. 4-009-16632-3
According to ERP 4-009-16632-3, the City of Titusville was historically divided into 3 main drainage basins. The northern drainage basin was known as the I-5 drainage basin, the central drainage basin was known as S-3, and the south drainage basin was known as I-18. All three of these drainage basins eventually discharged into the Indian River Lagoon. The South Project site lied within the S-3 Basin. The main drainage ditch for the S-3 drainage basin ran in an east-west direction through the central portion of the basin and through the southwestern corner of the South Project site.

   This permit was for an adjustable flashboard weir structure proposed for the S-3 basin and in 2003, the permit was approved by the Governing Board of the SJRWMD. According to the ERP, the weir was installed near the intersection of Lane Avenue and Smith Drive. The exact location of the weir can be seen in **Appendix A – Figures, Exhibit 2**. The original ERP from 1992 and the approved ERP from 2003 are provided in **Appendix B – Permit Documents**.

2) SJRWMD Application No. 40-009-32050-5
The City of Titusville has planned and implemented various stormwater quality improvements to reduce nutrients entering the Indian River Lagoon. One project involved construction of stormwater ponds within the North Brevard Senior Center. The ERP issued in 2009 for this project stated that these ponds would receive runoff from the east. In combination with the City's web page on the St. John's Basin stormwater projects, Kimley-Horn concluded that the wetlands west of the Senior Center drain east into Lake Morbecca and then into the proposed Senior Center ponds. Based on this information, the area on the east side of the South Project site drains east towards Lake Morbecca. The application and ERP can be found in **Appendix B – Permit Documents**.

Aerial Imagery and Lidar Review

Based on 2017 United States Geological Survey (USGS) 1-meter lidar information and aerial imagery, there is an area of approximately 65 acres northeast of the South Project site that drains under SR405 through a culvert. This culvert drains into the wetland directly northeast of the South Project site. According to the permits discussed above and lidar data, this wetland then drains east into Lake Morbecca and through a series of ditches eventually draining into the Indian River Lagoon. The location of the culvert can be seen in the Existing and Proposed Drainage Area Maps in **Exhibits 2 and 3** in **Appendix A – Figures**. The wetland map can be found in **Exhibit 5** of **Appendix A – Figures**.

An ERP search was conducted for the various residential neighborhoods to the southeast of the South Project site. The ERP for Titus Village was reviewed, showing that the neighborhood drains south to the existing detention ponds. However, for the residential areas west of South Park Avenue, permits were not available online. Based on aerial imagery these neighborhoods were developed before 1985. According to aerial imagery and lidar data, the southern area of these neighborhoods is assumed to drain into the unnamed lake to the northeast of Whispering Estates. The northern area likely discharges directly to the existing wetlands located along the southern and eastern border of the South Project site.

Additional lidar and aerial imagery review shows that overflow from the unnamed lake drains to the canal to the west, which then turns south. The South Project site and the unnamed lake form a high elevation point, separating the wetlands draining to Lake Morbecca from those draining to the southwest.

Basin Specific Information

According to the ERP Applicants Handbook Volume II of the St. Johns River Water Management District, the South Project site lies within the Northern Indian River Lagoon Basin (NIRLB). However, the City of Titusville places the South Project site within the City's St. Johns Street Basin. Both basins ultimately drain into the Indian River Lagoon.

FEMA Effective Special Flood Hazard Areas

The project's Flood Insurance Rate Map (FIRM) can be found on the Brevard County Map Number 12009C0205H with an effective date of January 29, 2021. Flood hazard areas associated with the South Project site and offsite areas include Zone AE, with an established Base Flood Elevation (BFE) between 18 and 19 feet NAVD88. However, the proposed project development area falls within Zone X, which designates areas of minimal flood hazard. The South Project site spatial relationship to the FEMA flood zones can be seen in **Appendix A – Figures, Exhibit 4**.

Regulatory Requirements

The South Project site will undergo permit review by the City and the SJRWMD. Section 7.2 of the City Municipal Code defines stormwater management requirements for a Development Order permit. The SJRWMD Applicants Handbook Volume II defines the regional stormwater requirements for an ERP.

Based on the two jurisdictions, the following summarizes required items for the permitting process of the South Project site. Brevard County stormwater requirements apply to discharge permits only and are also included below:

1) Documentation and Modeling
    a. City Code: The Stormwater Management Plan and Site Plan shall describe the following: existing environmental and hydrologic conditions of the site; components of the proposed drainage system including percolation rates and detention areas; a comparison of proposed flow rate, flow direction and volume of discharge as compared to existing conditions.
    b. City Code: The following software is acceptable to demonstrate the proposed design meets the stormwater management criteria: ICPR, PONDS and MODRET. City Code: Specific Model and Stormwater Design Criteria provided in Table 7.4.13.1 must be used during design. This includes rainfall quantities for the design storms.
2) Discharge Requirements
    a. City Code: Stormwater management systems shall be designed to discharge to a Legal Positive Outfall or the runoff of the developed site shall not alter the existing drainage patterns or exceed the rate of flow, timing, volume in existing conditions for the 100-year/24-hour storm event. Specific requirements apply if wetlands are used as a legal positive outfall.
    b. City Code: The post-development runoff for the development site shall not exceed the rate of flow, timing, or volume produced by conditions existing before development for the 25-year/24-hour storm event. Attenuation of the 100-year/24-hour storm event is required if downstream and/or upstream flooding was previously identified, or the facility discharges without a legal positive outfall.
    c. City Code: All development and redevelopment sites shall not exceed the rate of pollutant discharge produced by existing conditions before development or redevelopment.
    d. SJRWMD: The post-development peak discharge rate must not exceed the pre-development peak rate of discharge for the mean annual 24- hour storm for systems

serving new construction area greater than 50% impervious (excluding waterbodies). Compacted soils and limerock are considered impervious.

e. SJRWMD: Peak discharge computations should consider the duration, frequency, and intensity of rainfall, the antecedent moisture conditions, upper soil zone and surface storage, time of concentration, tailwater conditions, changes in land use or land cover.

f. SJRWMD: For sites in the Upper St. Johns River Hydrologic Basin, the system shall meet applicable discharge criteria for 10-year and 25-year frequency storms. On-site storage and outlet capacity should be designed for the 25- year storm. Outlet capacity design should be checked and further refined, if necessary, for the 10-year storm.

g. Brevard County Code: "*No person shall develop, improve or otherwise alter the state of property adjacent to or containing within its boundaries any drainage facility owned by the county, where such development, improvement or alteration may result in additional discharge into such drainage facility, without first obtaining a permit from the county engineer's office.*"

3) Treatment and Stormwater Facility Requirements

a. City Code: All site drainage shall be retained on-site and directed through an approved stormwater retention area prior to its discharge from site.

b. City Code: All development and redevelopment sites shall not exceed the rate of pollutant discharge produced by existing conditions before development or redevelopment. This shall be demonstrated using typical engineering practices.

c. City Code: Post development runoff shall be treated to remove oil and sediment before it enters receiving waters by skimmers or other approved methods.

d. City Code: All retention facilities shall be designed as "dry bottom basins." The bottom elevation shall be one (1) foot above seasonal high groundwater table. For ponds with perimeter walls, the following criteria must be included in the design.

e. City Code: Perforated pipe shall be prohibited as a primary means of retention.

f. City Code: Credits toward stormwater management design criteria are available for certain Low Impact Development Best Management Practices.

g. SJRWMD: Where basins are designed for reducing post-development peak rate discharge and volume, the outlet and regulation schedule should be designed to provide design detention and retention storage within 14 days following any storm event.

h. SJRWMD: Treatment volume, recovery time, safety factors, and construction requirements for detention basins, retention basins, exfiltration trenches, and swales are specified in Section V.

4) Wetland and Land Use Requirements

a. City Code: Development, including grading and contouring, shall take place in a manner that protects the roots and stability of trees.

b. City Code: Vegetated buffer strips shall be created, or where natural systems are used, retained in their natural state along the banks of all watercourses, water bodies, or wetlands.

c. City Code: Care must be taken not to harm the functional value of the wetlands and transitional vegetation. Wetlands disturbed by development activities, shall be mitigated.

5) Floodplain Requirements

a. SJRWMD: A system may not cause a net reduction in flood storage within a 10-year floodplain except for structures elevated on pilings or traversing works. Traversing works, works or other structures shall cause no more than a one-foot increase in the 100-year flood elevation immediately upstream and no more than one tenth of a foot increase in the 100-year flood elevation 500 feet upstream.

SUMMARY OF FINDINGS AND NEXT STEPS

Based on data collected and discussed in previous sections, the South Project site encompasses wetlands to the northeast and southwest, and a central point higher in elevation than the surrounding area. In existing conditions, the interior of the high elevation area drains to localized low elevation spots. The exterior of the high elevation area drains to the wetlands, either to the northeast or southwest. Areas outside of the South Project site on the northeast drain to Lake Morbecca and through a control structure to a ditch to the east. Areas outside of the South Project site on the southwest continue draining southward through the existing wetlands. Both areas ultimately drain to the Indian River Lagoon, although the path from the southwest wetland is unclear.

