



AGENDA

PLANNING AND ZONING BOARD/LOCAL PLANNING AGENCY

Regular Meeting 2023-10
October 4, 2023 - 6:00 PM

City Hall Council Chambers, 120 Malabar Road SE

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

ROLL CALL:

ADOPTION OF MINUTES:

1. **Regular Meeting 2023-09, September 5, 2023**

ANNOUNCEMENTS:

OLD/UNFINISHED BUSINESS:

1. ****V23-00006 – River’s Edge – Florida Institute of Technology, Robert King, President (David Bassford, P.E., MBV Engineering, Inc., Rep.) – A Variance to allow three proposed parking garage buildings to encroach 20 feet into the 20-foot front-yard setback for accessory structures, as established by Section 185.058(F)(8)(e) of the Palm Bay Code of Ordinances. A portion of Lots 6 and 10, Hopson’s Subdivision, Section 24, Township 28, Range 37, Brevard County, Florida, containing approximately 6.92 acres. Located west of and adjacent to Dixie Highway NE, in the vicinity of Anglers Drive NE, specifically at 4400 Dixie Highway NE**
2. ****CU23-00003 – REQUEST TO CONTINUE TO 11/01 P&Z - Emerson Plaza - Sunrise Plaza Enterprise, Inc., Nazim Ali, President, (Richard Franzblau, Esq., Rep.) - A Conditional Use to allow retail automotive gas/fuel sales in an NC, Neighborhood Commercial District, in accordance with Section 185.042(D)(1) of the Palm Bay Code of Ordinances. A portion of Tract I, Port Malabar Unit 44, Section 22, Township 28, Range 36, Brevard County, Florida, containing approximately 3 acres. Located at the southwest corner of Glencove Avenue NW and Emerson Drive NW**

NEW BUSINESS:

1. ****FS23-00005 – Cypress Bay Commercial Center Phase 1 - CHM Palm Bay LLC, Miles E. Cullom, Jr., president (Jason Kendall, CPWG Engineering, Inc. Rep.) - A Final Plat to allow for a proposed 8-lot commercial subdivision to be known as Cypress Bay Commercial Center Phase 1. Tax Parcels 503 and 504, Section 03, Township 30, Range 37, Brevard County, Florida, containing approximately 24.49 acres. Located at the northeast corner of the intersection at St. Johns Heritage Parkway SE and Babcock**

Street

2. ****CU23-00007 – Palm Bay Life Storage - Ascot Palm Bay Holdings, LLC, Gary Smigiel (Chris Pontello, P.E., BGE, Inc., Rep.) - A Conditional Use to allow a self-storage facility in a CC, Community Commercial District, in accordance with Section 185.043(D)(9) of the Palm Bay Code of Ordinances - A portion of Tract I, Port Malabar Unit 44, Section 22, Township 28, Range 36, Brevard County, Florida, containing approximately 3 acres. Located at the southwest corner of Glencove Avenue NW and Emerson Drive NW**
3. ****CU23-00013 - Palm Coast Mini-Storage - Dan-Nico Properties, LLC, Brian Herbert (Jake Wise, P.E., Construction Engineering Group, Inc., Rep.) - A Conditional Use to allow a proposed self-storage facility in a GC, General Commercial District, in accordance with Section 185.054(D)(9) of the Palm Bay Code of Ordinances. Lots 23 through 25, Block 1990, Port Malabar Unit 40, Section 03, Township 29, Range 37, Brevard County, Florida, containing approximately 2.03 acres. Located west of and adjacent to Martin Road SE, in the vicinity east of Babcock Street SE**
4. ****PS23-00008 – Lipscomb Street Townhomes - Paul Daly and Don Ballew (reps. Kimberly Rezanka, Lacey Lyons Rezanka Attorneys At Law / Aaron Struckmeyer, Pulte Home Company, LLC / Chris Ossa, P.E. and Kinan Husainy, P.E., Kimley Horn & Associates, Inc.) - A Preliminary Subdivision Plan to allow for a proposed 202-unit townhome development to be known as Lipscomb Street Townhomes. Tracts 6 and 5 of Palm Bay Colony Section 3 and Tracts 4 and 3 of Palm Bay Colony Section 2, all in Section 14, Township 28, Range 37, Brevard County, Florida, containing approximately 24.56 acres. Located east of and adjacent to Lipscomb Street NE, in the vicinity west of Mango Street NE**
5. **T23-00018 - Right of Way Parameters - City of Palm Bay (Growth Management Department) - A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 179: Streets and Other Rights-Of-Way to incorporate a new Section 179.016 on conditions governing applications and procedures and renumbering Sections 179.016 through 179.022.**
6. **T23-00024 - WITHDRAWN - Change of Use - City of Palm Bay (Growth Management Department) - A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Change of Use' and 'Change of Occupancy'; and to establish Section 185.019, Change of Use, to add new language to the Land Development Code related to change of use or occupancy within an existing site**
7. **T23-00026 - Small Event Space - City of Palm Bay (Growth Management Department) - A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Small Event Space'; and to amend Section 185.042(B), Neighborhood Commercial District, Principal Uses and Structures, to add a new use to the zoning district, Small Event Space**

OTHER BUSINESS:

ADJOURNMENT:

If an individual decides to appeal any decision made by the Planning and Zoning Board/Local Planning Agency with respect to any matter considered at this meeting, a record of the proceedings will be required and the individual will need to ensure that a verbatim transcript of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based (FS

286.0105). Such person must provide a method for recording the proceedings verbatim.

Any aggrieved or adversely affected person desiring to become a party in the quasi-judicial proceeding shall provide written notice to the city clerk which notice shall, at a minimum, set forth the aggrieved or affected person's name, address, and telephone number, indicate how the aggrieved or affected person qualifies as an aggrieved or affected person and indicate whether the aggrieved or affected person is in favor of or opposed to the requested quasi-judicial action. The required notice must be received by the clerk no later than five (5) business days at the close of business, which is 5 p.m., before the hearing. (Section 59.03, Palm Bay Code of Ordinances)

In accordance with the Americans with Disabilities Act, persons needing special accommodations for this meeting shall, at least 48 hours prior to the meeting, contact the Land Development Division at (321) 733-3042 or Florida Relay System at 711.

If you use assistive technology (such as a Braille reader, a screen reader, or TTY) and the format of any material on this website or documents contained therein interferes with your ability to access information, please contact us. To enable us to respond in a manner most helpful to you, please indicate the nature of your accessibility problem, the preferred format in which to receive the material, the web address of the requested material, and your contact information. Users who need accessibility assistance can also contact us by phone through the Federal Information Relay Service at 1-800-877-8339 for TTY/Voice communication.

****Quasi-Judicial Proceeding.**



MEMORANDUM

DATE: October 4, 2023

SUBJECT: Regular Meeting 2023-09, September 5, 2023

ATTACHMENTS:

Description

- ▣ **P&Z/LPA Minutes - Regular Meeting 2023-09; September 5, 2023**

CITY OF PALM BAY, FLORIDA
PLANNING AND ZONING BOARD/
LOCAL PLANNING AGENCY
REGULAR MEETING 2023-09

Held on Tuesday, September 5, 2023, in the City Hall Council Chambers, 120 Malabar Road SE, Palm Bay, Florida.

This meeting was properly noticed pursuant to law; the minutes are on file in the Land Development Division, Palm Bay, Florida. The minutes are not a verbatim transcript but a brief summary of the discussions and actions taken at this meeting.

Chairperson Leeta Jordan called the meeting to order at approximately 6:00 p.m.

Mr. Randall Olszewski led the Pledge of Allegiance to the Flag.

ROLL CALL:

CHAIRPERSON:	Leeta Jordan	Present	
VICE CHAIRPERSON:	Philip Weinberg	Present	
MEMBER:	Donald Boerema	Present	
MEMBER:	Robert Good	Absent	(Excused)
MEMBER:	Jeffrey McLeod	Present	
MEMBER:	Randall Olszewski	Present	
MEMBER:	Rainer Warner	Absent	(Excused)
NON-VOTING MEMBER:	David Karaffa	Absent	
	(School Board Appointee)		

The absences were excused for Mr. Good and Mr. Warner.

CITY STAFF: Present were Mr. Jesse Anderson, Ph.D., Assistant Growth Management Director; Ms. Alexandra Bernard, Principal Planner; Mr. Stephen White, Senior Planner; Ms. Tania Ramos, Senior Planner; Ms. Kimberly Haigler, GIS Planner; Ms. Chandra Powell, Recording Secretary; Mr. Michael Rodriguez, Chief Deputy City Attorney.

ADOPTION OF MINUTES:

1. Regular Planning and Zoning Board/Local Planning Agency Meeting 2023-08; August 2, 2023.

Motion to approve the minutes as presented.

Motion by Mr. Weinberg, seconded by Mr. Boerema. Motion carried with members voting as follows:

Aye: Jordan, Weinberg, Boerema, McLeod, Olszewski.

ANNOUNCEMENTS:

1. Ms. Jordan addressed the audience on the meeting procedures and explained that the Planning and Zoning Board/Local Planning Agency consists of volunteers who act as an advisory board to the City Council.
2. Ms. Jordan announced the request to continue New Business Item 1, Case CU23-00003, to the October 4, 2023 Planning and Zoning Board meeting. Board action was required to continue the case.

Motion to continue Case CU23-00003 to the October 4, 2023 Planning and Zoning Board meeting.

Motion by Mr. Weinberg, seconded by Mr. Boerema. Motion carried with members voting as follows:

Aye: Jordan, Weinberg, Boerema, McLeod, Olszewski.

City Council will hear Case CU23-00003 on October 19, 2023.

3. Ms. Jordan announced that New Business Item 3, Case V23-00006, was continued to the October 4, 2023 Planning and Zoning Board meeting. No board action was required to continue the case.

OLD/UNFINISHED BUSINESS:

1. **CP23-00014 - Eldron Storage - KEW, LLC, Michael Erdman (Kimberly Rezanka, Lacey Lyons Rezanka Attorneys At Law, Rep.) - A Small-Scale Comprehensive Plan Future Land Use Map Amendment from Low-Density Residential and Commercial to Commercial. Tract I-3, Bayside Lakes Commercial Center**

Phase 2, Section 19, Township 29, Range 37, Brevard County, Florida, containing approximately 7.43 acres. Located west of and adjacent to Eldron Boulevard SE, in the vicinity north of the intersection of Eldron Boulevard SE and Bayside Lakes Boulevard SE

Ms. Haigler presented the staff report for Case CP23-00014. Staff recommended Case CP23-00014 for approval.

Mr. Olszewski wanted to confirm that the subject site was properly advertised as west of Eldron Boulevard SE as the location in the staff report was described as east of Eldron Boulevard SE. Ms. Haigler indicated that the location was properly advertised.

Ms. Kimberly Rezanka, Lacey Lyons Rezanka Attorneys At Law (representative for the applicant), provided the board with a conceptual plan for the subject site. She explained that a property split had been done for the overall site, and the subject request was only for the west 3.94 acres adjacent to the Devonwood Court SE cul-de-sac. A self-storage facility was the intended use of the property and would consist of six single-story buildings, an office, covered boat and RV storage, and mini-storage units. More details would be provided during a future Final Development Plan submittal. She stated how the area residents at the Citizen Participation Plan meeting had preferred the storage proposal than having 37 potential homes on the overall 7.5-acre site. Eldron Boulevard SE would be the only property access.

Mr. Weinberg inquired about the number of units planned for the facility and if the RV storage would have exterior access. Ms. Rezanka indicated that there were 205 individual storage units and 146 covered RV and boat units proposed. The facility would be interior access only, and the covered RV and boat storage would be placed in the middle of the site to block visibility.

The floor was opened for public comments, and there was one item of correspondence in the file in opposition to the request.

Mr. Walter Krenisky (resident at Brightwater Drive SE) spoke against the request. He provided the board with photographs to show how the beautiful view from his

property would be affected by the removal of trees, and he was concerned about parking lot lighting.

Mr. Chris Baptist (resident at Devonwood Court SE) spoke against the request. He stated that the project could significantly block the nice view that the area residents had paid for. He did not want the tree line along the property edge to be torn apart, and he recommended a barrier between the commercial development and residential yards.

In response to the comments from the audience, Ms. Rezanka stated that the residential area would be buffered by approximately 86 feet, preserved trees, and landscaping. More project details would be provided during a future Final Development Plan submittal.

The floor was closed for public comments.

Motion by Mr. Weinberg to submit Case CP23-00014 to City Council for approval.

Mr. Weinberg noted that more clearing would have been necessary if the site was developed for single-family homes. Storage facilities produced very little traffic and would not be disruptive to the neighborhood.

A vote was called on the motion to submit Case CP23-00014 to City Council for approval.

Motion by Mr. Weinberg, seconded by Mr. Olszewski. Motion carried with members voting as follows:

Aye: Jordan, Weinberg, Boerema, McLeod, Olszewski.

NEW BUSINESS:

1. ****CU23-00003 – Emerson Plaza - Sunrise Plaza Enterprise, Inc., Nazim Ali, President, (Richard Franzblau, Esq., Rep.) - A Conditional Use to allow retail automotive gas/fuel sales in an NC, Neighborhood Commercial District, in accordance with Section 185.042(D)(1) of the Palm Bay Code of Ordinances. A portion of Tract I, Port Malabar Unit 44, Section 22, Township 28, Range 36,**

Brevard County, Florida, containing approximately 3 acres. Located at the southwest corner of Glencove Avenue NW and Emerson Drive NW

Continuance of Case CU23-00003 was discussed under Announcements, Item 2.

2. ****FD23-00007 - Chaparral Amenity Center - Chaparral Properties LLC, John Ryan (Jake Wise, P.E., Construction Engineering Group, LLC, Rep.) – A Final Development Plan to allow development of an Amenity Center for the Chaparral Planned Unit Development. A portion of Tax Parcel 750, Section 4, Township 29, Range 36, Brevard County, Florida, containing approximately 6.66 acres. Located south of and adjacent to Abilene Drive SW, in the vicinity south of Malabar Road SW**

Mr. White presented the staff report for Case FD23-00007. Staff recommended Case FD23-00007 for approval.

Mr. Joseph Nagy, P.E., Construction Engineering Group, LLC (civil engineer and representative for the project) stated that the proposed amenity center would be for the overall 246-acre Chaparral development, and construction of the amenity center would occur with Phases IV and V.

The floor was opened for public comments, and there was no correspondence in the file.

Mr. Spencer Campbell (resident at Diablo Circle SW) inquired about liability fees being transferred to the residents.

The floor was closed for public comments.

Motion by Mr. Weinberg to submit Case FD23-00007 to City Council for approval.

Mr. Weinberg noted that amenity fees were typically paid through the homeowners' association.

A vote was called on the Motion to submit Case FD23-00007 to City Council for approval.

Motion by Mr. Weinberg, seconded by Mr. Boerema. Motion carried with members voting as follows:

Aye: Jordan, Weinberg, Boerema, McLeod, Olszewski.

3. ****V23-00006 – CONTINUED TO 10/04 P&Z - River's Edge Mixed Use – Florida Institute of Technology, Robert King, President (David Bassford, P.E., MBV Engineering, Inc., Rep.) – A Variance to allow three proposed parking garage buildings to encroach 20 feet into the 20-foot front-yard setback for accessory structures, as established by Section 185.058(F)(8)(e) of the Palm Bay Code of Ordinances. A portion of Lots 6 and 10, Hopson's Subdivision, Section 24, Township 28, Range 37, Brevard County, Florida, containing approximately 6.92 acres. Located west of and adjacent to Dixie Highway NE, in the vicinity of Anglers Drive NE, specifically at 4400 Dixie Highway NE**

Continuance of Case V23-00006 was discussed under Announcements, Item 3.

4. ****FS23-00007 – Timbers at Everlands Phase 1C - DRP FL 6, LLC, Brian Clauson, Authorized Manager (Ana Saunders, P.E., BSE Consultants, Inc., Rep.) A Final Plat to allow for a proposed 77-lot single-family residential subdivision called Timbers at Everlands Phase 1C. A replat of a portion of Tract FD1, Timbers at Everlands Phase 1A, Section 28, Township 28, Range 36, Brevard County, Florida, containing approximately 21.25 acres. Located east of St. Johns Heritage Parkway NW and north of Pace Drive NW**

Ms. Bernard presented the staff report for Case FS23-00007. Staff recommended Case FS23-00007 for approval.

Ms. Ana Saunders, P.E., BSE Consultants, Inc. (representative for the applicant), stated that the subject request was an additional phase of the Timbers at Everlands development. Phases 1A and 1B were already recorded.

Mr. Olszewski wanted to know the age restriction for residents in the development, the number of lots that would be age restricted, and if the project was part of the development to the west. Ms. Saunders stated that the entire 840-lot development would be age restricted. There was no hardline on the age requirement, but the age

restriction for the community would likely be 55-plus. She explained that the project was separate from the west development.

The floor was opened for public comments, and there was no correspondence in the file.

Mr. James Flynn (resident at Early Drive NW) spoke against the request. He stated that St. Johns Heritage Parkway was like a parking lot in the mornings, especially with the high school traffic. He wanted to know how the additional traffic would be addressed.

Ms. Susan Connolly (resident at Dixie Highway NE) commented on the large phases that were allowed to occur for developments. She was pleased, however, that the subject development would be required to have City sewer.

In response to the comments from the audience, Ms. Saunders detailed the levels of approvals and requirements the project had met over time through the various development stages, and how the development was actively under construction. A traffic study that assessed the entire development area had been done and a proportionate fair share agreement was being finalized with the City Attorney. Some offsite related improvements included turn lanes along St. Johns Heritage Parkway NW at the main entrance and minor widening and turn lane improvements along Emerson Drive NW. She noted that the age-restricted community would have no additional impact on schools.

The floor was closed for public comments.

Mr. Olszewski stated how the project had already been approved and theoretically added to the City's traffic load. Although the impact of adding more traffic onto the St. Johns Heritage Parkway and the lack of fire services in the area continued to be a concern, the subject request was simply to plat the specific development phase.

Motion to submit Case FS23-00007 to City Council for approval.

Motion by Mr. Weinberg, seconded by Mr. Olszewski. Motion carried with members voting as follows:

Aye: Jordan, Weinberg, Boerema, McLeod, Olszewski.

5. ****FS23-00008 – Timbers at Everlands Phase 2 - DRP FL 6, LLC, Brian Clauson, Authorized Manager (Ana Saunders, P.E., BSE Consultants, Inc., Rep.) A Final Plat to allow for a proposed 196-lot single-family and multiple-family residential subdivision called Timbers at Everlands Phase 2. A replat of a portion of Tract FD1, Timbers at Everlands Phase 1A, Section 28, Township 28, Range 36, Brevard County, Florida, containing approximately 107.05 acres. Located east of St. Johns Heritage Parkway NW and north of Pace Drive NW**

Ms. Bernard presented the staff report for Case FS23-00008. Staff recommended Case FS23-00008 for approval.

Mr. McLeod inquired about the completion dates for future Phases 3 and 4 of the development, and he wanted to know if the development included improvements to the St. Johns Heritage Parkway outside of providing turn lanes.

Ms. Ana Saunders, P.E., BSE Consultants, Inc. (representative for the applicant) stated that the construction timeline to complete the development in Phases 3 and 4 would likely occur in 2025, and the development had no additional improvements planned for the Parkway outside of adding turn lanes. A traffic analysis that encompassed the entire development had been reviewed by the City Engineer and had undergone multiple iterations before approval, which had locked in the allocated needs the particular project was required to meet.

The floor was opened for public comments.

Mr. James Flynn (resident at Early Drive NW) spoke against the request. He remarked on the massive amount of traffic that occurred each day at the intersection of St. Johns Heritage Parkway and Malabar Road when the high school let out. A traffic light was needed at the intersection, and the City should plan to have infrastructure in place before allowing projects to occur.

In response to the comments from the audience, Ms. Saunders stated that the development began over 20 years ago before the St. Johns Heritage Parkway was planned. Efforts on behalf of the development included a 200-foot right-of-way

donation to the Parkway. She explained that the Parkway would eventually be six-laned, and the City was pursuing other funding and improvement methods, including a traffic signal at the Malabar Road intersection.

The floor was closed for public comments.

Mr. Weinberg commented that the Space Coast Transportation Planning Organization was working on funding for widening the Parkway.

Motion to submit Case FS23-00008 to City Council for approval.

Motion by Mr. Weinberg, seconded by Mr. Olszewski. Motion carried with members voting as follows:

Aye: Jordan, Weinberg, Boerema, McLeod, Olszewski.

6. **T23-00023 – Fences and Walls - City of Palm Bay (Growth Management Department) - A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 170: Construction Codes and Regulations, Section 170.113, Types of Fences and Walls Permitted and Section 170.119, Fence and Wall Maintenance, to provide clear language on fence materials and maintenance**

Mr. White presented the staff report for Case TS23-00023. Staff recommended Case T23-00023 for approval.

Mr. Olszewski wanted staff to relay the need for quarterly or some other re-occurring pick-up day to dispose of fencing waste material.

The floor was opened and closed for public comments; there were no comments from the audience, and there was no correspondence in the file.

Motion to submit Case T23-00023 to City Council for approval.

Motion by Mr. Weinberg, seconded by Mr. Olszewski. Motion carried with members voting as follows:

Aye: Jordan, Weinberg, Boerema, McLeod, Olszewski.

OTHER BUSINESS:

There was no other business discussed.

ADJOURNMENT:

The meeting was adjourned at approximately 6:44 p.m.

Leeta Jordan, CHAIRPERSON

Attest:

Chandra Powell, SECRETARY

****Quasi-Judicial Proceeding**



MEMORANDUM

TO: Planning and Zoning Board Members

FROM: Tania Ramos, Senior Planner

DATE: October 4, 2023

SUBJECT: **V23-00006 – River’s Edge – Florida Institute of Technology, Robert King, President (David Bassford, P.E., MBV Engineering, Inc., Rep.) – A Variance to allow three proposed parking garage buildings to encroach 20 feet into the 20-foot front-yard setback for accessory structures, as established by Section 185.058(F) (8)(e) of the Palm Bay Code of Ordinances. A portion of Lots 6 and 10, Hopson’s Subdivision, Section 24, Township 28, Range 37, Brevard County, Florida, containing approximately 6.92 acres. Located west of and adjacent to Dixie Highway NE, in the vicinity of Anglers Drive NE, specifically at 4400 Dixie Highway NE

**Quasi-Judicial Proceeding.

ATTACHMENTS:

Description

- ☐ V23-00006 - Staff Report
- ☐ V23-00006 - Legal Ad
- ☐ V23-00006 - Correspondence



STAFF REPORT

LAND DEVELOPMENT DIVISION

120 Malabar Road SE • Palm Bay, FL 32907 • Telephone: 321-733-3042

landdevelopmentweb@palmabayflorida.org

Prepared by

Tania Ramos, Senior Planner

CASE NUMBER

V23-00006

PLANNING & ZONING BOARD HEARING DATE

October 4, 2023

PROPERTY OWNER & APPLICANT

River's Edge Mixed Use – Florida Institute of Technology, Robert King, President (David Bassford, P.E., MBV Engineering, Inc., Rep.)

PROPERTY LOCATION/ADDRESS

A portion of Lots 6 and 10, Hopson's Subdivision, Section 24, Township 28, Range 37, Brevard County, Florida, containing approximately 6.92 acres. Located west of and adjacent to Dixie Highway NE, in the vicinity of Anglers Drive NE, specifically at 4400 Dixie Highway NE; Tax Account 2832833

SUMMARY OF REQUEST

A **Variance** to allow three proposed parking garage buildings to encroach 20 feet into the 20-foot front-yard setback for accessory structures; granting relief from the requirements established by Section 185.058(F)(8)(e) of the Palm Bay Code of Ordinances.

Existing Zoning

BMU, Bayfront Mixed Use

Existing Land Use

UMU, Urban Mixed Use

Site Improvements

Commercial Buildings

Site Acreage

Approximately 6.92 acres

SURROUNDING ZONING & USE OF LAND**North**

HC, Highway Commercial; Marina

East

HC, Highway Commercial and BMUV, Bayfront Mixed Use Village; Commercial Buildings

South

RMH, Residential Mobile Home; Mobile Homes

West

RMH, Residential Mobile Home; Mobile Homes

BACKGROUND:

The property consists of approximately 6.92 acres in the BMU, Bayfront Mixed Use District. The property was originally developed as a psychiatric hospital in 1986 and was most recently utilized by Florida Institute of Technology. In 2022, a comprehensive plan amendment and a rezoning to Bayfront Mixed Use were approved to allow for redevelopment of the site. The existing structures will be demolished, and a new mixed-use multi-family residential and commercial development is proposed. The applicant is requesting a variance of twenty (20) feet from the twenty (20) foot front setback for accessory structures to locate three parking garages on the front property line.

ANALYSIS:

Variances from the terms of the Land Development Code may be granted when special conditions exist that would result in unnecessary hardship if the provisions of the Land Development Code were enforced. However, a variance may not be granted when the public health and safety would be compromised as a result of the variance. An application must demonstrate that items 1 through 7 of Section 169.009 of the Code of Ordinances have been met. A review of these items is as follows:

Item 1 - *"Special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, buildings or structures in the same land use category, zoning district, or situation."*

The applicant states, "The property was rezoned into the BMU classification and was approved by City Council with a plan showing the accessory structures with a zero setback on the front property line. The primary building setback is zero for the front, but accessory structures have a required 20' front setback. The proposed garages, since detached, are being considered accessory structures. In order to preserve numerous exceptional oak trees from 30" to 42" in size, the garages and parking were placed accordingly. Not granting this variance would result in the removal of these numerous exceptional oaks trees to accommodate the required parking and relocating of the garages."

Section 185.058(C) defines accessory uses and structures in the Bayfront Mixed Use District as, "Customary accessory uses of one or more of the principal uses, clearly incidental and subordinate to the principal use, in keeping with the objectives of a mixed-use environment." The garages for the multi-family residential development are classified as accessory structures under this definition. Section 185.058(F)(8)(e) specifically provides setbacks for accessory structures, and states the front setback is a minimum of twenty (20) feet.

The applicant has not provided evidence showing that special conditions and circumstances exist. Although their desired location for the three parking garages was shown on a conceptual

plan for their rezoning, they are not bound to the layout presented at that time. Section 169.009(C) states that, "Financial disadvantages or inconvenience to the applicant shall not of themselves constitute conclusive evidence of unnecessary and undue hardship and be grounds to justify granting of a variance." The applicant also has not provided an explanation as to how this layout will facilitate preservation of the numerous exceptional specimen oak trees on the site.

Item 2 - *"The special conditions and circumstances identified in Item 1 above are not the result of the actions of the applicant."*

The applicant states, "The special condition is that it was designed as approved by City Council and that the desire to protect and retain the exceptional oaks trees is wanted to be made as well as to accommodate the required parking and location of the garages."

The applicant designed the site with accessory buildings in the front setback, and therefore the circumstances of this request are the direct result of their actions. The site does have numerous exceptional specimen oak trees. Chapter 180 of Palm Bay Code of Ordinances, the Tree Preservation and Removal Code, defines an exceptional specimen tree as those with a DBH (Diameter at Breast Height) of eighteen inches or more. However, the presence of exceptional specimen oak trees is not a special condition. Section 180.16 requires reasonable efforts to be made to save and design around existing healthy trees, and to preserve enough trees on site to maintain the character of the existing tree coverage in the neighborhood.

Item 3 - *"Literal interpretation and enforcement of the Land Development Code regulations would deprive the applicant of rights commonly enjoyed by other properties in the same land use category, zoning district or situation under the terms of the Land Development Code and would work unnecessary and undue hardship on the applicant."*

The applicant states, "The literal interpretation of the supporting detached garages as accessory structures has created a hardship of our efforts to preserve the exceptional oaks trees."

The literal interpretation and enforcement of the Land Development Code would require the applicant to relocate the detached garages to meet the required twenty (20) foot front setback. Section 185.058(C) defines accessory uses and structures in the Bayfront Mixed Use District as, "Customary accessory uses of one or more of the principal uses, clearly incidental and subordinate to the principal use, in keeping with the objectives of a mixed-use environment."

The supporting detached garages are clearly accessory to the multi-family residential principal use. The site plan provided includes 257 parking spaces. The three parking garages will provide 18 of those parking spaces. The site plan appears to have plenty of space where the garages could be located without impacting the exceptional specimen trees, and where a

variance for the front setback would not be necessary.

Item 4 - *"The variance, if granted, is the minimum variance necessary to make possible the reasonable use of the land, building, or structure."*

The applicant states, "The request is the minimum variance necessary to provide for the required parking and to preserve the exceptional oak trees."

The applicant has not provided evidence that this variance is necessary to make possible the reasonable use of the land.

Item 5 - *"Granting of the variance request will not confer on the applicant any special privilege that is denied by the development code to other lands, buildings or structures in the same land use category, zoning district or situation."*

The applicant states, "Since the zoning designation specifically allows for a zero-front setback for primary structures, providing a variance for the proposed detached garages will infer no special privileges."

However, Section 185.058(F)(8)(e) specifically provides setbacks for accessory structures, and states the front setback is a minimum of twenty (20) feet. The applicant has not described any special conditions or circumstances peculiar to the land that make this variance necessary. Without evidence of a hardship, granting this variance would confer special privileges on this land.

Item 6 - *"The granting of the variance will be in harmony with the general intent and purpose of this code and will not be injurious to the surrounding properties or detrimental to the public welfare."*

The intent of the Bayfront Mixed Use District is to provide for an attractive and functional mix of high density residential with low intensity commercial land uses linked by a network of walkways. The applicant has not explained how granting of the variance will further the intent and purpose of this code.

Item 7 - *"The variance represents a reasonable disposition of a claim brought under the Bert J. Harris Private Property Rights Protection Act, chapter 95-181, Laws of Florida, that a development order of the city has reasonably burdened the applicant's property, based on the recommendations of the special master appointed in accordance with the act, or the order of a court as described in the act."*

Staff has not received a claim made upon this property, with respect to the "Bert J. Harris Act," or any development order, as indicated above. Therefore, Item 7 is not applicable to the variance request.

STAFF RECOMMENDATION:

Staff recommends denial of V23-00006, based on the facts presented, as required under Section 169.009 of the City of Palm Bay Code of Ordinances.

The Planning and Zoning Board must determine, based on the facts presented, to what degree, if any, of minimal relief, is required to meet the needs of the variance being requested, as required under Section 169.009 of the City of Palm Bay Code of Ordinances and make recommendations to City Council for a final review. Under 59.05(A)(14) of the City of Palm Bay Code of Ordinances, "The quasi-judicial body shall direct the clerk or [city] attorney acting as the body's legal counsel to prepare the necessary and appropriate written order in accordance with the purpose of the hearing and findings of the quasi-judicial body. Pursuant to Florida Statutes, in the event relief is denied to the applicant, the specific provision of statute or code that was deficient shall be stated for record."



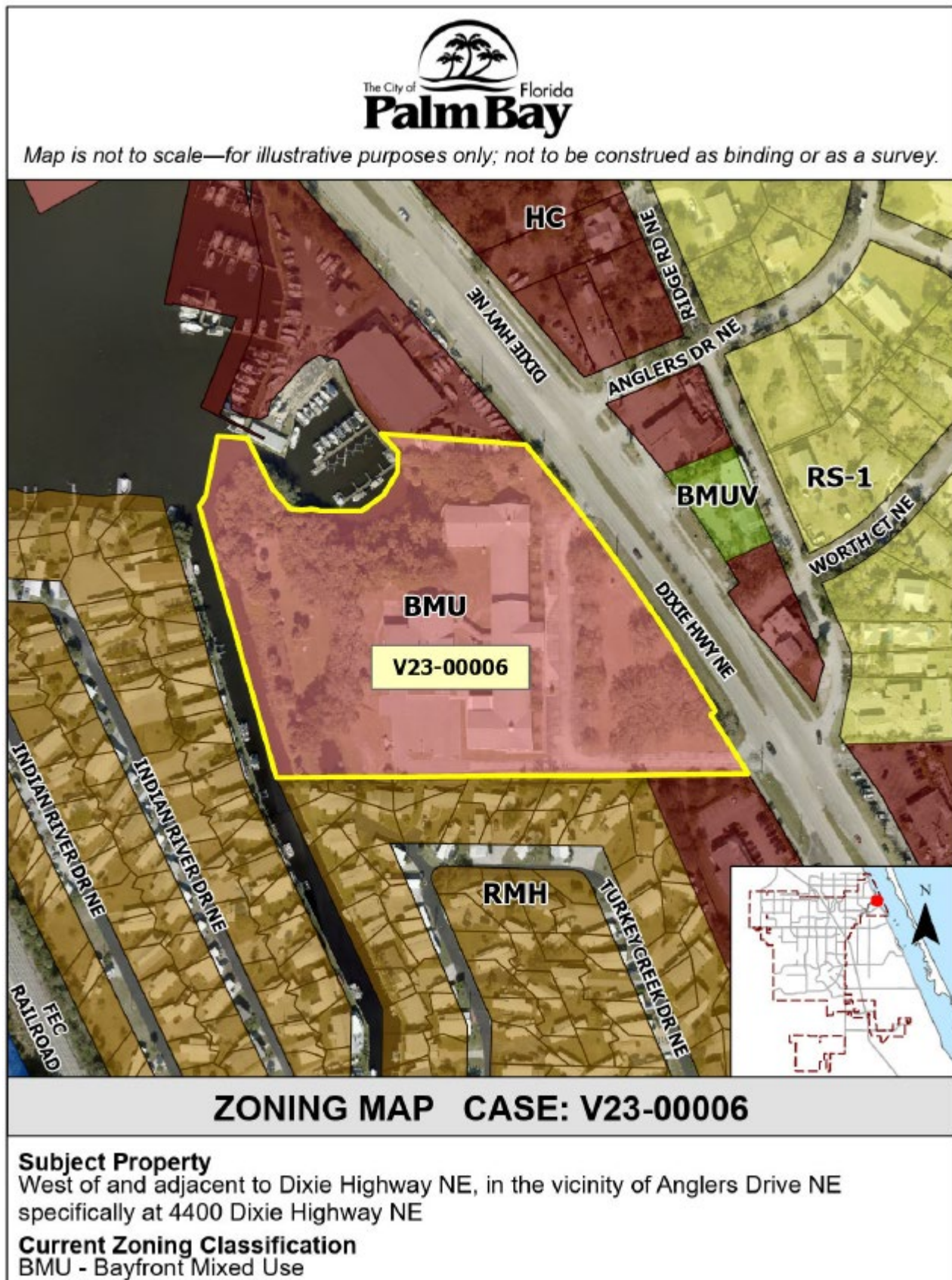
Map is not to scale—for illustrative purposes only; not to be construed as binding or as a survey.

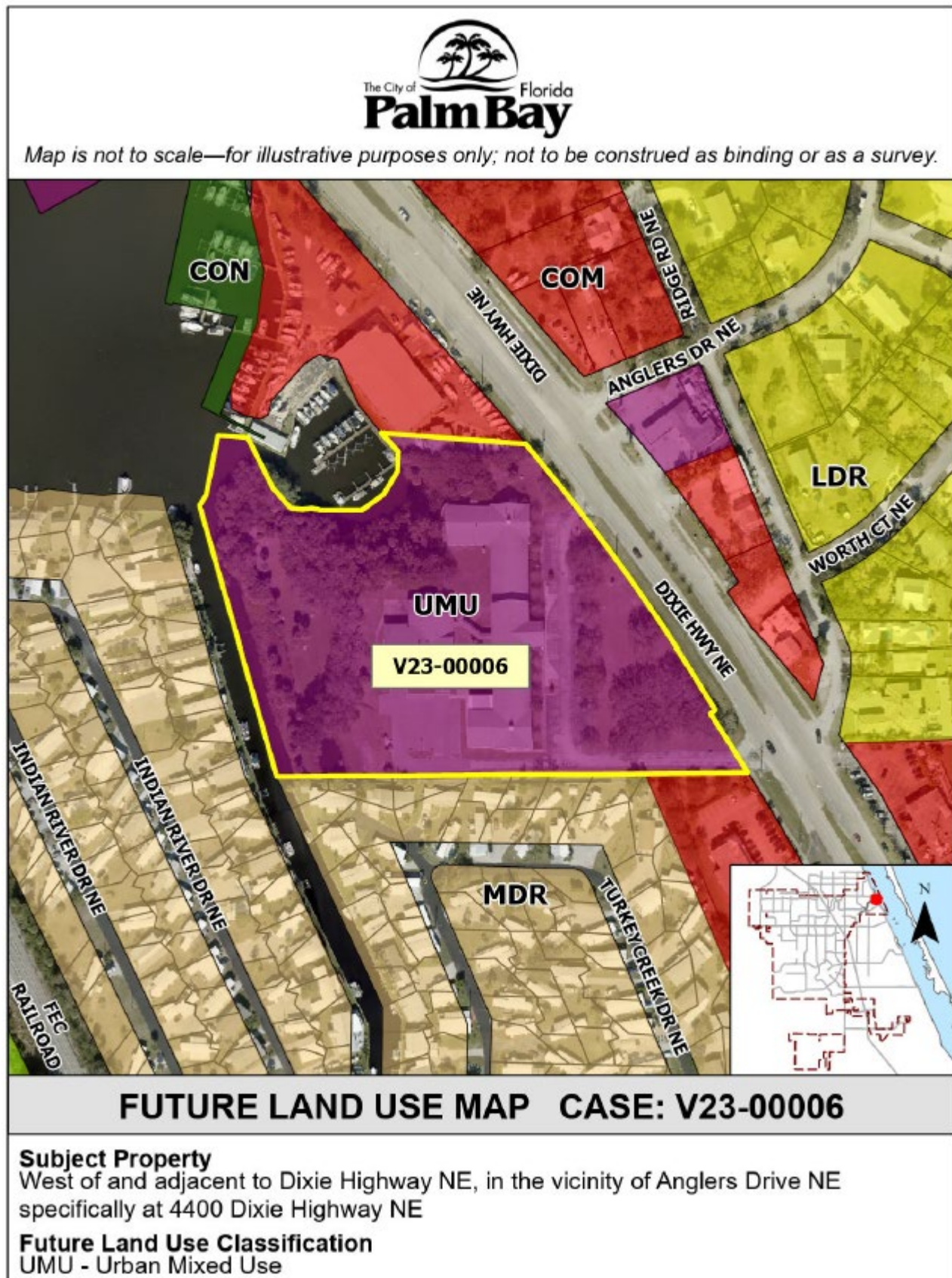


SITE LOCATION MAP CASE: V23-00006

Subject Property

West of and adjacent to Dixie Highway NE, in the vicinity of Anglers Drive NE specifically at 4400 Dixie Highway NE







Please contact us with changes or cancellations as soon as possible, otherwise no further action needed.

PUBLICATION	TOLL-FREE	Local #	Email
Florida Today	888-516-9220	321-242-3632	BRElegals@gannett.com

Customer: CITY OF PALM BAY

Ad No.: 0005829524

Address: SUITE 201
PALM BAY FL 32907
USA

Pymt Method Invoice
Order Amount 203.04

Run Times: 1

No. of Affidavits: 1

Run Dates: 09/21/23

Text of Ad:

Ad#5829524 9/21/2023
CITY OF PALM BAY, FLORIDA
NOTICE OF PUBLIC HEARING
Notice is hereby given that a public hearing will be held by the Planning and Zoning Board/Local Planning Agency on October 4, 2023, and by the City Council on October 5, 2023, both to be held at 6:00 p.m., in the City Hall Council Chambers, 120 Malabar Road SE, Palm Bay, Florida, for the purpose of considering the following case(s):
1. **V23-00006 - Florida Institute of Technology, Robert King, President (David Bassford, P.E., MBV Engineering, Inc., Rep.)
A Variance to allow three proposed parking garage buildings to encroach 20 feet into the 20-foot front-yard setback for accessory structures, as established by Section 185.058(F)(8)(e) of the Palm Bay Code of Ordinances
A portion of Lots 6 and 10, Hopson's Subdivision, Section 24, Township 28, Range 37, Brevard County, Florida, containing approximately 6.92 acres. Located west of and adjacent to Dixie Highway NE, in the vicinity of Anglers Drive NE, specifically at 4400 Dixie Highway NE
2. **FS23-00005 - CHM Palm Bay LLC, Miles E. Cullom, Jr., president (Jason Kendall, CPWG Engineering, Inc. Rep.)
A Final Plat to allow for a proposed 8-lot commercial subdivision to be known as Cypress Bay Commercial Center Phase 1 Tax Parcels 503 and 504, Section 03, Township 30, Range 37, Brevard County, Florida, containing approximately 24.49 acres. Located at the northeast corner of the intersection at St. Johns Heritage Parkway SE and Babcock Street
**Indicates quasi-judicial request(s).
If an individual decides to appeal any decision made by the Planning and Zoning Board/Local Planning Agency or the City Council with respect to any matter considered at this meeting, a record of the proceedings will be required and the individual will need to ensure that a verbatim transcript of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based (FS 286.0105). Such person must provide a method for recording the proceedings verbatim.
Please contact the Palm Bay Land Development Division at (321) 733-3041 should you have any questions regarding the referenced cases.
Chandra Powell
Planning Specialist

AUG. 29, 2023

To Whom It May Concern:

My name is Elizabeth Lee, I'm printing this because this is a heart felt letter.

I live at Palm Bay Estates, a over 55 community. We have over 200 families living here. Some live on the water, most don't, but they have water access.

I live on the water, I'm right behind the property to which I'm writing to you about. I am 500 ft. within construction of a Rental Condo that you gave permission to build.

I do not, do not want this to happen!

This Rental Condo has no business being built on this property. You gave in to them by rezoning the first time. They were going to build it with cement, block... whatever, then they can't afford that so now their building it with wood, Really??

So they find out the building is too big for the lot with PARKING AROUND the building. So.... NOW they want to ERECT PARKING GARAGES (3) AND NOW THEY WANT ANOTHER FAVOR TO BE ABLE TO ENCROACH ON the 20ft. BARRIER so they can build their too big building, AND HAVE PARKING IN GARAGES THAT WILL BE A SOLID WALL OF CONCRETE ON US 1.

This project should not happen, first they have plans drawn up AND SPEND A LOT OF MONEY TO FIND OUT the building is too big, that's #1 #2 it's too EXPENSIVE to build in concrete, so now it's wood. #3 they find out they have NO ROOM FOR PARKING.

PLEASE, PLEASE, this isn't meant to be!! Now they think Oh! the City GAVE into us ONCE, they will AGAIN!!

This is important to me for a few REASONS:

1. My life where I live is VERY SPECIAL to me AND my NEIGHBORS...

WE HAVE LIVED HERE BEHIND F.I.T.
FOR SOME 20 TO 30 YEARS. AND
OUR PEACEFUL LIFE WILL END WITH
THIS PROJECT.

I PERSONALLY WILL BE HORRIBLY
AFFECTED. MY PRIVACY WILL BE GONE.
REMEMBER I'M WITH ALONG 20
TO 30 NEIGHBORS ARE ON THE WATER
BEHIND THIS PROJECT.

I'M DIRECTLY BEHIND. AS OF A FEW
OTHERS.

THIS GROUP OF INVESTORS HAVE
ALSO BOUGHT ANOTHER PIECE OF
PROPERTY DOWN THE ROAD, WHICH
IS A BLANK CANVAS, THAT'S GREAT,
BUT THIS PIECE OF PROPERTY F.I.T.
IS HOME TO OVER 50+ OAK TREES,
SOME ARE OVER 50 YEARS OLD.

AND WE HAVE WILDLIFE ABOUND
THERE.

AND ITS A NATURAL GREEN SPACE
FOR US ACROSS THE CANAL.

WE HAVE GREAT HORNEED OWLS,
OSPREY, GREAT BLUE HERONS, THAT
NEST IN THESE TREES.

I FEEL ITS MY DUTY TO TRY AGAIN
TO STOP THIS FROM HAPPENING.

This building doesn't BELONG
THERE.

I believe all the problems they
ARE HAVING IS TESTAMENT to this!!
I believe that if the City would
READ this AND COME LOOK AT
the property, they would AGREE!
When you look ON A MAP,
YOU'RE NOT SEEING THE REAL
Picture.

I'm Hoping with my Whole HEART
that I've BEEN GIVEN ANOTHER
CHANCE to SAVE this beautiful
piece of property FROM DESTRUCTION.

PLEASE don't give them the
VARIANCE, it's time to stop letting
people from different AREAS with
DEEP POCKETS to feel like they
CAN DESTROY NEIGHBORHOODS ALL FOR
A BUCK!!

Thank You
Elizabeth Jee
J

I plan on attending
the meetings.

my phone # 386-793-9061



MEMORANDUM

TO: Planning and Zoning Board Members

FROM: Tania Ramos, Senior Planner

DATE: October 4, 2023

SUBJECT: **CU23-00003 – REQUEST TO CONTINUE TO 11/01 P&Z - Emerson Plaza - Sunrise Plaza Enterprise, Inc., Nazim Ali, President, (Richard Franzblau, Esq., Rep.) - A Conditional Use to allow retail automotive gas/fuel sales in an NC, Neighborhood Commercial District, in accordance with Section 185.042(D)(1) of the Palm Bay Code of Ordinances. A portion of Tract I, Port Malabar Unit 44, Section 22, Township 28, Range 36, Brevard County, Florida, containing approximately 3 acres. Located at the southwest corner of Glencove Avenue NW and Emerson Drive NW

A request to continue Case CU23-00003 to the November 1, 2023 Planning and Zoning Board Meeting to allow the applicant to be present.

Board action is required to continue the case.

City Council will hear the request on November 14, 2023

**Quasi-judicial proceeding.

ATTACHMENTS:

Description

- ❏ CU23-00003 - Staff Report
- ❏ CU23-00003 - Conceptual Plan
- ❏ CU23-00003 - Citizen Participation Meeting Report
- ❏ CU23-00003 - Application
- ❏ CU23-00003 - Letter of Authorization
- ❏ CU23-00003 - Legal Acknowledgement
- ❏ CU23-00003 - Legal Ad



STAFF REPORT

LAND DEVELOPMENT DIVISION

120 Malabar Road SE • Palm Bay, FL 32907 • Telephone: (321) 733-3042

landdevelopmentweb@palmbayflorida.org

Prepared by

Tania Ramos, Senior Planner

CASE NUMBER

CU23-00003

PLANNING & ZONING BOARD HEARING DATE

September 5, 2023

PROPERTY OWNER & APPLICANT

Sunrise Plaza Enterprise, Inc. (Richard Franzblau, Esq., Rep.)

PROPERTY LOCATION/ADDRESS

A portion of Tract I, Port Malabar Unit 44, Section 22, Township 28, Range 36, Brevard County, Florida. Located at the southwest corner of Glencove Avenue NW and Emerson Drive NW; Tax Account 2857966

SUMMARY OF REQUEST

A Conditional Use to allow retail automotive gas/fuel sales in the Neighborhood Commercial District, in accordance with Section 185.042(D)(1) of the Palm Bay Code of Ordinances.

Current Zoning

NC, Neighborhood Commercial District

Current Land Use

COM, Commercial

Site Improvements

Vacant Land

Site Acreage

Approximately 3 acres

SURROUNDING ZONING & USE OF LAND

North

NC, Neighborhood Commercial District; Vacant Land

East

RS-2, Single-Family Residential District; Single-Family Residences

South

RS-2, Single-Family Residential District; Single-Family Residences

West

NC, Neighborhood Commercial District; Vacant Land

COMPREHENSIVE PLAN

COMPATIBILITY

Yes, Commercial Use

BACKGROUND:

The subject property is a three (3) acre parcel located at the southwest corner of Glencove Avenue NW and Emerson Drive NW. The applicant has provided a conceptual plan with a proposed 3000 square foot gas station, along with restaurant and retail/office space.

The applicant intends on keeping the property undivided. The conditional use request is specifically to allow retail automotive gas/fuel sales to be developed on vacant land.

ANALYSIS:

Section 185.042(D)(1) of the Code of Ordinances establishes retail automotive gas/fuel sales as a conditional use in the Neighborhood Commercial District and provides specific requirements to be met before permitting this use. An administrative site plan review will be required to ensure compliance with all applicable codes.

Retail automotive gas/fuel sales establishments shall be located on arterial roadways, at a signalized intersection of a major collector road, or on corner lots at the intersection of collector streets or a higher functional classification as identified in the adopted Palm Bay Comprehensive Plan. No more than two (2) corner lots at any intersection shall be used for retail gasoline or automotive fuel sales. The proposed project is located on Emerson Drive NW, between Jupiter Boulevard NW and St. Johns Heritage Parkway. This section of Emerson Drive is classified as a major collector, urban roadway in the City of Palm Bay 2045 Comprehensive Plan, and the intersection with Glencove Avenue NW is a signalized intersection. The proposed project will be the first retail automotive gas/fuel sales establishment development at this intersection. No other retail automotive gas/fuel sales establishments are in the vicinity.

A minimum street frontage of one hundred and fifty (150) feet on each abutting street is required. In addition, no driveway or access shall be permitted within one hundred (100) feet from an intersection of collector streets or higher functional classification. The conceptual plan shows approximately two hundred thirty-four (234) feet of frontage along Emerson Drive NW, and approximately four hundred forty-four (444) feet of frontage along Glencove Avenue NW. It appears the site is large enough to meet the frontage and driveway spacing requirements. The dimensions to confirm these requirements have been met will be required during the administrative site plan review.

Gasoline, fuel pumps, storage tanks and other service island equipment are required to be at least twenty (20) feet from all property lines, fifteen (15) feet from any building, and one hundred (100) feet from the nearest residentially zoned land. No gasoline fuel pump, storage tank or other equipment shall be located closer than one thousand (1,000) feet from any municipal or public supply well. There is residentially zoned land across Glencove Avenue NW

to the east, and adjacent to the subject property to the south. The dimensions to confirm these requirements have been met will be required during the administrative site plan review.

Underground storage is required for all receptacles for combustible materials in excess of two hundred (200) gallons. Development and operation of the fuel pumps and attendant storage tanks shall be in compliance with §§ [176.01](#) et seq. of the code of ordinances. Underground tanks have not been noted on the conceptual plan, but this will also be reviewed in detail during the administrative site plan review.

CODE REQUIREMENTS:

To be granted conditional use approval, requests are evaluated upon items (A) through (H) of the General Requirements and Conditions of Section 185.087 of the Code of Ordinances. A review of these items is as follows:

Item (A): Adequate ingress and egress may be obtained to and from the property, with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or other emergencies.

Ingress and egress are proposed on both Glencove Avenue NW and Emerson Drive NW. However, no driveway or access shall be permitted within one hundred (100) feet from an intersection of collector streets or higher functional classification. The conceptual plan provided shows the proposed development appears able to meet these requirements, however dimensions will be needed to confirm the requirements are met during the administrative site plan review. An additional information will be necessary during the administrative review to show that larger vehicles can navigate the site in case of fire or other emergencies. For pedestrian safety, Public Works has indicated that on-site to off-site sidewalks connections are required for all buildings. The off-site sidewalks along Glencove Avenue NW and Emerson Drive NW are already in place.

Item (B): Adequate off-street parking and loading areas may be provided, without creating undue noise, glare, odor, or other detrimental effects upon adjoining properties.

Section 185.140(G)(10) of the Code of Ordinances establishes parking requirements for food stores at one (1) space for each two hundred (200) square feet of gross floor area. The proposed retail automotive gas/fuel sales establishment is 3,000 square feet, which will require fifteen (15) parking spaces. The conceptual plan shows that there is adequate space to meet the parking requirements for a variety of uses on the site. A specific breakdown of uses and parking requirements will be reviewed during the administrative site plan review.

Section 185.141(D)(1) requires buildings or structures containing retail, food store, or similar retail or service uses which have an aggregate gross floor area of over five thousand (5,000) square feet, but not over twenty-five thousand (25,000) square feet to provide one (1) off-

street loading space of at least fourteen (14) feet wide, forty-five (45) feet long, and having fourteen (14) feet of vertical clearance. These spaces have not been shown on the conceptual plan, but the site will be required to meet all requirements during the administrative site plan review.

Item (C): Adequate and properly located utilities are available or may be reasonably provided to serve the proposed development.

The Utilities Department stated they have no objections to the proposed project. Any necessary upgrades will be required to be designed, permitted, installed, and inspected at the developer's cost.

Item (D): Adequate screening and/or buffering will be provided to protect and provide compatibility with adjoining properties.

The conceptual plan shows a dry retention pond along the portion of Glencove Avenue NW in front of the proposed retail automotive gas/fuel sales, which will create additional distance between this use and the single-family residential area across the street. The project will be required to meet all landscaping requirements during the administrative site plan review.

Item (E): Signs, if any, and proposed exterior lighting will be so designed and arranged to promote traffic safety and to eliminate or minimize any undue glare, incompatibility, or disharmony with adjoining properties.

Proposed sign locations are not shown on the conceptual plan. Signage, lighting, and photometric plans will be required for administrative site plan review. It shall be noted that City codes require any lighting to be shielded and/or directed downward to avoid creating a nuisance to adjacent properties.

Item (F): Yards and open spaces will be adequate to properly serve the proposed development and to ensure compatibility with adjoining properties.

On the conceptual plan, the site data incorrectly indicates a 20-foot rear yard setback. That will need to be increased to 25 feet. The project will be required to meet all setback and landscaping requirements during the administrative site plan review.

Item (G): The proposed use will not constitute a nuisance or hazard because of the number of persons who will attend or use the facility, or because of vehicular movement, noise, fume generation, or type of physical activity. The use as proposed for development will be compatible with the existing or permitted uses of adjacent properties.

The proposed project is located at a signalized intersection of a major collector roadway and will be the first site used for the purpose of retail automotive gas/fuel sales at this intersection.

It is bordered by vacant commercial land to the north and west. Public Works has indicated they will require a traffic study during the administrative site plan review.

Item (H): Development and operation of the proposed use will be in full compliance with any additional conditions and safeguards which the City Council may prescribe, including, but not limited to, a reasonable time limit within which the action for which special approval is requested shall be begun or completed, or both.

The Board and Council have the authority and right to impose any additional and justifiable safeguards, and/or conditions, to ensure that the facility operates safely and harmoniously with its surroundings.

STAFF FINDINGS:

Case CU23-00003 meets the minimum requirements for approval of a conditional use.



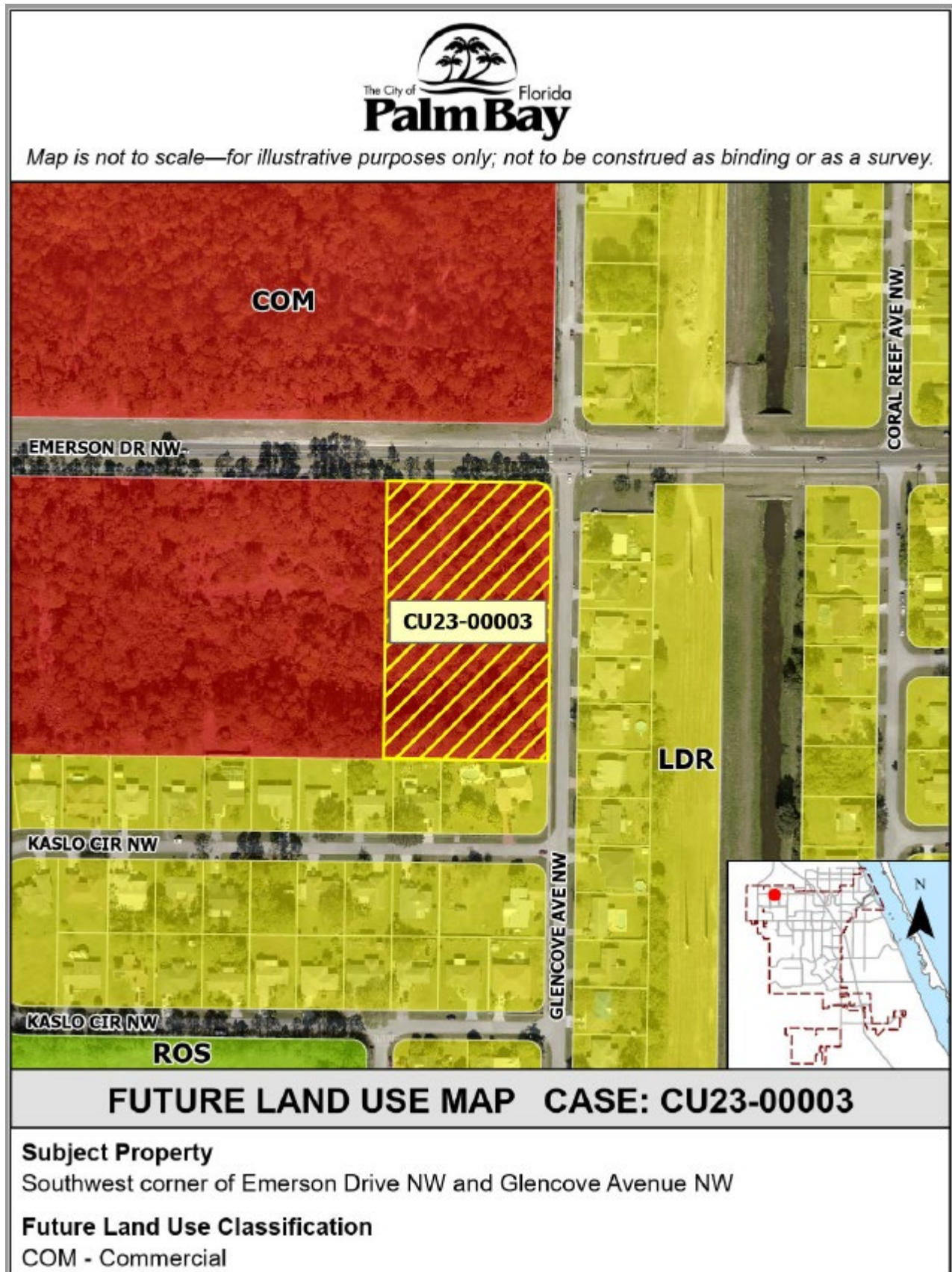
Map is not to scale—for illustrative purposes only; not to be construed as binding or as a survey.

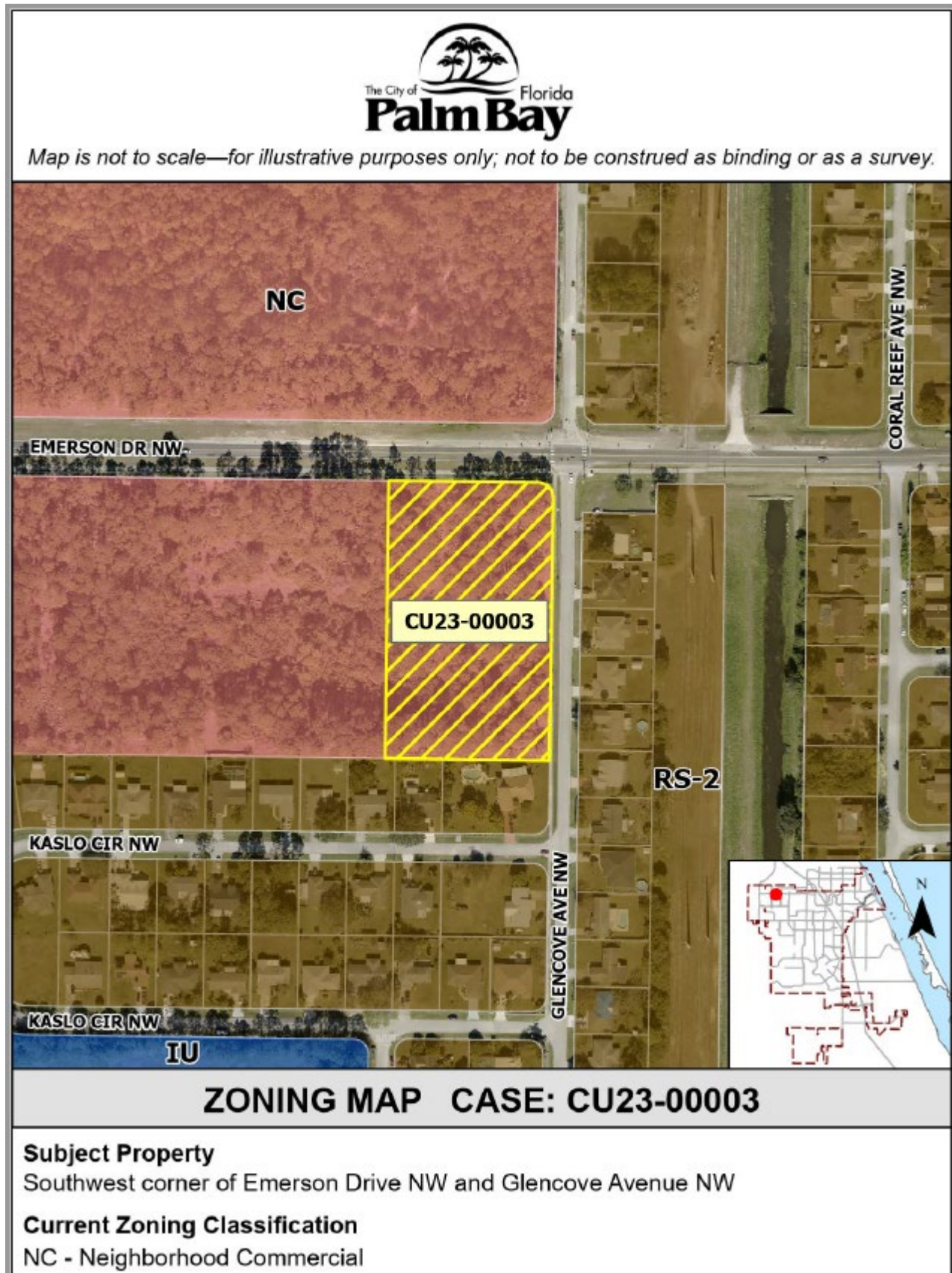


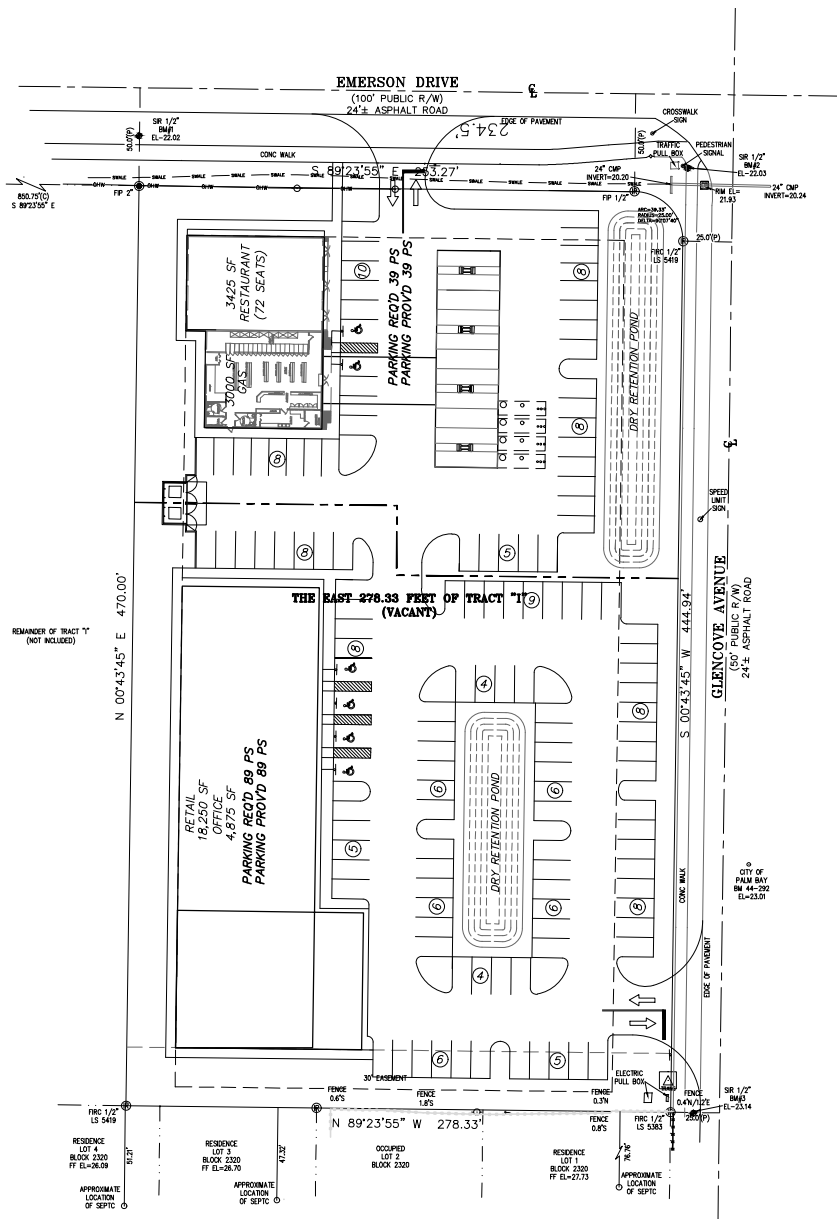
AERIAL LOCATION MAP CASE: CU23-00003

Subject Property

Southwest corner of Emerson Drive NW and Glencove Avenue NW







SITE DATA

PROPERTY LOCATION
ON THE SOUTHWEST CORNER OF THE INTERSECTION OF EMERSON DRIVE AND GLENCOVE AVE. PARCEL ID: 28-36-22-KO-00001.0-0001.

EXISTING PROPERTY AREA:
3.00± ACRES (LESS ROW)

PROPOSED PROPERTY ZONING:
NEIGHBORHOOD COMMERCIAL (NC)

EXISTING PROPERTY LAND USE:
COMMERCIAL (COM)

INTENT:
CONSTRUCTION OF A 3,000 SF GAS STATION AND 3,425 SF RESTAURANT PLUS AN 20,500 SF RETAIL CENTER WITH ASSOCIATED PARKING AND RETENTION AREAS.

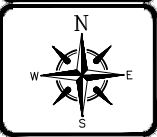
BUILDING SETBACKS:
- RECD
FRONT (PRIMARY) 30 FT
SIDE 10 FT
SIDE (SECONDARY) 25 FT
REAR 20 FT

PROPOSED STRUCTURE DATA:
A. STRUCTURE SHALL BE TYPE VI CONSTRUCTION.
B. THE INTENDED USE IS FOR A GAS STATION, RESTAURANT AND RETAIL.

Baylor & Associates, LLC.

Civil Engineering & Planning
1000 W. 1st St., Suite 100, Palm Bay, FL 32909
Phone: (888) 888-8888
Fax: (888) 888-8888
Email: info@baylorandassociates.com
Website: www.baylorandassociates.com

Professional Engineer
No. 125118
Professional Engineer
No. 125118



Revisions/Comments

Client File Information
Client File: PALM BAY COMMERCIAL CONCEPT #4
Scale: 1"=30'

Drawing Information
Drawn by: BAT
Checked by: BAT
Approved by: BAT
Date: 06-02-22

STA Job Number
STA 25-008

Project Name and Location
PALM BAY COMMERCIAL SITE

BREVARD COUNTY, FLORIDA
SEC 22, TWP 28S, RNG 50E

PALM BAY COMMERCIAL CONCEPT #4
Sheet Title

INFORMATIONAL COPY ONLY. THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION WITHOUT THE SIGNATURE OF THE DESIGNER.
APPROVED BY

BRUCE A. TAYLOR, P.E.
NO. 52118
Seal

Drawing Number

Drawing 1 of 1



CITIZEN PARTICIPATION REPORT

Applicant should follow established Citizen Participation Plan as specified in § 169.005 CITIZEN PARTICIPATION PLANS.

CASE DETAILS

Applicant Name	SUNRISE PLAZA ENTERPRISE, INC.
Project Name	EMERSON PLAZA
Case Type	CONDITIONAL USE APPLICATION
Case Description	APPLICATION FOR SHOPS AND GAS STATION
Intended Month of Submission	JULY OR AUGUST 2023

INFORMATION ON THE CITIZEN PARTICIPATION MEETING

Notice to the Public (Date)	MAY 26, 2023
Date of CPP	JUNE 5, 2023
Location of the Meeting	HOLIDAY INN EXPRESS 1206 SE MALABAR RD, PALM BAY, FL 32907
Number of Attendees	30-35

[illegible]

Richard Franzblau LLC

ATTORNEY AT LAW

*Admitted in
DC, FL, NJ, NY & PA

3505 Lake Lynda Drive, Suite 200
Orlando, FL 32817
rick@franzblauesq.com

Richard D. Franzblau*
Tel: (407) 595-1826
Fax: (321) 413-0300

June 12, 2023

Land Development
City of Palm Bay
190 Malabar Road SE
Palm Bay, Florida 32907
landdevelopmentweb@palmbayflorida.org

Attn: Director of Growth Management

re: Prospective Conditional Use Application by Sunrise Plaza Enterprise, Inc.
for Commercial Plaza at SW intersection of Emerson Drive and Glencove Road

Dear Director:

On Monday June 5, 2023, starting at 6:00 pm at the Holiday Inn Express located at 1206 Malabar Road SE, Palm Bay, FL, the Citizen Participation Plan meeting took place. for the prospective commercial plaza at SW intersection of Emerson Drive and Glencove Road Attached to this report is a copy of the notice of the meeting sent to all citizens or residents within a 500' radius of the proposed commercial center, as required by the City of Palm Bay. A copy was also sent to you by e-mail.

On behalf of the developer, Nazim Ali, the principal of Sunrise Plaza Enterprise, Inc., Bruce Taylor, Project Engineer, and myself, as counsel, all were present to explain the project and respond to the questions and concerns of the individuals attending the meeting. There were approximately 40 people in attendance for the entire duration of the meeting (A sign in sheet was circulated so that we could continue to communicate with the attendees). Citizens attending the meeting included homeowners and residents from the immediate radius of the prospective development and beyond. Additionally, the president of the local homeowner's association attended the Citizen Participation Plan meeting.

Substance of Concerns, Issues and Problems Expressed During the Process

The mailing sent to the recipients included renderings which displayed the commercial center as having a number of fast-food shops, a convenience store and a gas station with eight gasoline pumps. Although the renderings included in the mailing were only ideas for the commercial center, a number of residents expressed concerns about safety and crime, if a gas station and convenience store were to be developed at the site in question. The following issues were raised with respect to the commercial center:

Director of Growth Management
Page 2 of 2
June 11, 2023

- Concern over any potential increase in criminal activity and undesirable elements being attracted to the neighborhood;
- An unwanted increase in vehicular traffic and commensurate increase in traffic jams, vehicle and pedestrian incidents;
- A feared decrease in real property values.
- several citizens expressed concern that the center would become a hangout for teen-agers and become a locus for taking or selling illegal drugs.

Also requests were made for traffic surveys and crime studies.

The President of the local homeowner's association stated that a proposed development in the same vicinity had been withdrawn due to the lack of a "connector". She asked if that issue had now been resolved. No one present knew the answer.

How the Applicant plans to address the Concerns, Issues and Problems Expressed During the Process

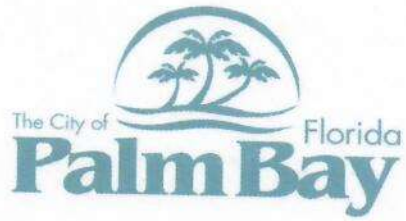
Mr. Ali, the President of Sunrise Plaza Enterprise, Inc. explained to the people in attendance that the renderings included in the mailing were only illustrative concepts, and no final decisions had been made regarding the tenant mix at the center. He stated that the center did not have to be all retail fast-food units and that he will proactively seek to include medical offices and other commercial tenants, such as real estate and/ or insurance agents. Additionally, he indicated that surveys, if needed, could be conducted for traffic impact, noise and criminal activity.

A number of those present expressed appreciation to Mr. Ali for his willingness to work with local residents to address their concerns and to avoid problems at the site in order to be a good neighbor.

Very truly yours,
Richard Franzblau LLC


Rick Franzblau

cc: Sunrise Plaza Enterprise, Inc.
Bruce Taylor



LIST OF ATTENDEES

Number	Name of attendee	Number	Name of attendee
1.	SEE ATTACHED SIGN-IN SHEET	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.	
33.		34.	
35.		36.	

NAME

+

CONTACT INFO

Richard & Mary Webster

B. 1373 Glencove Ave NW

Erica & Tom Graver

1437 Glencove Ave NW

PAUL & ANITA MARTIN

NAPANEE ST NW

Gerard & JoAnn Perez

321-302-5704 1401 Kaslo Circle NW
Palm Bay FL 32909

Cindy Alba

1289 Glencove Ave NW

Bob & Suzanne Kurz

1463 JASPER AVE NW

SANDY McDONALD

1413 Glencove NW

Marinos Roberts

1419 Kaslo Cir NW

Cheryl Roberts

1419 Kaslo Cir NW

Betty Glanda JANIN

1407 Kaslo Cir NW

Joanne Maciejewski

1454 Napanee St NW

Becky Snorn

1140 Ipswich St NW

CARMINE FERRARO

4265 QUEWICK RD COLOGNE, TX 75927

Arlene McCann

1452 Jasper Ave NW

Clint McCann

1452 Jasper Ave NW

Mona & John Stukonis

1537 Napanee St NW

Maria Mornin

1422 Kaslo Circle NW

PAT IZZIE R. TIGLAW

321 984-0938

Dominic Young

(321) 480-4850

Helen Mullis

1429 Kaslo Cir NW

Denise Valcin

321-223-3999 - R2scholarships@gmail.com

TOM GRAVER PRESIDENT NEIGHBORHOOD

ASSOCIATION

TOMGRAVER1437@GMAIL.COM



**ADDITIONAL DOCUMENTS REQUIRED WITH CITIZEN PARTICIPATION PLAN REPORT
SUBMISSION**

1. Copy of notice sent (separate attachment)
2. Material distributed or presented at the meeting (separate attachment)
 - All the property owners within a 500-foot radius of the subject parcel shall be informed about the meeting date, time and location.

I hereby certify that information provided as part of this report is correct.

Signature, **NAZIM ALI, PRESIDENT, SUNRISE PLAZA ENTERPRISE, INC.**

Date: _____

June 25, 2023

CITIZEN PARTICIPATION PLAN

Date: March 28, 2023

Applicant: Sunrise Plaza Enterprise, Inc.

Development: A Conditional Use approval to allow a planned commercial development

Site: PORT MALABAR UNIT 44 PART OF TRACT I

The following information reflects the plan of the Applicant to notify interested parties of its pending application with the City of Palm Bay for the proposed development of this site, as described above; and to facilitate an open dialogue with such parties and attempt to address their concerns.

Persons Notified Directly: Method:

All persons or businesses residing within a 500' radius of the corners of the property (as provided by the Brevard County Property Appraisers office) will be notified of the meeting by mail of the application for development. (See Attachment "A" for the complete list of property owners to be notified),

Public Meetings:

- One public meeting will be held, as scheduled below, where current copies of the proposed site plan will be made available to the attending public.
 - May 15, 2023 8:00 pm @ Quality Inn 890 Palm Bay Rd, Palm Bay, FL 32905
- A 500' radius list of property owners will be used for mail delivery of the meeting announcement. This notice will be mailed on May 1, 2023 to the list of property owners. A copy of this notification is attached, see Attachment "B". (See Attachment "A" for the complete list of notified property owners).
- The Director of the Growth Management Department will be sent an invitation to attend the meeting.
- All attendees will be required to provide their name and mailing address, in order to be notified the attendees of any material change in the development plan.
- Minutes of the meeting will be taken outlining the attendees' comments and concerns, and a copy will be sent to the Growth Management Department.
- A report of the meeting will be provided to the Growth Management department in accordance with the ordinance.

The applicant acknowledges that upon completion of the process described above, it is required to submit a Citizen Participation Plan Report to the Growth Management Department at least five days prior to the City's first public hearing or final administrative review.

Richard Franzblau LLC
ATTORNEY AT LAW

*Admitted in
DC, FL, NJ, NY & PA

3505 Lake Lynda Drive, Suite 200
Orlando, FL 32817
rick@franzblauesq.com

Richard D. Franzblau*
Tel: (407) 595-1826
Fax: (321) 413-0300

June 12, 2023

Land Development
City of Palm Bay
190 Malabar Road SE
Palm Bay, Florida 32907
landdevelopmentweb@palmbayflorida.org

Attn: Director of Growth Management

re: Prospective Conditional Use Application by Sunrise Plaza Enterprise, Inc.
for Commercial Plaza at SW intersection of Emerson Drive and Glencove Road

Dear Director:

On Monday June 5, 2023, starting at 6:00 pm at the Holiday Inn Express located at 1206 Malabar Road SE, Palm Bay, FL, the Citizen Participation Plan meeting took place. for the prospective commercial plaza at SW intersection of Emerson Drive and Glencove Road Attached to this report is a copy of the notice of the meeting sent to all citizens or residents within a 500' radius of the proposed commercial center, as required by the City of Palm Bay. A copy was also sent to you by e-mail.

On behalf of the developer, Nazim Ali, the principal of Sunrise Plaza Enterprise, Inc., Bruce Taylor, Project Engineer, and myself, as counsel, all were present to explain the project and respond to the questions and concerns of the individuals attending the meeting. There were approximately 40 people in attendance for the entire duration of the meeting (A sign in sheet was circulated so that we could continue to communicate with the attendees). Citizens attending the meeting included homeowners and residents from the immediate radius of the prospective development and beyond. Additionally, the president of the local homeowner's association attended the Citizen Participation Plan meeting.

Substance of Concerns, Issues and Problems Expressed During the Process

The mailing sent to the recipients included renderings which displayed the commercial center as having a number of fast-food shops, a convenience store and a gas station with eight gasoline pumps. Although the renderings included in the mailing were only ideas for the commercial center, a number of residents expressed concerns about safety and crime, if a gas station and convenience store were to be developed at the site in question. The following issues were raised with respect to the commercial center:

Director of Growth Management
Page 2 of 2
June 11, 2023

- Concern over any potential increase in criminal activity and undesirable elements being attracted to the neighborhood;
- An unwanted increase in vehicular traffic and commensurate increase in traffic jams, vehicle and pedestrian incidents;
- A feared decrease in real property values.
- several citizens expressed concern that the center would become a hangout for teen-agers and become a locus for taking or selling illegal drugs.

Also requests were made for traffic surveys and crime studies.

The President of the local homeowner's association stated that a proposed development in the same vicinity had been withdrawn due to the lack of a "connector". She asked if that issue had now been resolved. No one present knew the answer.

How the Applicant plans to address the Concerns, Issues and Problems Expressed During the Process

Mr. Ali, the President of Sunrise Plaza Enterprise, Inc. explained to the people in attendance that the renderings included in the mailing were only illustrative concepts, and no final decisions had been made regarding the tenant mix at the center. He stated that the center did not have to be all retail fast-food units and that he will proactively seek to include medical offices and other commercial tenants, such as real estate and/or insurance agents. Additionally, he indicated that surveys, if needed, could be conducted for traffic impact, noise and criminal activity.

A number of those present expressed appreciation to Mr. Ali for his willingness to work with local residents to address their concerns and to avoid problems at the site in order to be a good neighbor.

Very truly yours,
Richard Franzblau LLC


Rick Franzblau

cc: Sunrise Plaza Enterprise, Inc.
Bruce Taylor

Richard Franzblau LLC

ATTORNEY AT LAW

*Admitted in
DC, FL, NJ, NY & PA

3505 Lake Lynda Drive, Suite 200
Orlando, FL 32817
rick@franzblauesq.com

Richard D. Franzblau*

Tel: (407) 595-1826

Fax: (321) 413-0300

May 24, 2023

FIRST CLASS U.S. MAIL

Notice of Citizen Informational Meeting on June 5, 2023 at 6:00 p.m.

Applicant: Sunrise Plaza Enterprise, Inc.

Project Site Address: Intersection of Emerson Road and Glencove Avenue, Palm Bay, FL

Zoning Request: Conditional Use Application for Commercial Shopping Plaza

Dear Palm Bay Citizen:

Sunrise Plaza Enterprise, Inc. ("Sunrise Plaza") will submit a conditional use application to the City of Palm Bay requesting approval for the development of a shopping plaza adjacent to the intersection of Emerson Drive NW and Glencove Avenue NW. Sunrise Plaza is inviting you to an informational meeting to discuss the zoning request, answer any questions you may have, and record any feedback you may have to offer which we will then present to City Staff, Planning and Zoning Board and City Commission as we move through the review and public hearing process for this request.

I have attached with letter, the site plan, some conceptual images of the Plaza, and additional documents for the project for your review prior to the informational meeting. We may have additional explanatory information with us at the meeting. If you have any questions you wish to submit in advance of the meeting, we would appreciate the opportunity to review them in advance to be sure we bring appropriate information to answer any of your questions or address your concerns at the meeting. The meeting is scheduled as follows:

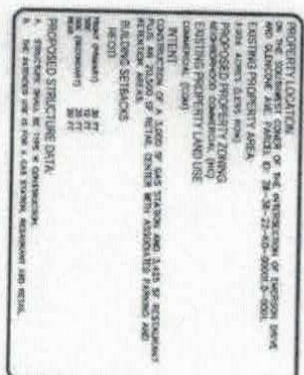
DATE: June 5, 2023
TIME: 6:00 – 7:00 p.m.
PLACE: Holiday Inn Express
1206 Malabar Road SE
Palm Bay, Florida

We hope to see you there. In the interim, please do not hesitate to contact me via email at rick@franzblauesq.com.