The proposed conditions South Project site plan as of January 2025, shows that development is planned for only the central portion of the project site. Therefore, drainage patterns will only be modified within the area of higher elevation. **The purpose of modifying the drainage patterns is to drain the site to the two proposed detention ponds and meet the regulatory requirements that limit increases in discharge and changes to stormwater drainage patterns in offsite areas**. Prior to construction, both City site plan approval and an issued SJRWMD ERP is required as formal documentation that the proposed design complies with all applicable codes.

The design team of the SR405 and Singleton PD-South project in Titusville, Florida will use the results of this Memorandum and any additional requirements to provide further clarification to the public of all the precautions and design constraints taken to mitigate potential impact on the surrounding communities.

REFERENCES

Brevard County. (2025). *Brevard County Municipal Code*. Retrieved from https://library.municode.com/fl/brevard_county/codes/code_of_ordinances?nodeId=PTIICOOR_CH46EN_ARTVST

City of Titusville. (2024). *St Johns Street Basin*. Retrieved from https://www.titusville.com/328/St-Johns-Basin

City of Titusville. (2025). *City of Titusville Municipal Code; Section 7.2*. Retrieved from https://library.municode.com/fl/titusville/codes/technical_manuals?nodeId=CD_S7STMA_7.2STMA

Florida Department of Environmental Protection. (2013). *North Indian River Lagoon Basin Management Action Plan.* Retrieved from https://floridadep.gov/sites/default/files/north-IRL-bmap.pdf

Florida Department of Environmental Protection. (n.d.). *North Indian River Lagoon Basin Management Action Plan Story Map.* Retrieved from https://storymaps.arcgis.com/stories/9c55fb4108f34f8791d53af0755742d2

St. Johns River Water Management District. (1992). *ERP No.4-009-0423AG; Water Control Structures.* City of Titusville.

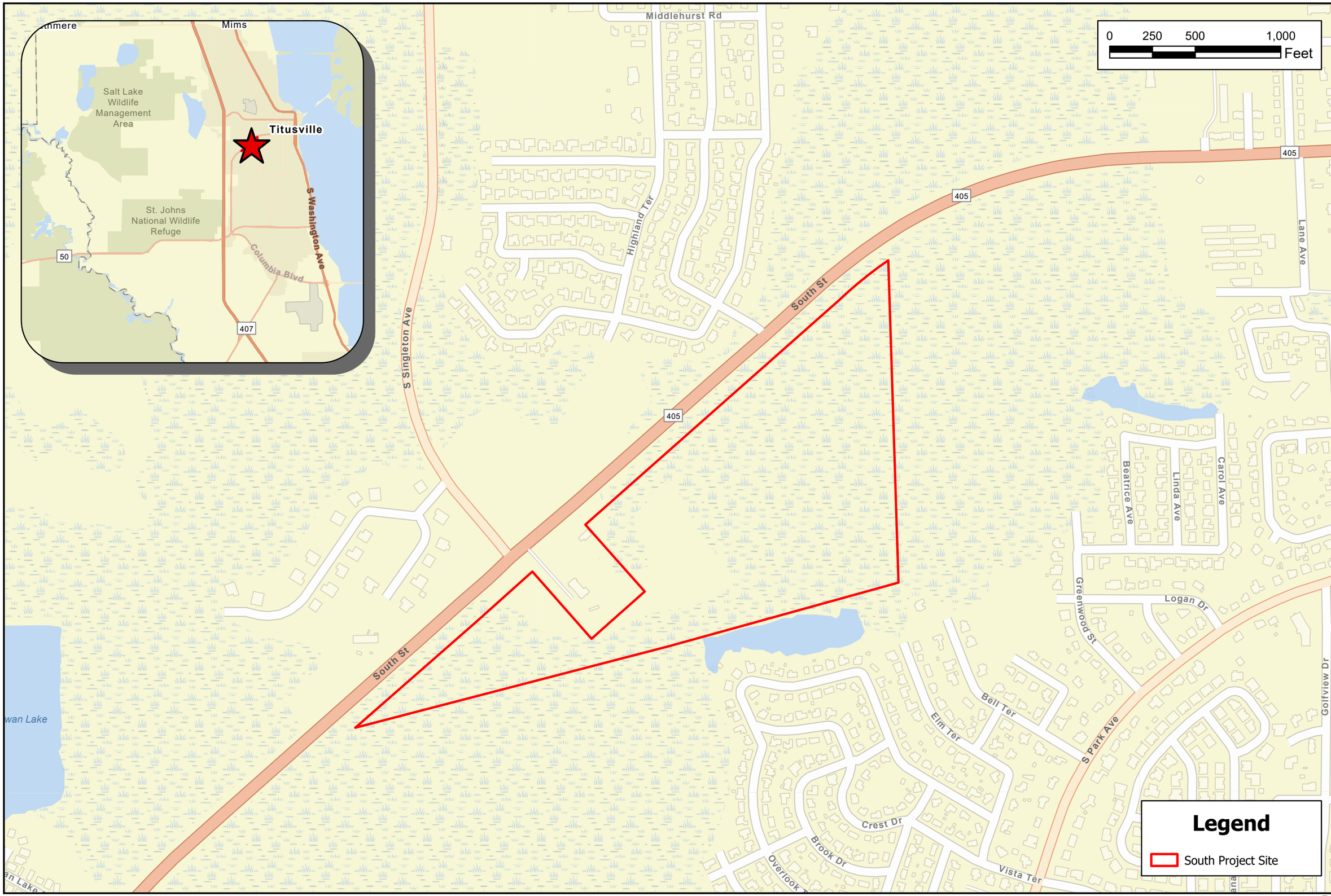
St. Johns River Water Management District. (2003). *ERP No. 4-009-16632-3; Fresh Water Control Weir;.* City of Titusville.

St. Johns River Water Management District. (2009). *Brevard County Senior Center.* City of Titusville.

St. Johns River Water Management District. (2024, June 28). *ERP Applicant's Hanbook Volume II.* Retrieved from https://www.sjrwmd.com/static/permitting/SJRWMD_Applicants_Handbook_Volume_II_6-28-24.pdf

United States Geological Service. (2017). *National Map*. Retrieved from https://apps.nationalmap.gov/downloader/

APPENDIX A – FIGURES



Kimley»Horn
8201 Peters Road
Suite 2200
Plantation, FL 33324
(954) 535-5100 Phone