Best Regards,
Richard Franzblau LLC


Rick Franzblau

Enclosures

[illegible]



THE PLAZA



PLAZA SHOPS



GAS STATION STORE AND RESTAURANT



GAS STATION

Project Details: CU23-00003

Project Type: Conditional Use

Project Location: UNKNOWN # 2700 ANNELEIGH CIR Palm Bay, FL
Milestone: Submitted
Created: 3/28/2023
Description: Emerson Plaza
Assigned Planner: Tania Ramos

Contacts

Contact	Information
Owner/Applicant	Nazim Ali, President, SUNRISE PLAZA ENTERPRISE INC 1087 HIDDEN HARBOR LN KISSIMMEE, FL 34746 (203) 550-5425 imex2000@hotmail.com
Legal Representative	Rick Franzblau, Esq. 3505 Lake Lynda Drive, Orlando, FL 32817 (407) 595-1826 rdfranz@rdflc.com
Assigned Planner	Tania Ramos FL taniam.amos@palmbayflorida.org
Submitter	Rick Franzblau 3505 Lake Lynda Drive Suite 200 Orlando, -1 32817 (407) 595-1826 rdfranz@rdflc.com

Fields

Field Label	Value
Block	I
Lot	1
Section Township Range	22-28-36
Subdivision	KO
Year Built	
Use Code	1000
Use Code Desc	VACANT COMMERCIAL LAND

Project Details: CU23-00003

LotSize	
Building SqFt	
Homestead Exemption	
Taxable Value Exemption	
Assessed Value	
Market Value	
Land Value	
Tax ID	2857966
Flu Description	Commercial
Flu Code	COM
Zoning Description	Neighborhood Commercial
Zoning Code	NC
Size of Area (acres)	
Conditional Use Sought	Commercial Shopping Plaza,
or Special Requirements Use	Club or Lodge
Is Submitter the Representative?	False
Resolution Number	
Subdivision Name	PORT MALABAR UNIT 44

April 4

, 20²³

Re: Letter of Authorization

As the property owner of the site legally described as:

PORT MALABAR UNIT 44 PART OF TRACT 1 AS DESC IN ORB 4185 PG 2747

I, Owner Name: SUNRISE PLAZA ENTERPRISE, INC.

Address: 1087 HIDDEN HARBOR LANE KISSIMMEE, FL 34746

Telephone: 203-550-5425

Email: imex2000@hotmail.com

hereby authorize:

Representative: Richard Franzblau, Esq.

Address: 3505 Lake Lynda Drive, Suite 200 Orlando, FL 32817

Telephone: 407-595-1826

Email: rdfranz@rdflc.com

to represent the request(s) for:

an application for conditional use

Sunrise Plaza Enterprise, Inc.

By:

(Property Owner Signature)
Nazim Ali, President

STATE OF Florida

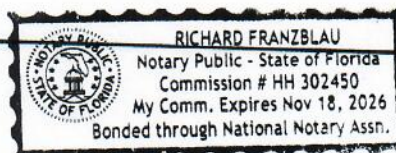
COUNTY OF Osceola

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 4th day of April, 20²³ by

Nazim Ali, President of Sunrise Plaza Enterprise, Inc.

, property owner.

☒ Personally Known or ☐ Produced the Following Type of Identification:
_____, Notary Public



Acknowledgement Log

Header:

Legal Acknowledgement

Text:

I, the submitter, understand that this application must be complete and accurate before consideration by the City of Palm Bay and certify that all the answers to the questions in said application, and all data and matter attached to and made part of said application are honest and true to the best of my knowledge and belief.

Under penalties of perjury, I declare that I have read the foregoing application and that the facts stated in it are true.

Accepted By:

Rick Franzblau

On:

3/28/2023 4:37:11 PM

☒ CU23-00003

Select Language ▼



Please contact us with changes or cancellations as soon as possible, otherwise no further action needed.

PUBLICATION	TOLL-FREE	Local #	Email
Florida Today	888-516-9220	321-242-3632	BRElegals@gannett.com

Customer: CITY OF PALM BAY

Ad No.: 0005808218

Address: SUITE 201
PALM BAY FL 32907
USA

Pymt Method Invoice
Order Amount 261.59

Run Times: 1

No. of Affidavits: 0

Run Dates: 08/25/23

Text of Ad:

Ad#5807 08/25/2023
CITY OF PALM BAY, FLORIDA
NOTICE OF PUBLIC HEARING
Notice is hereby given that a public hearing will be held by the Planning and Zoning Board/Local Planning Agency on September 5, 2023, and by the City Council on September 19, 2023, both to be held at 6:00 p.m., in the City Hall Council Chambers, 120 Malabar Road SE, Palm Bay, Florida, for the purpose of considering the following case(s):
1. CP23-00014 - KEW LLC, Michael Erdman (Kimberly B. Rezanka, Lacey Lyons Rezanka Attorneys At Law, Rep.)
A Small-Scale Comprehensive Plan Future Land Use Map Amendment from Low-Density Residential and Commercial to Commercial
Tract I-3, Bayside Lakes Commercial Center Phase 2, Section 19, Township 29, Range 37, Brevard County, Florida, containing approximately 7.43 acres. Located west of and adjacent to Eldron Boulevard SE, in the vicinity north of the intersection of Eldron Boulevard SE and Bayside Lakes Boulevard SE
2. **FD23-00007 - Chaparral Properties LLC, John Ryan (Jake Wise, P.E., Construction Engineering Group, LLC, Rep.)
A Final Development Plan to allow development of an Amenity Center for the Chaparral Planned Unit Development
A portion of Tax Parcel 750, Section 4, Township 29, Range 36, Brevard County, Florida, containing approximately 6.66 acres. Located south of and adjacent to Abilene Drive SW, in the vicinity south of Malabar Road SW
3. **CU23-00003 - Sunrise Plaza Enterprise, Inc., Nazim Ali, President, (Richard Franzblau, Esq., Rep.)
A Conditional Use to allow retail automotive gas/fuel sales in an NC, Neighborhood Commercial District, in accordance with Section 185.042(D)(1) of the Palm Bay Code of Ordinances
A portion of Tract I, Port Malabar Unit 44, Section 22, Township 28, Range 36, Brevard County, Florida, containing approximately 3 acres. Located at the southwest corner of Glencove Avenue NW and Emerson Drive NW
4. **FS23-00007 - DRP FL 6, LLC, Brian Clauson, Authorized Manager (Ana Saunders, P.E., BSE Consultants, Inc., Rep.)
A Final Plat to allow for a proposed 77-lot single-family residential subdivision called Timbers at Everlands Phase 1C
A replat of a portion of Tract FD1, Timbers at Everlands Phase 1A, Section 28, Township 28, Range 36, Brevard County, Florida, containing approximately 21.25 acres. Located east of St. Johns Heritage Parkway NW and north of Pace Drive NW
5. **FS23-00008 - DRP FL 6, LLC, Brian Clauson, Authorized Manager (Ana Saunders, P.E., BSE Consultants, Inc., Rep.)
A Final Plat to allow for a proposed 196-lot single-family and multiple-family residential subdivision called Timbers at Everlands Phase 2
A replat of a portion of Tract FD1, Timbers at Everlands Phase 1A, Section 28, Township 28, Range 36, Brevard County, Florida, containing approximately 107.05 acres. Located east of St. Johns Heritage Parkway NW and north of Pace Drive NW

b. 123-00023 – City of Palm Bay
(Growth Management Department)
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 170: Construction Codes and Regulations, Section 170.113, Types of Fences and Walls Permitted and Section 170.119, Fence and Wall Maintenance, to provide clear language on fence materials and maintenance
**Indicates quasi-judicial request(s).
If an individual decides to appeal any decision made by the Planning and Zoning Board/Local Planning Agency or the City Council with respect to any matter considered at this meeting, a record of the proceedings will be required and the individual will need to ensure that a verbatim transcript of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based (FS 286.0105). Such person must provide a method for recording the proceedings verbatim.
Please contact the Palm Bay Land Development Division at (321) 733-3041 should you have any questions regarding the referenced cases.
Chandra Powell
Planning Specialist



MEMORANDUM

TO: Planning and Zoning Board Members

FROM: Stephen White, Senior Planner

DATE: October 4, 2023

SUBJECT: **FS23-00005 – Cypress Bay Commercial Center Phase 1 - CHM Palm Bay LLC, Miles E. Cullom, Jr., president (Jason Kendall, CPWG Engineering, Inc. Rep.) - A Final Plat to allow for a proposed 8-lot commercial subdivision to be known as Cypress Bay Commercial Center Phase 1. Tax Parcels 503 and 504, Section 03, Township 30, Range 37, Brevard County, Florida, containing approximately 24.49 acres. Located at the northeast corner of the intersection at St. Johns Heritage Parkway SE and Babcock Street

**Quasi-Judicial Proceeding.

ATTACHMENTS:

Description

- ▢ FS23-00005 - Staff Report
- ▢ FS23-00005 - Final Plat
- ▢ FS23-00005 - Title Opinion
- ▢ FS23-00005 - Application
- ▢ FS23-00005 - Letter of Authorization
- ▢ FS23-00005 - Letter of Authorization (Lot C1)
- ▢ FS23-00005 - Legal Acknowledgememt
- ▢ FS23-00005 - Legal Ad



STAFF REPORT

LAND DEVELOPMENT DIVISION

120 Malabar Road SE • Palm Bay, FL 32907 • Telephone: (321) 733-3042

landdevelopmentweb@palmbayflorida.org

Prepared by

Stephen White, Senior Planner

CASE NUMBER

FS23-00005

PLANNING & ZONING BOARD HEARING DATE

October 4, 2023

PROPERTY OWNER & APPLICANT

CHM PALM BAY LLC, (Jason Kendall,
CPWG Engineering, Inc, Rep.)

PROPERTY LOCATION/ADDRESS

A Final Plat to be known as Cypress Bay Commercial Center Phase 1, Blocks 503 and 504, Section 03, Township 30, Range 37, Brevard County, Florida, containing approximately 24.49 acres. Located at the northeast corner of the intersection at St. Johns Heritage Parkway SE and Babcock ST, and in the vicinity of Capital Drive SE.

Tax Accounts: 3029896 & 3029897

SUMMARY OF REQUEST

The applicant requests that the property be granted Final Plat approval to allow for a proposed 8-lot Commercial Subdivision called Cypress Bay Commercial Center Phase 1.

Existing Zoning

PUD - Planned Unit Development

Existing Land Use

COM – Commercial

Site Improvements

Commercial Uses

Site Acreage

Approximately 24.49 acres

SURROUNDING ZONING & USE OF LAND

North

PUD, Planned Unit Development – Single-Family Homes

East

PUD, Planned Unit Development – Single-Family Homes

South

PUD, Planned Unit Development – Unimproved

West

PUD, Planned Unit Development – Unimproved

COMPREHENSIVE PLAN COMPATIBILITY

Yes, the property has a Commercial Future Land Use designation.

BACKGROUND:

Located at the northeast corner of the intersection at St. Johns Heritage Parkway SE and Babcock ST, and in the vicinity of Capital Drive SE., containing approximately 24.49 acres.

The current zoning of the property is PUD, Planned Unit Development. This Final Plat application is for an 8-lot Commercial subdivision.

ANALYSIS:

This application is a Final Plat to allow for eight separate Commercial lots with access points to the properties off St. Johns Heritage Parkway, Babcock St, and Capital Dr. City Council granted approval of Ordinance 2022-34; Final Development Plan for Cypress Bay Commercial Center Phase 1 on March 17, 2023.

Section 184.17(2) states, "The subdivision of land shall be such as to provide each lot, by means of a public street, satisfactory access to an existing public street. The use of easements shall not be permitted to provide sole access to public streets." The Preliminary Subdivision Plan submitted for this case meets the criteria of Section 184.17(2) provided that Capital Dr. is accepted by the City. Capital Dr. is being proposed for dedication to the City, and if accepted, will ensure frontage and access to public Rights-of-Way for each parcel prior to the reading and Council voting on this Final Plat application.

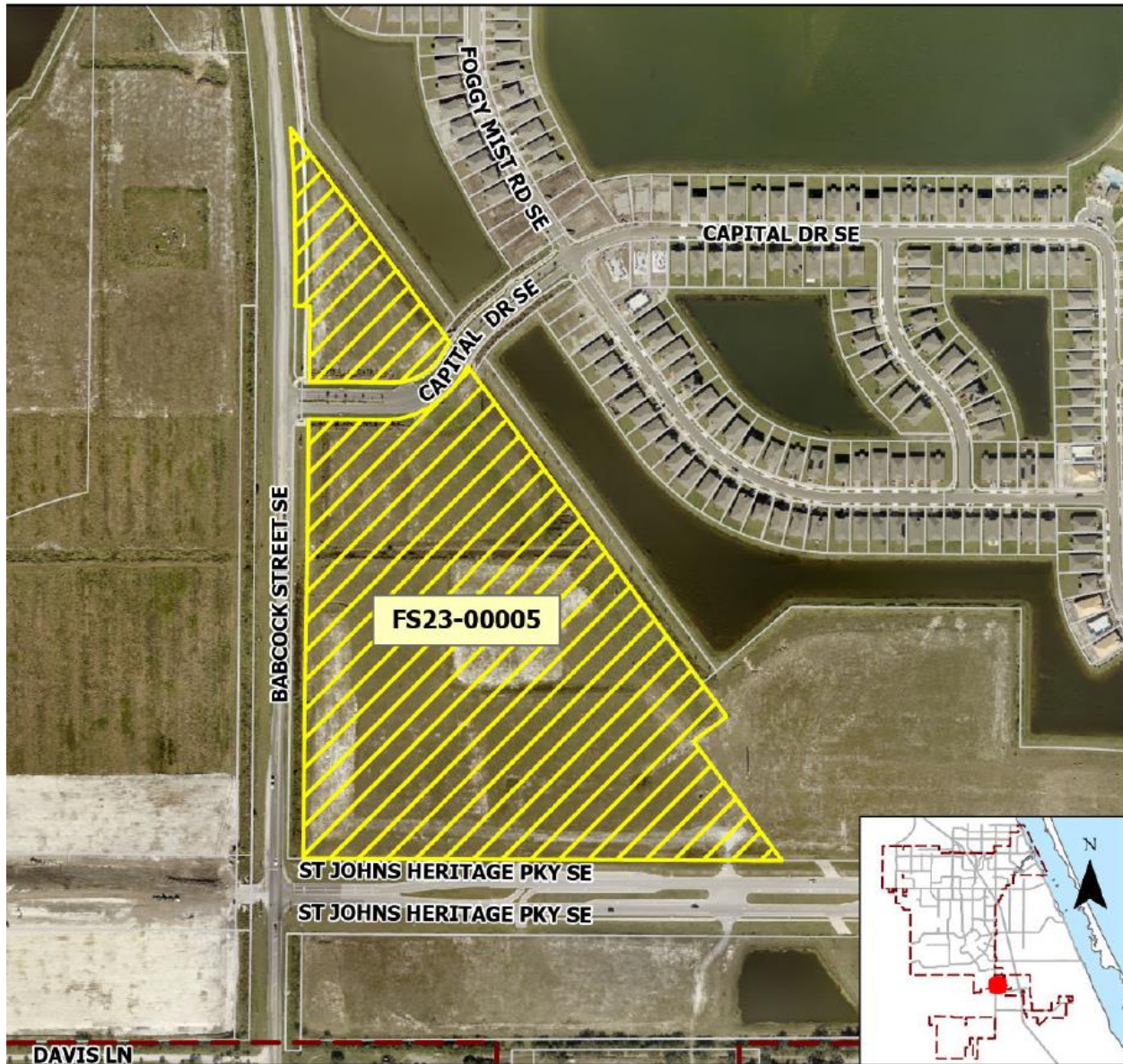
To receive Final Plat approval, the proposal must meet the requirements of Section 184.08 of the Palm Bay Code of Ordinances. Upon review of the submitted materials the Final Plat request is in substantial conformance with the applicable requirements of this section.

STAFF RECOMMENDATION:

Staff recommends Case FS23-00005 for approval.



Map is not to scale—for illustrative purposes only; not to be construed as binding or as a survey.



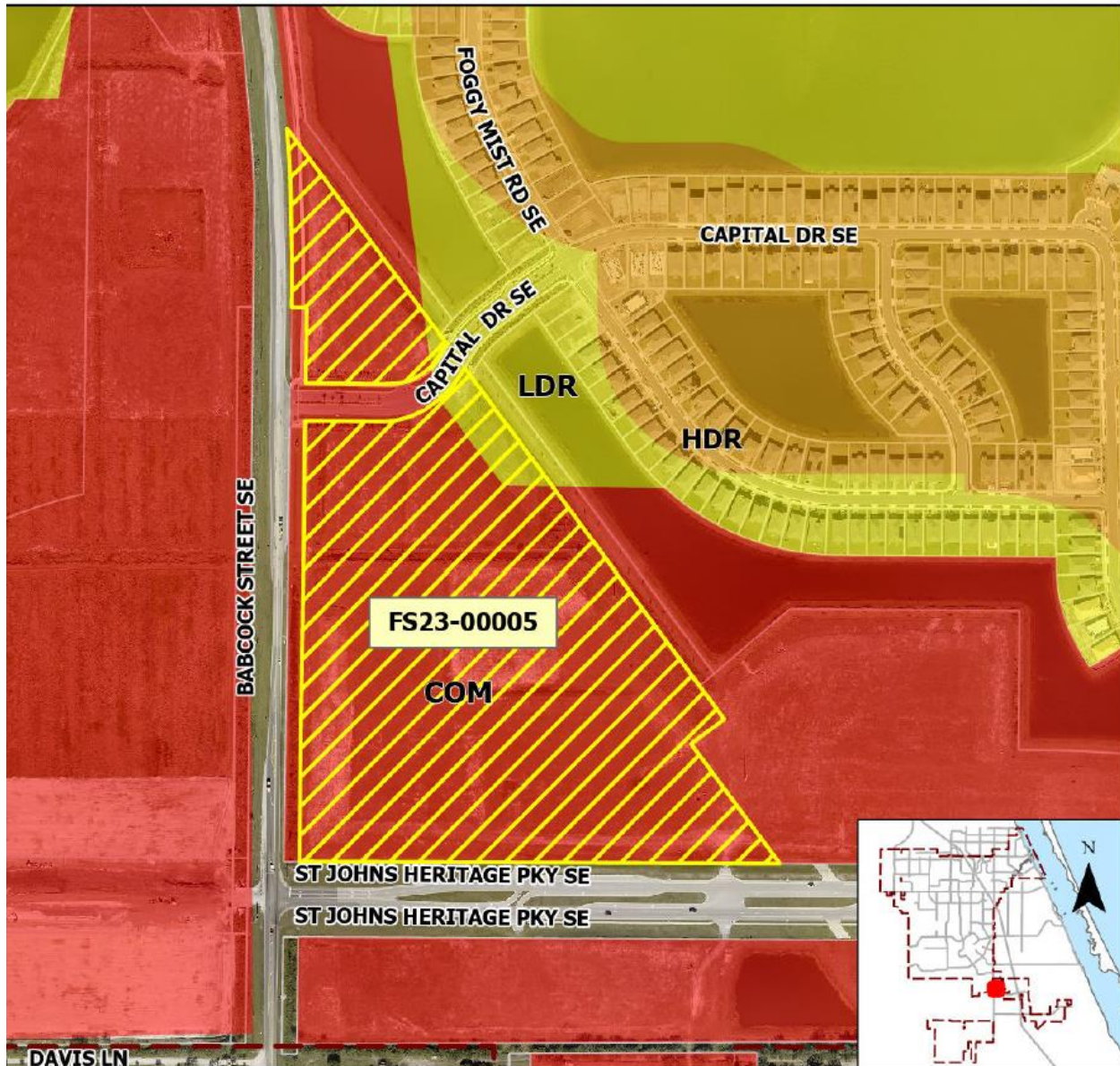
AERIAL LOCATION MAP CASE: FS23-00005

Subject Property

Northeast corner of the intersection at St. Johns Heritage Parkway SE and Babcock Street.



Map is not to scale—for illustrative purposes only; not to be construed as binding or as a survey.



FUTURE LAND USE MAP CASE: FS23-00005

Subject Property

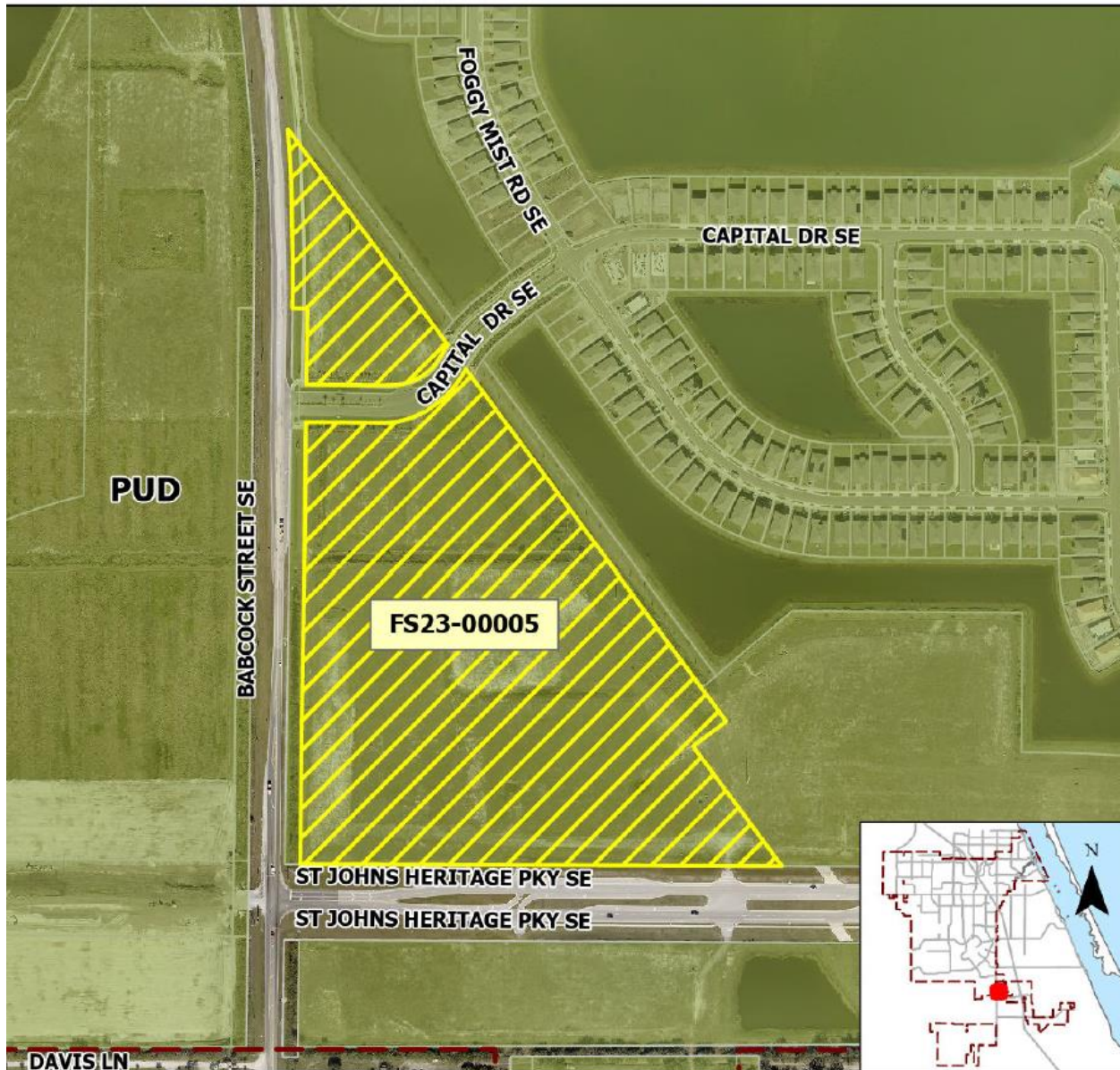
Northeast corner of the intersection at St. Johns Heritage Parkway SE and Babcock Street.

Future Land Use Classification

COM - Commercial



Map is not to scale—for illustrative purposes only; not to be construed as binding or as a survey.



ZONING MAP CASE: FS23-00005

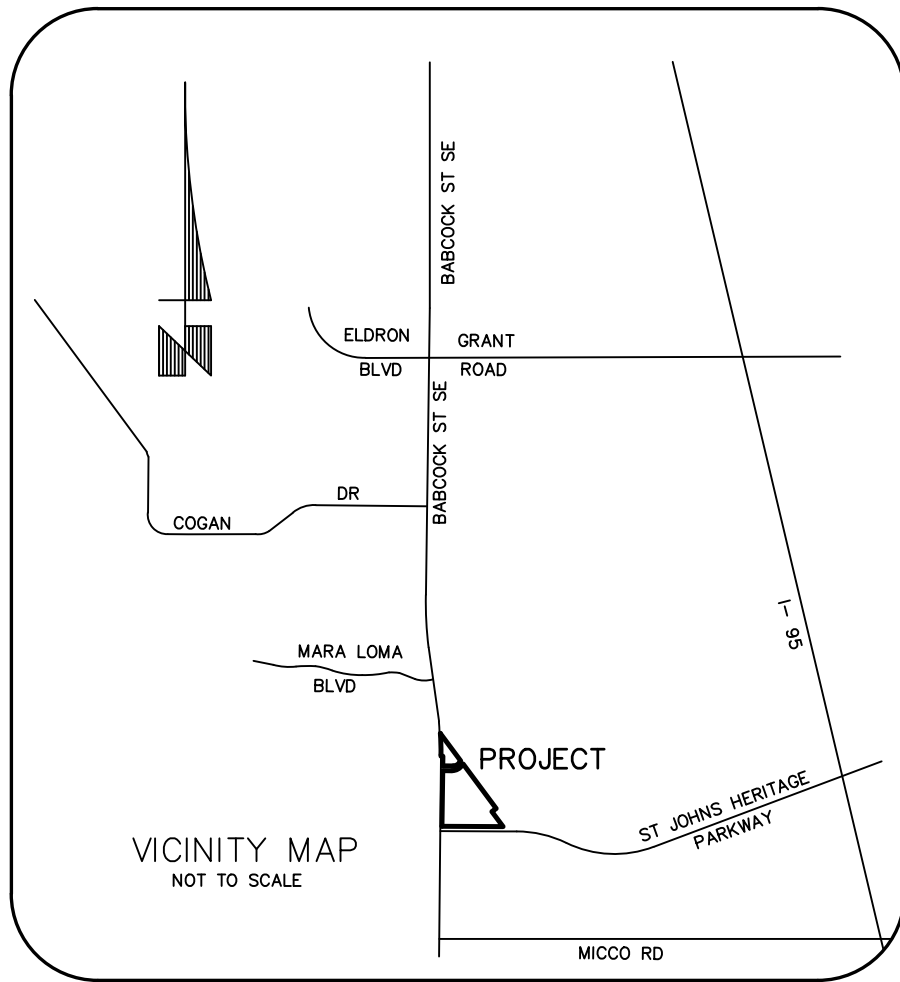
Subject Property

Northeast corner of the intersection at St. Johns Heritage Parkway SE and Babcock Street.

Current Zoning Classification

PUD - Planned Unit Development

PRELIMINARY PLAT OF
CYPRESS BAY COMMERCIAL CENTER PHASE 1
A SUBDIVISION LYING IN SECTION 3, TOWNSHIP 30 SOUTH, RANGE 37 EAST, BREVARD COUNTY, FLORIDA.



DESCRIPTION: (C1)

A PARCEL OF LAND LYING IN THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 30 SOUTH, RANGE 37 EAST, BREVARD COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE RUN S 89° 22' 27" E FOR A DISTANCE OF 149.90 FEET TO THE NORTHEASTERLY LINE OF A 100 FOOT WIDE AS DESCRIBED IN OFFICIAL RECORDS BOOK 384, PAGE 21 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN S 36° 36' 17" E ALONG SAID NORTHEASTERLY LINE FOR A DISTANCE OF 247.01 FEET TO THE EAST RIGHT OF WAY LINE OF BABCOCK, A 100 FOOT WIDE RIGHT OF WAY LINE AND THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; THENCE CONTINUE S 36° 36' 17" E ALONG SAID NORTHEASTERLY LINE FOR A DISTANCE OF 710.12 FEET TO THE NORTH RIGHT OF WAY LINE OF CAPITAL DRIVE, ALSO KNOWN AS TRACT PA-1, CYPRESS BAY PRESERVE - PHASE 1, AS RECORDED IN PLAT BOOK 68, PAGES 59 THROUGH 66 OF THE PUBLIC RECORDS OF BREVARD COUNTY FLORIDA; THENCE RUN S 31° 27' 54" W ALONG SAID NORTH RIGHT OF WAY LINE FOR A DISTANCE OF 42.72 FEET TO A POINT OF CURVATURE OF A CURVE, CONCAVE NORTHWEST, HAVING A RADIUS OF 150.00 FEET, AND WHOSE CHORD BEARS S 61° 06' 35" W FOR A DISTANCE OF 148.39 FEET; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 59° 17' 22", FOR A DISTANCE OF 105.22 FEET TO A POINT OF TANGENCY; THENCE RUN N 89° 14' 44" W FOR A DISTANCE OF 236.50 FEET TO A POINT OF CURVATURE OF A CURVE, CONCAVE NORTHEAST, HAVING A RADIUS OF 25.00 FEET, AND WHOSE CHORD BEARS N 44° 14' 4" W FOR A DISTANCE OF 35.36 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 90° 00' 00", FOR A DISTANCE OF 39.27 FEET TO THE EAST RIGHT OF WAY LINE OF SAID BABCOCK STREET; THENCE RUN N 00° 45' 16" E ALONG SAID EAST RIGHT OF WAY LINE FOR A DISTANCE OF 202.94 FEET TO A POINT OF CURVATURE OF A CURVE, CONCAVE SOUTHWEST, HAVING A RADIUS OF 5364.29 FEET, AND WHOSE CHORD BEARS N 01° 38' 01" W FOR A DISTANCE OF 447.02 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 04° 46' 33", FOR A DISTANCE OF 447.14 FEET TO THE POINT OF BEGINNING;

LESS AND EXCEPT (E3):

A 40 FOOT STRIP OF LAND LYING IN THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 30 SOUTH, RANGE 37 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 3; THENCE RUN S01°11'38"E ALONG THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 3 FOR A DISTANCE OF 670.95 FEET; THENCE RUN N89°14'44"W FOR A DISTANCE OF 236.51 FEET TO THE EAST RIGHT OF WAY LINE OF BABCOCK STREET (A 100 FOOT WIDE RIGHT OF WAY) AND THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; THENCE CONTINUE N89°14'44"E FOR A DISTANCE OF 40.00 FEET; THENCE RUN S00°45'16"W FOR A DISTANCE OF 200.00 FEET TO THE NORTH RIGHT OF WAY LINE OF CAPITAL DRIVE, AS DESCRIBED IN OFFICIAL RECORDS BOOK 8527, PAGE 2517 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N89°14'44"W ALONG SAID NORTH RIGHT OF WAY LINE FOR A DISTANCE OF 15.00 FEET TO A POINT OF CURVATURE OF A CURVE, CONCAVE NORTHEAST, HAVING A RADIUS OF 25.00 FEET AND A CHORD WHICH BEARS N44°21'57"W FOR A DISTANCE OF 35.36 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE AND NORTH RIGHT OF WAY LINE, THROUGH A CENTRAL ANGLE OF 89°45'34", FOR A DISTANCE OF 39.16 FEET TO A POINT OF TANGENCY AND THE EAST RIGHT OF WAY LINE OF SAID BABCOCK STREET; THENCE RUN N00°45'16"E ALONG THE EAST RIGHT OF WAY LINE OF SAID BABCOCK STREET FOR A DISTANCE OF 175.11 FEET TO THE POINT OF BEGINNING.

CONTAINING 3.363 ACRES, MORE OR LESS.

TOGETHER WITH: (C2-C8)

A PARCEL OF LAND LYING IN SECTION 3, TOWNSHIP 30 SOUTH, RANGE 37 EAST, BREVARD COUNTY FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTH WEST CORNER OF SAID SECTION 3; THENCE RUN S 89° 42' 39" E, ALONG THE SOUTH LINE OF SAID SECTION 3, FOR A DISTANCE OF 228.91 FEET TO THE EAST RIGHT OF WAY LINE OF BABCOCK STREET (A 100 FOOT WIDE RIGHT OF WAY); THENCE RUN N 00° 45' 16" E, ALONG SAID EAST RIGHT OF WAY LINE, FOR A DISTANCE OF 498.02 FEET TO THE NORTH RIGHT OF WAY LINE OF ST. JOHNS HERITAGE PARKWAY (A 200 FOOT WIDE RIGHT OF WAY) AS DESCRIBED IN OFFICIAL RECORDS BOOK 7533, PAGE 230 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; THENCE CONTINUE N 00° 45' 16" E, ALONG THE EAST RIGHT OF WAY LINE OF SAID BABCOCK STREET, FOR A DISTANCE OF 1135.90 FEET TO A POINT ON THE SOUTH LINE OF CAPITAL DRIVE AS DESCRIBED IN OFFICIAL RECORDS BOOK 8527, PAGE 2517 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, ALSO BEING THE BEGINNING OF A CURVE, CONCAVE SOUTHEAST, HAVING A RADIUS OF 25.00 FEET, AND A CHORD WHICH BEARS N 45° 45' 16" E FOR A DISTANCE OF 35.36 FEET; THENCE RUN THE FOLLOWING FOUR (4) COURSES AND DISTANCES ALONG SAID SOUTH LINE:

- (1) THENCE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE, TURNING TO THE RIGHT, THROUGH AN ANGLE OF 90° 00' 00", FOR A DISTANCE OF 39.27 FEET TO A POINT OF TANGENCY;
- (2) THENCE, S 89° 14' 44" E FOR A DISTANCE OF 207.42 FEET TO THE BEGINNING OF A CURVE, CONCAVE NORTHWEST, HAVING A RADIUS OF 250.00 FEET, AND A CHORD WHICH BEARS N 61° 06' 35" E FOR A DISTANCE OF 247.31 FEET;
- (3) THENCE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE, TURNING TO THE LEFT, THROUGH AN ANGLE OF 59° 17' 22", FOR A DISTANCE OF 258.70 FEET TO A POINT OF TANGENCY;
- (4) THENCE, N 31° 27' 54" E FOR A DISTANCE OF 27.38 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF A 110 FOOT WIDE FLORIDA POWER AND LIGHT COMPANY EASEMENT AS DESCRIBED IN OFFICIAL RECORDS BOOK 384, PAGE 21 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA;

THENCE RUN S 36° 36' 17" E ALONG SAID EASTERLY LINE FOR A DISTANCE OF 1157.22 FEET; THENCE, S 53° 23' 43" W FOR A DISTANCE OF 110.00 FEET TO THE WESTERLY RIGHT OF WAY LINE OF THE AFOREMENTIONED 110 FOOT WIDE FLORIDA POWER AND LIGHT COMPANY EASEMENT; THENCE RUN S 36° 36' 17" E FOR A DISTANCE OF 389.43 FEET TO THE NORTH RIGHT OF WAY LINE OF SAID ST. JOHNS HERITAGE PARKWAY; THENCE GO N 89° 42' 39" W, ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 1312.47 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT (E2):

A 40 FOOT STRIP OF LAND LYING IN THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 30 SOUTH, RANGE 37 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 3; THENCE RUN S89°42'39"E ALONG THE SOUTH LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 3 FOR A DISTANCE OF 228.91 FEET TO THE EAST RIGHT OF WAY LINE OF BABCOCK STREET (A 100 FOOT WIDE RIGHT OF WAY); THENCE RUN N00°45'16"E ALONG THE EAST RIGHT OF WAY LINE OF SAID BABCOCK STREET FOR A DISTANCE OF 498.02 FEET TO THE NORTH RIGHT OF WAY LINE OF ST. JOHNS HERITAGE PARKWAY (A 200 FOOT WIDE RIGHT OF WAY) AS DESCRIBED IN OFFICIAL RECORDS BOOK 7533, PAGE 245 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; THENCE CONTINUE N00°45'16"E ALONG THE EAST RIGHT OF WAY LINE OF SAID BABCOCK STREET FOR A DISTANCE OF 1135.90 FEET TO THE SOUTH RIGHT OF WAY LINE OF CAPITAL DRIVE, AS DESCRIBED IN OFFICIAL RECORDS BOOK 8527, PAGE 2517 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, ALSO BEING A POINT OF CURVATURE OF A CURVE, CONCAVE SOUTHEAST, HAVING A RADIUS OF 25.00 FEET AND A CHORD WHICH BEARS N45°45'16"E A DISTANCE OF 35.36 FEET; THENCE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE AND SOUTH RIGHT OF WAY LINE, THROUGH A CENTRAL ANGLE OF 90°00'00", FOR A DISTANCE OF 39.27 FEET TO A POINT OF TANGENCY; THENCE RUN S89°14'44"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR A DISTANCE OF 15.00 FEET; THENCE RUN S00°45'16"W FOR A DISTANCE OF 110.00 FEET TO THE NORTH RIGHT OF WAY LINE OF SAID ST. JOHNS HERITAGE PARKWAY; THENCE RUN N89°42'39"W ALONG SAID NORTH RIGHT OF WAY LINE FOR A DISTANCE OF 40.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 25.127 ACRES, MORE OR LESS.

COMPRISING A TOTAL OF 28.490 ACRES, MORE OR LESS.

GENERAL NOTES:

1. THE BEARING BASIS FOR THIS SURVEY IS THE WEST LINE OF THE SOUTHWEST ONE-QUARTER OF SECTION 3, TOWNSHIP 30 SOUTH, RANGE 37 EAST, WHICH BEARS S01°11'38"E, AND AS SHOWN HEREON.
2. A STRIP OF LAND 10 FEET IN WIDTH IS HEREBY DEDICATED WITHIN ALL LOTS ALONG AND ADJACENT TO THE RIGHT OF WAYS FOR THE CONSTRUCTION, INSTALLATION AND MAINTENANCE OF PUBLIC UTILITIES AND PRIVATE DRAINAGE FACILITIES.
3. A STRIP OF LAND 5 FEET IN WIDTH IS HEREBY DEDICATED ALONG ALL SIDE AND REAR LOT LINES FOR THE INSTALLATION AND MAINTENANCE OF PUBLIC UTILITIES AND PRIVATE DRAINAGE FACILITIES, UNLESS OTHERWISE NOTED.
4. PUBLIC UTILITY EASEMENTS DEDICATED HEREON SHALL BE FOR THE INSTALLATION, CONSTRUCTION, MAINTENANCE AND OPERATION OF ELECTRIC POWER FACILITIES AND CABLE TELEVISION SERVICES, PROVIDED HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITY OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR DAMAGES.
5. UNLESS OTHERWISE SPECIFIED, UTILITY EASEMENTS ARE HEREBY DEDICATED TO THE PUBLIC AND DRAINAGE EASEMENTS ARE PRIVATE AND ARE HEREBY DEDICATED TO CYPRESS BAY FARMS, LLC, ITS SUCCESSORS AND /OR ASSIGNS.
6. THE LAND DESCRIBED HEREON COMPRISES A TOTAL AREA OF 28.490 ACRES +/-.
7. THE OWNER (CYPRESS BAY FARMS, LLC) HAS THE RIGHT TO ASSIGN ITS RIGHTS AND RESPONSIBILITIES THEREUNDER TO HOMEOWNERS AND/OR OTHER PROPERTY OWNERS ASSOCIATION OR ASSOCIATIONS, AND/OR TO CONVEY ANY OR ALL OF THE TRACTS SET FORTH ON THE PLAT, AND IN SUCH EVENT, PREVIOUS OWNER SHALL BE RELEASED FROM SUCH ASSIGNED OBLIGATIONS.
8. FOR DECLARATIONS OF COVENANTS, CONDITIONS AND RESTRICTIONS SEE OFFICIAL RECORDS BOOK _____, PAGE _____, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.
9. FOR JOINDERS, SEE OFFICIAL RECORDS BOOK _____, PAGE _____, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

LEGEND OF ABBREVIATIONS

BRG	=	BEARING
C	=	CURVE DESIGNATION
CH	=	CHORD
C.M.	=	CONCRETE MONUMENT
D	=	DELTA (CENTRAL ANGLE)
E.O.A.	=	E.O.A.
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I.R.	=	IRON ROD
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SSMH	=	SANITARY SEWER MANHOLE
TWP	=	TOWNSHIP

SURVEYOR'S NOTES:

1. ● DENOTES MAG NAIL & DISK STAMPED: "PCP LB 6360".
2. ⊙ DENOTES 5/8" IRON ROD WITH CAP STAMPED "PRM LB 6360"
3. ○ DENOTES THE POINTS OF CURVATURE, POINTS OF TANGENCY AND OTHER PERTINENT POINTS REQUIRING CLARITY OR DEFINITION.
4. UNLESS DESIGNATED NR (NON-RADIAL), ALL LOT LINES IN CURVILINEAR LOTS ARE RADIAL.

GRAPHIC SCALE



(IN FEET)
1 inch = 200 ft.

NOTICE: THIS PLAT, AS RECORDED IN IT'S GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF PLAT.

NOTICE: THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

PLAT BOOK _____ PAGE _____
SHEET 1 OF 4
SECTION 3 TWP. 30 S., RANGE 37 E.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THE LIMITED LIABILITY COMPANY NAMED BELOW, BEING THE OWNER IN FEE SIMPLE OF THE LANDS DESCRIBED IN:

CYPRESS BAY COMMERCIAL CENTER PH 1

HEREBY DEDICATES SAID LANDS AND PLAT FOR THE USES AND PURPOSES THEREIN EXPRESSED AND DEDICATES ALL PUBLIC UTILITY EASEMENTS AS DESCRIBED HEREON TO THE CITY OF PALM BAY FOR THE PERPETUAL USE OF THE PUBLIC; AND HEREBY FURTHER DEDICATES TO THE CITY OF PALM BAY ALL PUBLIC RIGHT OF WAYS AS SHOWN HEREON. NO OTHER EASEMENTS ARE HEREBY DEDICATED OR GRANTED TO THE PUBLIC, IT BEING THE INTENTION OF THE UNDERSIGNED THAT OTHER EASEMENTS AND COMMON AREAS SHOWN HEREON BE PRIVATELY OWNED AND MAINTAINED AND THAT THE PUBLIC AND THE CITY OF PALM BAY HAVE NO RIGHT OR INTEREST THEREIN.

IN WITNESS WHEREOF, THE UNDERSIGNED HAS CAUSED THESE PRESENTS TO BE EXECUTED ON THE DATE SET FORTH BELOW

Witness 1:

Budd Cullom
as Authorized Representative and
Manager

Print:

CULLOM PROPERTIES, INC.
6312 KINGSTON PIKE, SUITE C
KNOXVILLE, TN 37919

Witness 2:

Print:

State of Florida
County of Brevard

This is to certify that the foregoing was acknowledged before me this _____ day of _____, 2023 by BUD CULLOM, as authorized representative and manager of CULLOM PROPERTIES, INC., a Florida Corporation, who is personally known to me or has produced _____ as identification.

Notary Public

My Commission Expires: _____

CERTIFICATE OF PLATTING SURVEYOR

KNOWN ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED BEING A LICENSED AND REGISTERED LAND SURVEYOR AND MAPPER, DOES HEREBY CERTIFY THAT ON DECEMBER 3, 2021 HE COMPLETED THE BOUNDARY SURVEY OF THE LANDS AS SHOWN ON THE FOREGOING PLAT; THAT THE BOUNDARY LINES OF THE PLATTED PARCEL ARE A TRUE AND CORRECT REPRESENTATION OF SUCH LINES IN ACCORDANCE WITH SAID BOUNDARY SURVEY MADE UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION; THAT SAID SURVEY IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT PERMANENT REFERENCE MONUMENTS (P.R.M.'S), PERMANENT CONTROL POINTS (P.C.P.'S), AND MONUMENTS ACCORDING TO SECTION 177.091(9), F.S., HAVE BEEN PLACED AS REQUIRED BY LAW; AND, FURTHER, THAT THE SURVEY DATA COMPLIES WITH ALL THE REQUIREMENTS OF CHAPTER 177, PART 1, FLORIDA STATUTES.

DATED: MARCH 10, 2023

ROBERT R. DOERRER, JR., P.L.S. NO. 3982
HORIZON SURVEYORS OF CENTRAL FLORIDA, INC.
390 POINCIANA DRIVE MELBOURNE, FLORIDA 32935
CERTIFICATE OF AUTHORIZATION LB 6360

CERTIFICATE OF REVIEWING SURVEYOR

I HEREBY CERTIFY, THAT I HAVE REVIEWED THE FOREGOING PLAT AND FIND THAT IT IS IN CONFORMITY WITH CHAPTER 177, PART 1, FLORIDA STATUTES.

JOSEPH N. HALE
LS 6366
REVIEWING SURVEYOR FOR BREVARD COUNTY

CERTIFICATE OF APPROVAL BY
MUNICIPALITY

ATTEST:
THIS IS TO CERTIFY, THAT ON _____
THE
APPROVED THE FOREGOING PLAT.

MAYOR

ATTEST:

CITY CLERK

CERTIFICATE OF CLERK

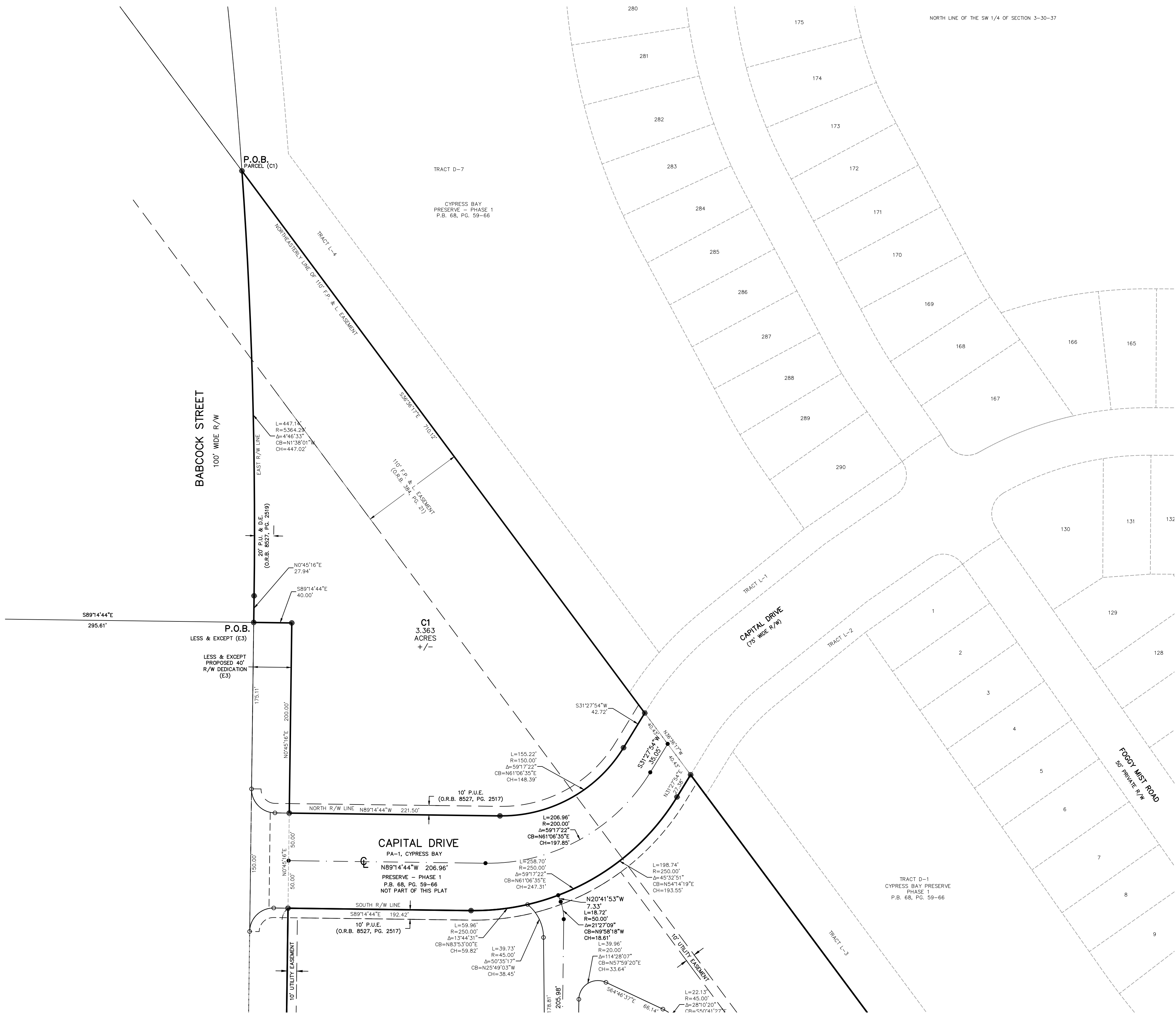
I HEREBY CERTIFY, THAT I HAVE EXAMINED THE FOREGOING PLAT AND FIND THAT IT COMPLIES, IN FORM, WITH ALL THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES AND WAS FILED FOR RECORD ON, _____ AT _____

FILE # _____

CLERK OF CIRCUIT COURT
IN AND FOR BREVARD COUNTY, FLORIDA

PRELIMINARY PLAT OF
CYPRESS BAY COMMERCIAL CENTER PHASE 1
A SUBDIVISION LYING IN SECTION 3, TOWNSHIP 30 SOUTH, RANGE 37 EAST, BREVARD COUNTY, FLORIDA.

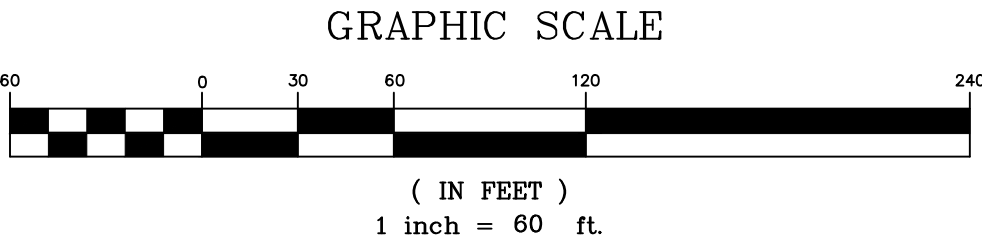
PLAT BOOK ____ PAGE ____
SHEET 2 OF 4
SECTION 3 TWP. 30 S., RANGE 37 E.



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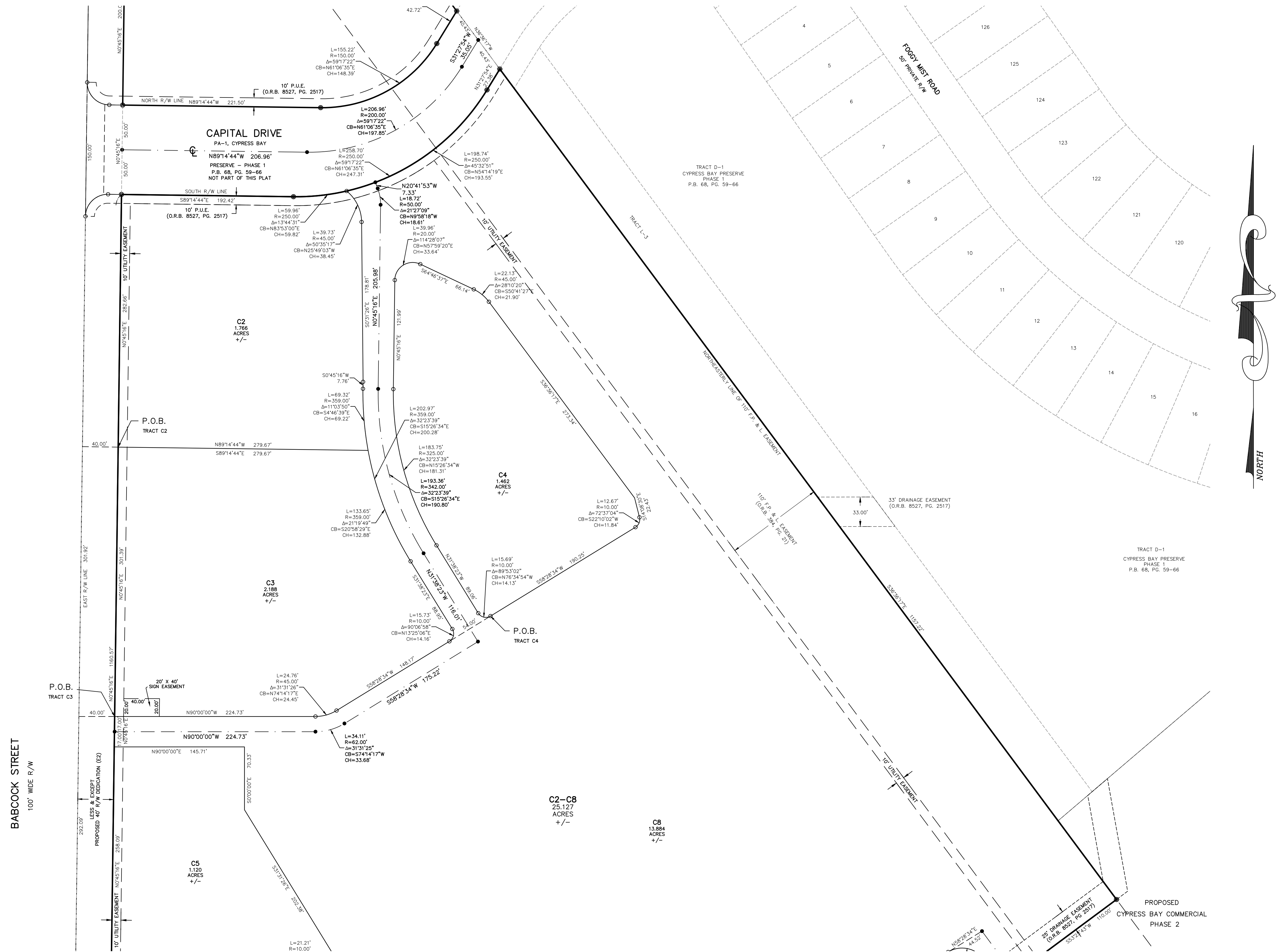
— PLAT PREPARED BY —
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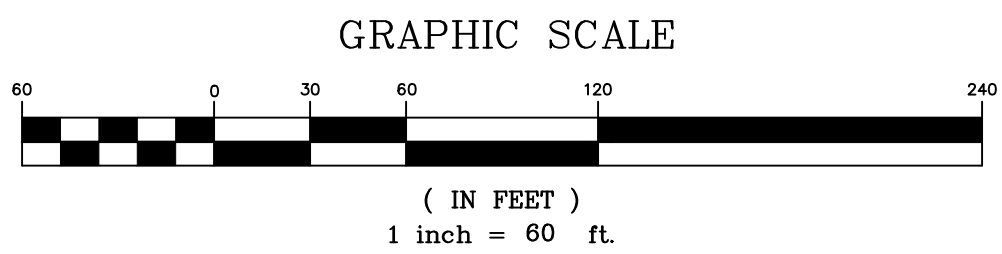
PLAT BOOK _____ PAGE _____
SHEET 3 OF 4
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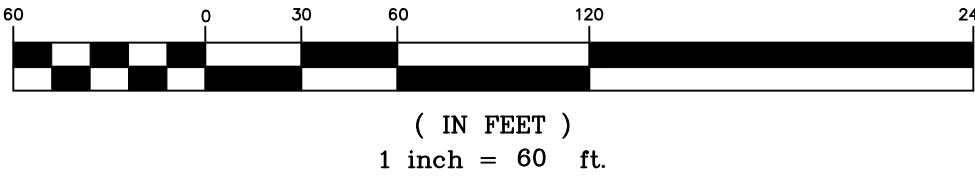
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PLAT BOOK _____ PAGE _____
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GRAPHIC SCALE



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August 28, 2023

City of Palm Bay
120 Malabar Road
Palm Bay, FL 32907
Attention: Planning and Zoning

RE: Opinion of Title to that certain real property described in Exhibit "A" attached hereto and made a part hereof ("Property") and identified as C2-C8 on the plat for Cypress Bay Commercial Center Phase 1 ("Plat")

Dear Sir/Madam:

Alliance Title Insurance Agency, Inc. ("Alliance") is an authorized issuing agent for Chicago Title Insurance Company ("CTIC"). CTIC has caused to be conducted a search of the Public Records of Brevard County, Florida, with respect to the Property, up to and including August 7, 2023 @ 5:00 p.m.

The undersigned hereby certifies to you that the above-mentioned search of the Public Records of Brevard County, Florida, disclosed that as of August 7, 2023 @ 5:00 p.m., fee simple title to the Property was vested in CHM Palm Bay, LLC, a Florida limited liability company.

This certification of ownership is being issued to the City of Palm Bay, Florida in accordance with the Uniform Title Standards of the Real Property and Trust Law Section of the Florida Bar, and Chapter 177.041, Florida Statutes. The legal description for the Property subject to the above-captioned Plat and identified as C2-C8 on the Plat is more particularly described on Exhibit "A" attached hereto. Please note that the real property identified as C1 on the Plat ("C1 Property") is not owned by CHM Palm Bay, LLC and a separate opinion of title for the C1 Property shall be submitted by the owner of the C1 Property.

Ad valorem real property taxes for 2022 and all prior years have been paid.

Mortgages, liens, easements and restrictions have been created against the Property by virtue of the following instruments:

Stephen E. Spira, Esq.
E-mail: Steve@spiralawgroup.com
4865 N. Wickham Road, Suite 106
Melbourne FL 32940
(321) 610-3001
www.spiralawgroup.com

1. Right of way Agreement with Florida Power and Light Company recorded March 4, 1958, in Official Records Book 93, Page 634, together with Supplement to Right of way Agreement recorded in Official Records Book 384, Page 21.
2. Reciprocal Easement Agreement recorded August 30, 2019, in Official Records Book 8527, Page 2517, as affected by Amendment and Partial Termination to Reciprocal Easement Agreement recorded in Official Records Book 9479, Page 1997.
3. Mortgage and Security Agreement recorded July 18, 2022, in Official Records Book 9561, Page 1323, together with Assignment of Rents and Leases recorded in Official Records Book 9561, Page 1361, and UCC Financing Statement recorded in Official Records Book 9561, Page 1369 and Subordination, Non-Disturbance and Attornment Agreement recorded in Official records Book 9848, Page 2489.
4. Notice of Commencement recorded July 18, 2022, in Official Records Book 9561, Page 1374.
5. Memorandum of Lease recorded July 22, 2022, in Official Records Book 9566, Page 2068.
6. Memorandum of Lease recorded September 14, 2022, in Official Records Book 9611, Page 2896.
7. Declaration of Restrictions, Covenants and Conditions and Grant of Easements recorded July 28, 2023, in Official Records Book 9848, Page 2497.

NOTE: Recorded Notice of Environmental Resource Permit recorded September 13, 2017, in Official Records Book 7981, Page 1414.

NOTE: Recorded Notice of Environmental Resource Permit recorded February 11, 2019, in Official Records Book 8365, Page 1360.

NOTE: All recording references shall refer to the public records of Brevard County, Florida, unless otherwise noted.

This Opinion of Title is being given to you in connection with the development of the Property and is not to be used for any other purposes nor copies delivered to any other persons or entities without the prior written consent of the undersigned.

Very truly yours,

Stephen E. Spira

Stephen E. Spira, Esq.
SES/mhw

EXHIBIT A

A parcel of land lying in Section 3, Township 30 South, Range 37 East, Brevard County, Florida being more particularly described as follows:

Commence at the Southwest corner of said Section 3; thence run S 89°42'39" E, along the South line of said Section 3, for a distance of 228.91 feet to the East right of way line of Babcock Street (a 100 foot wide right of way); thence run N 00°45'16" E, along said East right of way line, for a distance of 498.02 feet to the North right of way line of St. Johns Heritage Parkway (a 200 foot wide right of way) as described in Official Records Book 7533, Page 230 of the Public Records of Brevard County, Florida and the POINT OF BEGINNING of the herein described parcel; thence continue N 00°45'16" E, along the East right of way line of said Babcock Street, for a distance of 1135.90 feet to a point on the South line of Capital Drive as described in Official Records Book 8527, Page 2517 of the Public Records of Brevard County, Florida, also being the beginning of a curve, concave Southeast, having a radius of 25.00 feet, and a chord which bears N 45°45'16" E for a distance of 35.36 feet; thence run the following four (4) courses and distances along said South line:

- (1) Thence run Northeasterly along the arc of said curve, turning to the right, through an angle of 90°00'00", for a distance of 39.27 feet to a point of tangency;
- (2) Thence, S 89°14'44" E for a distance of 207.42 feet to the beginning of a curve, concave Northwest, having a radius of 250.00 feet, and a chord which bears N 61°06'35" E for a distance of 247.31 feet;
- (3) Thence run Northeasterly along the arc of said curve, turning to the left, through an angle of 59°17'22", for a distance of 258.70 feet to a point of tangency;
- (4) Thence, N 31°27'54" E for a distance of 27.38 feet to a point on the Easterly right of way line of a 110 foot wide Florida Power and Light Company easement as described in Official Records Book 384, Page 21 of the Public Records of Brevard County, Florida;

Thence run S 36°36'17" E along said Easterly line for a distance of 1157.22 feet; thence S 53°23'43" W for a distance of 110.00 feet to the Westerly right of way line of the aforementioned 110 foot wide Florida Power and Light Company easement; thence run S 36°36'17" E for a distance of 389.43 feet to the North right of way line of said St. Johns Heritage Parkway; thence go N 89°42'39" W, along said North right of way line, a distance of 1312.47 feet to the POINT OF BEGINNING;

LESS AND EXCEPT (E2)

A 40 foot strip of land lying in the Southwest 1/4 of Section 3, Township 30 South, Range 37 East, Brevard County, Florida, being more particularly described as follows:

Commence at the Southwest corner of said Section 3; thence run S 89°42'39" E, along the South line of the southwest ¼ of said Section 3, for a distance of 228.91 feet to the East right of way line of Babcock Street (a 100 foot wide right of way); thence run N 00°45'16" E, along said East right of way line of said Babcock Street, for a distance of 498.02 feet to the North right of way line of St. Johns Heritage Parkway (a 200 foot wide right of way) as described in Official Records Book 7533, Page 245 of the Public records of Brevard County, Florida and the POINT OF BEGINNING of the herein described parcel; thence continue N 00°45'16" E, along the East right of way line of said Babcock Street, for a distance of 1135.90 feet to the South right of way of Capital Drive as described in Official Records Book 8527, Page 2517 of the Public Records of Brevard County, Florida, also being a point of curvature of a curve, concave Southeast, having a radius of 25.00 feet and a chord which bears N 45°45'16" E a distance of 35.36 feet; thence run Northeasterly along the arc of said curve and South right of way line, through a central angle of 90°00'00", for a distance of 39.27 feet to a point of tangency; thence run S 89°14'44" E along said South right of way line for a distance of 15.00 feet; thence run S 00°45'16" W for a distance of 1160.57 feet to the North right of way line of said St. Johns Heritage Parkway; thence run N 89°42'39" W along said North right of way line for a distance of 40.00 feet to the POINT OF BEGINNING.

Project Details: FS23-00005

Project Type: Subdivisions & Plats Final Plat

Project Location: **Palm Bay, FL**
Milestone: **Submitted**
Created: **6/12/2023**
Description: **Cypress Bay Commercial Center Phase 1**
Assigned Planner: **Stephen White**

Contacts

Contact	Information
Owner/Applicant	Miles E. Collum, Jr., CHM PALM BAY LLC 7901 4TH ST N, STE 300 SAINT PETERSBURG, FL 33702 (865) 567-5852 budd@chmllc.com
Legal Representative	Jason Kendall 113 PELICAN DRIVE Melbourne Beach, FL 32951 (813) 361-7378 jason.kendall@madridcpwg.com
Submitter	Jason Kendall 113 PELICAN DRIVE Melbourne Beach, FL 32951 jason.kendall@madridcpwg.com
Assigned Planner	Stephen White -1 stephen.white2@palmbayflorida.org

Fields

Field Label	Value
Block	503
Lot	
Section Township Range	03-30-37
Subdivision	00
Year Built	
Use Code	1000
Use Code Desc	VACANT COMMERCIAL LAND

Project Details: FS23-00005

LotSize	
Building SqFt	
Homestead Exemption	
Taxable Value Exemption	
Assessed Value	
Market Value	
Land Value	
Tax ID	3029896
Flu Description	Commercial
Flu Code	COM
Zoning Description	Planned Unit Development
Zoning Code	PUD
Total Lots Proposed by Use	8
Intended Use of Property	Commercial
Proposed Subdivision Name	Cypress Bay Commercial Center
Submitted Preliminary Subdivision?	Yes
Size of Area Covered (acres)	
Is Submitter the Representative?	False
Tax Account Numbers	3029896; 3029897
Parcel Number	30-37-03-00-503; 30-37-03-00-504
Action Letter Date	
Subdivision Name	

July 10th, 2023

Re: Letter of Authorization

As the property owner of the site legally described as:

See attached warranty deed.

I, Owner Name: CHM Palm Bay, LLC. - Miles E. Cullom, Jr, President

Address: 6312 Kingston Pike, Suite C, Knoxville, TN 37919

Telephone: 865-567-5852

Email: budd@chmllc.com

hereby authorize:

Representative: Jason Kendall

Address: 113 Pelican Drive, Melbourne Beach, FL 32951

Telephone: 813-361-7378

Email: jason.kendall@madridcpwg.com

to represent the request(s) for:

Final Plat Application for the Shoppes at Cypress Bay

Miles E. Cullom, Jr. President
(Property Owner Signature)

STATE OF Tennessee

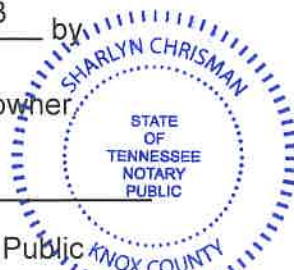
COUNTY OF Knox

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 10th day of July, 2023 by

Miles E. Cullom, Jr. as President of CHM Palm Bay, LLC, property owner

Sharlyn Chrisman

Sharlyn Chrisman, Notary Public



☒ Personally Known or ☐ Produced the Following Type of Identification:

My Commission Expires August 29, 2026

September 19, 2023

Re: Letter of Authorization

As the property owner of the site legally described as:

Tax Parcel 30-37-03-00-504
See attached warranty deed

I, Owner Name: Kimaya, LLC. - Vishaal Gupta

Address: 5200 Vineland Road STE 200, Orlando, FL 32811

Telephone: 407-529-3087

Email: vgupta@parksquarehomes.com

hereby authorize:

Representative: Jason Kendall

Address: 113 Pelican Drive, Melbourne Beach, FL 32951

Telephone: 813-361-7378

Email: jason.kendall@madridcpwg.com

to represent the request(s) for:

Final Plat Application for Cypress Bay Commercial Center Phase 1

Vishaal Gupta

(Property Owner Signature)

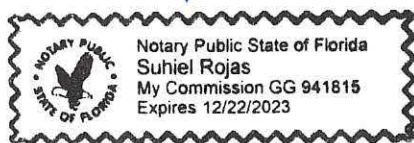
STATE OF Florida

COUNTY OF Orange

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 19th day of September, 20 23 by

Vishaal Gupta

, property owner.



Suhel Rojas
Suhel Rojas

, Notary Public

☒ Personally Known or ☐ Produced the Following Type of Identification:

THIS INSTRUMENT WAS PREPARED BY AND
RETURNED TO:

Tucker H. Byrd, Esquire
Byrd Campbell, P.A.
180 Park Avenue North, Suite 2A
Winter Park, FL 32789
(407) 392-2285

WARRANTY DEED

THIS WARRANTY DEED, is executed the 11th day of January, 2023, by **CYPRESS BAY FARMS, LLC**, a Florida limited liability company, whose address is P.O. Box 4410489, Melbourne, Florida 32941, hereinafter called the "Grantor", to and in favor of **KIMAYA, LLC**, a Delaware limited liability company, whose address is 5200 Vineland Road, Suite 200, Orlando, Florida 32811, hereinafter called the "Grantee";

WITNESSETH:

THAT the Grantor, for and in consideration of the sum of TEN DOLLARS (\$10.00) and other valuable considerations, receipt whereof is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto the Grantee, all that certain land situate in Brevard County, Florida, viz:

SEE EXHIBIT A ATTACHED HERETO AND MADE A PART HEREOF

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD, the same in fee simple forever.

AND the Grantor hereby covenants with said Grantee that it is lawfully seized of said land in fee simple; that it has good right and lawful authority to sell and convey said land; that it hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances except ad valorem real property taxes and assessments for the year **2023**, and easements and restrictions imposed of record, if any, the reference to which shall not operate to reimpose the same.

IN WITNESS WHEREOF, the Grantor executed these presents as of the day and year first above written.

Signed, sealed and delivered in the presence of the following 2 witnesses:

[Signature]
Signature of Witness
SHARROT BROWN
Printed Name of Witness

[Signature]
Signature of Witness
Daniquen Hall
Printed Name of Witness

CYPRESS BAY FARMS, LLC, a Florida limited liability company

By: [Signature]
Benjamin E. Jefferies, Manager

STATE OF GEORGIA
COUNTY OF Greene

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 9 day of January, 2023, by Benjamin E. Jefferies, as Manager of Cypress Bay Farms, LLC, a Florida limited liability company, who ☐ is personally known to me or ☒ has produced DL as identification.



[Signature]
Notary Public Signature
Talekia Wright
(Name typed, printed or stamped)

EXHIBIT A

CYPRESS BAY FARMS, LLC (EAST OF BABCOCK)

DESCRIPTION: (C1)

A PARCEL OF LAND LYING IN THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 30 SOUTH, RANGE 37 EAST, BREVARD COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE RUN S 89° 22' 27" E FOR A DISTANCE OF 149.90 FEET TO THE NORTHEASTERLY LINE OF A 110 FOOT WIDE FLORIDA POWER AND LIGHT COMPANY EASEMENT AS DESCRIBED IN OFFICIAL RECORDS BOOK 384, PAGE 21 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN S 36° 36' 17" E ALONG SAID NORTHEASTERLY LINE FOR A DISTANCE OF 247.01 FEET TO THE EAST RIGHT OF WAY LINE OF BABCOCK, A 100 FOOT WIDE RIGHT OF WAY LINE AND THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; THENCE CONTINUE S 36° 36' 17" E ALONG SAID NORTHEASTERLY LINE FOR A DISTANCE OF 710.12 FEET TO THE NORTH RIGHT OF WAY LINE OF CAPITAL DRIVE, ALSO KNOWN AS TRACT PA-1, CYPRESS BAY PRESERVE - PHASE 1, AS RECORDED IN PLAT BOOK 68, PAGES 59 THROUGH 66 OF THE PUBLIC RECORDS OF BREVARD COUNTY FLORIDA; THENCE RUN S 31° 27' 54" W ALONG SAID NORTH RIGHT OF WAY LINE FOR A DISTANCE OF 42.72 FEET TO A POINT OF CURVATURE OF A CURVE, CONCAVE NORTHWEST, HAVING A RADIUS OF 150.00 FEET, AND WHOSE CHORD BEARS S 61° 06' 35" W FOR A DISTANCE OF 148.39 FEET; THENCE RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 59° 17' 22", FOR A DISTANCE OF 155.22 FEET TO A POINT OF TANGENCY; THENCE RUN N 89° 14' 44" W FOR A DISTANCE OF 236.50 FEET TO A POINT OF CURVATURE OF A CURVE, CONCAVE NORTHEAST, HAVING A RADIUS OF 25.00 FEET, AND WHOSE CHORD BEARS N 44° 14' 44" W FOR A DISTANCE OF 35.36 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 90° 00' 00", FOR A DISTANCE OF 39.27 FEET TO THE EAST RIGHT OF WAY LINE OF SAID BABCOCK STREET; THENCE RUN N 00° 45' 16" E ALONG SAID EAST RIGHT OF WAY LINE FOR A DISTANCE OF 202.94 FEET TO A POINT OF CURVATURE OF A CURVE, CONCAVE SOUTHWEST, HAVING A RADIUS OF 5364.29 FEET, AND WHOSE CHORD BEARS N 01° 38' 01" W FOR A DISTANCE OF 447.02 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 04° 46' 33", FOR A DISTANCE OF 447.14 FEET TO THE POINT OF BEGINNING;

LESS AND EXCEPT (E3):

A 40 FOOT STRIP OF LAND LYING IN THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 30 SOUTH, RANGE 37 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 3; THENCE RUN S01°11'38"E ALONG THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 3 FOR A DISTANCE OF 670.95 FEET; THENCE RUN N89°14'44"W FOR A DISTANCE OF 295.61 FEET TO THE EAST RIGHT OF WAY LINE OF BABCOCK STREET (A 100 FOOT WIDE RIGHT OF WAY) AND THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL; THENCE CONTINUE S89°14'44"E FOR A DISTANCE OF 40.00 FEET; THENCE RUN S00°45'16"W FOR A DISTANCE OF 200.00 FEET TO THE NORTH RIGHT OF WAY LINE OF CAPITAL DRIVE, AS DESCRIBED IN OFFICIAL RECORDS BOOK 8527, PAGE 2517 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N89°14'44"W ALONG SAID NORTH RIGHT OF WAY LINE FOR A DISTANCE OF 15.00 FEET TO A POINT OF CURVATURE OF A CURVE, CONCAVE NORTHEAST, HAVING A RADIUS OF 25.00 FEET AND A CHORD WHICH BEARS N44°21'57"W FOR A DISTANCE OF 35.28 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE AND NORTH RIGHT OF WAY LINE, THROUGH A CENTRAL ANGLE OF 89°45'34", FOR A DISTANCE OF 39.16 FEET TO A POINT OF TANGENCY AND THE EAST RIGHT OF WAY LINE OF SAID BABCOCK STREET; THENCE RUN N00°45'16"E ALONG THE EAST RIGHT OF WAY LINE OF SAID BABCOCK STREET FOR A DISTANCE OF 175.11 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH: (PARCELS 1, 2, 3)

A PARCEL OF LAND BEING A PORTION OF SECTION 3, TOWNSHIP 30 SOUTH, RANGE 37 EAST, BREVARD COUNTY, FLORIDA, AND BEING A PORTION OF LOTS 12 THROUGH 21, CAPE KENNEDY GROVES, UNIT 9, AS RECORDED IN PLAT BOOK 21, PAGE 77 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF TRACT L-3, CYPRESS BAY PRESERVE PHASE 1, AS RECORDED IN PLAT BOOK 68, PAGES 59 THROUGH 66 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N 49° 32' 50" E ALONG THE SOUTHERLY LINE OF TRACT L-3 AND TRACT D-1 OF SAID CYPRESS BAY PRESERVE PHASE 1 FOR A DISTANCE OF 314.80 FEET TO A POINT ON THE SOUTH LINE OF SAID TRACT D-1; THENCE RUN THE FOLLOWING 6 COURSES, CURVES AND DISTANCES ALONG THE SOUTHERLY LINES OF TRACTS D-1, ROW-1 AND TRACT D-10 OF SAID CYPRESS BAY PRESERVE PHASE 1; (1) THENCE RUN S 89° 35' 01" E FOR A DISTANCE OF 610.32 FEET; (2) THENCE RUN S 00° 24' 59" W FOR A DISTANCE OF 369.20 FEET; (3) THENCE RUN S 89° 35' 01" E FOR A DISTANCE OF 53.29 FEET TO A POINT OF CURVATURE OF A CURVE, CONCAVE SOUTHWEST, HAVING A RADIUS OF 3298.00 FEET, AND WHOSE CHORD BEARS S 81° 42' 29" E FOR A DISTANCE OF 903.78 FEET; (4) THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 15° 45' 03", FOR A DISTANCE OF 906.63 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT LINE; (5) THENCE RUN S 28° 36' 44" E FOR A DISTANCE OF 70.98 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHWEST, HAVING

A RADIUS OF 3248.00 FEET, AND WHOSE CHORD BEARS S 68° 48' 55" E FOR A DISTANCE OF 468.45 FEET; (6) THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 08° 16' 15", FOR A DISTANCE OF 468.86 TO A POINT OF INTERSECTION WITH A NON-TANGENT LINE, ALSO BEING A POINT ON THE WESTERLY LINE OF TRACT D-11 OF SAID CYPRESS BAY PRESERVE PHASE 1; THENCE RUN THE FOLLOWING (5) COURSES AND DISTANCES ALONG THE WESTERLY LINE OF SAID TRACT D-11; (1) THENCE RUN S 24° 59' 56" W FOR A DISTANCE OF 54.57 FEET; (2) THENCE RUN S 65° 00' 04" E FOR A DISTANCE OF 115.01 FEET; (3) THENCE RUN S 06° 46' 38" E FOR A DISTANCE OF 57.93 FEET; (4) THENCE RUN S 42° 10' 32" W FOR A DISTANCE OF 101.13 FEET; (5) THENCE RUN S 27° 12' 29" W FOR A DISTANCE OF 52.46 FEET TO THE NORTH RIGHT OF WAY LINE OF ST JOHNS HERITAGE PARKWAY (A 200 FOOT WIDE RIGHT OF WAY) AS DESCRIBED IN OFFICIAL RECORDS BOOK 7533, PAGE 245 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, ALSO BEING A POINT OF INTERSECTION WITH A NON-TANGENT CURVE, CONCAVE SOUTHWEST, HAVING A RADIUS OF 2998.00 FEET, AND WHOSE CHORD BEARS S 61° 05' 49" E FOR A DISTANCE OF 144.79 FEET; THENCE RUN SOUTHEASTERLY ALONG THE SAID CURVE AND NORTH RIGHT OF WAY LINE, THROUGH A CENTRAL ANGLE OF 02° 46' 02", FOR A DISTANCE OF 144.80 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENT LINE; THENCE RUN S 59° 42' 48" E ALONG SAID NORTH RIGHT OF WAY LINE FOR A DISTANCE OF 192.83 FEET TO A POINT ON THE SOUTH LINE OF SAID SECTION 3; THENCE RUN N 89° 42' 39" W ALONG THE SOUTH LINE OF SAID SECTION 3 FOR A DISTANCE OF 1261.87 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SAID SECTION 3; THENCE RUN N 89° 42' 39" W ALONG THE SOUTH LINE OF SAID SECTION 3 FOR A DISTANCE OF 1231.62 FEET TO THE NORTHEAST CORNER OF LOT 21 OF SAID CAPE KENNEDY GROVE UNIT 9; THENCE RUN S 00° 43' 35" E FOR A DISTANCE OF 50.01 FEET; THENCE RUN N 89° 42' 39" W FOR A DISTANCE OF 71.15 FEET; THENCE RUN S 00° 30' 13" E FOR A DISTANCE OF 307.00 FEET; THENCE RUN S 89° 29' 47" W FOR A DISTANCE OF 292.37 FEET; THENCE RUN N 00° 30' 23" W FOR A DISTANCE OF 233.53 FEET; THENCE RUN N 49° 27' 29" W FOR A DISTANCE OF 119.96 FEET; THENCE RUN N 89° 43' 11" W FOR A DISTANCE OF 123.22 FEET; THENCE RUN N 00° 10' 05" W FOR A DISTANCE OF 50.02 FEET TO THE SOUTH LINE OF SAID SECTION 3; THENCE RUN N 89° 42' 39" W ALONG SAID SOUTH LINE FOR A DISTANCE OF 554.45 FEET TO A POINT LYING 40.00 FEET EAST, AS MEASURED BY PERPENDICULAR, OF THE EAST RIGHT OF WAY LINE OF BABCOCK STREET (A 100 FOOT WIDE RIGHT OF WAY); THENCE RUN N 00° 45' 16" E PARALLEL WITH SAID EAST RIGHT OF WAY LINE FOR A DISTANCE OF 498.02 FEET TO THE NORTH RIGHT OF WAY LINE OF SAID ST JOHNS HERITAGE PARKWAY; THENCE RUN S 89° 42' 39" E ALONG SAID NORTH RIGHT OF WAY LINE FOR A DISTANCE OF 1272.47 FEET TO THE SOUTHWESTERLY LINE OF A 110 FOOT WIDE FLORIDA POWER AND LIGHT COMPANY EASEMENT AS DESCRIBED IN OFFICIAL RECORDS BOOK 384 PAGE 21 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N 36° 36' 17" W ALONG SAID SOUTHWESTERLY LINE FOR A DISTANCE OF 389.43 FEET; THENCE RUN N 53° 23' 43" E FOR A DISTANCE OF 110.00 FEET TO THE NORTHEASTERLY LINE OF SAID 110 FOOT WIDE FLORIDA POWER AND LIGHT COMPANY EASEMENT; THENCE N 36° 36' 17" W ALONG SAID

NORTHEASTERLY LINE FOR A DISTANCE OF 109.69 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT

TRACT PA-2, CYPRESS BAY PRESERVE PHASE 1, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 68, PAGES 59 THROUGH 66, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND RIGHT OF WAY FOR ST JOHNS HERITAGE PARKWAY (A 200 FOOT WIDE RIGHT OF WAY), AS RECORDED IN OFFICIAL RECORDS BOOK 7533, PAGE 245 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

Acknowledgement Log

Header:

Legal Acknowledgement

Text:

I, the submitter, understand that this application must be complete and accurate before consideration by the City of Palm Bay and certify that all the answers to the questions in said application, and all data and matter attached to and made part of said application are honest and true to the best of my knowledge and belief.

Under penalties of perjury, I declare that I have read the foregoing application and that the facts stated in it are true.

Accepted By:

Jason Kendall

On:

6/15/2023 8:34:02 PM

☒ FS23-00005

Select Language ▼

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Please contact us with changes or cancellations as soon as possible, otherwise no further action needed.