N

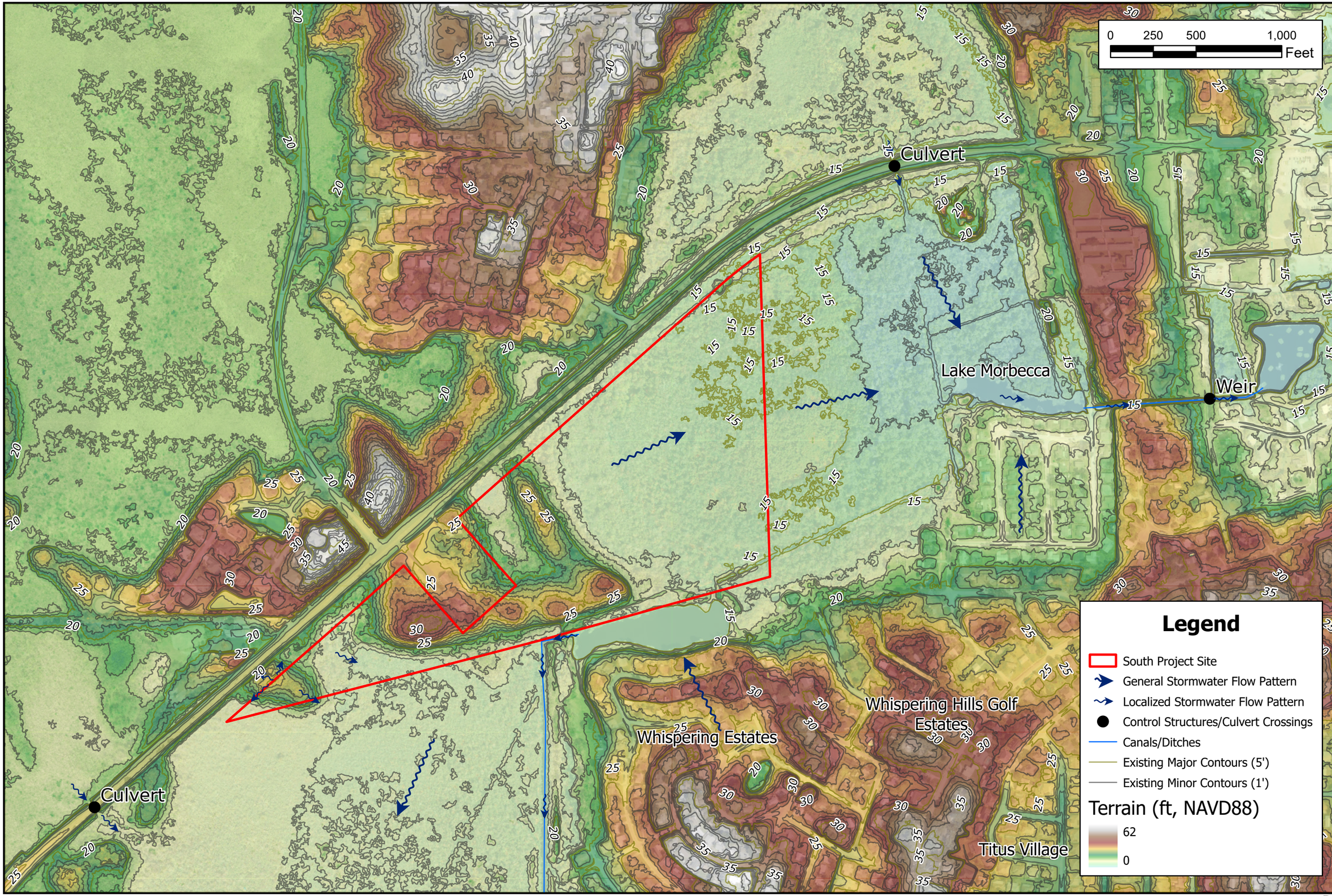
Brevard County, FL

SR405 AND SINGLETON PD
SOUTH PROJECT

LOCATION MAP

DATE:	JANUARY 2025
DESIGN:	MAR
DRAWN:	MAR
CHECKED:	KT
KH NO.:	147936004

SHEET
1



Kimley»Horn
8201 Peters Road
Suite 2200
Plantation, FL 33324
(954) 535-5100 Phone

N

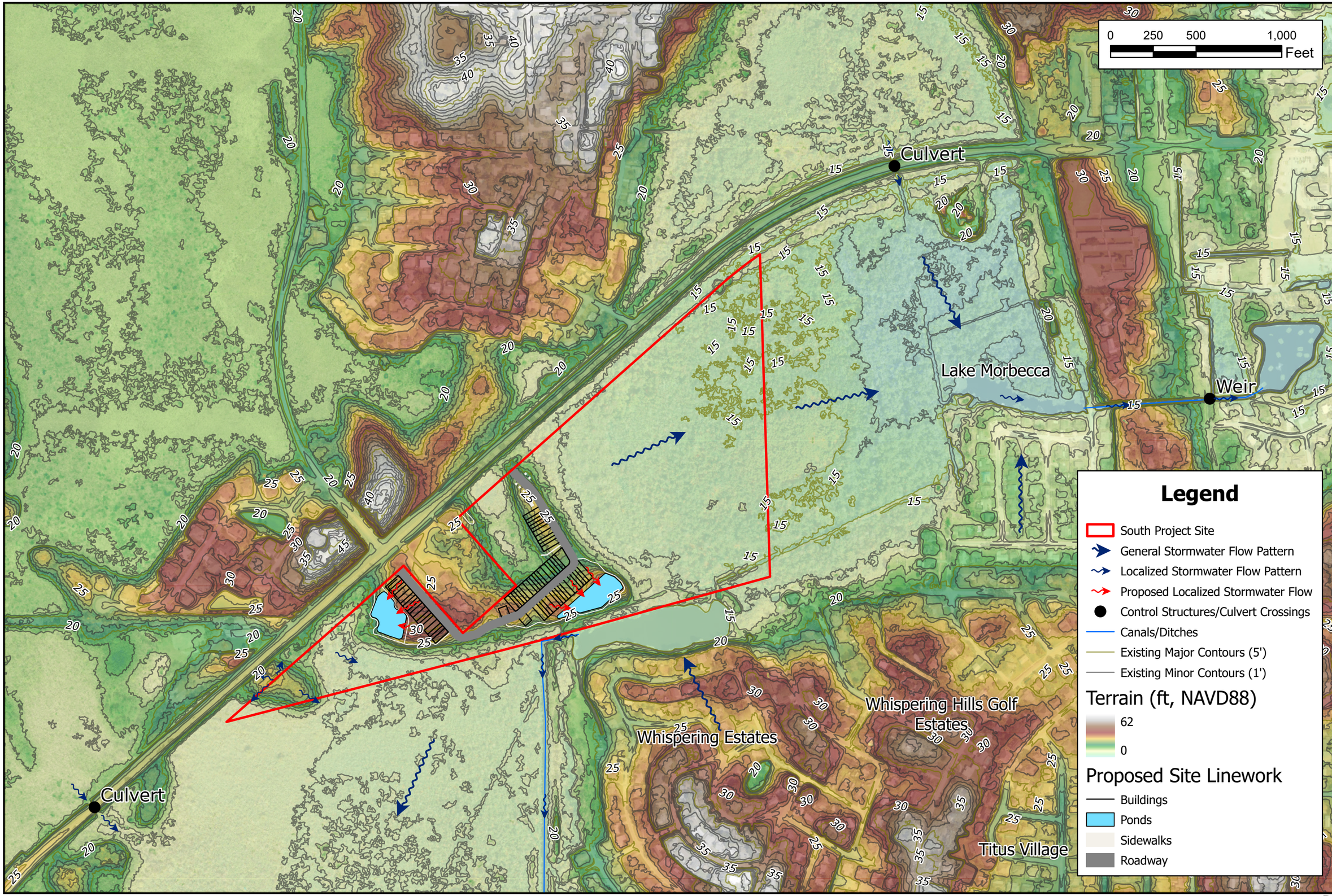
Brevard County, FL

SR405 AND SINGLETON PD
SOUTH PROJECT

EXISTING DRAINAGE AREA MAP

DATE:	JANUARY 2025
DESIGN:	MAR
DRAWN:	MAR
CHECKED:	KT
KH NO.:	147936004

SHEET
2



Kimley»Horn
8201 Peters Road
Suite 2200
Plantation, FL 33324
(954) 535-5100 Phone

N

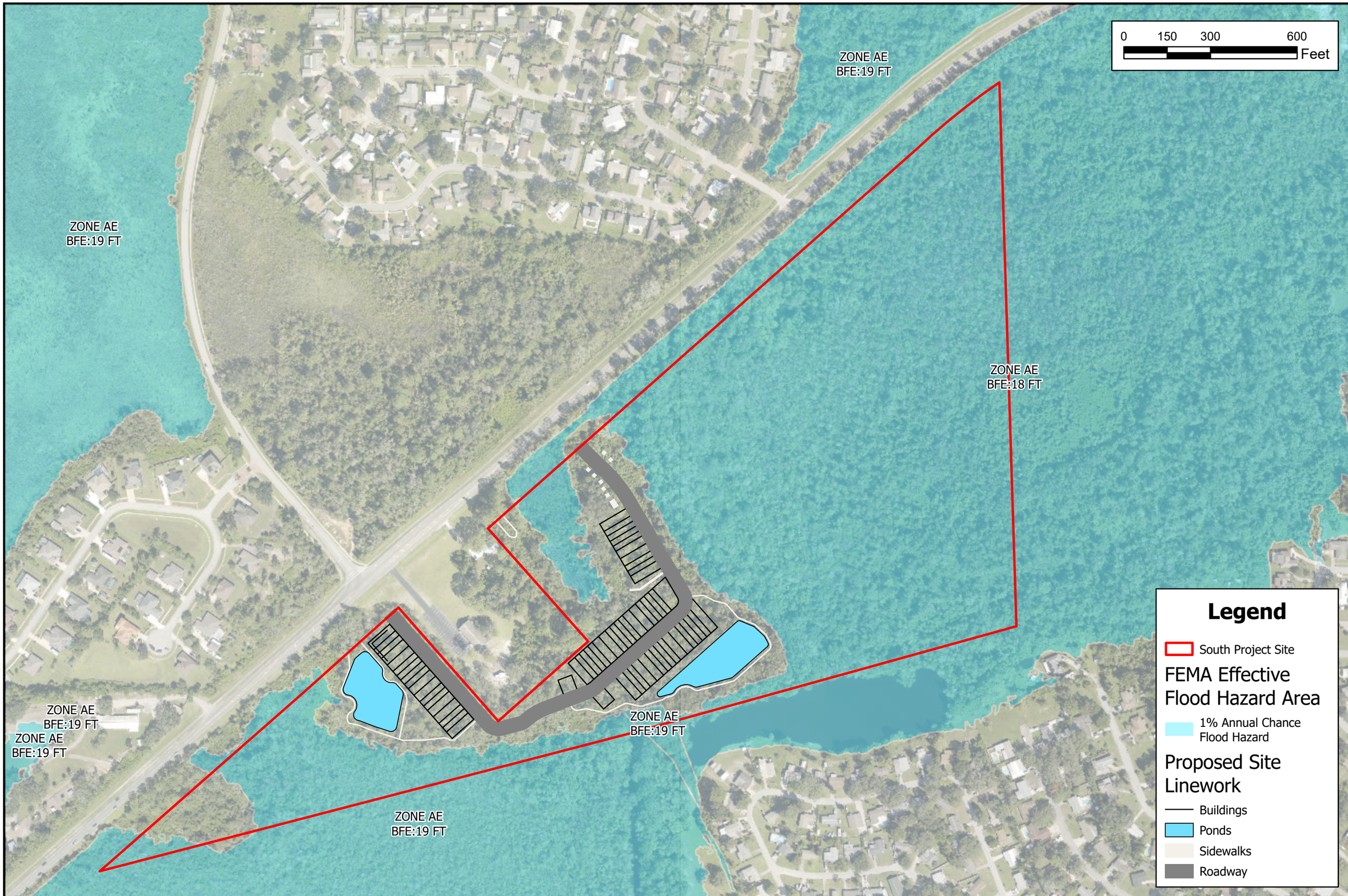
Brevard County, FL

SR405 AND SINGLETON PD
SOUTH PROJECT

PROPOSED DRAINAGE AREA MAP

DATE:	JANUARY 2025
DESIGN:	MAR
DRAWN:	MAR
CHECKED:	KT
KH NO.:	147936004

SHEET
3



Kimley»Horn
8201 Peters Road
Suite 2200
Plantation, FL 33324
(954) 535-5100 Phone