PUBLICATION
Florida Today

TOLL-FREE
888-516-9220

Local #
321-242-3632

Email
BRELegals@gannett.com

Customer: CITY OF PALM BAY

Ad No.: 0005829524

Address: SUITE 201
PALM BAY FL 32907
USA

Pymt Method Invoice
Order Amount 203.04

Run Times: 1

No. of Affidavits: 1

Run Dates: 09/21/23

Text of Ad:

Ad#5829524 9/21/2023
CITY OF PALM BAY, FLORIDA
NOTICE OF PUBLIC HEARING
Notice is hereby given that a public hearing will be held by the Planning and Zoning Board/Local Planning Agency on October 4, 2023, and by the City Council on October 5, 2023, both to be held at 6:00 p.m., in the City Hall Council Chambers, 120 Malabar Road SE, Palm Bay, Florida, for the purpose of considering the following case(s):
1. **V23-00006 - Florida Institute of Technology, Robert King, President (David Bassford, P.E., MBV Engineering, Inc., Rep.)
A Variance to allow three proposed parking garage buildings to encroach 20 feet into the 20-foot front-yard setback for accessory structures, as established by Section 185.058(F)(8)(e) of the Palm Bay Code of Ordinances
A portion of Lots 6 and 10, Hopson's Subdivision, Section 24, Township 28, Range 37, Brevard County, Florida, containing approximately 6.92 acres. Located west of and adjacent to Dixie Highway NE, in the vicinity of Anglers Drive NE, specifically at 4400 Dixie Highway NE
2. **FS23-00005 - CHM Palm Bay LLC, Miles E. Cullom, Jr., president (Jason Kendall, CPWG Engineering, Inc. Rep.)
A Final Plat to allow for a proposed 8-lot commercial subdivision to be known as Cypress Bay Commercial Center Phase 1 Tax Parcels 503 and 504, Section 03, Township 30, Range 37, Brevard County, Florida, containing approximately 24.49 acres. Located at the northeast corner of the intersection at St. Johns Heritage Parkway SE and Babcock Street
**Indicates quasi-judicial request(s).
If an individual decides to appeal any decision made by the Planning and Zoning Board/Local Planning Agency or the City Council with respect to any matter considered at this meeting, a record of the proceedings will be required and the individual will need to ensure that a verbatim transcript of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based (FS 286.0105). Such person must provide a method for recording the proceedings verbatim.
Please contact the Palm Bay Land Development Division at (321) 733-3041 should you have any questions regarding the referenced cases.
Chandra Powell
Planning Specialist



MEMORANDUM

TO: Planning and Zoning Board Members

FROM: Tania Ramos, Senior Planner

DATE: October 4, 2023

SUBJECT: **CU23-00007 – Palm Bay Life Storage - Ascot Palm Bay Holdings, LLC, Gary Smigiel (Chris Pontello, P.E., BGE, Inc., Rep.) - A Conditional Use to allow a self-storage facility in a CC, Community Commercial District, in accordance with Section 185.043(D)(9) of the Palm Bay Code of Ordinances - A portion of Tract I, Port Malabar Unit 44, Section 22, Township 28, Range 36, Brevard County, Florida, containing approximately 3 acres. Located at the southwest corner of Glencove Avenue NW and Emerson Drive NW

**Quasi-Judicial Proceeding.

ATTACHMENTS:

Description

- CU23-00007 - Staff Report
- CU23-00007 - Site Sketch & Survey
- CU23-00007 - Citizen Participation Plan Report
- CU23-00007 - Application
- CU23-00007 - Letter of Authorization
- CU23-00007 - Legal Acknowledgement
- CU23-00007 - Legal Ad



STAFF REPORT

LAND DEVELOPMENT DIVISION

120 Malabar Road SE • Palm Bay, FL 32907 • Telephone: (321) 733-3042

landdevelopmentweb@palmbayflorida.org

Prepared by

Tania Ramos, Senior Planner

CASE NUMBER

CU23-00007

PLANNING & ZONING BOARD HEARING DATE

October 4, 2023

PROPERTY OWNER & APPLICANT

Ascot Palm Bay Holdings, LLC (Chris Pontello, P.E., BGE, Inc., Rep.)

PROPERTY LOCATION/ADDRESS

Tract 507, Section 21, Township 28, Range 36, Brevard County, Florida, containing approximately 3.57 acres. Located south of and adjacent to Emerson Drive NW, in the vicinity east of St. Johns Heritage Parkway. Tax Account 3033381

SUMMARY OF REQUEST

A **Conditional Use** to allow a self-storage facility in the Community Commercial District, in accordance with Section 185.043(D)(9) of the Palm Bay Code of Ordinances.

Current Zoning

CC, Community Commercial District

Current Land Use

COM, Commercial

Site Improvements

Vacant Land

Site Acreage

Approximately 3.57 acres

SURROUNDING ZONING & USE OF LAND

North

CC, Community Commercial District; Vacant Land

East

PUD, Planned Unit Development; Vacant Land

South

PUD, Planned Unit Development; Vacant Land

West

CC, Community Commercial District; Vacant Land

COMPREHENSIVE PLAN

COMPATIBILITY

Yes, Commercial Use

BACKGROUND:

The subject property was part of a larger 7.092-acre parcel. A lot split has been completed and the subject property is a 3.57-acre parcel located south of and adjacent to Emerson Drive NW, in the vicinity east of St. Johns Heritage Parkway. The property is now identified as Tract 507, Section 21, Township 28, Range 36, Brevard County, Florida, with the Tax Account Number of 3033381.

The conditional use request is specifically to allow self-storage to be developed on vacant land. The applicant has provided a conceptual plan proposing a two-story self-storage building with 55,000 square foot per floor, for a total of 110,000 square feet of self-storage space.

ANALYSIS:

Section 185.043(D)(9) of the Code of Ordinances establishes self-storage as a conditional use in the Community Commercial District subject to the provisions established in Section 185.088(F) which provides additional requirements for self-storage facilities.

Self-storage facilities may locate along major collector or higher classified roads. The proposed project is located on Emerson Drive NW, between Jupiter Boulevard NW and St. Johns Heritage Parkway. This section of Emerson Drive is classified as a major collector, urban roadway in the City of Palm Bay 2045 Comprehensive Plan.

The conceptual plan provided emulates an office building, and is not planned as a long, warehouse style building, which is now prohibited. Outside storage is prohibited at the site, and the maximum storage unit size is limited to 300 square feet. Compliance with these requirements has not been noted on the conceptual plan. No door openings for any storage unit, with the exception of emergency egress doors, shall be constructed facing any residentially zoned property. The conceptual plan provided does not show any doors facing the residentially zoned property to the south. In addition, no roll up door openings for any storage unit shall be constructed facing any right-of-way. The conceptual plan provided indicates a sliding door will be placed on the east and west sides of the building, but no roll up doors appear to be planned.

Community Commercial zoning requires an architectural style for each structure in adherence with Section 185.134. Architectural elevations will be required during the administrative site plan review. In addition to an architectural style, self-storage as a conditional use is also required to utilize exterior surface materials that will reduce building massing and create visual interest. At least two different building materials, such as tile, brick, stucco, cast stone, stone or formed concrete must be used. The base of the building shall be differentiated from the rest of the façade with treatments such as a change in material or color.

Self-storage facilities operating under a conditional use, and the tenants of the individual

storage units are also required to comply with operational requirements. These requirements state that the individual units will not be used for activities such as residences, offices, workshops, studios, or hobby or rehearsal areas. Further, storage units shall not be used for manufacturing, fabrication or processing of goods, services, or repairs of vehicles, engines, appliances or other equipment, or any other industrial activity whatsoever. The storage of flammable, explosive, perishable or hazardous materials within individual storage units and on the site is also prohibited. Rental agreements shall provide the tenants with written notice of the minimum operational standards set forth in Section 185.088(F), and any other conditions imposed by the City.

CODE REQUIREMENTS:

To be granted conditional use approval, requests are evaluated upon items (A) through (H) of the General Requirements and Conditions of Section 185.087 of the Code of Ordinances. A review of these items is as follows:

Item (A): Adequate ingress and egress may be obtained to and from the property, with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or other emergencies.

A shared ingress and egress driveway is proposed on Emerson Drive NW between the subject lot and the lot to the west. Two additional ingress and egress points are located on a new roadway proposed along the east side of this lot. The conceptual plan also shows interior traffic lanes onsite meeting the minimum of thirty-five (35) feet width for two-way traffic to accommodate loading and unloading as well as through and/or emergency traffic. For pedestrian safety, Public Works has indicated that on-site to off-site sidewalk connections will be required for both Emerson Drive NW and the new proposed roadway to the east.

Item (B): Adequate off-street parking and loading areas may be provided, without creating undue noise, glare, odor, or other detrimental effects upon adjoining properties.

Section 185.140(G)(30) of the Code of Ordinances establishes parking requirements for internally accessed self-storage facilities at one (1) space for each twenty-five (25) units, plus three (3) spaces for the facility's lease office. The conceptual plan indicates there will be 1350 units, which will require a total of fifty-seven (57) parking spaces. The conceptual plan shows that there is adequate space to meet the parking requirements and to provide designated loading zones onsite.

Item (C): Adequate and properly located utilities are available or may be reasonably provided to serve the proposed development.

The Utilities Department stated they have no objections to the proposed project. Any necessary upgrades will be required to be designed, permitted, installed, and inspected at the

developer's cost.

Item (D): Adequate screening and/or buffering will be provided to protect and provide compatibility with adjoining properties.

The conceptual plan submitted includes a landscaping plan which shows the intent to provide adequate screening and buffering adjacent to the residential areas to the south. The project will be required to meet all landscaping requirements during the administrative site plan review.

Item (E): Signs, if any, and proposed exterior lighting will be so designed and arranged to promote traffic safety and to eliminate or minimize any undue glare, incompatibility, or disharmony with adjoining properties.

Proposed sign locations are not shown on the conceptual plan. Signage, lighting, and photometric plans will be required for administrative site plan review. It shall be noted that City codes require any lighting to be shielded and/or directed downward to avoid creating a nuisance to adjacent properties.

Item (F): Yards and open spaces will be adequate to properly serve the proposed development and to ensure compatibility with adjoining properties.

On the conceptual plan, the site data reverses the east and west side setbacks which differ due to the proposed roadway to the east. However, the site appears to be meeting all setback requirements. Setback and landscaping requirements are reviewed in depth during the administrative site plan review, and the project will be required to meet all code requirements.

Item (G): The proposed use will not constitute a nuisance or hazard because of the number of persons who will attend or use the facility, or because of vehicular movement, noise, fume generation, or type of physical activity. The use as proposed for development will be compatible with the existing or permitted uses of adjacent properties.

The proposed project is located on Emerson Drive NW, which is classified as a major collector, urban roadway in the City of Palm Bay 2045 Comprehensive Plan. The surrounding area is vacant Community Commercial land to the north, east, and west, and Planned Unit Development to the south. The use as proposed will be compatible with the permitted uses of adjacent properties.

Item (H): Development and operation of the proposed use will be in full compliance with any additional conditions and safeguards which the City Council may prescribe, including, but not limited to, a reasonable time limit within which the action for which special approval is requested shall be begun or completed, or both.

The Board and Council have the authority and right to impose any additional and justifiable safeguards, and/or conditions, to ensure that the facility operates safely and harmoniously with its surroundings.

STAFF FINDINGS:

Staff recommends Case CU23-00007 for approval.



Map is not to scale—for illustrative purposes only; not to be construed as binding or as a survey.



AERIAL LOCATION MAP CASE: CU23-00007

Subject Property

South of and adjacent to Emerson Drive NW, in the vicinity east of St. Johns Heritage Parkway.



Map is not to scale—for illustrative purposes only; not to be construed as binding or as a survey.



FUTURE LAND USE MAP CASE: CU23-00007

Subject Property

South of and adjacent to Emerson Drive NW, in the vicinity east of St. Johns Heritage Parkway

Future Land Use Classification

COM - Commercial



Map is not to scale—for illustrative purposes only; not to be construed as binding or as a survey.



ZONING MAP CASE: CU23-00007

Subject Property

South of and adjacent to Emerson Drive NW, in the vicinity east of St. Johns Heritage Parkway

Current Zoning Classification

CC - Community Commercial

SITE DATA

PROJECT ADDRESS

LIFE STORAGE
EMERSON DRIVE
PALM BAY, BREVARD COUNTY, FL

SECTIONING

SECTION 21 TOWNSHIP 28 S, RANGE 36 E

PARCEL ID NUMBER

28-36-2-00-004 AREA 7.062 Acres

LAND DESCRIPTION

PART OF SW 1/4 SEC 28 COMMERCIAL PARCELS C-10 THROUGH C-12 IN ORB 5750 PG 7850

SITE AREA

TOTAL SITE AREA - LOT 2 3.57 ACRES 100 %
TOTAL PROPOSED IMPERVIOUS AREA: 2.49 ACRES 69.7 %
TOTAL OPEN SPACE: 1.08 ACRES 30.3 %

PROPOSED

LIFE STORAGE 2 STORY BUILDING - 55,000 S.F. SURFACE AREA

PROJECT DESCRIPTION

PROPOSED DEVELOPMENT OF A LIFE STORAGE 2 STORY BUILDING - 55,000 S.F. SURFACE AREA ON 3.56 ACRE SITE.

ZONING

CC - COMMUNITY COMMERCIAL

FUTURE LAND USE

CON - COMMERCIAL

FEMA FLOOD ZONE

ZONE X AND AE
FIRM PANEL 1-22000C05000 (EFF. 08/17/2014)

EXISTING CONDITIONS

SITE IS CLEARED

EXISTING VEGETATION

SPARSE GRASSES

WETLANDS

THERE ARE NO WETLANDS LOCATED ON-SITE

UTILITIES

WATER & SEWER CITY OF PALM BAY UTILITIES DEPARTMENT
ELECTRICITY: FLORIDA POWER & LIGHT (FPL)

OPEN SPACE

LOT 2 BUILDING SETBACKS

FRONT: 30 FT
EAST SIDE: 10 FT
WEST SIDE: 25 FT
REAR: 25 FT

MAX BUILDING COVERAGE

PARKING REQUIRED

PARKING PROVIDED

PROPOSED: 30.20% (1-1.06)

REQUIRED: 30 FT
PROPOSED: 88 FT
10 FT
25 FT
25 FT

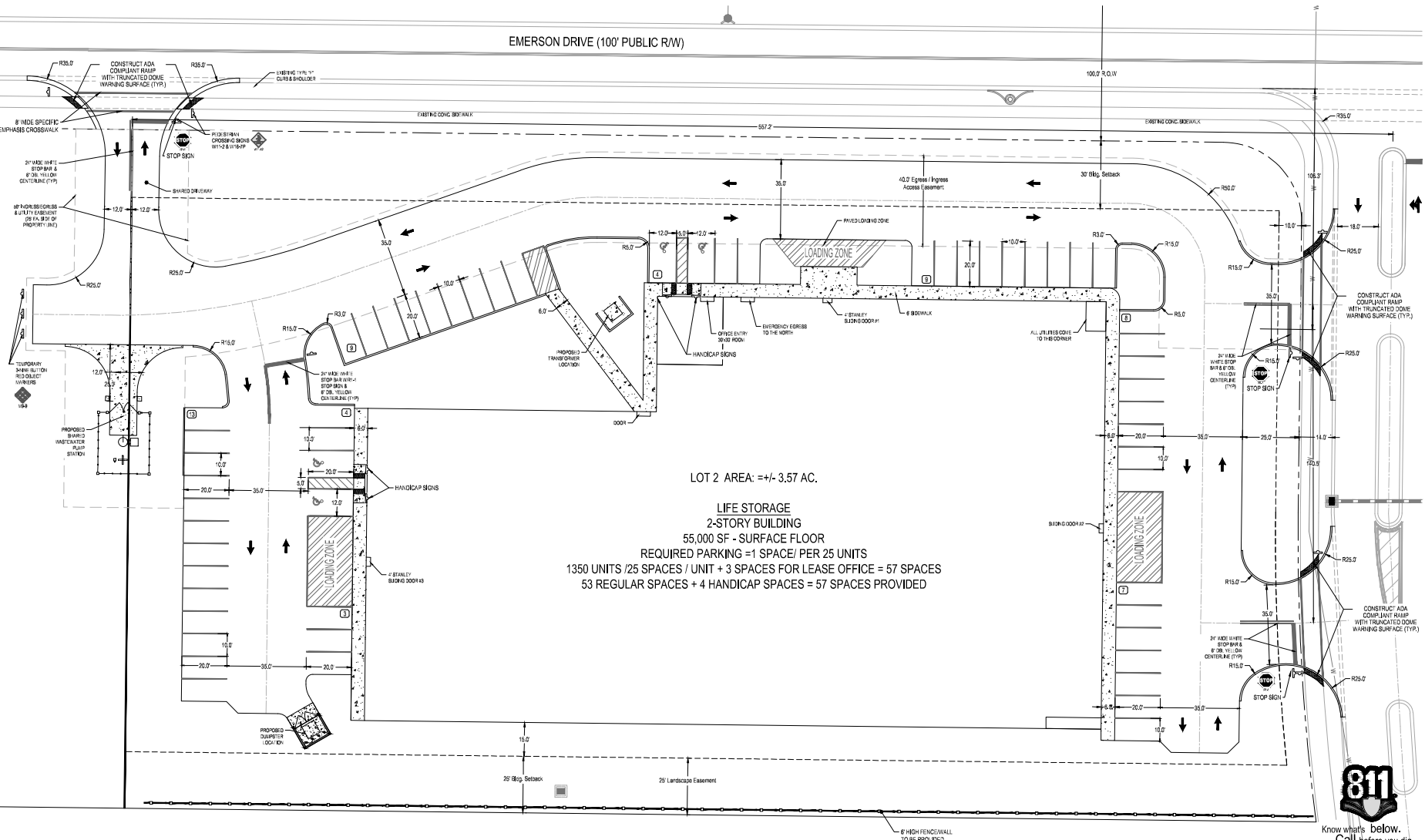
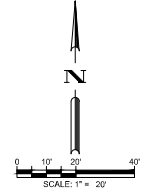
REQUIRED: 30% PROPOSED: 36%

1 SPACE/PER 25 UNITS
1350 UNITS / 25 SPACES / UNIT
+ 3 SPACES FOR LEASE OFFICE
+ 57 SPACES REQUIRED

53 REGULAR SPACES + 4 HANDICAP SPACES = 57 SPACES

ASSUMPTIONS

1. THE MASTER DEVELOPMENT STORMWATER MANAGEMENT SYSTEM IS DESIGN TO SERVE THIS SITE.
2. THE MASTER DEVELOPMENT STORMWATER MANAGEMENT SYSTEM WILL PROVIDE COMPENSATORY FLOOD STORAGE IF REQUIRED.
3. THE MASTER COMMERCIAL DEVELOPMENT WILL BE AMENDED INTO A NEW PAU SPECIFIC FOR A COMMERCIAL TRACT, AND REMOVED FROM THE COMMERCIAL AND RESIDENTIAL PAU.



LOT 2 AREA: +/- 3.57 AC.

LIFE STORAGE
2-STORY BUILDING
55,000 SF - SURFACE FLOOR

REQUIRED PARKING = 1 SPACE/PER 25 UNITS
1350 UNITS / 25 SPACES / UNIT + 3 SPACES FOR LEASE OFFICE = 57 SPACES
53 REGULAR SPACES + 4 HANDICAP SPACES = 57 SPACES PROVIDED

DESIGNED BY:	DRAWN BY:	REVIEWED BY:	DATE
JV	ND	CP	

BCF 601 250 8100 / SUITE 210 3300 Raymond Avenue, Suite 100 Alhambra, CA 91803 WWW.BCF.COM DIRECT: 772.296.3500	HAND PROPERTIES, INC. 3300 Raymond Avenue, Suite 100 Alhambra, CA 91803
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LIFE STORAGE Emerson Drive PALM BAY, FL
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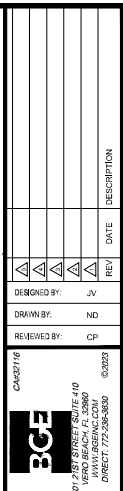
SITE PLAN

CHRISTOPHER J. PONTON LICENSED PROFESSIONAL ENGINEER No. 55544 STATE OF FLORIDA 12/20/2017

NOT FOR CONSTRUCTION FILE NUMBER: 11046-00 SHEET NUMBER: C3-00



A SUBDIVISION LYING IN SECTION 28, TOWNSHIP 36 SOUTH, RANGE 21, BREVARD COUNTY, FLORIDA.



Ascot Palm Holdings, LLC
Attn: Gary Smigiel
PO Box 540669
Lake Worth FL 33454
Ph: (561)968-3605 x204
smigieloffice@gmail.com

PARCEL 504
SUBDIVISION
Emerson Drive
PALM BAY, FL

PRELIMINARY PLAT



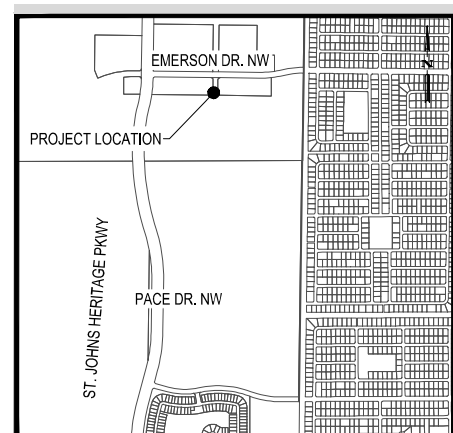
NOT FOR
CONSTRUCTION
FILE NUMBER:
11048-00
SHEET NUMBER:
PP

[illegible]

LEGAL DESCRIPTION:

[illegible]

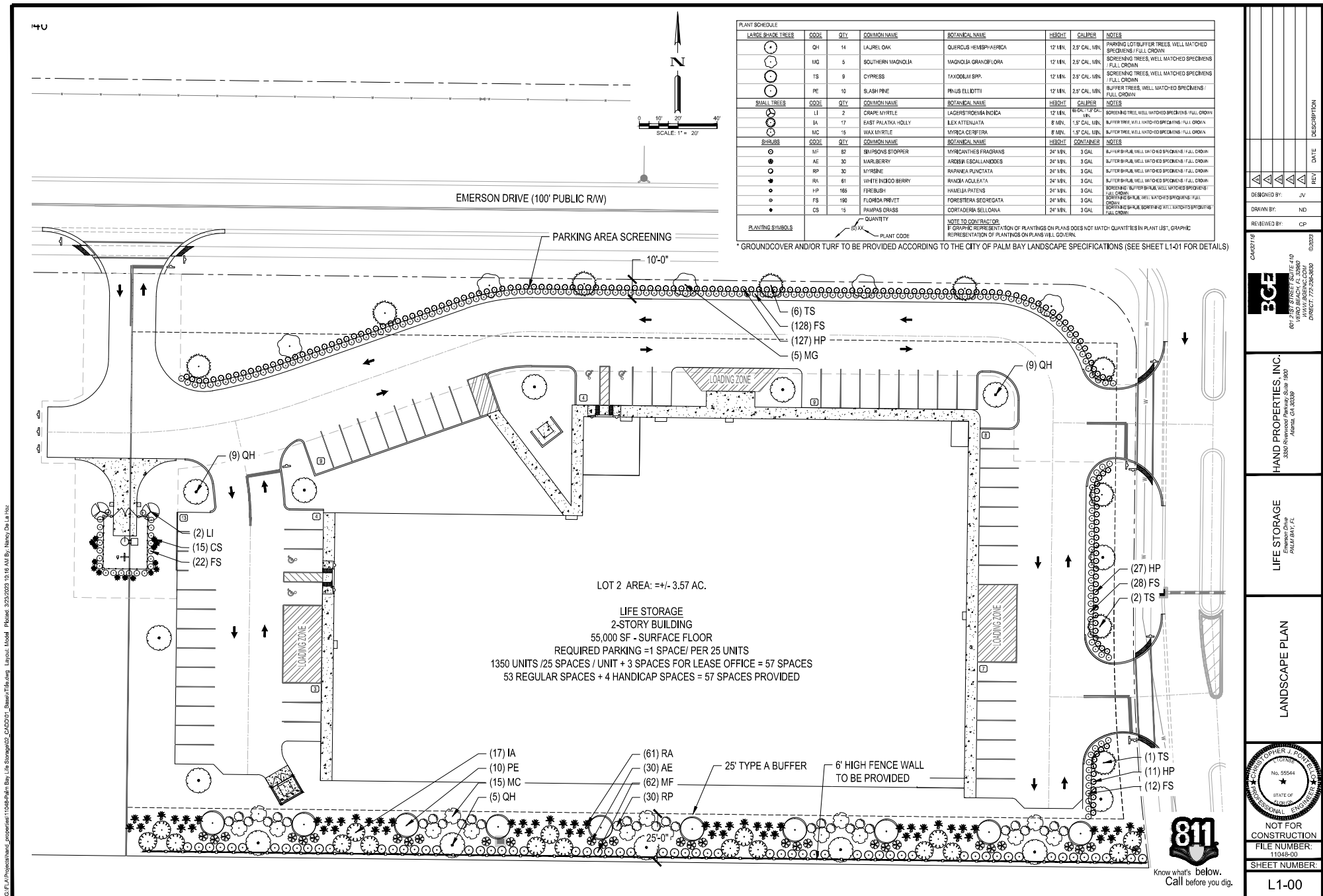
SURVEY NOTES

[illegible]

VICINITY MAP
N.T.S.



Know what's below.
Call before you dig.





CITIZEN PARTICIPATION REPORT

Applicant should follow established Citizen Participation Plan as specified in § 169.005 CITIZEN PARTICIPATION PLANS.

CASE DETAILS

Applicant Name	ASCOTT PALM BAY HOLDINGS, LLC – Gary Smigiel
Project Name	Palm Bay Life Storage
Case Type	Conditional Use Permit
Case Description	CUP for Self-Storage Facility
Intended Month of Submission	August, 2023

INFORMATION ON THE CITIZEN PARTICIPATION MEETING

Notice to the Public (Date)	May 21-26, 2023
Date of CPP	August 16, 2023
Location of the Meeting	Public Library – 6475 Minton Road, Palm Bay FL 32908
Number of Attendees	0



LIST OF ATTENDEES

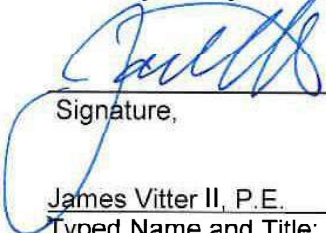
Number	Name of attendee	Number	Name of attendee
1.	N/A	2.	
3.		4.	
5.		6.	
7.		8.	
9.		10.	
11.		12.	
13.		14.	
15.		16.	
17.		18.	
19.		20.	
21.		22.	
23.		24.	
25.		26.	
27.		28.	
29.		30.	
31.		32.	
33.		34.	
35.		36.	



**ADDITIONAL DOCUMENTS REQUIRED WITH CITIZEN PARTICIPATION PLAN REPORT
SUBMISSION**

1. Copy of notice sent (separate attachment)
2. Material distributed or presented at the meeting (separate attachment)
 - All the property owners within a 500-foot radius of the subject parcel shall be informed about the meeting date, time and location.

I hereby certify that information provided as part of this report is correct.



Signature,

James Vitter II, P.E.

Typed Name and Title:

8/17/2023

Date :



August 1, 2023

RE: Notice of Citizen Informational Meeting on August 16, 2023 at 4:00 – 5:30 PM.

Applicant:	Hand Properties, Inc.
Project:	Palm Bay Life Storage
Location:	SE Corner of Emerson Drive & St. Johns Heritage PKWY
Application Request:	Self-Storage Facility

Dear Neighbor:

Hand Properties, Inc. has submitted a Conditional Use Permit Application to the City of Palm Bay for a self-storage development. Self-storage is considered a conditional use in the Community Commercial zoning district and requires a public meeting to discuss the proposed project.

On Behalf of Hand Properties, Inc. I am inviting you to an informational meeting to discuss the request, answer any questions you may have, and record any feedback you may offer. We will then present to City Staff, the Planning and Zoning Board and City Council as we move through the review and public hearing process for this request.

We will have additional explanatory information with us at the meeting. If you have any questions you wish to submit in advance of the meeting, we would appreciate the opportunity to review them in advance to be sure that we bring appropriate information to answer your questions or address your concerns at the meeting.

DATE: AUGUST 16, 2023
TIME: 4:00 – 5:30 P.M.
DeGROODT LIBRARY
6475 MINTON ROAD S.E.
PALM BAY, FL 32908

We hope to see you there. In the interim, please do not hesitate to contact me via email at jvitter@bgeinc.com

Best Regards,

A handwritten signature in black ink, appearing to read "James G. Vitter II", is positioned above the printed name.

James G. Vitter II, P.E.
Director I

Project Details: CU23-00007

Project Type: Conditional Use

Project Location: **Palm Bay, FL**
Milestone: **Under Review**
Created: **4/20/2023**
Description: **Palm Bay Life Storage**
Assigned Planner: **Tania Ramos**

Contacts

Contact	Information
Owner/Applicant	Gary Smigiel, ASCOT PALM BAY HOLDINGS LLC PO BOX 540669 LAKE WORTH, FL 33454 (561) 968-3605 gsmfi@aol.com
Legal Representative	Chris J. Pontello 601 21st Street Vero Beach, FL 32960 (772) 217-5978 cpontello@bgeinc.com
Submitter	Christina Culotta 601 21st street, Suite 410 Vero Beach , FL 32960 cculotta@bgeinc.com
Assigned Planner	Tania Ramos FL taniam.amos@palmbayflorida.org

Fields

Field Label	Value
Size of Area (acres)	
Conditional Use Sought	Commercial
or Special Requirements Use	Self-Storage Facility
Is Submitter the Representative?	False
Resolution Number	
Block	507
Lot	

Project Details: CU23-00007

Township Range Section	21-28-36
Subdivision	00
Year Built	
Use Code	6100
Use Code Desc	GRAZING LAND - SOIL CAPABILITY CLASS II - VACANT
LotSize	
Building SqFt	
Homestead Exemption	
Taxable Value Exemption	
Assessed Value	
Market Value	
Land Value	
Tax ID	3033381
Flu Description	Commercial
Flu Code	COM
Zoning Description	Community Commercial
Zoning Code	CC

April 20, 2023

Re: Letter of Authorization

As the property owner of the site legally described as:

PART OF SW 1/4 OF SEC 21 TWP 28 RNG 36 DESCRIBED AS "COMMERCIAL PARCELS C-13 THROUGH C-16 PER ORB 5750, PAGE 7950"

I, Owner Name: ASCOT PALM BAY HOLDINGS, LLC

Address: PO Box 540669 Lake Worth FL

Telephone: (561)968-3605 ext. 204

Email: gsmfi@aol.com

hereby authorize:

Representative: BGE, Inc. attn : Chris Pontello, PE

Address: 601 21st Street, Suite 410, Vero Beach FL 32960

Telephone: (772)217-5978

Email: cpontello@bgeinc.com

to represent the request(s) for:

Subdivide 7.09 Acre parcel into 2 lots & apply for Conditional Use Permit for Self-Storage

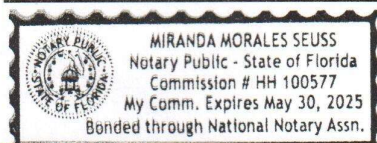

(Property Owner Signature)

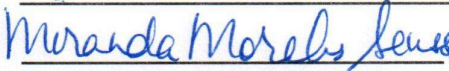
STATE OF Florida

COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 20th day of April, 2023 by

Gary Smigiel, property owner.



 Notary Public

☒ Personally Known or ☐ Produced the Following Type of Identification:

Acknowledgement Log

Header:

Legal Acknowledgement

Text:

I, the submitter, understand that this application must be complete and accurate before consideration by the City of Palm Bay and certify that all the answers to the questions in said application, and all data and matter attached to and made part of said application are honest and true to the best of my knowledge and belief.

Under penalties of perjury, I declare that I have read the foregoing application and that the facts stated in it are true.

Accepted By:

Christina Culotta

On:

4/26/2023 3:24:43 PM

☒ CU23-00007

Select Language ▼



Please contact us with changes or cancellations as soon as possible, otherwise no further action needed.

PUBLICATION	TOLL-FREE	Local #	Email
Florida Today	888-516-9220	321-242-3632	BRElegals@gannett.com

Customer: CITY OF PALM BAY

Ad No.: 0005829541

Address: SUITE 201
PALM BAY FL 32907
USA

Pymt Method Invoice
Order Amount 414.85

Run Times: 1

No. of Affidavits: 1

Run Dates: 09/21/23

Text of Ad:

Ad#5829541 9/21/2023
CITY OF PALM BAY, FLORIDA
NOTICE OF PUBLIC HEARING
Notice is hereby given that a public hearing will be held by the Planning and Zoning Board/Local Planning Agency on October 4, 2023, and by the City Council on October 19, 2023, both to be held at 6:00 p.m., in the City Hall Council Chambers, 120 Malabar Road SE, Palm Bay, Florida, for the purpose of considering the following case(s):
1. **CU23-00003 - Sunrise Plaza Enterprise, Inc., Nazim Ali, President, (Richard Franzblau, Esq., Rep.)
A Conditional Use to allow retail automotive gas/fuel sales in an NC, Neighborhood Commercial District, in accordance with Section 185.042(D)(1) of the Palm Bay Code of Ordinances
A portion of Tract I, Port Malabar Unit 44, Section 22, Township 28, Range 36, Brevard County, Florida, containing approximately 3 acres. Located at the southwest corner of Glencove Avenue NW and Emerson Drive NW
2. **CU23-00007 - Ascot Palm Bay Holdings, LLC, Gary Smigiel (Chris Pontello, P.E., BGE, Inc., Rep.)
A Conditional Use to allow a self-storage facility in a CC, Community Commercial District, in accordance with Section 185.043(D)(9) of the Palm Bay Code of Ordinances
Tax Parcel 507, Section 21, Township 28, Range 36, Brevard County, Florida, containing approximately 3.57 acres. Located south of and adjacent to Emerson Drive NW, in the vicinity east of St. Johns Heritage Parkway
3. **CU23-00013 - Dan-Nico Properties, LLC, Brian Herbert (Jake Wise, P.E., Construction Engineering Group, Inc., Rep.)
A Conditional Use to allow a proposed self-storage facility in a GC, General Commercial District, in accordance with Section 185.054(D)(9) of the Palm Bay Code of Ordinances
Lots 23 through 25, Block 1990, Port Malabar Unit 40, Section 03, Township 29, Range 37, Brevard County, Florida, containing approximately 2.03 acres. Located west of and adjacent to Martin Road SE, in the vicinity east of Babcock Street SE
4. **PS23-00008 - Paul Daly and Don Ballew (reps. Kimberly Rezanka, Lacey Lyons Rezanka Attorneys At Law / Aaron Struckmeyer, Fulte Home Company, LLC / Chris Ossa, P.E. and Kinan Husainy, P.E., Kimley Horn & Associates, Inc.)
A Preliminary Subdivision Plan to allow for a proposed 202-unit townhome development to be known as Lipscomb Street Townhomes
Tracts 6 and 5 of Palm Bay Colony Section 3 and Tracts 4 and 3 of Palm Bay Colony Section 2, all in Section 14, Township 28, Range 37, Brevard County, Florida, containing approximately 24.56 acres. Located east of and adjacent to Lipscomb Street NE, in the vicinity west of Mango Street NE
5. T23-00018 - City of Palm Bay (Growth Management Department)
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 179: Streets and Other Rights-Of-Way to incorporate a new Section 179.016 on conditions gov-

erning applications and procedures and renumbering Sections 179.016 through 179.022.

6. **T23-00024 – City of Palm Bay (Growth Management Department)**
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Change of Use' and 'Change of Occupancy'; and to establish Section 185.019, Change of Use, to add new language to the Land Development Code related to change of use or occupancy within an existing site
**Indicates quasi-judicial request(s).

7. **T23-00026 – City of Palm Bay (Growth Management Department)**
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Small Event Space'; and to amend Section 185.042(B), Neighborhood Commercial District, Principal Uses and Structures, to add a new use to the zoning district, Small Event Space
If an individual decides to appeal any decision made by the Planning and Zoning Board/Local Planning Agency or the City Council with respect to any matter considered at this meeting, a record of the proceedings will be required and the individual will need to ensure that a verbatim transcript of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based (FS 286.0105). Such person must provide a method for recording the proceedings verbatim.
Please contact the Palm Bay Land Development Division at (321) 733-3041 should you have any questions regarding the referenced cases.
Chandra Powell
Planning Specialist



MEMORANDUM

TO: Planning and Zoning Board Members

FROM: Tania Ramos, Senior Planner

DATE: October 4, 2023

SUBJECT: **CU23-00013 - Palm Coast Mini-Storage - Dan-Nico Properties, LLC, Brian Herbert (Jake Wise, P.E., Construction Engineering Group, Inc., Rep.) - A Conditional Use to allow a proposed self-storage facility in a GC, General Commercial District, in accordance with Section 185.054(D)(9) of the Palm Bay Code of Ordinances. Lots 23 through 25, Block 1990, Port Malabar Unit 40, Section 03, Township 29, Range 37, Brevard County, Florida, containing approximately 2.03 acres. Located west of and adjacent to Martin Road SE, in the vicinity east of Babcock Street SE

**Quasi-Judicial Proceeding.

ATTACHMENTS:

Description

- CU23-00013 - Staff Report
- CU23-00013 - Survey
- CU23-00013 - Site Plan
- CU23-00013 - Citizen Participation Plan Report
- CU23-00013 - Narrative
- CU23-00013 - Architectural Style Materials and Finishes Form
- CU23-00013 - Building Elevations
- CU23-00013 - Building Elevations 2
- CU23-00013 - Floor Plan
- CU23-00013 - Floor Plan 2
- CU23-00013 - Application
- CU23-00013 - Letter of Authorization
- CU23-00013 - Legal Acknowledgement
- CU23-00013 - Legal Ad



STAFF REPORT

LAND DEVELOPMENT DIVISION

120 Malabar Road SE • Palm Bay, FL 32907 • Telephone: (321) 733-3042

landdevelopmentweb@palmbayflorida.org

Prepared by

Tania Ramos, Senior Planner

CASE NUMBER

CU23-00013

PLANNING & ZONING BOARD HEARING DATE

October 4, 2023

PROPERTY OWNER & APPLICANT

Dan-Nico Properties, LLC (Jake Wise, P.E., Construction Engineering Group, LLC. Rep.)

PROPERTY LOCATION/ADDRESS

Lots 23 - 25, Block 1990, Port Malabar Unit 40, Section 03, Township 29, Range 37, Brevard County, Florida, containing approximately 2.03 acres. Located west of and adjacent to Martin Road SE, east of and adjacent to Babcock Street SE, specifically 502, 514, and 526 Martin Road SE. Tax Accounts 2923101, 2923102, 2923103

SUMMARY OF REQUEST

A **Conditional Use** to allow a self-storage facility in the General Commercial District, in accordance with Section 185.054(D)(9) of the Palm Bay Code of Ordinances.

Current Zoning

GC, General Commercial District

Current Land Use

COM, Commercial

Site Improvements

Vacant Land

Site Acreage

Approximately 2.03 acres

SURROUNDING ZONING & USE OF LAND

North

GC, General Commercial District; Vacant Land

East

GC, General Commercial District; Vacant Land

South

GC, General Commercial District; Auto Repair Shop

West

ROW, Babcock Street SE, and Interstate 95

COMPREHENSIVE PLAN

COMPATIBILITY

Yes, Commercial Use

BACKGROUND:

The subject property combines three lots for a total of approximately 2.03 acres located west of and adjacent to Martin Road SE, east of and adjacent to Babcock Street SE. The property is identified as Lots 23 - 25, Block 1990, Port Malabar Unit 40, Section 03, Township 29, Range 37, Brevard County, Florida, specifically addressed as 502, 514, and 526 Martin Road SE with tax accounts 2923101, 2923102, 2923103.

The conditional use request is specifically to allow self-storage to be developed on vacant land. The applicant has provided a conceptual plan with a proposed four-story, 120,000 square foot self-storage building.

ANALYSIS:

Section 185.054(D)(9) of the Code of Ordinances establishes self-storage as a conditional use in the General Commercial District subject to the provisions established in Section 185.088(F) which provides additional requirements for self-storage facilities.

As a conditional use, self-storage facilities may locate along major collector or higher classified roads. For locations on lower classified roads such as Martin Road SE, ground floor retail is required, or the building shall be setback from the roadway. The applicant has included a commercial/flex space along the ground floor frontage for a possible box and packing supplies retail space, Amazon delivery lockers, or similar uses.

The architectural elevations and floor plan provided show that the design of the building emulates an office building. The applicant states that any roll-up doors to storage units will be internally accessed, and the building will have a primary entrance with an auto-sliding storefront door similar to those at office buildings.

Outside storage is prohibited at the site, and the maximum storage unit size is limited to 300 square feet. The applicant states that no outside storage is proposed. The maximum storage unit size will be 200 square feet.

General Commercial zoning requires an architectural style for each structure in adherence with Section 185.134. The applicant has provided the Palm Bay Architectural Style Required Materials and Finishes Form indicating that the Florida Vernacular style will be utilized. In addition to an architectural style, self-storage as a conditional use is also required to utilize exterior surface materials that will reduce building massing and create visual interest. The applicant states, "The materials proposed along each side of the building and especially the roadway frontage are comprised of high-quality materials. We have included additional storefront along the frontage, the covered canopy feature, Bahama shutters, and decorative laser cut aluminum art panels in a palm motif in order to add a creative expression and reduce the overall scale of the building." The base of the building shall be differentiated from the rest

of the façade with treatments such as a change in material or color. The applicant stated, “The building is most obscured at the bottom by landscaping or the other site location related element our design intent was to utilize more storefront along the primary façade and artistic panels to create this human scale. Given the location of the project within the commercial/industrial park we felt it more beneficial to add elements higher that would be seen more.” At least two different building materials, such as tile, brick, stucco, cast stone, stone or formed concrete must be used, and the applicant has incorporated a variety of elements to meet this requirement.