N

Brevard County, FL

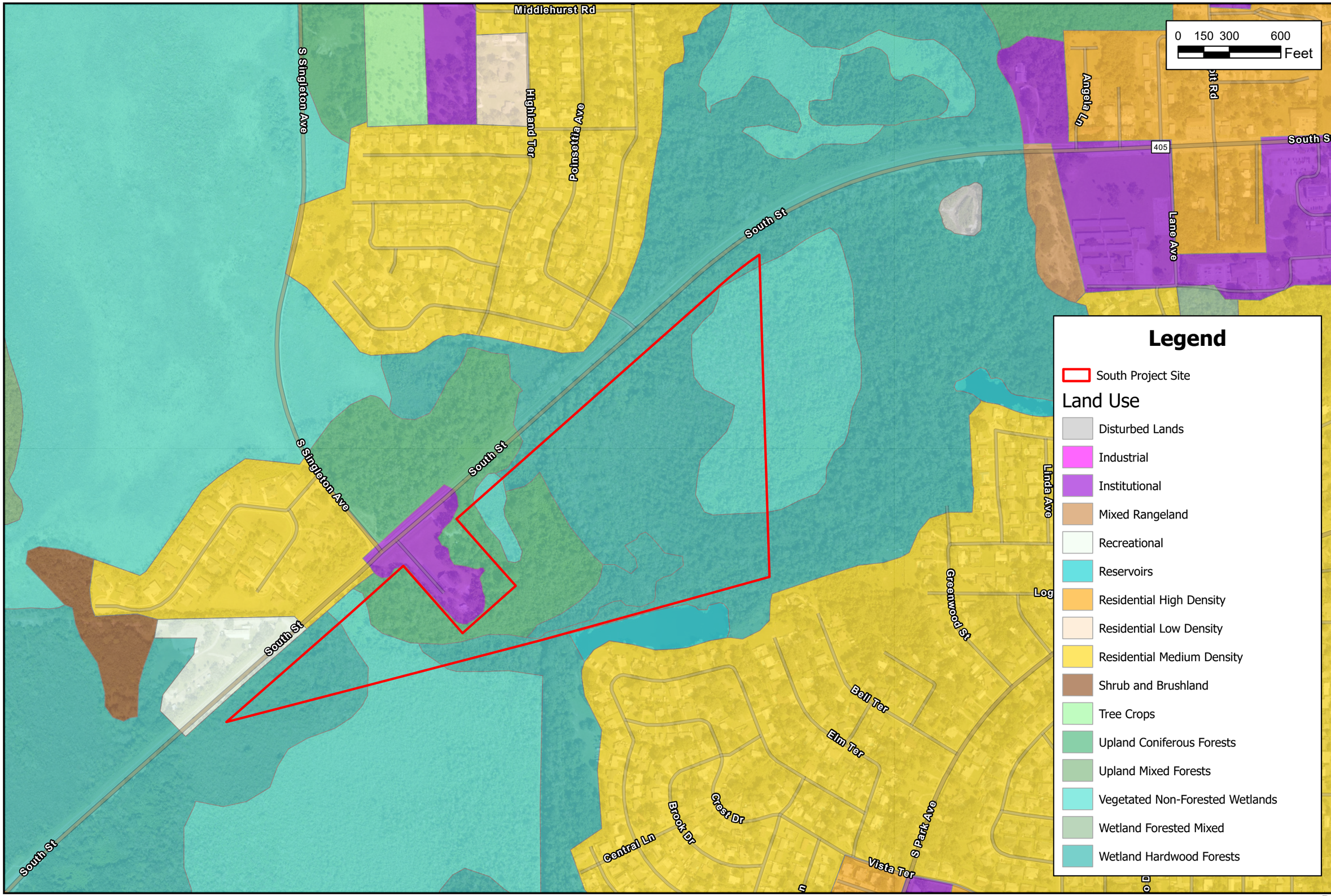
SR405 AND SINGLETON PD SOUTH PROJECT

FEMA FLOOD HAZARD MAP

DATE:	JANUARY 2025
DESIGN:	MAR
DRAWN:	MAR
CHECKED:	KT
KH NO.:	147936004

SHEET

4



Kimley»Horn
8201 Peters Road
Suite 2200
Plantation, FL 33324
(954) 535-5100 Phone

N

Brevard County, FL

SR405 AND SINGLETON PD
SOUTH PROJECT

EXISITING LAND USE MAP

DATE:	JANUARY 2025
DESIGN:	MAR
DRAWN:	MAR
CHECKED:	KT
KH NO.:	147936004

SHEET
5

APPENDIX B – PERMIT DOCUMENTS

16632-1

1729

Technical Staff Report

1729

MANAGEMENT AND STORAGE OF SURFACE WATERS TECHNICAL STAFF REPORT
May 26, 1992

APPLICANT: City of Titusville
555 South Washington Avenue
Titusville, FL 32796

COUNTY: Brevard PROJECT NAME: WATER CONTROL STRUCTURES
SECTION(S): 4, 9 TOWNSHIP(S): 21S RANGE(S): 35E
32 22S 35E
ACRES OWNED: UNKNOWN PROJECT ACREAGE: 993

AUTHORITY: 40C-4.041(2)(b)2, F.A.C.

GENERAL DESCRIPTION OF APPLICATION NO. 4-009-0423AG:
This application is for the installation of two adjustable flashboard weir structures and one fixed weir structure within three drainage ditches located in Titusville.

RECEIVING WATER BODY(IES): Drainage ditches (Class III) ultimately to the Indian River Lagoon

EXISTING LAND USE: Drainage ditches

OPERATION AND MAINTENANCE ENTITY: City of Titusville

STAFF COMMENTS:

This application is for the installation of two adjustable flashboard weir structures and one fixed-elevation weir structure within three separate drainage basins in the City of Titusville. The purpose of the weirs is to store water within the ditches for aquifer recharge purposes and to decrease the probability of salt water intrusion. The applicant proposes to install one control structure within the main drainage ditch in each of the three basins. I-5 is the northern drainage basin, S-3 is the central drainage basin, and I-18 is the southern drainage basin. All three drainage basins ultimately discharge to the Indian River Lagoon.

The main drainage ditch for basin I-5 runs in an east-west direction through the northern half of the basin boundaries. The ditch is approximately 10 feet deep, 25 feet wide, has steep side slopes, and currently contains several inches of flowing water. The ditch bottom is at an elevation of 16.0′ and the top of the bank is at an elevation of 25.0′ NGVD. A cement/sand-bag weir with a control elevation of 17.8′ NGVD has been placed in the ditch at a location near the intersection of Nova Terrace and Starlight Road. This weir was installed by the City of Titusville without a permit.

The main drainage ditch for basin S-3 runs in an east-west direction through the central portion of the basin. This ditch is approximately 10 feet deep, 30 feet wide, has steep side slopes, is vegetated with wild taro (Colocasia esculenta) and currently contains several inches of flowing water. The ditch bottom is at an elevation of 11.5′ and the top of bank is at an elevation of 19.0′ NGVD. An adjustable flashboard weir structure with a maximum control elevation of 15.0′ NGVD is proposed for this drainage basin.

The main drainage ditch for basin I-18 runs in an east-west direction through the central portion of the basin. This ditch is approximately 10 feet deep, 25 feet wide, has steep side slopes, and currently contains approximately 6 inches of flowing water. The ditch bottom is at an elevation of 11.6′ and the top of the bank is at an elevation of 19.4′ NGVD. An adjustable flashboard riser with a maximum weir crest elevation of 16.0′ NGVD Is proposed for this basin.

Water quality standards are not expected to be violated as a result of the installation of the weir structures. The applicant proposes to use silt and erosion control devices during the construction phase of this project.

The City of Titusville has routed the 25-year, 24-hour and 100-year, 24-hour storm events through the three ditch systems. The calculations demonstrate that installation of the weir structures will not cause adverse flooding impacts upstream of the weirs.

The installation of the proposed weir structures will not result in significant functional losses within the ditch system and, therefore, is not expected to adversely affect the habitat, abundance and diversity, or food sources of fish and wildlife. This project, as proposed, is consistent with the objectives and criteria set forth in Chapter 40C-4, F.A.C.

TOTAL WETLANDS INVOLVED: 0.00

TOTAL WETLANDS PRESERVED: 0.00

TOTAL WETLANDS DISTURBED: 0.00

TOTAL WETLANDS LOST: 0.0133

TOTAL WETLANDS RESTORED/CREATED: 0.00

TOTAL WETLANDS ENHANCED: 0.00

RECOMMENDATION: APPROVAL

CONDITIONS FOR APPLICATION NUMBER 4-009-0423AG

GENERAL (SEE CONDITION SHEET): 2-8

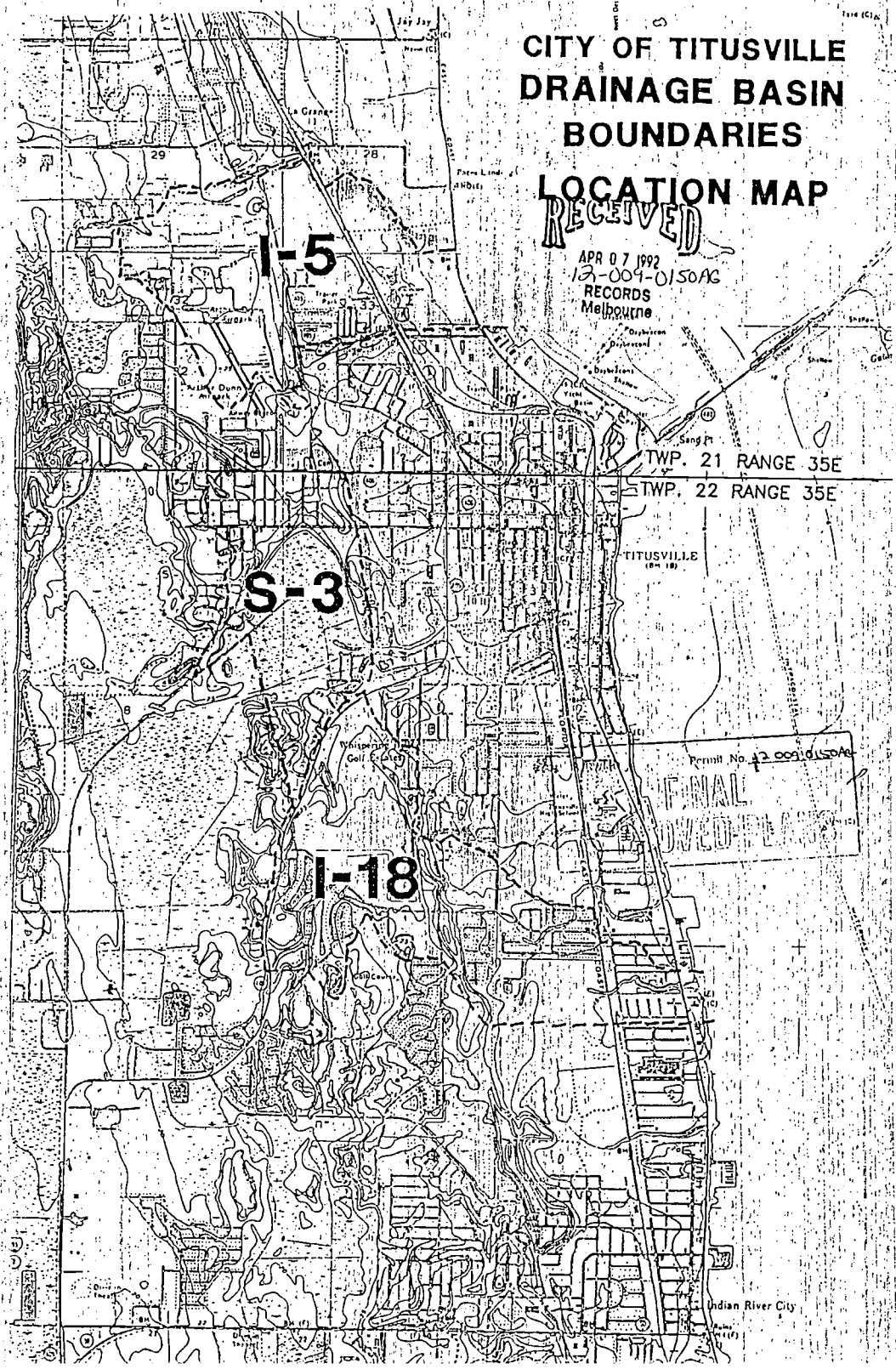
SPECIAL (SEE CONDITION SHEET): 16, 19, 29, 37

OTHER CONDITIONS:

1. The stormwater management system must be constructed as per plans submitted to the District on April 7, 1992.

BROWN/REIBER

CITY OF TITUSVILLE
DRAINAGE BASIN BOUNDARIES
LOCATION MAP



RECEIVED
APR 07 1992
12-009-0150AG
RECORDS
Melbourne

Permit No. 12-009-0150AG
FINAL
APPROVED PLANS

Titusville + Mims QUAD

MANAGEMENT AND STORAGE OF SURFACE WATERS TECHNICAL STAFF REPORT
May 19, 1992

APPLICANT: CITY OF TITUSVILLE
555 SOUTH WASHINGTON AVENUE
TITUSVILLE, FLORIDA 32796

AGENT: CITY OF TITUSVILLE
555 SOUTH WASHINGTON AVENUE
TITUSVILLE, FLORIDA 32796

COUNTY: Brevard PROJECT NAME: WATER CONTROL STRUCTURES
SECTION(S): 4, 9 TOWNSHIP(S): 21S RANGE(S): 35E
32 22S 35E
ACRES OWNED: UNKNOWN PROJECT ACREAGE: 993

AUTHORITY: 40C-4.041(2)(b)2, F.A.C.

GENERAL DESCRIPTION OF APPLICATION NO. 4-009-0423AG:
This application is for the installation of two adjustable flashboard weir structures and one fixed weir structure within three drainage ditches located in Titusville.

RECEIVING WATER BODY(IES): Drainage ditches (Class III) ultimately to the Indian River Lagoon

EXISTING LAND USE: Drainage ditches

OPERATION AND MAINTENANCE ENTITY: City of Titusville

STAFF COMMENTS:

This application is for the installation of two adjustable flashboard weir structures and one fixed-elevation weir structure within three separate drainage basins in the City of Titusville. The purpose of the weirs is to store water within the ditches for aquifer recharge purposes and to decrease the probability of salt water intrusion. The applicant proposes to install one control structure within the main drainage ditch in each of the three basins. I-5 is the northern drainage basin, S-3 is the central drainage basin, and I-18 is the southern drainage basin. All three drainage basins ultimately discharge to the Indian River Lagoon.

The main drainage ditch for basin I-5 runs in an east-west direction through the northern half of the basin boundaries. The ditch is approximately 10 feet deep, 25 feet wide, has steep side slopes, and currently contains several inches of flowing water. The ditch bottom is at an elevation of 16.0′ and the top of the bank is at an elevation of 25.0′ NGVD. A cement/sand-bag weir with a control elevation of 17.8′ NGVD has been placed in the ditch at a location near the intersection of Nova Terrace and Starlight Road. This weir was installed by the City of Titusville without a permit.

The main drainage ditch for basin S-3 runs in an east-west direction through the central portion of the basin. This ditch is approximately 10 feet deep, 30 feet wide, has steep side slopes, is vegetated with wild taro (Colocasia esculenta) and currently contains several inches of flowing water. The ditch bottom is at an elevation of 11.5′ and the top of bank is at an elevation of 19.0′ NGVD. An adjustable flashboard weir structure with a maximum control elevation of 15.0′ NGVD is proposed for this drainage basin.

The main drainage ditch for basin I-18 runs in an east-west direction through the central portion of the basin. This ditch is approximately 10 feet deep, 25 feet wide, has steep side slopes, and currently contains approximately 6 inches of flowing water. The ditch bottom is at an elevation of 11.6′ and the top of the bank is at an elevation of 19.4′ NGVD. An adjustable flashboard riser with a maximum weir crest elevation of 16.0′ NGVD Is proposed for this basin.

Water quality standards are not expected to be violated as a result of the installation of the weir structures. The applicant proposes to use silt and erosion control devices during the construction phase of this project.

The City of Titusville has routed the 25-year, 24-hour and 100-year, 24-hour storm events through the three ditch systems. The calculations demonstrate that installation of the weir structures will not cause adverse flooding impacts upstream of the weirs.

The installation of the proposed weir structures will not result in significant functional losses within the ditch system and, therefore, is not expected to adversely affect the habitat, abundance and diversity, or food sources of fish and wildlife. This project, as proposed, is consistent with the objectives and criteria set forth in Chapter 40C-4, F.A.C.