Self-storage facilities operating under a conditional use, and the tenants of the individual storage units are also required to comply with operational requirements. These requirements state that the individual units will not be used for activities such as residences, offices, workshops, studios, or hobby or rehearsal areas. Further, storage units shall not be used for manufacturing, fabrication or processing of goods, services, or repairs of vehicles, engines, appliances or other equipment, or any other industrial activity whatsoever. The storage of flammable, explosive, perishable or hazardous materials within individual storage units and on the site is also prohibited. Rental agreements shall provide the tenants with written notice of the minimum operational standards set forth in Section 185.088(F), and any other conditions imposed by the City.

CODE REQUIREMENTS:

To be granted conditional use approval, requests are evaluated upon items (A) through (H) of the General Requirements and Conditions of Section 185.087 of the Code of Ordinances. A review of these items is as follows:

Item (A): Adequate ingress and egress may be obtained to and from the property, with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or other emergencies.

An ingress only, and an egress only driveway will be provided on Martin Road SE. In front of the self-storage building, the conceptual site plan shows interior traffic lanes meeting the minimum of twenty-five (25) feet width for one way traffic and the required thirty-five (35) feet width for two-way traffic. There are no sidewalks along Martin Road SE for onsite connections.

Item (B): Adequate off-street parking and loading areas may be provided, without creating undue noise, glare, odor, or other detrimental effects upon adjoining properties.

Section 185.140(G)(30) of the Code of Ordinances establishes parking requirements for internally accessed self-storage facilities at one (1) space for each twenty-five (25) units, plus three (3) spaces for the facility’s lease office. The concept plan includes thirty-five (35) parking spaces, which would accommodate up to 800 self-storage units. During the administrative site

plan review, the applicant will be required to provide parking for the commercial/flex space as well.

Item (C): Adequate and properly located utilities are available or may be reasonably provided to serve the proposed development.

The Utilities Department stated they have no objections to the proposed project. Any necessary upgrades will be required to be designed, permitted, installed, and inspected at the developer's cost.

Item (D): Adequate screening and/or buffering will be provided to protect and provide compatibility with adjoining properties.

The conceptual plan submitted includes a landscaping plan which shows the intent to provide adequate screening and buffering. The adjoining properties are all in the same General Commercial zoning classification, and there are no adjacent residential areas. During the administrative site plan review, the project will be required to meet all landscaping requirements.

Item (E): Signs, if any, and proposed exterior lighting will be so designed and arranged to promote traffic safety and to eliminate or minimize any undue glare, incompatibility, or disharmony with adjoining properties.

Proposed sign locations are not shown on the conceptual plan. Signage, lighting, and photometric plans will be required for administrative site plan review. It shall be noted that City codes require any lighting to be shielded and/or directed downward to avoid creating a nuisance to adjacent properties.

Item (F): Yards and open spaces will be adequate to properly serve the proposed development and to ensure compatibility with adjoining properties.

The conceptual plan appears to be meeting all setback requirements. Setback and landscaping requirements are reviewed in depth during the administrative site plan review, and the project will be required to meet all code requirements prior to site plan approval.

Item (G): The proposed use will not constitute a nuisance or hazard because of the number of persons who will attend or use the facility, or because of vehicular movement, noise, fume generation, or type of physical activity. The use as proposed for development will be compatible with the existing or permitted uses of adjacent properties.

The General Commercial District is intended for areas within the city which are uniquely suited for heavy commercial development, such as a mix of service, warehousing, commercial, wholesaling, storage, and similar businesses and uses. The use as proposed will be

compatible with the permitted uses of adjacent properties.

Item (H): Development and operation of the proposed use will be in full compliance with any additional conditions and safeguards which the City Council may prescribe, including, but not limited to, a reasonable time limit within which the action for which special approval is requested shall be begun or completed, or both.

The Board and Council have the authority and right to impose any additional and justifiable safeguards, and/or conditions, to ensure that the facility operates safely and harmoniously with its surroundings.

STAFF FINDINGS:

Staff recommends Case CU23-00013 for approval.



Map is not to scale—for illustrative purposes only; not to be construed as binding or as a survey.



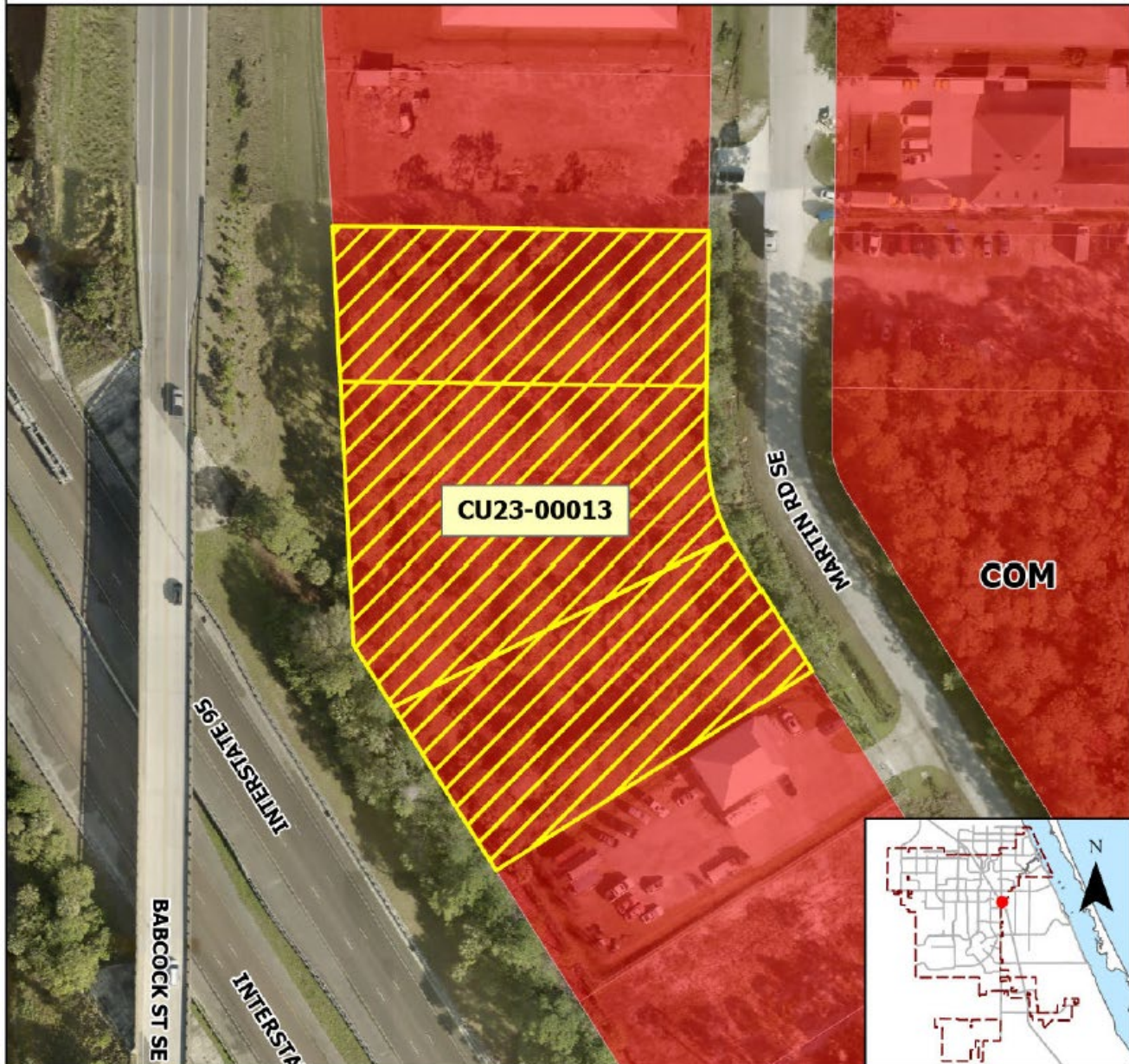
AERIAL LOCATION MAP CASE: CU23-00013

Subject Property

West of and adjacent to Martin Road SE, in the vicinity east of Babcock Street SE



Map is not to scale—for illustrative purposes only; not to be construed as binding or as a survey.



FUTURE LAND USE MAP CASE: CU23-00013

Subject Property

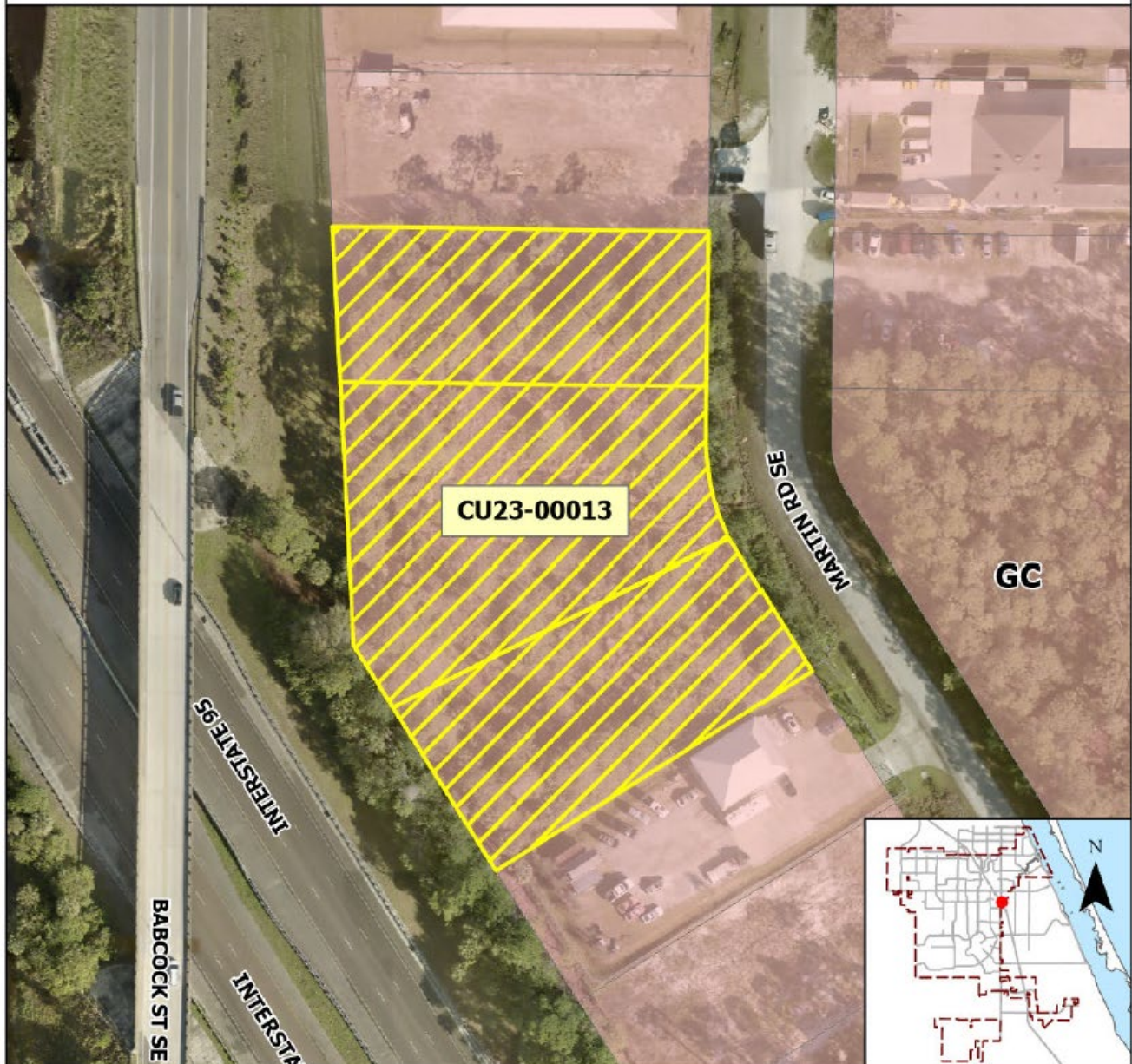
West of and adjacent to Martin Road SE, in the vicinity east of Babcock Street SE

Future Land Use Classification

COM - Commercial



Map is not to scale—for illustrative purposes only; not to be construed as binding or as a survey.



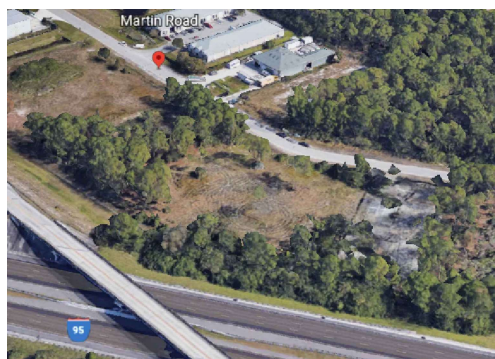
ZONING MAP CASE: CU23-00013

Subject Property

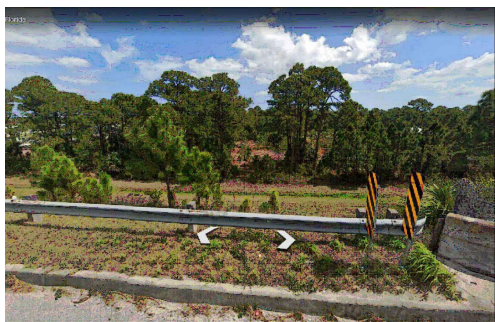
West of and adjacent to Martin Road SE, in the vicinity east of Babcock Street SE

Current Zoning Classification

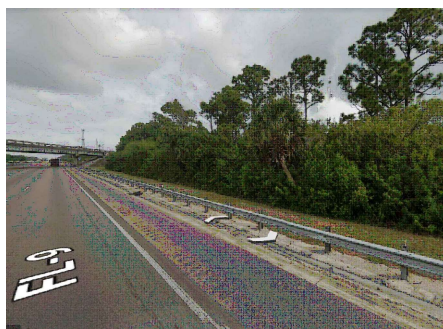
GC - General Commercial



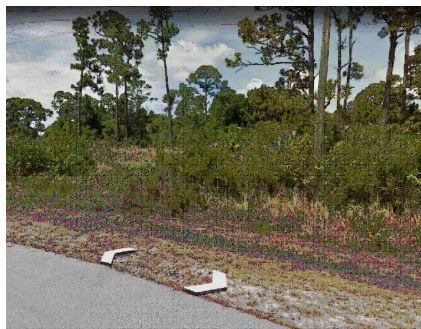
BIRDS EYE VIEW | LOOKING EAST



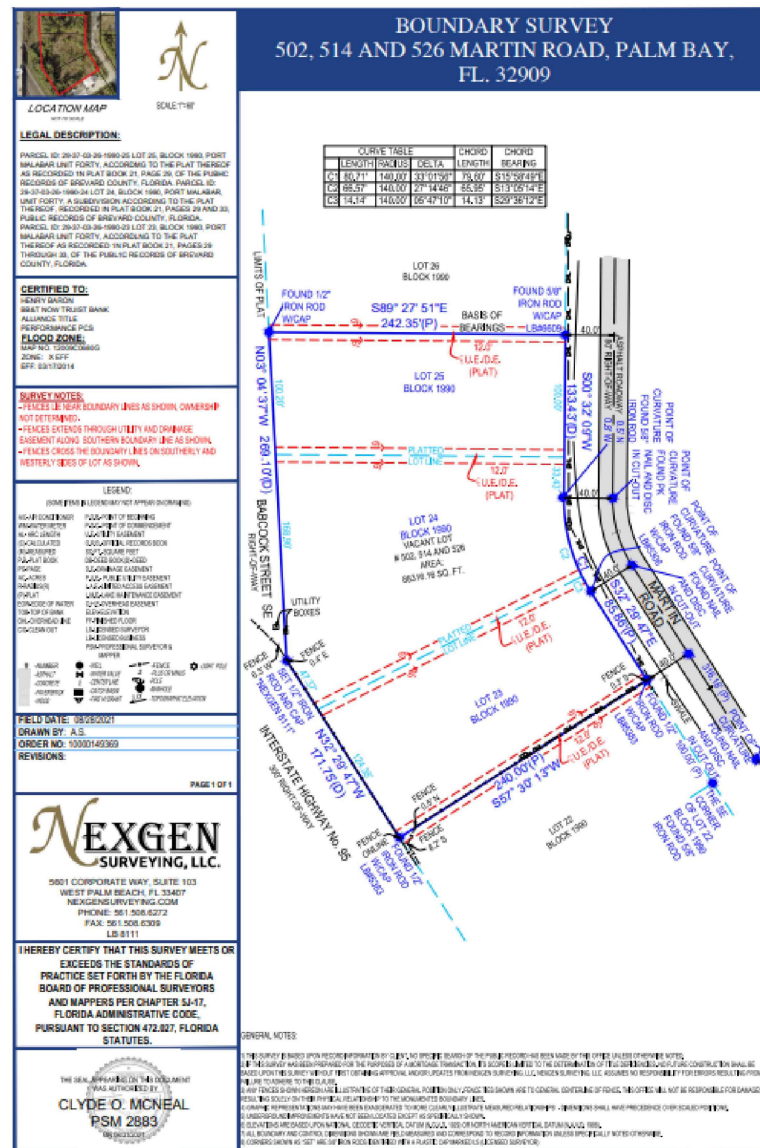
FROM BABCOCK STREET SE



FROM NORTH BOUND I-95



FROM MARTIN ROAD SE



☐ BRIAN P. HERBERT FL ARD015474
PROJECT



502 • 506 MARTIN ROAD S.E.
PALM BAY, FLORIDA 32909

DANNICO PROPERTIES, LLC
424 NE 2ND STREET BOCA
RATON, FLORIDA 33432

[illegible]

PROJECT STATUS

SITE PLAN APPROVAL

DATE _____

4-20-2023

PROJECT NUMBER

DNP- 2023

AS SHOWN

CHLORIDE — GLUCONATE

BPH BPH

DRAWING TITLE

Abstract

SURVEY

DRAWING NUMBER

AS-102

AS-102



TOTAL SPACES:
35 SPACES REQUIRED INCLUDING 2 HANDICAP SPACES
35 SPACES PROVIDED INCLUDING 2 HANDICAP SPACES

PRELIMINARY SITE PLAN

PC-01



CITIZEN PARTICIPATION PLAN REPORT

Applicant should follow established Citizen Participation Plan as specified in §169.005 CITIZEN PARTICIPATION PLANS.

CASE DETAILS

Applicant Name:	Construction Engineering Group, LLC
Project Name:	Palm Coast Mini- Storage
Case Type:	Conditional Use
Case Description:	Seeking a CU for a proposed 120,000 sf climate controlled storage facility along with 2 accessory garage style storage buildings
Intended Month of Submission:	8/2023

INFORMATION ON THE CITIZEN PARTICIPATION PLAN MEETING

Notice to the Public (Date):	6/21/23
Date CPP was Held:	7/18/23
Location of the Meeting:	Holiday Inn Express & Suites Palm Bay 1206 Malabar Road; Palm Bay, FL 32907
Number of Attendees:	4



DENOTE ANY ADVERSE COMMENTS/COMPLAINTS/ CONCERNS/ ISSUES RECEIVED AND DESCRIBE RESOLUTION OR PROVIDE JUSTIFICATION IF THE APPLICANT IS UNABLE OR UNWILLING TO ADDRESS THE ISSUE:

	Comments	Resolution	Justification if the applicant is unable or unwilling to address the issue
	Concerns with number of stories (4) & number of units (430), number of parking spaces and the amount of traffic	Storage facilities are the lowest traffic generators out there and that we were providing 6 additional parking spaces than required.	Adjacent owner still thought the site didn't have enough parking
		They still thought the site didn't have enough parking.	
	Where is the stormwater	Explained drawing C-3A Grading & Drainage	
	Wanted to know more about the garage style storage units and what would be allowed in them. Concerned renters would be small businesses	City doesn't allow businesses to be run out the storage units and explained the CU will have conditions stating that	
	They stated that they already have issues getting out onto Babcock at Convair Street. They mentioned a signal	The storage facility would probably not trip the thresholds but this would be reviewed by the City.	
	An owner didn't understand why we thought a storage facility would be a good fit for this area, he thought it would be better for the west side of I-95.	No comment	
	They asked that we tell them when the P&Z meeting was scheduled when we found out.	A sign will be posted with the dates	
	One owner wanted to know the difference between Mini-storage and Self Storage for parking calculations	They are the same, the City does not have a separate parking calculation for mini vs self storage.	
	Everyone at the meeting was calm and were interested in what the storage facility would look like.	No comment	



LIST OF ATTENDEES

321-720-2580

Number	Name of attendee	Number	Name of attendee
1.	Donald Foley.	2.	John Jantomaso
3.	Virginia Foley	4.	
5.	Joan Blake	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.	
33.		34.	
35.		36.	
37.		38.	
39.		40.	
41.		42.	
43.		44.	
45.		46.	
47.		48.	
49.		50.	



ADDITIONAL DOCUMENTS REQUIRED WITH CITIZEN PARTICIPATION PLAN REPORT SUBMISSION

1. Copy of notice sent (separate attachment)
 - All the property owners within a 500-foot radius of the subject parcel shall be informed about the meeting date, time, location, and project.
2. Material distributed or presented at the meeting (separate attachment)

I hereby certify that information provided as part of this report is correct.

A handwritten signature in blue ink, appearing to read "D. M. Tom", written over a horizontal line.

Signature

David M. Tom, PE- Construction Engineering Group

Typed Name and Title

8-10-23

Date

Re: Palm Coast Mini- Storage

Citizen Participation Plan: (As required by Ordinance 2006-45, City of Palm Bay, Florida)

Date: June 21, 2023

Dear Neighbor:

You are in receipt of this letter because you are a property owner within 500 feet of the property below. It is important to us to be a good neighbor and based on that we want to invite you to a meeting on Tuesday July 18, 2023 at the Holiday Inn Express & Suites Palm Bay located at 1206 Malabar Road; Palm Bay, FL 32907 at 6:30 pm.



Applicant: Construction Engineering Group, LLC

Development: Seeking a Conditional Use for a proposed 120,000 square foot climate controlled storage facility along with two accessory garage style storage buildings

Parcel ID 29-37-03-26-1990-23; -24 & -25

Township 29 **Range** 37 **and Section** 03

Owner: Dan Nico Properties, LLC

Acreage: +/- 2.03 acres

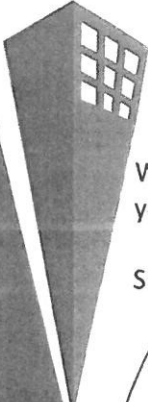
Current Use: Vacant

Current FLU: Commercial (COM)

Current Zoning: General Commercial (GC)


Unimproved





We welcome you to attend so we can describe to you the proposed project and thank you in advance for your time.

Sincerely,



Jake Wise, PE
Principal Civil Engineer
Construction Engineering Group, LLC





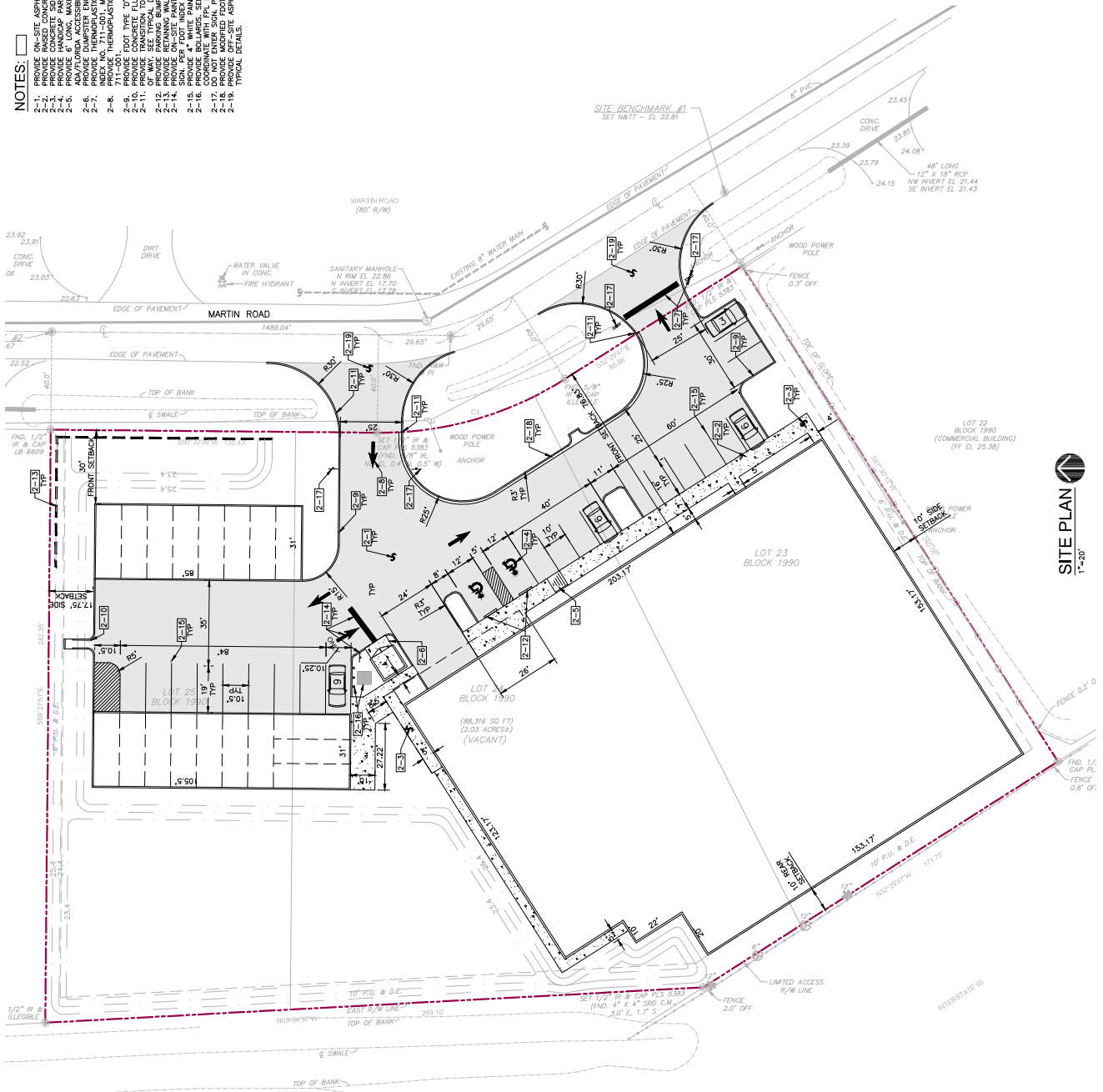
DATE	06-19-23
SCALE	1"=20'
PROJECT NO.	220270
DESIGNED BY	WGM
DRAWN BY	RMW
CHECKED BY	JTW
DRAWING NO.	

PALM COAST MINI-STORAGE
DAN-MICO PROPERTIES, LLC
MARTIN RD SE PALM BAY FL 32909
SITE PLAN



203 E. GARDEN BLVD., SUITE 8
MILWAUKEE, WI 53205
TEL 414.223.2323
WWW.CONSTRUCTIONENGINEERINGGROUP.COM

- NOTES:
- 2-1. PROVIDE ON-SITE ASPHALTIC PAVEMENT WITH BASE. SEE TYPICAL DETAILS.
 - 2-2. PROVIDE RASSED CONCRETE SIDEWALK. SEE TYPICAL DETAILS.
 - 2-3. PROVIDE 6" WIDE CONCRETE CURB. SEE TYPICAL DETAILS.
 - 2-4. PROVIDE HANDICAP PARKING SPACE WITH SIGNAGE. SEE TYPICAL DETAILS.
 - 2-5. PROVIDE 6" LONG, MAXIMUM 6" RISE HANDICAP ACCESSIBLE RAMP PER FOOT OF RAMP. SEE TYPICAL DETAILS.
 - 2-6. PROVIDE DUMPSTER ENCLOSURE. SEE TYPICAL DETAILS.
 - 2-7. PROVIDE 6" WIDE CONCRETE CURB. SEE TYPICAL DETAILS.
 - 2-8. PROVIDE THERMOPLASTIC WHITE DIRECTIONAL ARROWS PER FOOT INDEX NO. 711-101. SEE TYPICAL DETAILS.
 - 2-9. PROVIDE FOOT TYPE "D" CURB. SEE TYPICAL DETAILS.
 - 2-10. PROVIDE TRANSITION TO FLUSH RIMM ON CURB OR DRIVEWAY EDGE IN RIGHT OF WAY. SEE TYPICAL DETAILS.
 - 2-11. PROVIDE TRANSITION TO FLUSH RIMM ON CURB OR DRIVEWAY EDGE IN RIGHT OF WAY. SEE TYPICAL DETAILS.
 - 2-12. PROVIDE 6" WIDE CONCRETE CURB. SEE TYPICAL DETAILS.
 - 2-13. PROVIDE RETAINING WALL. SEE STRUCTURAL DRAWINGS & C-3 FOR GRADING.
 - 2-14. PROVIDE 6" WIDE CONCRETE CURB. SEE TYPICAL DETAILS.
 - 2-15. PROVIDE 4" WHITE PAINTED STRIPE PER FOOT STANDARDS.
 - 2-16. PROVIDE 6" WIDE CONCRETE CURB. SEE TYPICAL DETAILS.
 - 2-17. PROVIDE 6" WIDE CONCRETE CURB. SEE TYPICAL DETAILS.
 - 2-18. PROVIDE 6" WIDE CONCRETE CURB. SEE TYPICAL DETAILS.
 - 2-19. PROVIDE OFF-SITE ASPHALTIC PAVEMENT PER CITY REQUIREMENTS. SEE TYPICAL DETAILS.



SITE PLAN
1"=20'



9/14/2023

Palm Coast Self Storage – Conditional Use Application
Conditional Use Narrative - Self Storage Facilities

The intent of the narrative is to demonstrate how the proposed Palm Coast Self Storage Facility has been designed to comply with the requirements of the City's Condition Use Ordinance and to give a brief description of the project and design intent.

The project is located in the Port Malabar industrial subdivision off of Martin Road SE which is an internal subdivision minor roadway that serves other businesses in the subdivision. Additionally the site backs up to and is under or adjacent to the I-95 overpass of Babcock Road. There is no access or pedestrian connection from Babcock Road possible since the bridge overpass slope goes well beyond this site which obscures any visibility of the lower part of the building as such we have focused our architectural efforts on the upper ¾'s of the building. The Martin Road frontage while not a major roadway provides a large building setback and landscape buffer along the entire frontage. Additional architectural detail was added to this building elevation as it will be primarily seen from the minor roadway. Finally, the only other view of the building will be from the north bound lane of I-95 where once again the lower portion of the building will be blocked by the FDOT right of way landscaping of the I-95 swale which is very heavy at this point. So, again, our intent was to focus on the upper portion of the building. In regards to the conditional use requirements for a Self-Storage, we believe these are intended for facilities located along primary roadways with significant traffic. This is not a case for this project as it is located within the industrial subdivision. In any event, we believe we meet or exceed the intent of the conditional use requirements as follows:

1. No rollup door openings for any storage unit with the exception of emergency egress doors shall be constructed facing any residentially zoned property.
Design Intent: There are no doors proposed facing residentially zoning property as this is commercially zoned area and none of the doors face the streets. The primary entrance to the building is comprised an auto-sliding storefront door much like you would see on an office building lobby.
2. The submitted conditional use site plan shall include a landscape plan.
Design Intent: Landscape plan has been submitted. Larger landscape areas have been thoughtfully provided. Along the roadway frontage to provide additional buffering and exceeding the minimum.
3. Interior traffic lanes shall be a minimum of thirty-five (35) feet wide for two-way traffic and a minimum of twenty-five (25) feet for one-way traffic, in order to accommodate loading and unloading as well as through and/or emergency traffic.
Design Intent: This has been accommodated throughout the site
4. The maximum storage unit size is limited to 300 square feet.
Design Intent: The maximum proposed unit is 200 SF
5. There shall be no outside storage at the site.
Design Intent: There is no outside storage proposed

There shall be no storage of hazardous or flammable chemicals as determined by the Fire Marshal. Design Intent: There is no hazardous or flammable chemical storage proposed

6. Such facilities may only be utilized for storage. Occupancy for any other use is prohibited.
Design Intent: Agreed – no occupancy will be allowed. This can be a condition of approval.
7. No roll up door openings for any storage unit shall be constructed facing any right-of-way.
Design Intent: Agreed no rollup doors are proposed to face the right of way – all have been design to face internally
8. Properties with the principal use as self-storage may locate along major collector or higher classified roads. For locations on lower classified roads, ground floor retail is required, or the building shall be setback from the roadway.
Design Intent: The building is set back from substantially from the roadway – additionally the location of this project within a commercial/industrial park does nto lend itself to ground floor retail – however we have placed a additional storefront glass on doors along this frontage for visual appeal.
9. Exterior surface materials of the primary/street facade shall be select high quality, human-scale building materials to reduce building massing and create visual interest. Design Intent: The materials proposed along each side of the building and especially the roadway frontage are comprised of high quality materials. We have included additional storefront along the frontage, the covered canopy feature, Bahama shutters, and decorative laser cut aluminum art panels in a palm motif in order to add a creative expression and reduce the overall scale of the building.
10. The base of a building (the first two to five feet above the sidewalks) shall be differentiated from the rest of the facade with treatments such as change in material and/or color. Design Intent; Being that the building is most obscured at the bottom by landscaping or the other site location related element our design intent was to utilize more storefront along the primary façade and artistic panels to create this human scale. Given the location of the project the only withing the commercial/industrial park we felt it more beneficial to add elements higher that would be seen more.
11. The primary/street facade of buildings shall incorporate no less than two (2) building materials including, but not limited to, tile, brick, stucco, cast stone, stone, formed concrete or other high-quality, long-lasting masonry material over a minimum seventy-five (75) percent of the surface area (excluding windows, doors and curtain walls.) The remainder of the wall area may incorporate other materials. Design Intent: The primary façade incorporates un number of varying materials colors textures, scoring and artistic element. Including both smooth and scored stucco, artistic aluminum panels, standing seam metal roof towers, decorative tower brackets, aluminum canopy overhangs and Bahama type shutters.
12. Self-storage facilities resembling long, traditional warehouse buildings are prohibited. Self-storage facilities must be designed to emulate multi-family or office buildings compatible and in harmony with the surrounding area. Design Intent: This design incorporated added glazing, decorative tower features at key visual location, artistic panels, decorative brackets and various changes in faced planes, colors, textures and material.
13. Operational requirements. The following minimum operational standards shall apply to self-service storage facilities and tenants of individual storage units:
 - (a) Individual storage units shall not be used for activities such as residences, offices, workshops, studios, or hobby or rehearsal areas. Further, storage units shall not be used for manufacturing, fabrication or processing of goods, services or repair of vehicles, engines, appliances or other equipment, or any other industrial activity whatsoever. In addition, storage units shall not be used for commercial activity or places of business

of any kind including, but not limited to, retail sales, garage or estate sales, or auctions, unless done so by the property management company. - 4 –

(b) Storage of flammable, explosive, perishable or hazardous materials within individual storage units and on site is prohibited.

(c) Rental agreements shall provide tenants with written notice of the minimum operational standards set forth in this section and any other conditions imposed by the city

Design Intent: Ownership recognizes and is agreeable to all of these items

Finally given the location of this project, the extremely minor traffic generation of this use and the attractive nature of the proposed building we feel this not only meets but exceed the intent of the of the conditional use requirements for this site, does not adversely affect any adjacent uses or residential areas and as such respectfully request a recommendation of approval for this project.



Land Development Division

120 Malabar Road SE • Palm Bay, FL 32907 • 321.733.3042

landdevelopmentweb@palmbayflorida.org

**PALM BAY ARCHITECTURAL STYLE
REQUIRED MATERIALS AND FINISHES FORM**

Per Ordinance #2016-76, all new structures located in commercial zoning districts in the City must undergo an architectural design review to meet the requirements of the Palm Bay Architectural Style as so adopted. The materials and finishes as required by ordinance must be reviewed and approved by the Land Development Division prior to site plan approval. Any changes to the approved materials and finishes form must be approved in writing by the City. Failure to secure approval will delay the site plan review process.

Submit architectural elevations of all sides of the structure(s). All proposed signs and accessory structure elevations must also be submitted to ensure compatibility.

DATE	MARCH 1 2023	SITE PLAN NUMBER #	
PROJECT NAME	Palm Coast Self Storage		
ARCHITECT'S NAME	Brian P. Herbert, AIA		
TELEPHONE	(954) 461-6625		
EMAIL	Bherbert@GalloHerbert.com		
ARCHITECTURAL STYLE CHOSEN (See Section 185.134)	Florida Vernacular		

ROOF DESCRIPTION: Provide a explanation of each listed item, providing colors, style, etc.

ROOF MANUFACTURER

Extreme Metal Fabricators - QuickLock - 1 1/2" Standing Seam Metal Roof

ROOF MATERIAL DESCRIPTION AND COLOR

Silver Metallic - Kynar Finish

PITCH OF ROOF

Dual Pitch - Bermuda Style - 5:12 and 3:12 pitch
--

EXTERIOR DESCRIPTION: Provide a explanation of each listed item, providing colors, style, etc.

EXTERIOR COLOR (include manufacturer name & card #)

SW 6253 - LAZY GRAY, SW 7074 SOFTWARE, SW 6732 ORGANIC GREEN,

TRIM COLOR (include manufacturer name & card #)

SW 7006 - OLYMPUS WHITE

EXTERIOR FINISHES (include manufacturer name & card #)

TEX-COAT MEDIUM TEXTURED FINISH OR MEDIUM TEXTURED STUCCO

BUILDING ADDITIONS

Percentage of New Building Area to Existing Building Area %

Percentage of New Building Area to Existing Building Cost %

***** DO NOT FILL OUT FORM BELOW THIS LINE *****

**A signature below affirms that the architectural elevations required by
Palm Bay Ordinance #2016-76 meet or exceed the minimum design requirements**

LAND DEVELOPMENT DIVISION STAFF

DATE

THIS DOCUMENT IS THE PROPERTY OF GHA HERBERT ARCHITECTS. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN CONSENT OF GHA HERBERT ARCHITECTS. IT IS A VIOLATION OF THE LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED ARCHITECT TO SCALE, THESE PLANS AND SPECIFICATIONS. THE DOCUMENT CONTAINS PROPERTY INFORMATION AND SHALL NOT BE USED OR REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.



A - PALM MOTIF ALUMINUM PANEL



B - ALUMINUM AND GLASS RAILING



C - BAHAMA SHUTTERS - PALM GREEN - POWDER COAT



D - IMPACT RESISTANT STOREFRONT SYSTEM SILVER POWDER COAT



E - MEDIUM STUCCO FINISH - SOFTWARE - SW7074



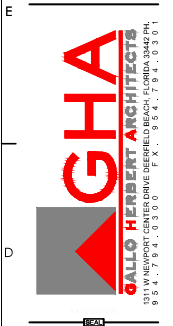
F - MEDIUM STUCCO FINISH - LAZY GRAY SW623



G - MEDIUM TEXTURED FINISH - ORGANIC GREEN SW6732



H - STANDING SEAM METAL ROOF - KYNAR - BRIGHT SILVER



BRIAN P. HERBERT, FLA0015474

602 - 608 MARTIN ROAD S.E.,
PALM BEACH, FL 33480-3909

DAN-HCO PROPERTIES, LLC
430 NE 910 STREET, SUITE
100, FORT LAUDERDALE, FL 33304

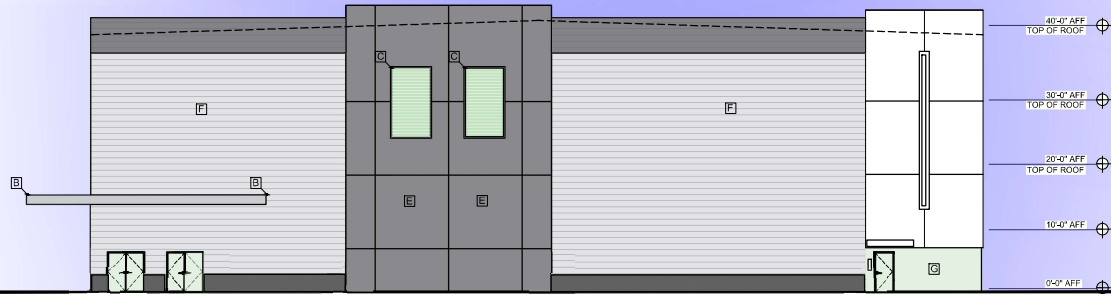
NO.	DESCRIPTION	DATE
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NO.	DESCRIPTION	DATE
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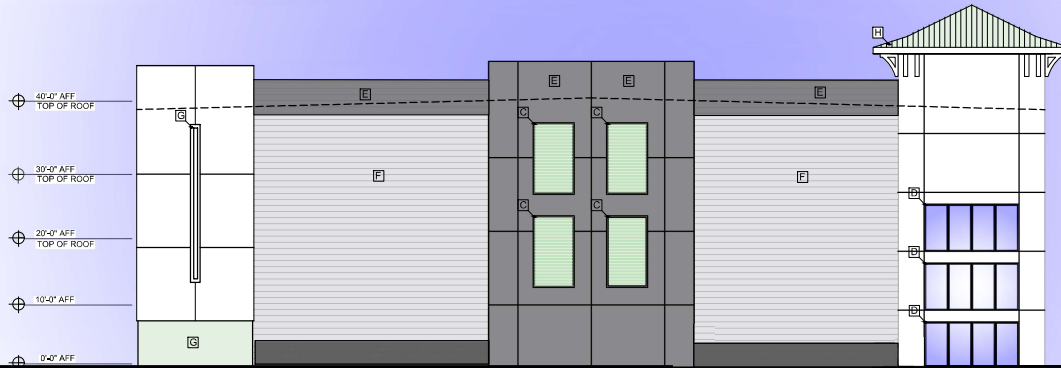
BUILDING
ELEVATIONS
A-201

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A-3 NORTH ELEVATION
1/8" = 1'-0"



A-2 SOUTH ELEVATION
1/8" = 1'-0"



SCONCE LIGHT
DECORATIVE BRACKETS



EDGE MOUNTED CANOPY SIGN

A-4 DECORATIVE PRODUCT EXAMPLES
1/8" = 1'-0"

GHA
GALLO HERBERT ARCHITECTS
1311 W. NEWPORT CENTER DRIVE, DUNEDIN, FLORIDA 33425 P.O. BOX 1000, DUNEDIN, FLORIDA 33425
P: 407.281.1000 F: 407.281.1001

BRIAN P. HERBERT, FLA0015474
REGISTERED ARCHITECT

Palm Coast
R.V. & Self Storage
602 - 608 MARTIN ROAD S.E.
PALM BEACH, FLORIDA 33469
407.855.1000

DAN-ARCO PROPERTIES, LLC
430 NE 91ST STREET, SUITE 200
FORT LAUDERDALE, FLORIDA 33308
954.471.1000

No.	Description	Date
1	FOR THE REVIEW OF THE CITY OF PALM BEACH	11/15/2020

SITE PLAN APPROVAL
DATE: 4-20-2023
PROJECT NUMBER: DNP- 2023
DRAWN BY: AS SHOWN
CHECKED BY: BPH
PROJECT NUMBER: 11/15/2020

BUILDING ELEVATIONS
DRAWING NUMBER: A-202

THIS DOCUMENT IS THE PROPERTY OF GHA HERBERT ARCHITECTS. IT IS TO BE USED ONLY FOR THE PROJECT AND NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.

Palm Coast Self Storage
502 - 506 Martin Road SE, Palm Bay, Florida
Storage Unit Matrix
REVISED 9/19/2023

Unit Size	Unit Area	Number of Units	SUBTOTAL	% OF TYPE	AREA OF FLOOR	AVERAGE UNIT AREA	EFFICIENCY FACTOR
FIRST FLOOR							
5X5	25	30	750	15%			
5X10	50	20	1,000	13%			
10X5	50	0	0	0%			
10X10	100	25	2,500	16%			
10X15	150	60	9,000	38%			
10X20	200	24	4,800	15%			
SUB-TOTAL 1ST FL		159	18,050	100%	29,424	114	61%
SECOND FLOOR							
5X5	25	26	650	15%			
5X10	50	20	1,000	11%			
10X5	50	0	0	0%			
10X10	100	40	4,000	22%			
10X15	150	59	8,850	33%			
10X20	200	34	6,800	19%			
SUB-TOTAL 2ND FL		179	21,300	100%	29,424	119	72%
THIRD FLOOR							
5X5	25	26	650	15%			
5X10	50	20	1,000	11%			
10X5	50	0	0	0%			
10X10	100	40	4,000	22%			
10X15	150	58	8,700	33%			
10X20	200	34	6,800	19%			
SUB-TOTAL 3RD FL		178	21,150	100%	29,424	119	72%
FOURTH FLOOR							
5X5	25	26	650	15%			
5X10	50	20	1,000	11%			
10X5	50	0	0	0%			
10X10	100	40	4,000	22%			
10X15	150	58	8,700	33%			
10X20	200	34	6,800	19%			
SUB-TOTAL 4TH FL		178	21,150	100%	29,424	119	72%
BUILDING TOTALS							
5X5	25	108	2,700	15%	3%		
5X10	50	80	4,000	11%	5%		
10X5	50	0	0	0%	0%		
10X10	100	145	14,500	21%	18%		
10X15	150	217	32,550	31%	40%		
10X20	200	150	30,000	21%	37%		
BLDG TOTAL		700	81,650	100%	117,696	120	69%



A-1 UNIT MATRIX
3/32" = 1'-0"

A-2 FIRST FLOOR PLAN
3/32" = 1'-0"



BRIAN P. HERBERT, FLA0015474
REGISTERED ARCHITECT

602 - 506 MARTIN ROAD S.E.
PALM BAY, FLORIDA 32909
562-5626

DAN-HUBO PROPERTIES, LLC
430 NE 2ND STREET, SUITE 200
RASTON, FLORIDA 32082
352-282-1828

No.	Description	Date

PROPOSED SIGN
SITE PLAN APPROVAL
DATE
4-20-2023
PROJECT NUMBER
DNP- 2023
SCALE
AS SHOWN
DRAWN BY
BPH
CHECKED BY
BPH
PLANNING FILE

FIRST FLOOR PLAN

DRAWING NUMBER
A-101

Project Details: CU23-00013

Project Type: Conditional Use

Project Location: 526 MARTIN RD SE Palm Bay, FL 32909
Milestone: Under Review
Created: 8/10/2023
Description: Palm Coast Mini- Storage
Assigned Planner: Tania Ramos

Contacts

Contact	Information
Owner/Applicant	Brian Herbert, DAN-NICO PROPERTIES LLC 424 NE 2ND ST BOCA RATON, FL 33432 (954) 461-6625 bherbert@galloherbert.com
Legal Representative	Jake Wise 2651 W Eau Gallie Blvd; Suite A Melbourne, FL 32935 (321) 610-1760 jwise@cegengineering.com
Submitter	Jake Wise 2651 W Eau Gallie Blvd; Suite A Melbourne, FL 32935 jwise@cegengineering.com
Assigned Planner	Tania Ramos FL tania.ramos@palmbayflorida.org

Fields

Field Label	Value
Block	1990
Lot	23
Township Range Section	03-29-37
Subdivision	26
Year Built	
Use Code	1000
Use Code Desc	VACANT COMMERCIAL LAND

Project Details: CU23-00013

LotSize	
Building SqFt	
Homestead Exemption	
Taxable Value Exemption	
Assessed Value	
Market Value	
Land Value	
Tax ID	2923101
Flu Description	Commercial
Flu Code	COM
Zoning Description	General Commercial
Zoning Code	GC
Size of Area (acres)	
Conditional Use Sought	to allow a storage facility
or Special Requirements Use	Self-Storage Facility
Is Submitter the Representative?	False
Tax Account Numbers	2923101; 2923102; 2923103
Parcel Number	29-37-03-26-1990-23; 29-37-03-26-1990-24; 29-37-03-26-1990-25
Resolution Number	

_____, 20____

Re: Letter of Authorization

As the property owner of the site legally described as:

Brevard County Property Appraiser Parcel IDs: 29-37-03-26-1990-23; -24 & -25

I, Owner Name: Dan- Nico Properties, LLC

Address: 424 NE 2nd Street; Boca Raton, FL 33432

Telephone: 954-461-6625

Email: bherbert@galloherbert.com

hereby authorize:

Representative: Jake Wise, PE- Construction Engineering Group, LLC

Address: 2651 W Eau Gallie Blvd; Suite A; Melbourne, FL 32935

Telephone: 321-610-1760

Email: jwise@cegengineering.com

to represent the request(s) for:

Any and all permitting related to Conditional Use approval

[Signature]
(Property Owner Signature)

STATE OF

Florida

COUNTY OF

Broward

The foregoing instrument was acknowledged before me by means of ☒ physical
presence or ☐ online notarization, this 20 day of June, 20 23 by

Brian P. Herbert

, property owner.

[Signature]
HEATHER CHABOT

Notary Public



Personally Known or ☐ Produced the Following Type of Identification:



Acknowledgement Log

Header:

Legal Acknowledgement

Text:

I, the submitter, understand that this application must be complete and accurate before consideration by the City of Palm Bay and certify that all the answers to the questions in said application, and all data and matter attached to and made part of said application are honest and true to the best of my knowledge and belief.

Under penalties of perjury, I declare that I have read the foregoing application and that the facts stated in it are true.

Accepted By:

Jake Wise

On:

8/10/2023 8:54:03 AM

☒ CU23-00013

Select Language ▼



Please contact us with changes or cancellations as soon as possible, otherwise no further action needed.

PUBLICATION	TOLL-FREE	Local #	Email
Florida Today	888-516-9220	321-242-3632	BRElegals@gannett.com

Customer: CITY OF PALM BAY

Ad No.: 0005829541

Address: SUITE 201
PALM BAY FL 32907
USA

Pymt Method Invoice
Order Amount 414.85

Run Times: 1

No. of Affidavits: 1

Run Dates: 09/21/23

Text of Ad:

Ad#5829541 9/21/2023
CITY OF PALM BAY, FLORIDA
NOTICE OF PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Planning and Zoning Board/Local Planning Agency on October 4, 2023, and by the City Council on October 19, 2023, both to be held at 6:00 p.m., in the City Hall Council Chambers, 120 Malabar Road SE, Palm Bay, Florida, for the purpose of considering the following case(s):

1. ****CU23-00003 - Sunrise Plaza Enterprise, Inc., Nazim Ali, President, (Richard Franzblau, Esq., Rep.)**
A Conditional Use to allow retail automotive gas/fuel sales in an NC, Neighborhood Commercial District, in accordance with Section 185.042(D)(1) of the Palm Bay Code of Ordinances
A portion of Tract I, Port Malabar Unit 44, Section 22, Township 28, Range 36, Brevard County, Florida, containing approximately 3 acres. Located at the southwest corner of Glencove Avenue NW and Emerson Drive NW

2. ****CU23-00007 - Ascot Palm Bay Holdings, LLC, Gary Smigiel (Chris Pontello, P.E., BGE, Inc., Rep.)**
A Conditional Use to allow a self-storage facility in a CC, Community Commercial District, in accordance with Section 185.043(D)(9) of the Palm Bay Code of Ordinances
Tax Parcel 507, Section 21, Township 28, Range 36, Brevard County, Florida, containing approximately 3.57 acres. Located south of and adjacent to Emerson Drive NW, in the vicinity east of St. Johns Heritage Parkway

3. ****CU23-00013 - Dan-Nico Properties, LLC, Brian Herbert (Jake Wise, P.E., Construction Engineering Group, Inc., Rep.)**
A Conditional Use to allow a proposed self-storage facility in a GC, General Commercial District, in accordance with Section 185.054(D)(9) of the Palm Bay Code of Ordinances
Lots 23 through 25, Block 1990, Port Malabar Unit 40, Section 03, Township 29, Range 37, Brevard County, Florida, containing approximately 2.03 acres. Located west of and adjacent to Martin Road SE, in the vicinity east of Babcock Street SE

4. ****PS23-00008 - Paul Daly and Don Ballew (reps. Kimberly Rezanka, Lacey Lyons Rezanka Attorneys At Law / Aaron Struckmeyer, Fulte Home Company, LLC / Chris Ossa, P.E. and Kinan Husainy, P.E., Kimley Horn & Associates, Inc.)**
A Preliminary Subdivision Plan to allow for a proposed 202-unit townhome development to be known as Lipscomb Street Townhomes
Tracts 6 and 5 of Palm Bay Colony Section 3 and Tracts 4 and 3 of Palm Bay Colony Section 2, all in Section 14, Township 28, Range 37, Brevard County, Florida, containing approximately 24.56 acres. Located east of and adjacent to Lipscomb Street NE, in the vicinity west of Mango Street NE

5. **T23-00018 - City of Palm Bay (Growth Management Department)**
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 179: Streets and Other Rights-Of-Way to incorporate a new Section 179.016 on conditions gov-

erning applications and procedures and renumbering Sections 179.016 through 179.022.

6. T23-00024 – City of Palm Bay (Growth Management Department)
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Change of Use' and 'Change of Occupancy'; and to establish Section 185.019, Change of Use, to add new language to the Land Development Code related to change of use or occupancy within an existing site
**Indicates quasi-judicial request(s).

7. T23-00026 – City of Palm Bay (Growth Management Department)
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Small Event Space'; and to amend Section 185.042(B), Neighborhood Commercial District, Principal Uses and Structures, to add a new use to the zoning district, Small Event Space
If an individual decides to appeal any decision made by the Planning and Zoning Board/Local Planning Agency or the City Council with respect to any matter considered at this meeting, a record of the proceedings will be required and the individual will need to ensure that a verbatim transcript of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based (FS 286.0105). Such person must provide a method for recording the proceedings verbatim.
Please contact the Palm Bay Land Development Division at (321) 733-3041 should you have any questions regarding the referenced cases.
Chandra Powell
Planning Specialist



MEMORANDUM

TO: Planning and Zoning Board Members

FROM: Kimberly Haigler, GIS Planner

DATE: October 4, 2023

SUBJECT: **PS23-00008 – Lipscomb Street Townhomes - Paul Daly and Don Ballew (reps. Kimberly Rezanka, Lacey Lyons Rezanka Attorneys At Law / Aaron Struckmeyer, Pulte Home Company, LLC / Chris Ossa, P.E. and Kinan Husainy, P.E., Kimley Horn & Associates, Inc.) - A Preliminary Subdivision Plan to allow for a proposed 202-unit townhome development to be known as Lipscomb Street Townhomes. Tracts 6 and 5 of Palm Bay Colony Section 3 and Tracts 4 and 3 of Palm Bay Colony Section 2, all in Section 14, Township 28, Range 37, Brevard County, Florida, containing approximately 24.56 acres. Located east of and adjacent to Lipscomb Street NE, in the vicinity west of Mango Street NE

**Quasi-Judicial Proceeding.

ATTACHMENTS:

Description

- ❏ PS23-00008 - Staff Report
- ❏ PS23-00008 - Preliminary Plat
- ❏ PS23-00008 - Boundary Survey
- ❏ PS23-00008 - Traffic Study
- ❏ PS23-00008 - School Board Report
- ❏ PS23-00008 - Application
- ❏ PS23-00008 - Authorization 1
- ❏ PS23-00008 - Authorization 2
- ❏ PS23-00008 - Legal Ad
- ❏ PS23-00008 - Correspondence



STAFF REPORT

LAND DEVELOPMENT DIVISION

120 Malabar Road SE • Palm Bay, FL 32907 • Telephone: 321-733-3042

landdevelopmentweb@palmabayflorida.org

Prepared by

Kimberly Haigler, GIS Planner

CASE NUMBER

PS23-00008

PLANNING & ZONING BOARD HEARING DATE

October 5, 2023

PROPERTY OWNER & APPLICANT

Paul Daly and Don Ballew (reps. Kimberly Rezanka, Lacey Lyons Rezanka Attorneys At Law / Aaron Struckmeyer, Pulte Home Company, LLC / Chris Ossa, P.E. and Kinan Husainy, P.E., Kimley Horn & Associates, Inc.)

PROPERTY LOCATION/ADDRESS

Tracts 5 and 6 of Palm Bay Colony Section 3 and Tracts 3 and 4 of Palm Bay Colony Section 2, all in Section 14, Township 28, Range 37, Brevard County, Florida, containing approximately 24.56 acres. Located east of Lipscomb Street NE, and in the vicinity north and west of Robert J. Conlan Boulevard NE.

Tax Accounts 2826745, 2826744, 2826682, 2826635

SUMMARY OF REQUEST

The applicant requests Preliminary Subdivision Plan approval for a proposed 202 townhome units to be called Lipscomb Townhomes.

Existing Zoning

PUD, Planned Unit Development

Future Land Use

HDR, High Density Residential

Site Improvements

Vacant Land

Site Acreage

Approximately 24.56 acres

SURROUNDING ZONING & USE OF LAND

North

LI, Light Industrial & Warehousing; Commerce Park

East

RMH, Residential Mobile Homes; Mobile Home Park

South

LI, Light Industrial & Warehousing; Light Manufacturing Plant

West

R-1A, Low Density Residential; Single-Family Residential (Melbourne)

COMPREHENSIVE PLAN COMPATIBILITY

Yes, the Future Land Use for the property is High Density Residential

BACKGROUND:

The property is located east of Lipscomb Street NE, and in the vicinity north and west of Robert J. Conlan Boulevard NE. Specifically, the subject property is Tracts 5 and 6 of Palm Bay Colony Section 3 and Tracts 3 and 4 of Palm Bay Colony Section 2, all in Section 14, Township 28, Range 37, Brevard County, Florida, containing approximately 24.56 acres. The property is zoned PUD, Planned Unit Development and is vacant, unimproved land.

The preliminary plat is a map indicating the proposed layout of a development and related information to show consistency with the subdivision requirements in accordance with Chapter 184 of the Palm Bay Code of Ordinances. A more in-depth review of the required construction standards will take place during the administrative review of the construction plans. After construction plan approval, the final plat will then be brought back through the public hearing process for final approval.

The project received Final Development Plan approval on July 6, 2023, through Ordinance 2023-31. The applicant is now requesting Preliminary Subdivision Plan approval to create two-hundred and two (202) single-family townhome lots.

ANALYSIS:

The proposed plat is within the Planned Unit Development zoning district. The property has frontage on Lipscomb Drive NE. However, only Huckleberry Lane and Silk Tree Lane will provide ingress/egress connections. Internally, new private roads will be constructed. Sidewalks will be installed on all public frontages and connections to the onsite sidewalk system will be provided.

The minimum lot size for townhome units will be 18' wide by 95' deep. The overall project will provide more than the minimum 25% (6.39 acres) of the required open space. Proposed paved pedestrian paths will encircle stormwater ponds, connecting with the system of sidewalks and crosswalks throughout the community. The project also proposes a 0.27acre recreational tract to include active and passive recreation amenities.

The School Board Impact Analysis found that there is sufficient capacity for the total projected student membership when considering the adjacent elementary school concurrency service areas.

CONDITIONS:

To receive Preliminary Subdivision Plan approval, the proposal must meet the subdivision requirements of Chapter 184 of the City of Palm Bay's Code of Ordinances. Upon review, the request is in conformance with the applicable requirements subject to the following being addressed prior to final plat approval and City staff signing the mylar:

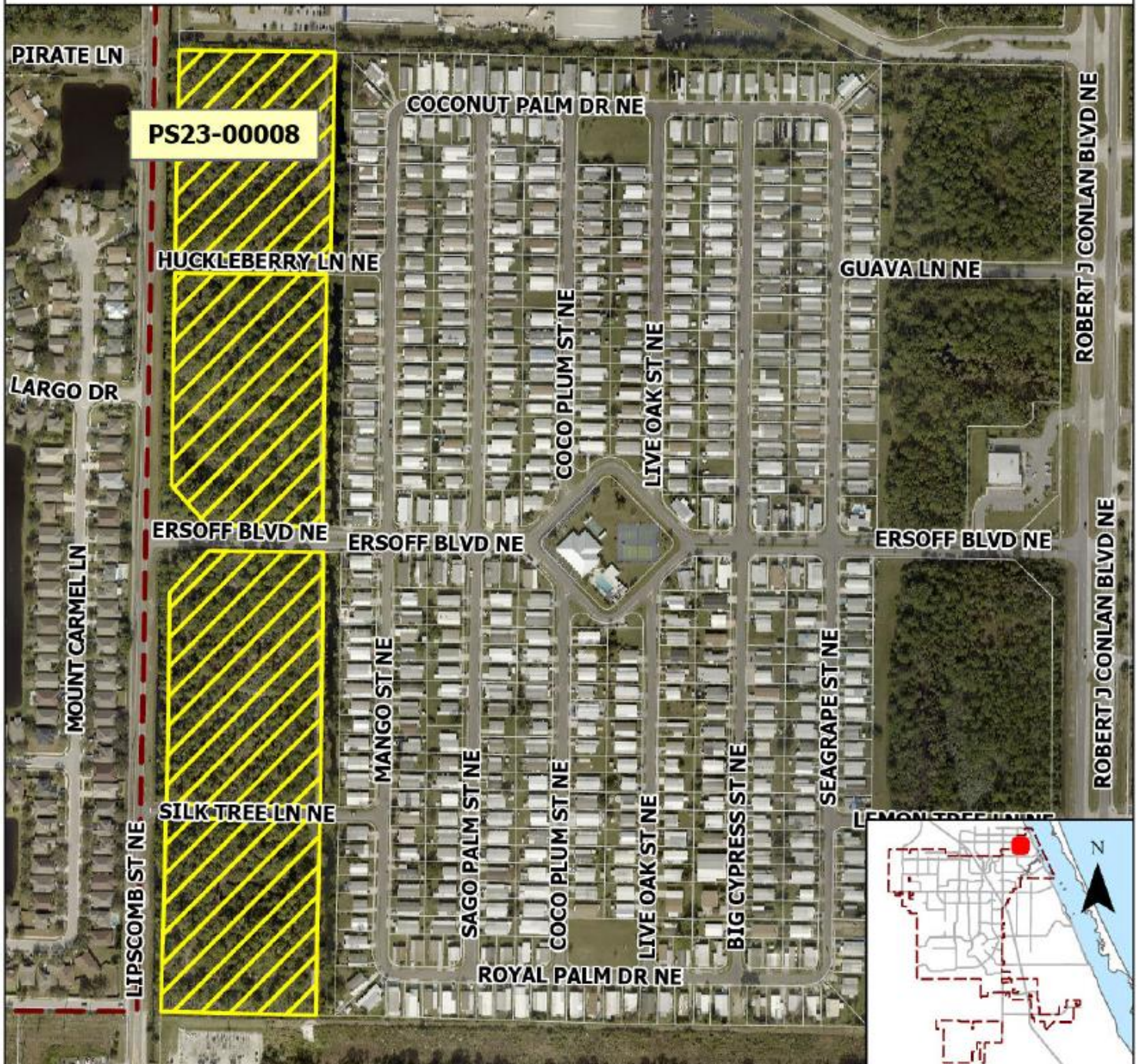
- A. Fully engineered construction plan and drawings for review.
- B. Boundary description and title opinion shall be approved by the City Surveyor.
- C. A signed and sealed topographic survey is required for review and approval.
- D. The technical comments generated by the development review staff (attached) shall be observed and incorporated into the engineered construction drawings.

STAFF RECOMMENDATION:

Staff recommends Case PS23-00008 for approval.



Map is not to scale—for illustrative purposes only; not to be construed as binding or as a survey.



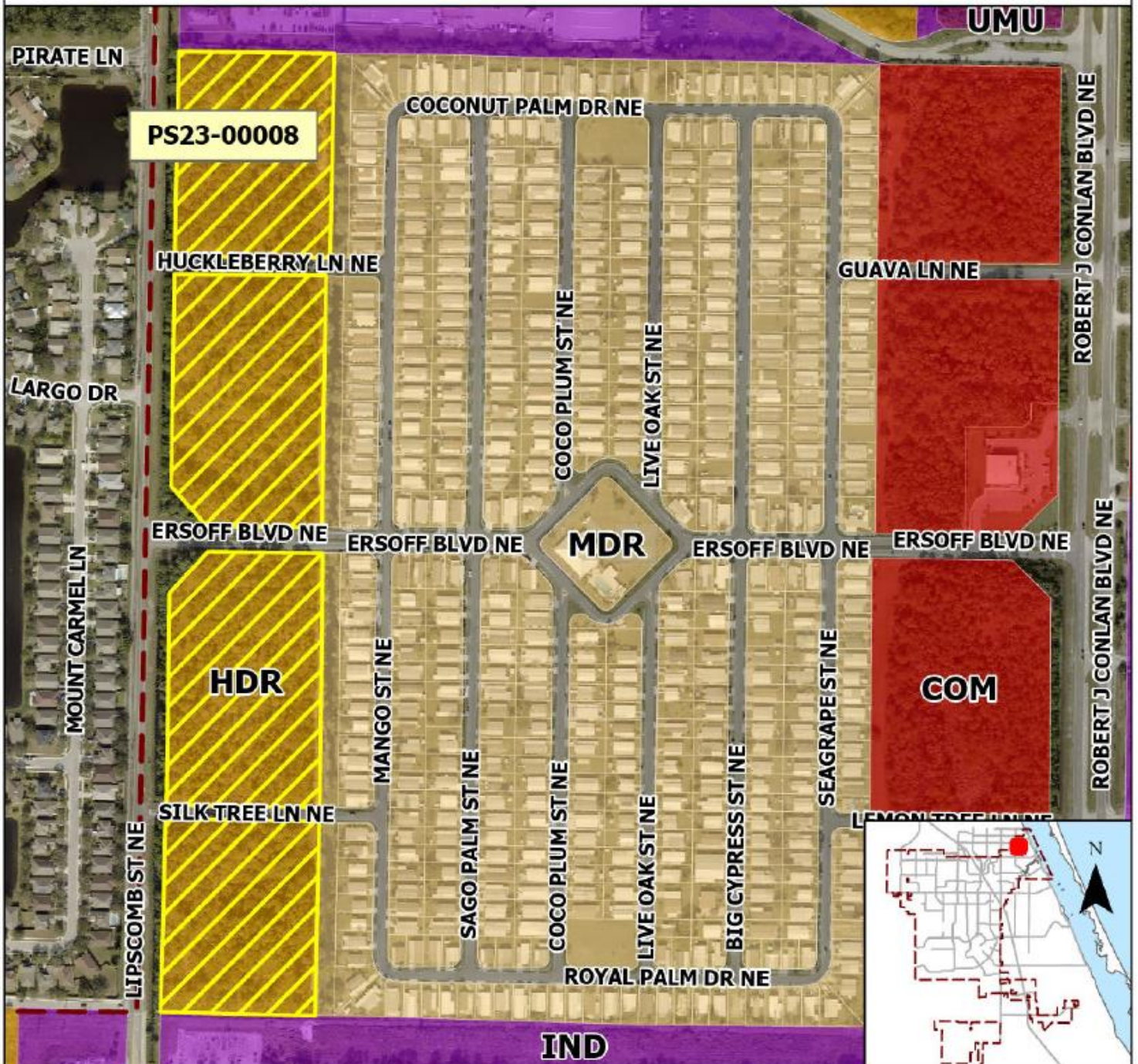
AERIAL LOCATION MAP CASE: PS23-00008

Subject Property

East of Lipscomb Street NE, and in the vicinity north and west of Robert J. Conlan Boulevard NE



Map is not to scale—for illustrative purposes only; not to be construed as binding or as a survey.



FUTURE LAND USE MAP CASE: PS23-00008

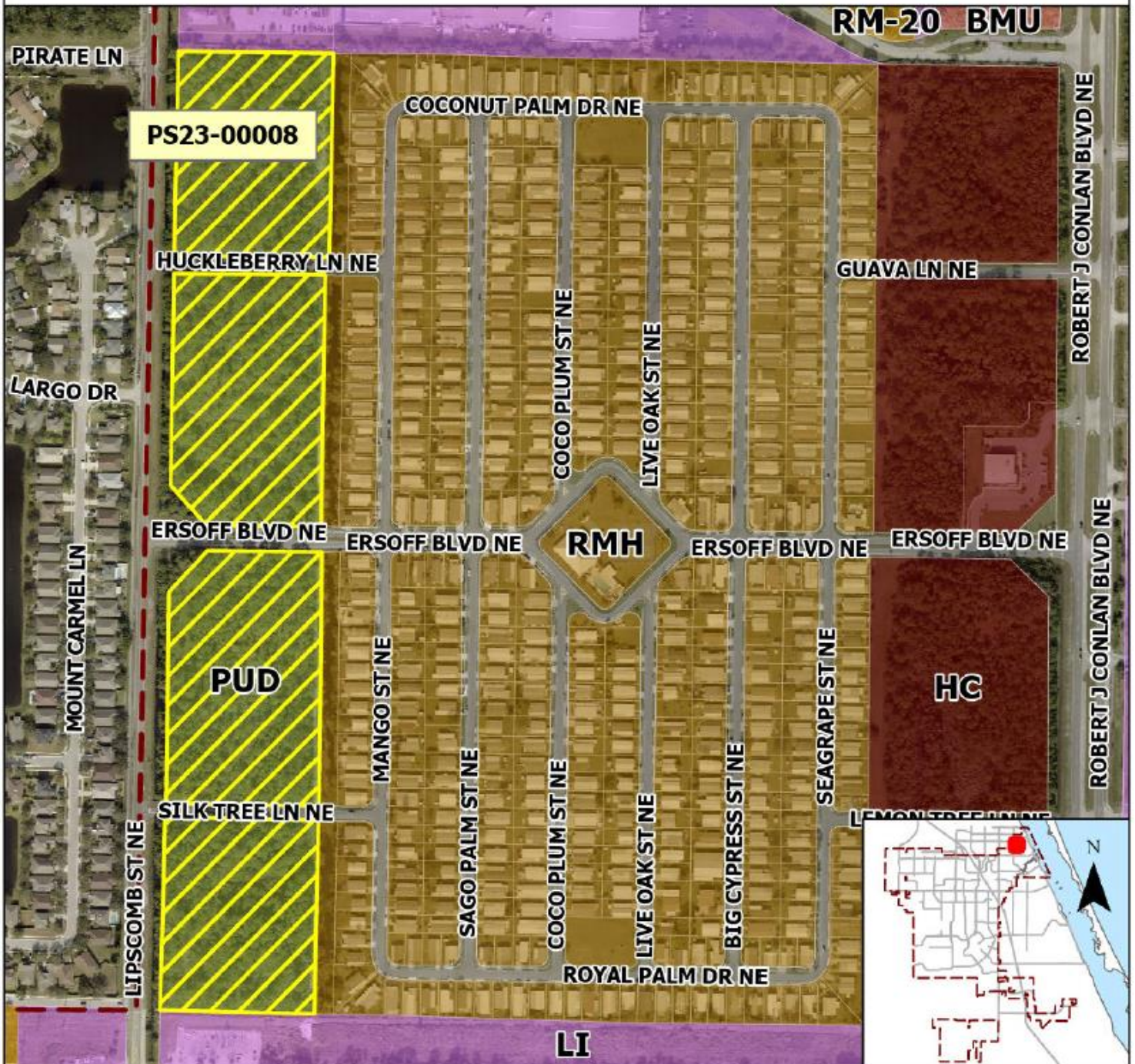
Subject Property

East of Lipscomb Street NE, and in the vicinity north and west of Robert J. Conlan Boulevard NE

Future Land Use Classification

HDR - High Density Residential

Map is not to scale—for illustrative purposes only; not to be construed as binding or as a survey.



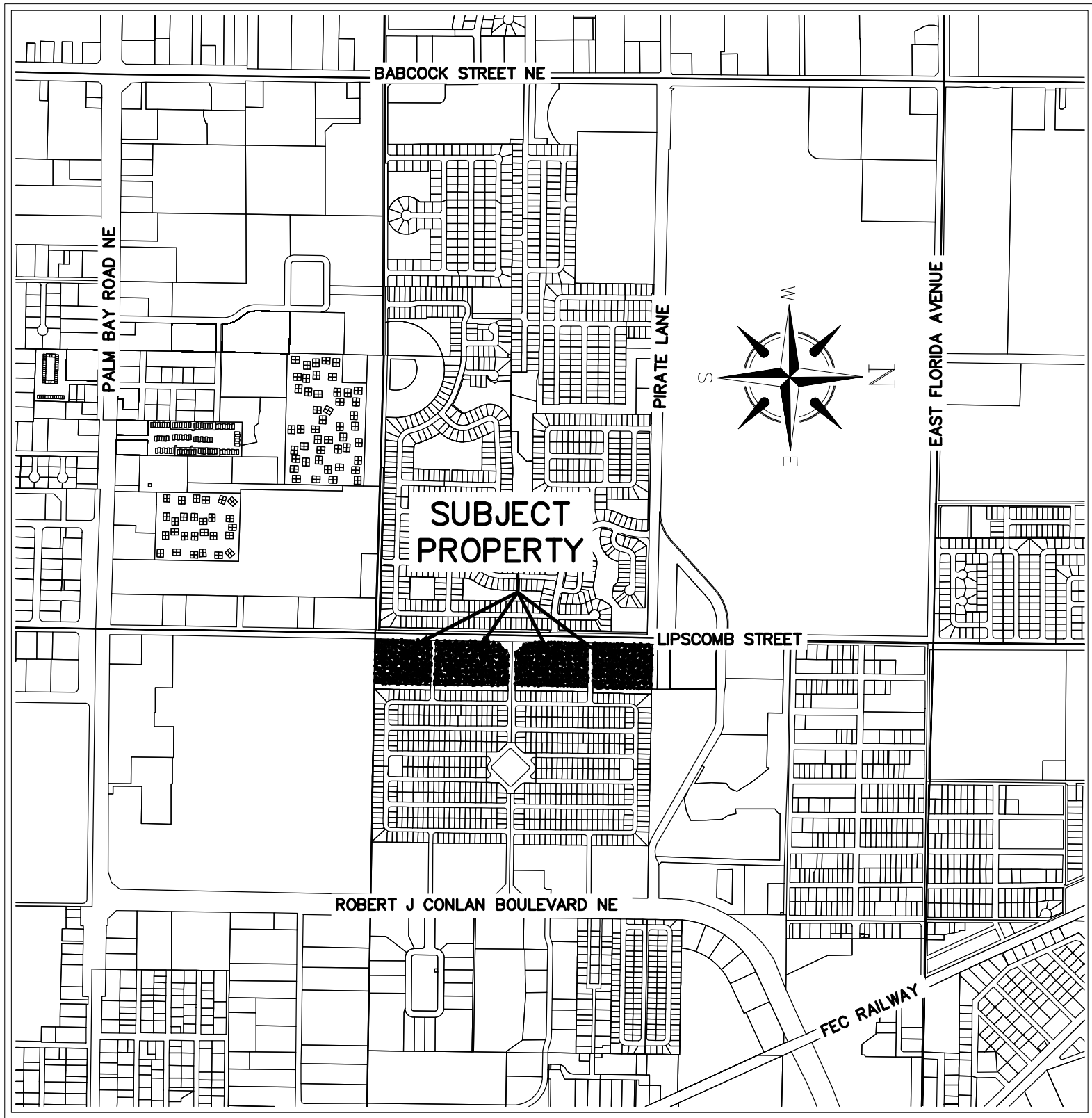
ZONING MAP CASE: PS23-00008

Subject Property

East of Lipscomb Street NE, and in the vicinity north and west of Robert J. Conlan Boulevard NE

Current Zoning Classification

PUD - Planned Unit Development



VICINITY MAP
NOT TO SCALE

NOTES:

1. THE BEARINGS SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EASE ZONE. (NAD 83, 2007 ADJUSTMENT) AS DETERMINED FROM GLOBAL POSITIONING SYSTEM (GPS). BASIS OF BEARING IS THE EAST RIGHT OF WAY LINE OF LIPSCOMB STREET BEING N01°01'20"E AS SHOWN.
2. THERE IS 10.00 FOOT WIDE DRAINAGE AND UTILITY EASEMENT ALONG ALL FRONT LOT AND TRACT LINES ADJACENT TO ALL RIGHT OF WAY LINE FOR THE PERPETUAL USE OF THE PUBLIC UTILITIES.
3. TRACTS SMT 1, SMT 2, SMT 3 AND SMT 4, BEING STORMWATER MANAGEMENT TRACTS ARE TO BE OWNED AND MAINTAINED BY THE LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC. SAID TRACTS ARE SUBJECT TO AN EMERGENCY MAINTENANCE EASEMENT IN FAVOR OF THE CITY OF PALM BAY, FLORIDA.
4. TRACTS OST 1, OST 2, OST 3, OST 4, OST 5, OST 6, OST 7, OST 8, OST 9, OST 10, OST 11, OST 12 AND OST 13 BEING OPEN SPACE TRACTS ARE TO BE OWNED AND MAINTAINED BY LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC.
5. TRACT REC 1, BEING A RECREATIONAL TRACT IS TO BE OWNED AND MAINTAINED BY LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC.
6. TRACTS RW 1, RW 2 AND RW 3 ARE ROADS AND SHALL BE PRIVATE AND SHALL BE OWNED AND MAINTAINED BY LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC., ITS SUCCESSORS AND/OR ASSIGNS. AN INGRESS/EGRESS EASEMENT IS HEREBY DEDICATED TO THE CITY OF PALM BAY, FLORIDA FOR EMERGENCY VEHICLE ACCESS OVER AND ACROSS SAID TRACTS RW 1, RW 2 AND RW 3.
7. THERE IS HEREBY DEDICATED TO THE CITY OF PALM BAY, FLORIDA AN EASEMENT FOR THE PURPOSES OF INSTALLATION, MAINTENANCE, ACCESS AND REPAIR OF A PUBLIC SANITARY SEWER LINE AND ASSOCIATED FACILITIES OVER AND ACROSS TRACTS RW 1, RW 2 AND RW 3.
8. THERE IS HEREBY DEDICATED TO THE CITY OF PALM BAY, FLORIDA AN EASEMENT FOR THE PURPOSES OF INSTALLATION, MAINTENANCE, ACCESS AND REPAIR OF A PUBLIC POTABLE WATER LINE AND ASSOCIATED FACILITIES OVER AND ACROSS TRACTS RW 1, RW 2 AND RW 3.
9. TRACTS RW 1, RW 2 AND RW 3 ARE HEREBY DEDICATED FOR PRIVATE USE AND AS A COMMON VEHICLE AND PEDESTRIAN WAY ACCESS EASEMENT FOR THE USE, MAINTENANCE, AND BENEFIT OF ALL LOTS WITHIN LIPSCOMB TOWNHOMES, AND FOR INGRESS AND EGRESS FROM EACH LOT TO THE ABUTTING PUBLIC STREETS.
10. THE CITY OF PALM BAY, FLORIDA, BREVARD COUNTY, FLORIDA, STATE OF FLORIDA AND THE FEDERAL GOVERNMENT OF THE UNITED STATES OF AMERICA SHALL BE ALLOWED ACCESS ON TRACTS LS 1, OST 1, OST 2, OST 3, OST 4, OST 5, OST 6, OST 7, OST 8, OST 9, OST 10, OST 11, OST 12, OST 13, REC 1, RW 1, RW 2, RW 3, SMT 1, SMT 2, SMT 3 AND SMT 4, PEDESTRIAN WAYS, EASEMENTS AND COMMON OPEN SPACE TO ENSURE AND PROVIDE THE POLICE AND FIRE PROTECTION OF THE AREA, AND TO CONTROL THE HEALTH AND SAFETY OF THE RESIDENTS AND GUESTS OF LIPSCOMB TOWNHOMES.
11. TRACT LS 1 IS HEREBY DEDICATED FOR THE INSTALLATION, CONSTRUCTION OPERATION, AND MAINTENANCE OF A SANITARY SEWER LIFT STATION, AND SHALL BE OWNED AND MAINTAINED BY THE CITY OF PALM BAY, FLORIDA. LANDSCAPE AND IRRIGATION WITHIN TRACT LS 1 SHALL BE MAINTAINED BY THE LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS.
12. THE HOMEOWNERS ASSOCIATION SHALL HAVE THE PRIMARY MAINTENANCE RESPONSIBILITY FOR THE DRAINAGE FACILITIES CONSTRUCTED WITHIN THE PRIVATE EASEMENTS AND STORMWATER TRACTS, HEREIN GRANTED. HOWEVER, THE CITY OF PALM BAY, FLORIDA SHALL HAVE THE RIGHT BUT NOT THE OBLIGATION, TO PERFORM MAINTENANCE OR TO MAKE EMERGENCY REPAIRS AS IT DEEDS NECESSARY OR DESIRABLE, AT THE EXPENSE OF THE HOMEOWNERS' ASSOCIATION INC, THEIR SUCCESSORS, OR ASSIGNS.
13. ALL LOT LINES ALONG CURVES ARE RADIAL UNLESS INDICATED AS (NR), NON-RADIAL.
14. ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.
15. LOT CORNERS SHOWN HEREON WILL BE SET IN ACCORDANCE WITH CHAPTER 177.091(9), FLORIDA STATUTES.
16. HORIZONTAL COORDINATES SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE. (NAD 83, 2007 ADJUSTMENT) AS DETERMINED FROM GLOBAL POSITIONING SYSTEM (GPS) DERIVED FROM LENGEMANN L-NET GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) NETWORK.
17. STATE PLANE COORDINATES SHOWN HEREON AND THEIR COMPUTED VALUES SHALL BE SUBORDINATE TO THE MONUMENTS, BEARINGS AND DISTANCES SHOWN ON THIS PLAT.

JOHNSTON'S
SURVEYING INC.
900 Cross Prairie Parkway
Kissimmee, Florida 34744
Tel. (407) 847-2179 Fax (407) 847-6140
L.B. #966

NOTICE: This plat, as recorded in its graphic form, is the official depiction of the subdivided lands described herein and will in no circumstances be supplanted in authority by any other graphic or digital form of the plat. There may be additional restrictions that are not recorded on this plat that may be found in the public records of this County.