TOTAL WETLANDS INVOLVED:	UNKNOWN
TOTAL WETLANDS PRESERVED:	UNKNOWN
TOTAL WETLANDS DISTURBED:	0.00
TOTAL WETLANDS LOST:	0.0133
TOTAL WETLANDS RESTORED/CREATED:	0.00
TOTAL WETLANDS ENHANCED:	0.00

RECOMMENDATION: APPROVAL

CONDITIONS FOR APPLICATION NUMBER 4-009-0423AG

GENERAL (SEE CONDITION SHEET): 2-8

SPECIAL (SEE CONDITION SHEET): 16, 19, 29, 37

OTHER CONDITIONS:

1. The stormwater management system must be constructed as per plans submitted to the District on April 7, 1992.

BROWN/REIBER

ERP 4-009-16632-3

16632-3

1728

Permit with conditions

1728

St. Johns River
Water Management District
Kirby B. Green III, Executive Director • John R. Wehle, Assistant Executive Director

Post Office Box 1429 • Palatka, FL 32178-1429 • (386) 329-4500

August 12, 2003

City of Titusville
2836 Garden St
Titusville, FL 32796

SUBJECT: Permit Number 4-009-16632-3
Fresh Water Control Weir

Dear Sir/Madam:

Enclosed is your permit as authorized by the Governing Board of the St. Johns River Water Management District on August 12, 2003.

This permit is a legal document and should be kept with your other important documents. The attached MSSW/Stormwater As-Built Certification Form should be filled in and returned to the Palatka office within thirty days after the work is completed. By so doing, you will enable us to schedule a prompt inspection of the permitted activity.

In addition to the MSSW/Stormwater As-Built Certification Form, your permit also contains conditions which require submittal of additional information. All information submitted as compliance to permit conditions must be submitted to the Palatka office address.

Permit issuance does not relieve you from the responsibility of obtaining permits from any federal, state and/or local agencies asserting concurrent jurisdiction for this work.

In the event you sell your property, the permit can be transferred to the new owner, if we are notified by you within thirty days of the sale. Please assist us in this matter so as to maintain a valid permit for the new property owner.

Thank you for your cooperation and if this office can be of any further assistance to you, please do not hesitate to contact us.

Sincerely,

Gloria Glen Lewis

Gloria Lewis, Director
Permit Data Services Division

Enclosures: Permit with EN Form(s), if applicable

cc: District Permit File

GOVERNING BOARD

Duane Ottenstroer, CHAIRMAN JACKSONVILLE
Ometrias D. Long, VICE CHAIRMAN APOPKA
R. Clay Albright, SECRETARY EAST LAKE WEIR
David G. Graham, TREASURER JACKSONVILLE
W. Michael Branch FERNANDINA BEACH
Jeff K. Jennings MAITLAND
William Kerr MELBOURNE BEACH
Ann T. Moore BUNNELL
Catherine A. Walker ALTAMONTE SPRINGS

ST. JOHNS RIVER WATER MANAGEMENT DISTRICT
Post Office Box 1429
Palatka, Florida 32178-1429

PERMIT NO. 4-009-16632-3 **DATE ISSUED:** August 12, 2003
PROJECT NAME: Fresh Water Control Weir

A PERMIT AUTHORIZING:

Construction of a surface water management system to allow for the installation of adjustable flashboard weirs within two drainage ditches in the City of Titusville to provide additional water storage within the ditches, resulting in an increase in freshwater aquifer recharge, a decrease in the potential for saltwater intrusion and a decrease in freshwater flows to the Indian River Lagoon.

LOCATION:

Section(s): 4, 8 Township(s): 22S Range(s): 35E

Brevard County

ISSUED TO:

City of Titusville
2836 Garden St
Titusville, FL 32796

Permittee agrees to hold and save the St. Johns River Water Management District and its successors harmless from any and all damages, claims, or liabilities which may arise from permit issuance. Said application, including all plans and specifications attached thereto, is by reference made a part hereof.

This permit does not convey to permittee any property rights nor any rights or privileges other than those specified therein, nor relieve the permittee from complying with any law, regulation or requirement affecting the rights of other bodies or agencies. All structures and works installed by permittee hereunder shall remain the property of the permittee.

This permit may be revoked, modified or transferred at any time pursuant to the appropriate provisions of Chapter 373, Florida Statutes:

PERMIT IS CONDITIONED UPON:

See conditions on attached "Exhibit A", dated August 12, 2003

AUTHORIZED BY: St. Johns River Water Management District

Department of Water Resources	Governing Board
By: _____	By: _____
Jeff Elledge	Kirby B. Green III
(Director)	(Assistant Secretary)

"EXHIBIT A"
CONDITIONS FOR ISSUANCE OF PERMIT NUMBER 4-009-16632-3
CITY OF TITUSVILLE
DATED AUGUST 12, 2003

1. All activities shall be implemented as set forth in the plans, specifications and performance criteria as approved by this permit. Any deviation from the permitted activity and the conditions for undertaking that activity shall constitute a violation of this permit.

2. This permit or a copy thereof, complete with all conditions, attachments, exhibits, and modifications, shall be kept at the work site of the permitted activity. The complete permit shall be available for review at the work site upon request by District staff. The permittee shall require the contractor to review the complete permit prior to commencement of the activity authorized by this permit.

3. Activities approved by this permit shall be conducted in a manner which do not cause violations of state water quality standards.

4. Prior to and during construction, the permittee shall implement and maintain all erosion and sediment control measures (best management practices) required to retain sediment on-site and to prevent violations of state water quality standards. All practices must be in accordance with the guidelines and specifications in chapter 6 of the Florida Land Development Manual: A Guide to Sound Land and Water Management (Florida Department of Environmental Regulation 1988), which are incorporated by reference, unless a project specific erosion and sediment control plan is approved as part of the permit, in which case the practices must be in accordance with the plan. If site specific conditions require additional measures during any phase of construction or operation to prevent erosion or control sediment, beyond those specified in the erosion and sediment control plan, the permittee shall implement additional best management practices as necessary, in accordance with the specifications in chapter 6 of the Florida Land Development Manual: A Guide to Sound Land and Water Management (Florida Department of Environmental Regulation 1988). The permittee shall correct any erosion or shoaling that causes adverse impacts to the water resources.

5. Stabilization measures shall be initiated for erosion and sediment control on disturbed areas as soon as practicable in portions of the site where construction activities have temporarily or permanently ceased, but in no case more than 7 days after the construction activity in that portion of the site has temporarily or permanently ceased.

6. At least 48 hours prior to commencement of activity authorized by this permit, the permittee shall submit to the District a Construction Commencement Notice Form No. 40C-4.900(3) indicating the actual start date and the expected completion date.

7. When the duration of construction will exceed one year, the permittee shall submit construction status reports to the District on an annual basis utilizing an Annual Status Report Form No. 40C-4.900(4). These forms shall be submitted during June of each year.

8. For those systems which will be operated or maintained by an entity which will require an easement or deed restriction in order to provide that entity with the authority necessary to operate or maintain the system, such easement or deed restriction, together with any other final operation or maintenance documents as are required by subsections 7.1.1 through 7.1.4 of the Applicant's Handbook: Management and Storage of Surface Waters, must be submitted to the District for approval. Documents meeting the requirements set forth in these subsections of the Applicant's Handbook will be approved. Deed restrictions, easements and other operation and maintenance documents which require recordation either with the Secretary of State or the Clerk of the Circuit Court must be so recorded prior

to lot or unit sales within the project served by the system, or upon completion of construction of the system, whichever occurs first. For those systems which are proposed to be maintained by county or municipal entities, final operation and maintenance documents must be received by the District when maintenance and operation of the system is accepted by the local governmental entity. Failure to submit the appropriate final documents referenced in this paragraph will result in the permittee remaining liable for carrying out maintenance and operation of the permitted system.

9. Each phase or independent portion of the permitted system must be completed in accordance with the permitted plans and permit conditions prior to the initiation of the permitted use of site infrastructure located within the area served by the portion or phase of the system. Each phase or independent portion of the system must be completed in accordance with the permitted plans and permit conditions prior to transfer of responsibility for operation and maintenance of that phase or portion of the system to local government or other responsible entity.

10. Within 30 days after completion of construction of the permitted system, or independent portion of the system, the permittee shall submit a written statement of completion and certification by a registered professional engineer or other appropriate individual as authorized by law, utilizing As Built Certification Form 40C-1.181(13) or 40C-1.181(14) supplied with this permit. When the completed system differs substantially from the permitted plans, any substantial deviations shall be noted and explained and two copies of as-built drawings submitted to the District. Submittal of the completed from shall serve to notify the District that the system is ready for inspection. The statement of completion and certification shall be based on on-site observation of construction (conducted by the registered professional engineer, or other appropriate individual as authorized by law, or under his or her direct supervision) or review of as-built drawings for the purpose of determining if the work was completed in compliance with approved plans and specifications. As-built drawings shall be the permitted drawings revised to reflect any changes made during construction. Both the original and any revised specifications must be clearly shown. The plans must be clearly labeled as "as-built" or "record" drawing. All surveyed dimensions and elevations shall be certified by a registered surveyor. The following information, at a minimum, shall be verified on the as-built drawings:

1. Dimensions and elevations of all discharge structures including all weirs, slots, gates, pumps, pipes, and oil and grease skimmers;

2. Locations, dimensions, and elevations of all filter, exfiltration, or underdrain systems including cleanouts, pipes, connections to control structures, and points of discharge to the receiving waters;

3. Dimensions, elevations, contours, or cross-sections of all treatment storage areas sufficient to determine state-storage relationships of the storage area and the permanent pool depth and volume below the control elevation for normally wet systems, when appropriate;

4. Dimensions, elevations, contours, final grades, or cross-sections of the system to determine flow directions and conveyance of runoff to the treatment system;

5. Dimensions, elevations, contours, final grades, or cross-sections of all conveyance systems utilized to convey off-site runoff around the system;

6. Existing water elevation(s) and the date determined; and Elevation and location of benchmark(s) for the survey.

11. The operation phase of this permit shall not become effective until the permittee has complied with the requirements of general condition 9 above, the District determines the system to be in compliance with the permitted plans, and the entity approved by the District in accordance with subsections 7.1.1 through 7.1.4 of the Applicant's Handbook: Management and Storage of Surface Waters, accepts responsibility for operation and maintenance of the system. The permit may not be transferred to such an approved operation and maintenance entity until the operation phase of the permit becomes effective. Following inspection and approval of the permitted system by the District, the permittee shall request transfer of the permit to the responsible approved operation and maintenance entity, if different from the permittee. Until the permit is transferred pursuant to section 7.1 of the Applicant's Handbook: Management and Storage of Surface Waters, the permittee shall be liable for compliance with the terms of the permit.

12. Should any other regulatory agency require changes to the permitted system, the permittee shall provide written notification to the District of the changes prior implementation so that a determination can be made whether a permit modification is required.

13. This permit does not eliminate the necessity to obtain any required federal, state, local and special district authorizations prior to the start of any activity approved by this permit. This permit does not convey to the permittee or create in the permittee any property right, or any interest in real property, nor does it authorize any entrance upon or activities on property which is not owned or controlled by the permittee, or convey any rights or privileges other than those specified in the permit and chapter 40C-4 or chapter 40C-40, F.A.C.

14. The permittee shall hold and save the District harmless from any and all damages, claims, or liabilities which may arise by reason of the activities authorized by the permit or any use of the permitted system.

15. Any delineation of the extent of a wetland or other surface water submitted as part of the permit application, including plans or other supporting documentation, shall not be considered specifically approved unless a specific condition of this permit or a formal determination under section 373.421(2), F.S., provides otherwise.

16. The permittee shall notify the District in writing within 30 days of any sale, conveyance, or other transfer of ownership or control of the permitted system or the real property at which the permitted system is located. All transfers of ownership or transfers of a permit are subject to the requirements of section 40C-1.612, F.A.C. The permittee transferring the permit shall remain liable for any corrective actions that may be required as a result of any permit violations prior to such sale, conveyance or other transfer.

17. Upon reasonable notice to the permittee, District authorized staff with proper identification shall have permission to enter, inspect, sample and test the system to insure conformity with the plans and specifications approved by the permit.

18. If historical or archaeological artifacts are discovered at any time on the project site, the permittee shall immediately notify the District.

19. The permittee shall immediately notify the District in writing of any previously submitted information that is later discovered to be inaccurate.

20. This permit for construction will expire five years from the date of issuance.

21. All wetland areas or water bodies that are outside the specific limits of construction authorized by this permit must be protected from erosion, siltation, scouring or excess turbidity, and dewatering.

22. Prior to construction, the permittee must clearly designate the limits of construction on-site. The permittee must advise the contractor that any work outside the limits of construction, including clearing, may be a violation of this permit.

23. The proposed surface water management system must be constructed in accordance with the plans and supporting documentation received by the District on June 10, 2003 and July 28, 2003

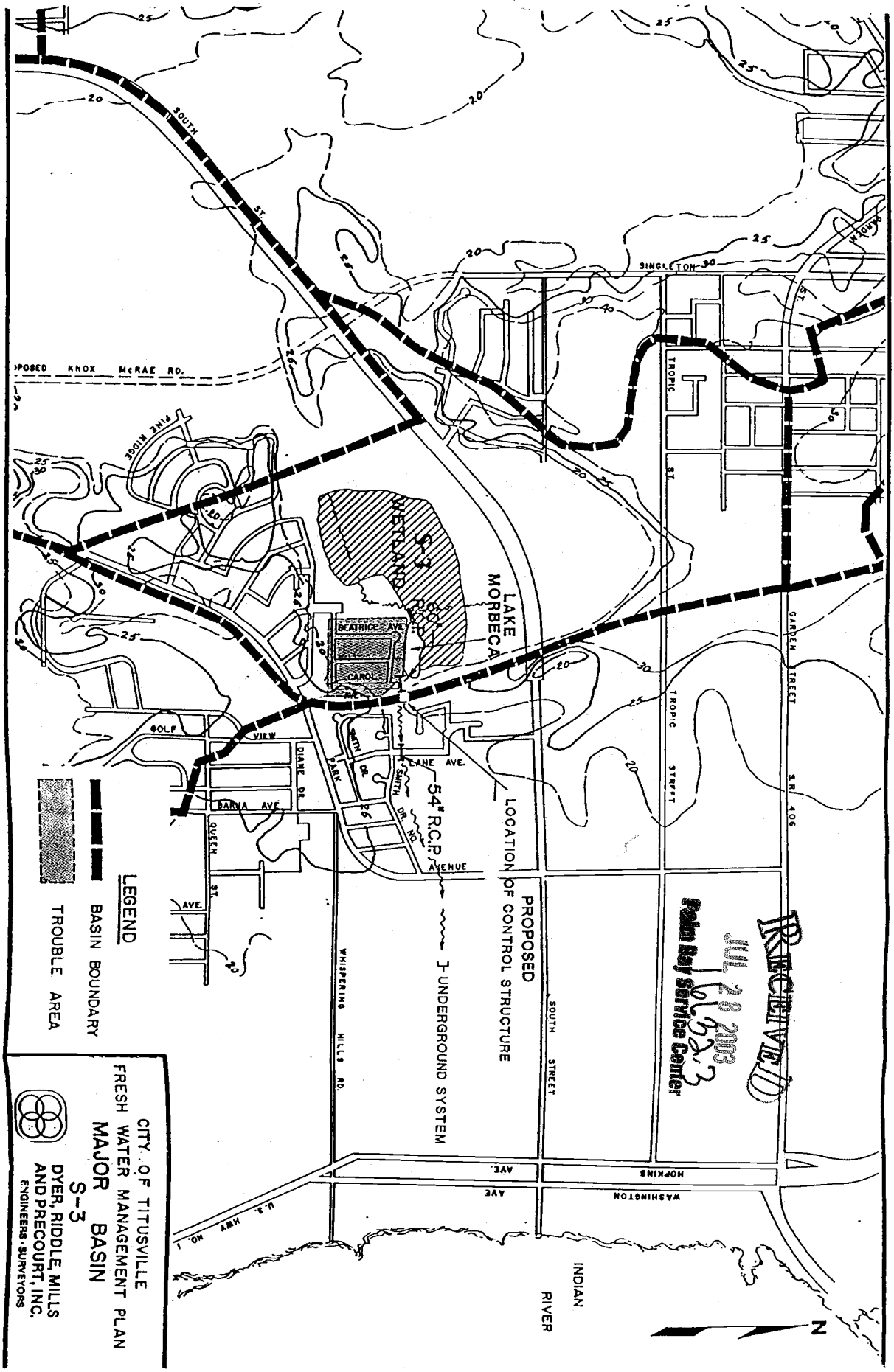

CITY OF TITUSVILLE
FRESH WATER MANAGEMENT PLAN
MAJOR BASIN
S-3
DYER, RIDDLE, MILLS AND PRECOURT, INC.
ENGINEERS · SURVEYORS
LEGEND
BASIN BOUNDARY
TROUBLE AREA
PROPOSED LOCATION OF CONTROL STRUCTURE
UNDERGROUND SYSTEM
54" R.C.P.
LAKE MORBECA
WETLAND
SOUTH ST.
PROPOSED KNOX McRAE RD.
SINGLETON
TROPIC ST.
GARDEN STREET
S.R. 406
HOPKINS AVE.
WASHINGTON AVE
U.S. HWY NO. 1
INDIAN RIVER
SOUTH STREET
WHISPERING HILLS RD.
LANE AVE.
BEATRICE AVE.
CAROL AVE.
GOLF VIEW
DIANE DR.
BARNA AVE.
QUEEN ST.
PARK AVE.
PINE RIDGE
N
RECEIVED
JUL 28 2003
Palm Bay Service Center

EXHIBIT 2

RECEIVED IN PALATKA

MAR 24 2009

REGULATORY INFORMATION MGT.

FOR AGENCY USE ONLY

ACOE Application # _____ SJR Application # 40-009-32050-5

Date Application Received _____ Date Application Received 3-24-09

Proposed Project Lat. ____° ____' ____" Fee Received $ _____

Proposed Project Long. ____° ____' ____" Fee Receipt # _____

Date Received _____ Project Use Codes _____

Assigned Reviewers: _____ Reviewer #s _____

SECTION A

Are any of the activities described in this application proposed to occur in, on, or over wetlands or other surface waters:

X Yes _____ No

A. Type of Environmental Resource Permit Requested (check at least one)

- ____ Noticed General - include information requested in Section B.
- ____ Standard General (Single Family Dwelling) - include information requested in Sections C and D.
- X Standard General (all other projects) - include information requested in Sections C and E.
- ____ Individual (Single Family Dwelling) - include information requested in Sections C and D.
- ____ Individual (all other projects) - include information requested in Sections C and E.
- ____ Conceptual - include information requested in Sections C and E.
- ____ Mitigation Bank Permit (construction) - include information requested in Sections C and F. (If the proposed mitigation bank involves the construction of a surface water management system requiring another permit defined above, check the appropriate box and submit the information requested by the applicable section.)
- ____ Mitigation Bank (conceptual) - include information requested in Sections C and F.
- ____ Standard General Stormwater - include information requested in Sections C and H.
- ____ Individual Stormwater - include information requested in Sections C and H.

B. Type of activity for which you are applying (check at least one)

- X Construction or operation of a new system including dredging or filling in, on or over wetlands and other surface waters.
- ____ Alteration or operation of an existing system which was not previously permitted by a WMD or DEP.
- ____ Modification of a system previously permitted by a WMD or DEP. Provide previous permit numbers.

_____

- ____ Alteration and Operation of a system
- ____ Abandonment of a system
- ____ Removal of a system
- ____ Extension of permit duration
- ____ Construction and operation of additional phases of a system

C. Are you requesting authorization to use State Owned Submerged Lands. _____ **yes** X **no**

(If yes, include the information requested in Section G.)

D. For activities in, on or over wetlands or other surface waters, check type of federal dredge and fill permit requested:

- ____ Individual
- ____ General
- ____ Programmatic General
- X Nationwide

E. Are you claiming to qualify for an exemption? _____ **yes** X **no**

If yes, provide rule number if known. _____

OWNER(s) OF LAND	ENTITY TO RECEIVE PERMIT (IF OTHER THAN OWNER)
NAME **Stockton Whitten**	NAME **Donald R. Lusk**
ADDRESS **2725 Judge Fran Jamieson Way, Bldg. C**	ADDRESS **2725 Judge Fran Jamieson Way, B-203**
CITY, STATE, ZIP **Melbourne, FL 32940**	CITY, STATE, ZIP **Melbourne, FL 32940**
COMPANY and TITLE **Brevard County Board of County Commissioners, Interim County Manager**	COMPANY and TITLE **Brevard County Parks and Recreation Department, Parks and Recreation Department Director**
TELEPHONE **(321) 633-2010** FAX **(321) 633-2111**	TELEPHONE **(321) 633-2046** FAX **(321) 633-2198**
AGENT AUTHORIZED TO SECURE PERMIT (IF AN AGENT IS USED)	**CONSULTANT (IF DIFFERENT FROM AGENT)**
NAME	NAME **Robert M. Moon, P.E.**
COMPANY and TITLE	COMPANY and TITLE **Dyer, Riddle, Mills, and Precourt, Inc.** **Project Manager**
ADDRESS	ADDRESS **941 Lake Baldwin Lane**
CITY, STATE, ZIP	CITY, STATE, ZIP **Orlando, FL 32814**
TELEPHONE ( ) FAX ( )	TELEPHONE **(407) 896-0594** FAX **(407) 896-4836**

Name of project, including phase if applicable **Brevard County Senior Center**

Is this application for part of a multi-phase project? ___ yes **X** no

Total applicant-owned area contiguous to the project **12.56** acres

Total project area for which a permit is sought **12.56** acres

Impervious area for which a permit is sought **12.56** acres

What is the total area (metric equivalent for federally funded projects) of work in, on or over wetlands or other surface waters?

1.78 acres _____ square feet _____ hectares _____ square meters

If a docking facility, the number of proposed new slips **N/A**

Project location (use additional sheets, if needed)

County(ies) **Brevard County**

Section(s) **22** Township **35** Range **04**

Section(s) _____ Township _____ Range _____

Land Grant name, if applicable **N/A**

Tax Parcel Identification Number _____

Street address, road or other location **909 Lane Ave, Titusville**

City, Zip Code if applicable **Titusville, Florida 32780**

Describe in general terms the proposed project, system or activity.

As part of a FDEP stormwater improvement grant project, Brevard County Public Works Department proposes to construct a stormwater pond facility directly south of the existing Brevard County Senior Center. In addition to the reduction of pollutant loads which currently drain directly into the Indian River, the pond is anticipated to alleviate flooding conditions during large storm events for the surrounding area. To allow access around the pond, improvement to an existing trail is also proposed by constructing sidewalk and boardwalk paths surrounding the pond's edge.

If there have been any pre-application meetings, including at the project site, with regulatory staff, please list the date(s), locations(s), and names of key staff and project representatives.

***November 19, 2008: Pre-Application Meeting at SJRWMD Palm Bay office; Attendees included Jaime Zsiros (SJRWMD), Gretchen Reinertson (SJRWMD), Robby Moon (DRMP), Rodolfo Pacheco (DRMP) Gene Williford (DRMP), George McLatchey (DRMP), Chuck Mays (Brevard County Parks and Recreation Department), Chuck Denman (City of Titusville Public Works Department), Joe Morgan (KZF).**

***December 9, 2008: Field Meeting at Project Site. Attendees included Jaime Zsiros (SRJWMD) and Hannah Hernandez (DRMP)**

***January 9, 2008: Field Meeting at Project Site: Attendees included Jaime Zsiros (SJRWMD), Susan Moore (SJRWMD), Hannah Hernandez (DRMP), Chuck Mays (Brevard County Parks and Recreation Department), Chuck Denman (City of Titusville Public Works Department), Joe Morgan (KZF).**

Please identify by number any MSSW/Wetland Resource/ERP/ACOE permits pending, issued or denied for projects at the location, and any related enforcement actions.

Agency	Date	No.\Type of Application	Action Taken (Pending/Issued/Denied)

Note: The following information is required for projects proposed to occur in, on or over wetlands or other surface waters that need a federal dredge and fill permit and/or authorization to use state-owned submerged lands. Please provide the names, addresses and zip codes of property owners whose property directly adjoins the project (excluding applicant). Please attach a plan view showing the owner's names and adjoining property lines. Attach additional sheets if necessary.

1. _____

2. _____

3. _____

4. _____

By signing this application form, I am applying, or I am applying on behalf of the applicant, for the permit and any proprietary authorizations identified above, according to the supporting data and other incidental information filed with this application. I am familiar with the information contained in this application and represent that such information is true, complete and accurate. I understand this is an application and not a permit, and that work prior to approval is a violation. I understand that this application and any permit issued or proprietary authorization issued pursuant thereto, does not relieve me of any obligation for obtaining any other required federal, state, water management district or local permit prior to commencement of construction. I agree, or I agree on behalf of my corporation, to operate and maintain the permitted system unless the permitting agency authorizes transfer of the permit to a responsible operation entity. I understand that knowingly making any false statement or representation in this application is a violation of Section 373.430, F.S. and 18 U.S.C. Section 1001.

Donald R. Lusk
Typed/Printed Name of Applicant (If no Agent is used) or Agent (If one is so authorized below)

Signature of Applicant/Agent — 3/12/08 Date

Parks and Recreation Department Director
(Corporate Title if applicable)

AN AGENT MAY SIGN ABOVE ONLY IF THE APPLICANT COMPLETES THE FOLLOWING:

I hereby designate and authorize the agent listed above to act on my behalf, or on behalf of my corporation, as the agent in the processing of this application for the permit and/or proprietary authorization indicated above; and to furnish, on request, supplemental information in support of the application. In addition, I designate and authorize the above-listed agent to bind me, or my corporation, to perform any requirement which may be necessary to procure the permit or authorization indicated above. I understand that knowingly making any false statement or representation in this application is a violation of Section 373.430, F.S. and 18 U.S.C. Section 1001.

Typed/Printed Name of Applicant — Signature of Applicant — Date

(Corporate Title if applicable)

Please note: The applicant's original signature (not a copy) is required above.

PERSON AUTHORIZING ACCESS TO THE PROPERTY MUST COMPLETE THE FOLLOWING:

I either own the property described in this application or I have legal authority to allow access to the property, and I consent, after receiving prior notification, to any site visit on the property by agents or personnel from the Department of Environmental Protection, the Water Management District and the U.S. Army Corps of Engineers necessary for the review and inspection of the proposed project specified in this application. I authorize these agents or personnel to enter the property as many times as may be necessary to make such review and inspection. Further, I agree to provide entry to the project site for such agents or personnel to monitor permitted work if a permit is granted.

Donald R. Lusk — Signature — 3/12/08 Date
Typed/Printed Name

Parks and Recreation Department Director
(Corporate Title if applicable)

Item: 9.B

City of Titusville

"Gateway to Nature and Space"

REPORT

To: Members of the Planning and Zoning Commission

From:

Subject: **Cancel December 17, 2025 Commission meeting**

Department/Office: Community Development

Recommended Action:

Summary Explanation & Background:

Alternatives:

Item Budgeted:

Source/Use of Funds/Budget Book Page:

Strategic Plan:

Strategic Plan Impact:

ATTACHMENTS:
None