LIPSCOMB TOWNHOMES

A REPLAT OF TRACTS 3 AND 4, PALM BAY COLONY SECTION TWO
PLAT BOOK 24, PAGE 38
AND TRACTS 5 AND 6, PALM BAY COLONY SECTION THREE
PLAT BOOK 24, PAGES 39
SECTION 14, TOWNSHIP 28 SOUTH, RANGE 37 EAST
CITY OF PALM BAY, BREVARD COUNTY, FLORIDA

LEGAL DESCRIPTION:

TRACTS 3 AND 4, PALM BAY COLONY SECTION TWO, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE 38, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

AND

TRACTS 5 AND 6, PALM BAY COLONY SECTION THREE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE 39, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

CONTAINING 24.56 ACRES, MORE OR LESS (TOTAL)

TRACT TABLE			
TRACT ID	AREA (ACRES)	TRACT USE	OWNERSHIP AND MAINTENANCE ENTITY
TRACT LS 1	0.09	LIFT STATION	CITY OF PALM BAY
TRACT OST 1	0.53	OPEN SPACE	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT OST 2	0.40	OPEN SPACE	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT OST 3	0.11	OPEN SPACE	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT OST 4	0.06	OPEN SPACE	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT OST 5	0.68	OPEN SPACE	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT OST 6	0.15	OPEN SPACE	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT OST 7	0.40	OPEN SPACE	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT OST 8	0.06	OPEN SPACE	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT OST 9	0.11	OPEN SPACE	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT OST 10	0.11	OPEN SPACE	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT OST 11	0.85	OPEN SPACE	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT OST 12	0.06	OPEN SPACE	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT OST 13	0.31	OPEN SPACE	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT REC 1	0.28	RECREATIONAL	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT RW 1	1.45	PRIVATE RIGHT OF WAY	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT RW 2	1.45	PRIVATE RIGHT OF WAY	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT RW 3	1.15	PRIVATE RIGHT OF WAY	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT SMT 1	4.00	STORWATER MANAGEMENT	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT SMT 2	0.84	STORWATER MANAGEMENT	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT SMT 3	1.06	STORWATER MANAGEMENT	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS
TRACT SMT 4	0.93	STORWATER MANAGEMENT	LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC, ITS SUCCESSORS AND/OR ASSIGNS

LEGEND

- CCR

CL

CHD.

D.E.

D.U.E.

ID.

LB

MB

O.R.B.

P.B.

P.C.

PCP

PG(S).

P.I.

P.R.C.

PRM

P.S.M.

P.T.

R/W

U.E.
- CERTIFIED CORNER RECORD

CENTERLINE

CHORD LENGTH

DRAINAGE EASEMENT

DRAINAGE AND UTILITY EASEMENT

IDENTIFICATION

LICENSED BUSINESS

MAP BOOK

OFFICIAL RECORDS BOOK

PLAT BOOK

POINT OF CURVATURE

PERMANENT CONTROL POINT

PAGE(S)

POINT OF INTERSECTION

POINT OF REVERSE CURVATURE

PERMANENT REFERENCE MONUMENT

PROFESSIONAL SURVEYOR AND MAPPER

POINT OF TANGENCY

RIGHT OF WAY

UTILITY EASEMENT

- DENOTES 4"x4x24" CONCRETE MONUMENT "PRM LB 966"
- DENOTES 1/2" IRON ROD W/CAP "LB 966"
- DENOTES NAIL AND DISK "PCP LB 966"

SITE DATA:

- LOCATION:

FEMA (FIRM):

FLOOD ZONE:

PARCEL ID:

TAX DISTRICT:

EXISTING ZONING:

FUTURE LAND USE:

PROJECT AREA:

NUMBER OF BUILDINGS:

NUMBER OF UNITS:

UNIT TYPE:

MAXIMUM BUILDING HEIGHT:

PROPOSED BUILDING HEIGHT:
- LIPSCOMB STREET, CITY OF PALM BAY
TRACTS 3 & 4, PALM BAY COLONY SECTION TWO
TRACTS 5 &6, PALM BAY COLONY SECTION THREE

12009C0611G — 03/17/2014

ZONE X, ZONE A

TRACT 3 — PARCEL ID: 28-37-14-52-3 (5.38 AC)
TRACT 4 — PARCEL ID: 28-37-14-52-4 (6.84 AC)
TRACT 5 — PARCEL ID: 28-37-14-53-5 (6.78 AC)
TRACT 6 — PARCEL ID: 28-37-14-53-6 (5.56 AC)

34U0 — PALM BAY

PUD

MULTI-FAMILY RESIDENTIAL

24.56 ACRES ±

27 TOTAL

7 (6 UNIT) + 20 (8 UNIT) = 202 TOTAL

ALL UNITS — 3 BEDROOM/2 BATH

35'

29'-2"

PLAT BOOK:_____ PAGE:_____
SHEET 1 OF 4
SECTION 14, TOWNSHIP 28 SOUTH, RANGE 37 EAST

LIPSCOMB TOWNHOMES DEDICATION

KNOW ALL BY THESE PRESENTS, THAT **PULTE HOME COMPANY, LLC, A MICHIGAN LIMITED LIABILITY COMPANY**, BEING THE OWNER IN FEE SIMPLE OF THE LANDS DESCRIBED IN THE FOREGOING CAPTION TO THE PLAT, HEREBY DEDICATES TO THE CITY OF PALM BAY, FLORIDA AN INGRESS AND EGRESS OVER AND ACROSS TRACTS RW 1, RW 2 AND RW 3 FOR LAW ENFORCEMENT, EMERGENCY ACCESS AND EMERGENCY MAINTENANCE AND HEREBY DEDICATES TO PRIVATE UTILITY COMPANIES, FOR THEIR PERPETUAL USE AN EASEMENT OVER AND ACROSS SAID TRACTS RW 1, RW 2 AND RW 3 FOR THE ACCESS AND MAINTENANCE OF UTILITIES AS DESCRIBED IN PLAT NOTES. TRACT LS 1 IS HEREBY DEDICATED TO THE CITY OF PALM BAY, FLORIDA FOR THE INSTALLATION, CONSTRUCTION, OPERATION, AND MAINTENANCE OF A SANITARY SEWER LIFT STATION. NO OTHER TRACTS OR EASEMENTS ARE DEDICATED OR GRANTED TO THE PUBLIC. ALL RIGHT OF WAY TRACTS ARE DEDICATED TO THE LIPSCOMB TOWNHOMES HOMEOWNERS ASSOCIATION, INC. AND ALL MAINTENANCE RESPONSIBILITIES SHALL NOT BE THE CITY OF PALM BAY'S.

IN WITNESS WHEREOF, THE UNDERSIGNED HAS CAUSED THESE PRESENTS TO BE SIGNED AND ATTESTED TO BY THE MEMBER NAMED BELOW ON THIS _____ DAY OF _____, 2023 A.D.

PULTE HOME COMPANY, LLC, a Michigan Limited Liability Company

By: _____
Print Name: Aaron Struckmeyer Director—Land Planning and
Entitlements

WITNESSES: _____
Signature Signature

Print Name Print Name

STATE OF _____ COUNTY OF _____

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF [] PHYSICAL PRESENCE OR [] ONLINE NOTARIZATION, THIS _____ DAY OF _____, 2023, BY Aaron Struckmeyer, AS Director—Land Planning and Entitlements of PULTE HOME COMPANY, LLC, a Michigan Limited Liability Company, SUCH PERSON [] IS PERSONALLY KNOWN TO ME OR [] HAS PRODUCED _____ AS IDENTIFICATION.

SIGNATURE OF PERSON TAKING ACKNOWLEDGEMENT
NOTARY PUBLIC
NOTARY COMMISSION No. _____ NOTARY EXPIRATION _____

CERTIFICATE OF REVIEWING SURVEYOR FOR THE CITY OF PALM BAY

I HEREBY CERTIFY THAT I HAVE REVIEWED THE FOREGOING PLAT AND FIND THAT IT IS IN CONFORMITY WITH CHAPTER 177, PART I OF FLORIDA STATUTES.

Joseph N. Hale, _____ Date
Professional Surveyor and Mapper No. 6366

CERTIFICATE OF SURVEYOR:

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS SURVEYED, THAT THE SURVEY WAS MADE UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION, AND THAT THE SURVEY DATA CONTAINED HEREIN COMPLIES WITH ALL OF THE REQUIREMENTS OF CHAPTER 177, OF THE FLORIDA STATUTES. I FURTHER CERTIFY THAT I HAVE COMPLIED WITH THE REQUIREMENTS OF CHAPTER 177.091(7) REGARDING "PERMANENT REFERENCE MONUMENTS," THAT THE LAND IS LOCATED IN SECTIONS 14, TOWNSHIP 28 SOUTH, RANGE 37 EAST, WITHIN THE CITY OF PALM BAY, BREVARD COUNTY, FLORIDA AND THAT I AM A PROFESSIONAL SURVEYOR AND MAPPER PURSUANT TO SECTION 177.061 OF THE FLORIDA STATUTES.

Richard D. Brown, P.S.M.

Dated _____ Registration No. _____5700_____

Professional Surveying Certificate of Authorization No. L.B. 966

JOHNSTON'S
SURVEYING INC.
900 Cross Prairie Parkway
Kissimmee, Florida 34744
Tel. (407) 847-2179 Fax (407) 847-6140

CERTIFICATE OF APPROVAL BY MUNICIPALITY:

THIS IS TO CERTIFY THAT ON THE _____ DAY OF _____, 2023, THE CITY COUNCIL OF THE CITY OF PALM BAY, FLORIDA APPROVED THE FOREGOING PLAT.
ATTEST:

ROBERT MEDINA, MAYOR TERESE M. JONES, CITY CLERK

CERTIFICATE OF CLERK:

I HEREBY CERTIFY, THAT I HAVE EXAMINED THE FOREGOING PLAT AND FIND THAT IT COMPLIES IN FORM WITH ALL THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES, AND WAS FILED FOR RECORD ON THE _____ DAY OF _____, 2023 IN THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

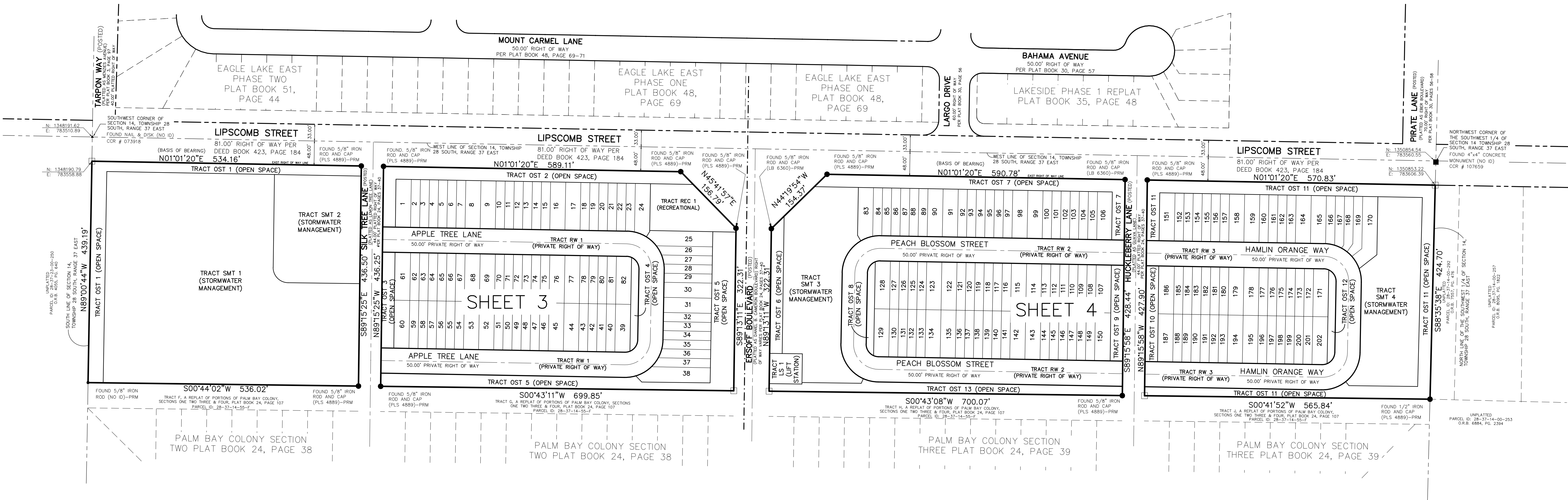
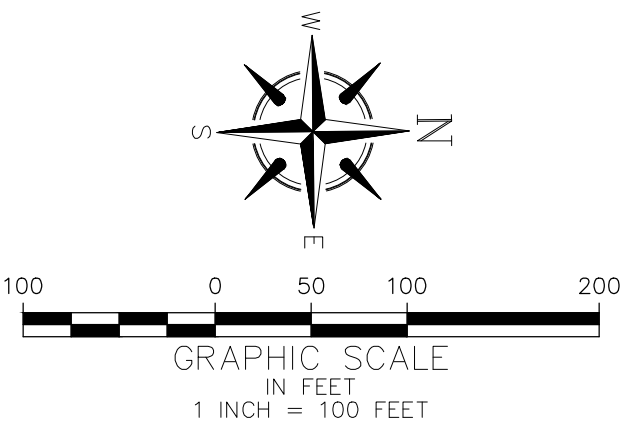
CLERK OF THE CIRCUIT COURT IN _____ FILE NUMBER
AND FOR BREVARD COUNTY, FLORIDA

PRINT NAME _____

LIPSCOMB TOWNHOMES

A REPLAT OF TRACTS 3 AND 4, PALM BAY COLONY SECTION TWO
PLAT BOOK 24, PAGE 38
AND TRACTS 5 AND 6, PALM BAY COLONY SECTION THREE
PLAT BOOK 24, PAGES 39
SECTION 14, TOWNSHIP 28 SOUTH, RANGE 37 EAST
CITY OF PALM BAY, BREVARD COUNTY, FLORIDA

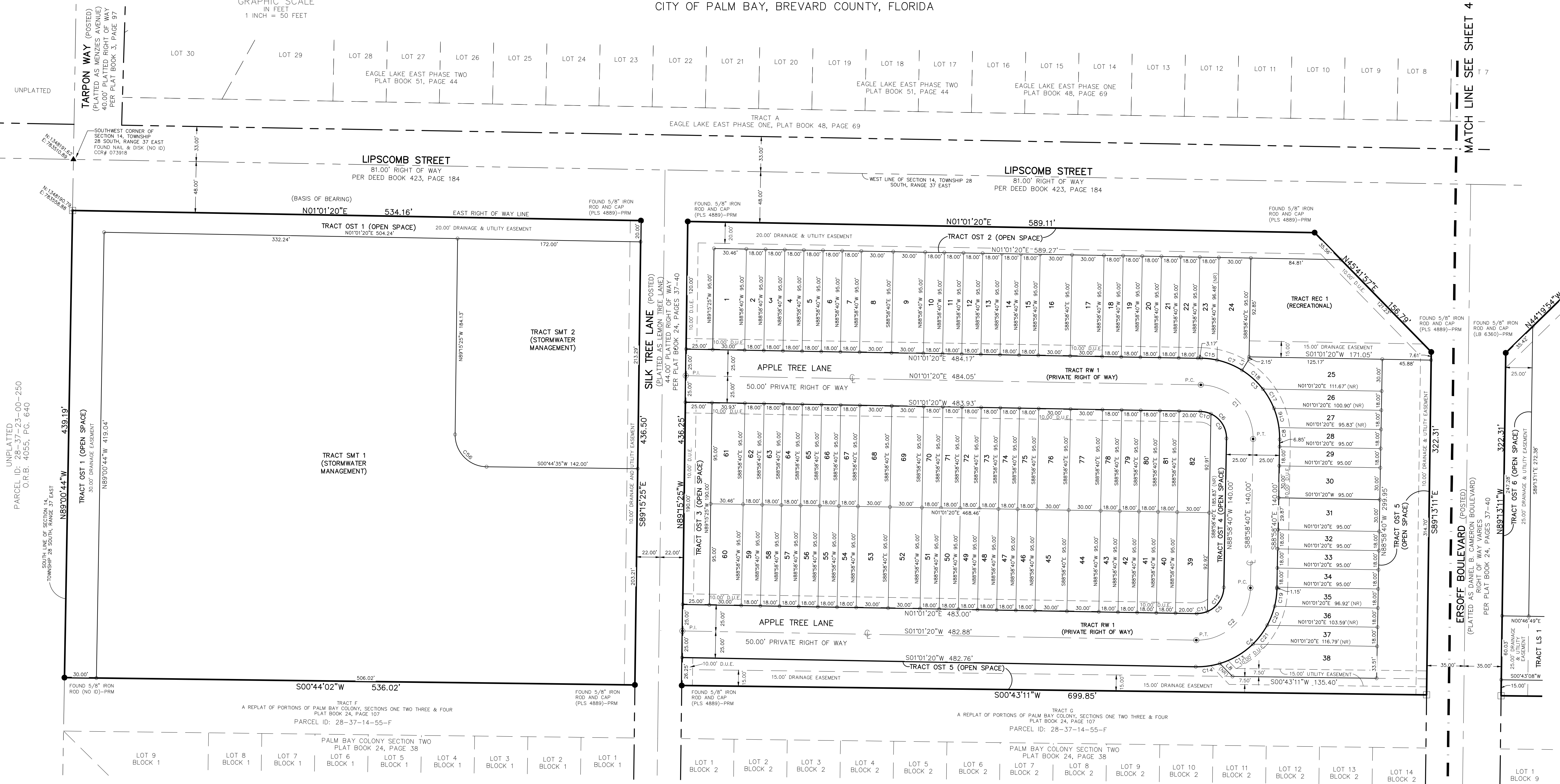
PLAT BOOK:_____ PAGE:_____
SHEET 2 OF 4
SECTION 14, TOWNSHIP 28 SOUTH, RANGE 37 EAST



LIPSCOMB TOWNHOMES

A REPLAT OF TRACTS 3 AND 4, PALM BAY COLONY SECTION TWO
PLAT BOOK 24, PAGE 38
AND TRACTS 5 AND 6, PALM BAY COLONY SECTION THREE
PLAT BOOK 24, PAGES 39
SECTION 14, TOWNSHIP 28 SOUTH, RANGE 37 EAST
CITY OF PALM BAY, BREVARD COUNTY, FLORIDA

PLAT BOOK:_____ PAGE:_____
SHEET 3 OF 4
SECTION 14, TOWNSHIP 28 SOUTH, RANGE 37 EAST



CURVE TABLE					
CURVE #	RADIUS	DELTA	LENGTH	CHD. BEARING	CHORD LENGTH
C1	50.00'	90°00'00"	78.54'	S46°01'20"W	70.71'
C2	50.00'	90°00'00"	78.54'	N43°58'40"W	70.71'
C3	75.00'	90°00'00"	117.81'	S46°01'20"W	106.07'
C4	75.00'	90°00'00"	117.81'	N43°58'40"W	106.07'
C5	25.00'	90°00'00"	39.27'	N43°58'40"W	35.36'
C6	25.00'	90°00'00"	39.27'	S46°01'20"W	35.36'
C7	75.00'	19°27'49"	25.48'	S22°09'33"W	25.36'
C8	75.00'	8°32'53"	11.19'	S86°44'54"W	11.18'
C9	25.00'	66°25'19"	28.98'	S57°48'41"W	27.39'
C10	25.00'	23°34'41"	10.29'	S12°48'41"W	10.22'
C11	25.00'	23°34'41"	10.29'	N10°46'00"W	10.22'
C12	25.00'	66°25'19"	28.98'	N55°46'00"W	27.39'

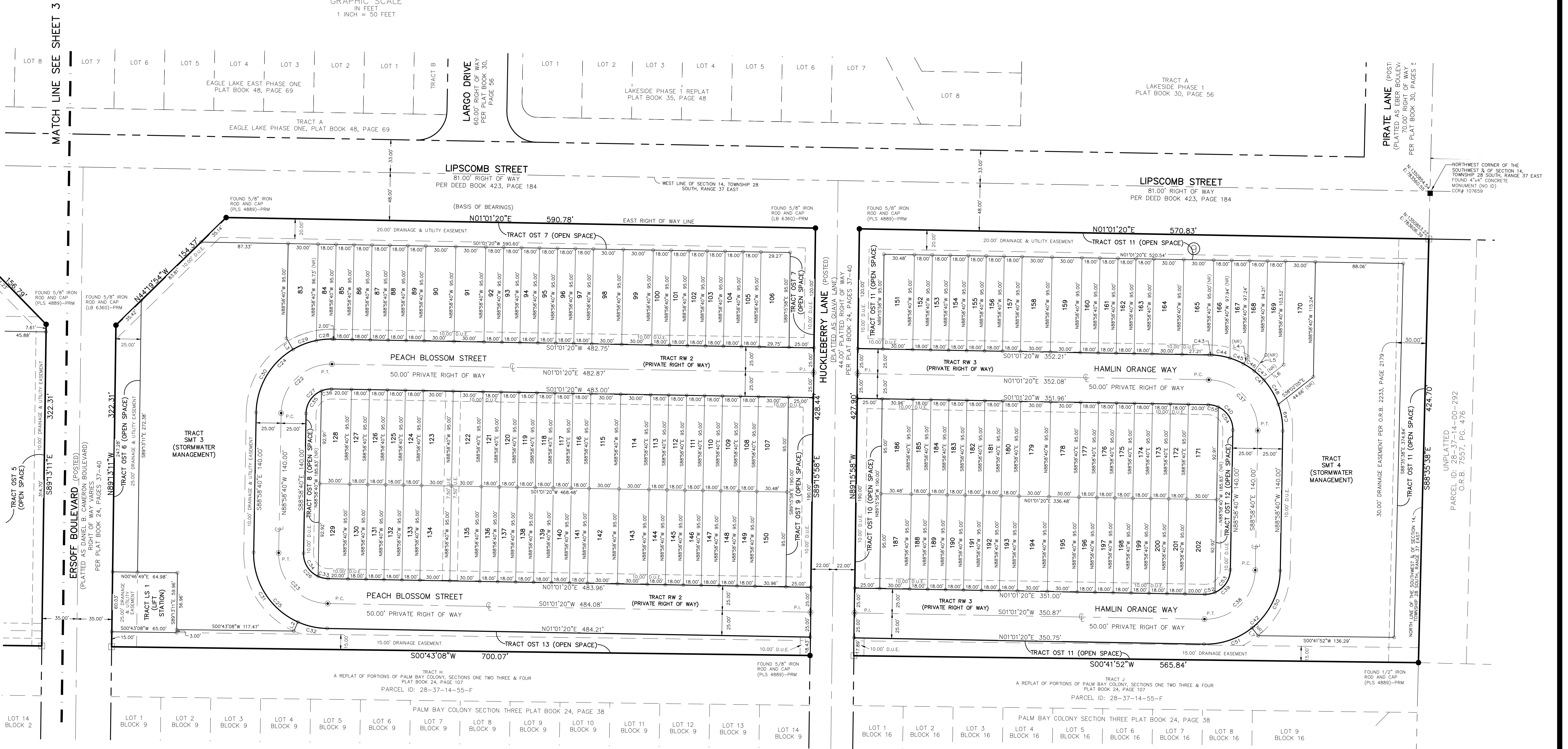
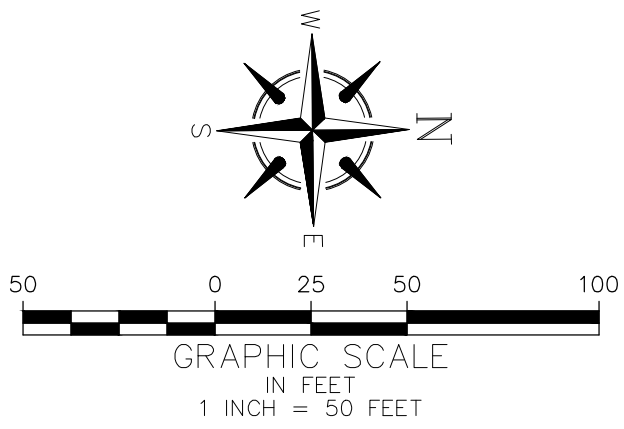
CURVE TABLE					
CURVE #	RADIUS	DELTA	LENGTH	CHD. BEARING	CHORD LENGTH
C13	75.00'	27°43'59"	36.30'	N30°18'23"W	35.95'
C14	75.00'	17°27'44"	22.86'	N07°42'32"W	22.77'
C15	75.00'	11°24'18"	14.93'	S06°43'29"W	14.90'
C16	75.00'	14°19'18"	18.75'	S75°18'48"W	18.70'
C17	75.00'	16°04'48"	21.05'	S60°06'45"W	20.98'
C18	75.00'	20°10'54"	26.42'	S41°58'54"W	26.28'
C19	75.00'	12°59'06"	17.00'	N82°29'07"W	16.96'
C20	75.00'	14°42'20"	19.25'	N68°38'24"W	19.20'
C21	75.00'	17°06'52"	22.40'	N52°43'48"W	22.32'
C56	30.00'	90°00'00"	47.12'	N45°44'35"E	42.43'

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S58°06'33"E	12.38'
L8	N45°43'11"E	17.02'

LIPSCOMB TOWNHOMES

A REPLAT OF TRACTS 3 AND 4, PALM BAY COLONY SECTION TWO
PLAT BOOK 24, PAGE 38
AND TRACTS 5 AND 6, PALM BAY COLONY SECTION THREE
PLAT BOOK 24, PAGES 39
SECTION 14, TOWNSHIP 28 SOUTH, RANGE 37 EAST
CITY OF PALM BAY, BREVARD COUNTY, FLORIDA

PLAT BOOK: _____ PAGE: _____
SHEET 4 OF 4
SECTION 14, TOWNSHIP 28 SOUTH, RANGE 37 EAST

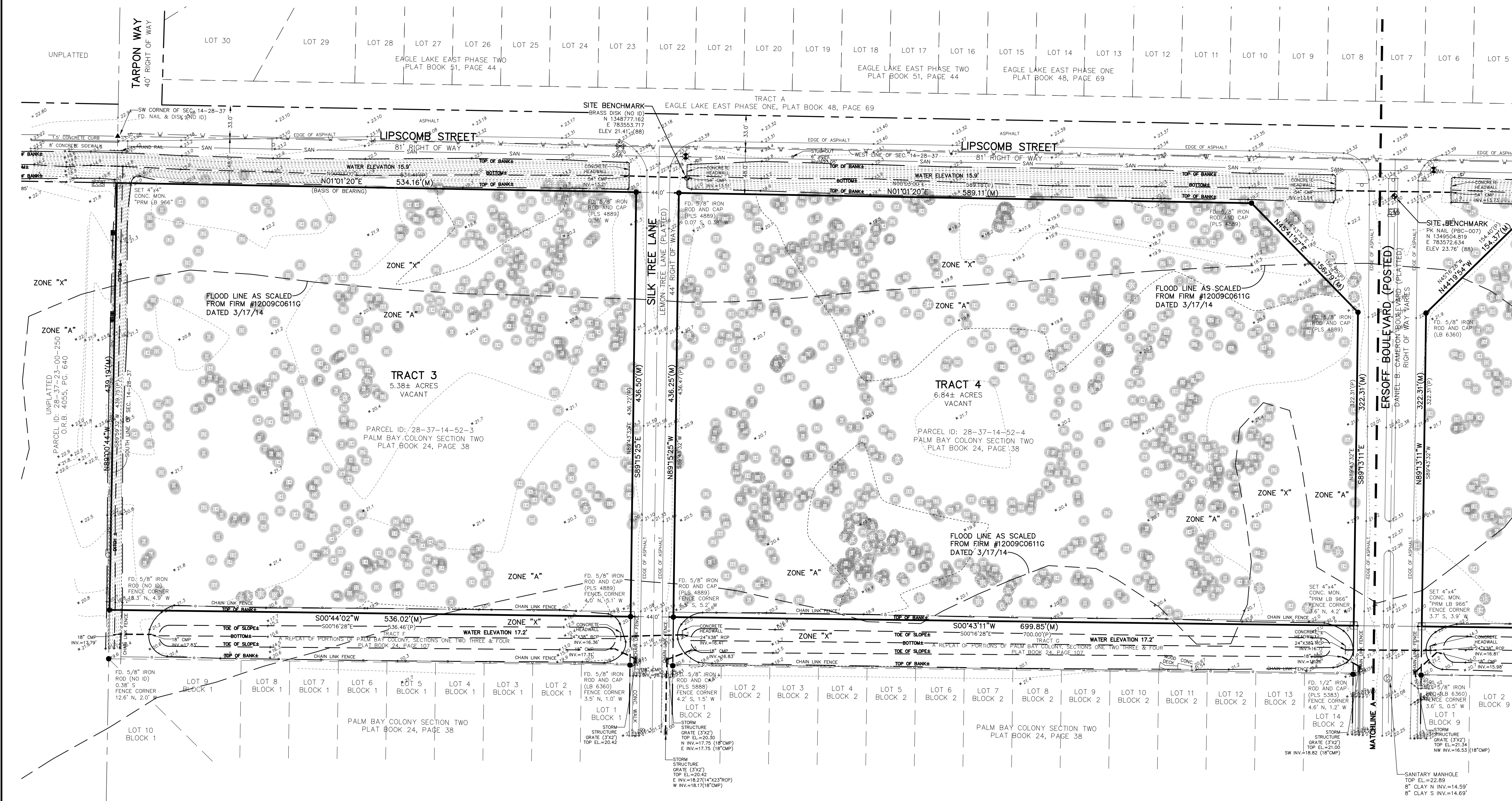
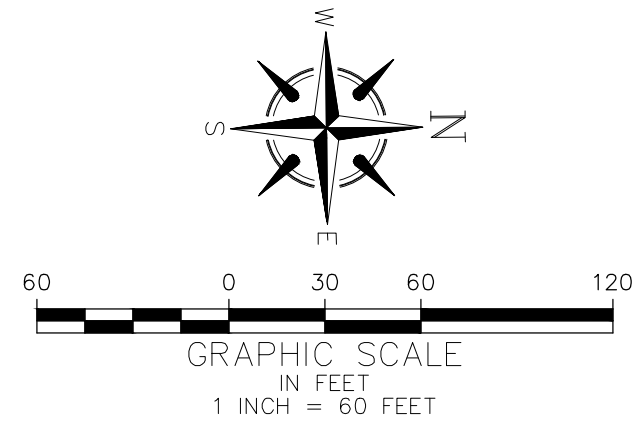


CURVE TABLE					
CURVE #	RADIUS	DELTA	LENGTH	CHD. BEARING	CHORD LENGTH
C22	50.00'	90°00'00"	78.54'	S43°58'40"E	70.71'
C23	50.00'	90°00'00"	78.54'	N46°01'20"E	70.71'
C24	75.00'	90°00'00"	117.81'	S43°58'40"E	106.07'
C25	75.00'	90°00'00"	117.81'	N46°01'20"E	106.07'
C26	25.00'	90°00'00"	39.27'	N46°01'20"E	35.36'
C27	25.00'	90°00'00"	39.27'	S43°58'40"E	35.36'
C28	75.00'	12°19'04"	16.12'	S05°08'12"E	16.09'
C29	75.00'	19°12'16"	25.14'	S20°53'52"E	25.02'
C30	75.00'	58°52'40"	76.55'	S59°44'20"E	73.27'
C31	75.00'	66°52'42"	87.54'	N57°34'59"E	82.66'
C32	75.00'	2°30'18"	30.27'	N12°34'59"E	30.06'
C33	25.00'	2°33'41"	10.29'	N12°48'41"E	10.22'

CURVE TABLE					
CURVE #	RADIUS	DELTA	LENGTH	CHD. BEARING	CHORD LENGTH
C34	25.00'	66°25'19"	28.98'	N57°48'41"E	27.39'
C35	25.00'	66°25'19"	28.98'	S55°46'00"E	27.39'
C36	25.00'	2°34'41"	10.29'	S10°46'00"E	10.22'
C37	50.00'	90°00'00"	78.54'	S46°01'20"W	70.71'
C38	50.00'	90°00'00"	78.54'	N43°58'40"W	70.71'
C39	25.00'	90°00'00"	39.27'	N43°58'40"W	35.36'
C40	25.00'	90°00'00"	39.27'	S46°01'20"W	35.36'
C41	75.00'	90°00'00"	117.81'	S46°01'20"W	106.07'
C42	75.00'	90°00'00"	117.81'	N43°58'40"W	106.07'
C43	75.00'	2°07'55"	2.79'	S02°05'18"W	2.79'
C44	75.00'	1°35'746"	18.28'	S10°08'08"W	18.23'
C45	75.00'	1°11'6'21"	14.76'	S22°45'11"W	14.73'

CURVE TABLE					
CURVE #	RADIUS	DELTA	LENGTH	CHD. BEARING	CHORD LENGTH
C46	75.00'	10°02'50"	13.15'	S33°24'47"W	13.14'
C47	75.00'	10°05'31"	13.21'	S43°28'58"W	13.19'
C48	75.00'	21°42'02"	28.41'	S59°22'44"W	28.24'
C49	75.00'	20°47'35"	27.22'	S80°37'33"W	27.07'
C50	75.00'	50°30'55"	66.12'	N63°43'12"W	64.00'
C51	75.00'	39°29'05"	51.69'	N18°43'12"W	50.67'
C52	25.00'	2°33'41"	10.29'	N10°46'00"W	10.22'
C53	25.00'	66°25'19"	28.98'	N55°46'00"W	27.39'
C54	25.00'	66°25'19"	28.98'	S57°48'41"W	27.39'
C55	25.00'	2°33'41"	10.29'	S12°48'41"W	10.22'

LINE TABLE		
LINE #	DIRECTION	LENGTH
L2	N65°51'22"W	10.00'
L3	N59°30'00"E	12.98'
L4	S53°55'58"E	7.51'
L6	S38°02'02"E	25.10'
L7	S51°32'15"W	10.00'



LEGAL DESCRIPTION:

TRACTS 3 AND 4, PALM BAY COLONY SECTION TWO, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE 38, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

AND

TRACTS 5 AND 6, PALM BAY COLONY SECTION THREE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE 39, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

CONTAINING 24.56 ACRES, MORE OR LESS (TOTAL)

SURVEYOR'S NOTES:

ELEVATIONS SHOWN HEREON ARE BASED ON N.A.V.D. 1988 DATUM; REFERENCE BENCHMARK IS CITY OF PALM BAY BENCHMARK PBC-007, A PK NAIL SET IN THE NORTHWEST CORNER OF THE PALM BAY COLONY SIGN AT THE INTERSECTION OF LIPSCOMB STREET AND ERSOFF BOULEVARD, ELEVATION = 23.76'

BEARINGS SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE. (NAD 83, 2007 ADJUSTMENT) AS DETERMINED FROM GLOBAL POSITIONING SYSTEM (GPS). BASIS OF BEARING IS THE EAST RIGHT OF WAY LINE OF LIPSCOMB STREET BEING N01°01'20"E AS SHOWN.

UNLESS OTHERWISE NOTED, PLAT INFORMATION IS EQUAL TO FIELD MEASURED DATA.

NO UNDERGROUND INSTALLATIONS, IMPROVEMENTS OR ROOF OVERHANGS HAVE BEEN LOCATED EXCEPTS AS NOTED HEREON.

THE SURVEYOR HAS NOT MADE A SEARCH OF THE PUBLIC RECORDS FOR EASEMENTS, RESTRICTIONS, RESERVATIONS AND/OR RIGHTS-OF-WAY OF RECORD.

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

ACCORDING TO THE FLOOD INSURANCE RATE MAP NO. 12009C0611G MARCH 17, 2014, THE LAND AND THE IMPROVEMENTS AS SHOWN HEREON ARE IN ZONES "X" AND "A".

POINT ELEVATIONS WITH TWO DECIMAL PRECISION DENOTE PAVEMENT, CONCRETE AND TOP OF WATER SHOTS. ONE DECIMAL PRECISION DENOTES NATURAL GROUND OR A SOFT SHOT, ALL OTHERS ARE AS NOTED.

NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS WERE OBSERVED IN THE PROCESS OF CONDUCTING FIELDWORK.

MATTERS OF RECORD SHOWN HEREON ARE BASED ON A COMMITMENT FOR TITLE INSURANCE BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, ORDER NUMBER 10105581, DATED DECEMBER 7, 2021 AT 5:00 PM.

WATER MAIN AND FORCE MAIN SHOWN HEREON ARE BASED ON SURFACE EVIDENCE ONLY. NO SUBSURFACE UTILITY LOCATES PROVIDED TO SURVEYOR.

WATER ELEVATION IN DITCHES SHOWN WAS COLLECTED ON NOVEMBER 2, 2022.

SCHEDULE B-II ITEMS:

- RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS AND OTHER MATTERS AS CONTAINED ON THE PLAT OF PALM BAY COLONY SECTION ONE, PALM BAY COLONY SECTION TWO, PALM BAY COLONY SECTION THREE AND PALM BAY COLONY SECTION FOUR ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 24 PAGES 37 - 40, INCLUSIVE INCLUDING BUT NOT LIMITED TO, THE PERPETUAL USE OF THE PUBLIC AS PARKS, BUFFER STRIPS, RECREATION AREAS, AND PLANTED AREAS AS SET OUT ON PLAT OF PALM BAY COLONY SECTION THREE AS TO TRACT J ONLY (APPLIES - NOTHING TO PLOT)
- RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS AND OTHER MATTERS AS CONTAINED ON THE PLAT OF A REPLAT OF PORTIONS OF PALM BAY COLONY, SECTIONS ONE, TWO, THREE & FOUR, RECORDED IN PLAT BOOK 24, PAGE 107, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA. (APPLIES - NOTHING TO PLOT)
- PHOSPHATE, MINERALS, METALS AND PETROLEUM RESERVATIONS AND RESERVATION OF ROAD RIGHTS OF WAY IN FAVOR OF THE STATE OF FLORIDA, THROUGH THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND, AS SET FORTH IN THAT CERTAIN DEED RECORDED MAY 14, 1945 IN DEED BOOK 262, PAGE 473. (NOTE: AS TO SAID RESERVATION, THE RESERVATION FOR MINING AND EXPLORATION HAVE BEEN MODIFIED BY THE RELEASE OF THE RIGHT OF ENTRY INTO THE INSURED PREMISES, AS CONTAINED IN SECTION 270.11 OF THE FLORIDA STATUTES) (DOES NOT APPLY)
- RESTRICTIONS, COVENANTS, CONDITIONS AND EASEMENTS, WHICH INCLUDE PROVISIONS FOR A. AN EASEMENT ON THE LAND; B. A LIEN FOR LIQUIDATED DAMAGES; C. A PRIVATE CHARGE OR ASSESSMENTS, AS CONTAINED IN THAT CERTAIN DECLARATION OF RESTRICTIONS, CONDITIONS, COVENANTS AND RESERVATIONS RECORDED IN OFFICIAL RECORDS BOOK 1483, PAGE 461, OFFICIAL RECORDS BOOK 2001, PAGE 536, OFFICIAL RECORDS BOOK 2040, PAGE 737, OFFICIAL RECORDS BOOK 2322, PAGE 2248, OFFICIAL RECORDS BOOK 3964, PAGE 2809, OFFICIAL RECORDS BOOK 4429, PAGE 2207, CONSOLIDATED AND RESTATED DECLARATION IN OFFICIAL RECORDS BOOK 6378, PAGE 2600 AND CERTIFICATE OF REVITALIZATION IN OFFICIAL RECORDS BOOK 7601, PAGE 197 AND OFFICIAL RECORDS BOOK 8681, PAGE 638, AS MAY BE SUBSEQUENTLY AMENDED, AS TO TRACTS F, G H AND J ONLY. (DOES NOT APPLY)
- EASEMENT BY AND BETWEEN PALM BAY COLONY, INC. GRANTOR, AND CITY OF PALM BAY, GRANTEE, RECORDED MAY 9, 1980, IN OFFICIAL RECORDS BOOK 2233, PAGE 2179, AS TO TRACT 6 ONLY. (APPLIES - AS SHOWN)
- RESOLUTION NO. 76-10 RECORDED DECEMBER 20, 1982, IN OFFICIAL RECORDS BOOK 2401, PAGE 1561. (DOES NOT APPLY)
- RESOLUTION NO. 82-7 RECORDED NOVEMBER 9, 1983, IN OFFICIAL RECORDS BOOK 2467, PAGE 159. (APPLIES TO TRACTS 5 AND 6 - UNPLOTTABLE)
- EASEMENT AND MEMORANDUM OF AGREEMENT RECORDED NOVEMBER 6, 2007, IN OFFICIAL RECORDS BOOK 5823, PAGE 6622. (DOES NOT APPLY)

CERTIFICATION:

I HEREBY CERTIFY TO:
PULTE HOME COMPANY, LLC, A MICHIGAN LIMITED LIABILITY COMPANY
WATSON, SOLEAU, DELO, & BURETT, P.A.
COMMONWEALTH LAND 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, 4, 5, 8, 14, AND 16 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON:
JANUARY 27, 2022

DATE OF PLAT OR MAP:
SEPTEMBER 5, 2023

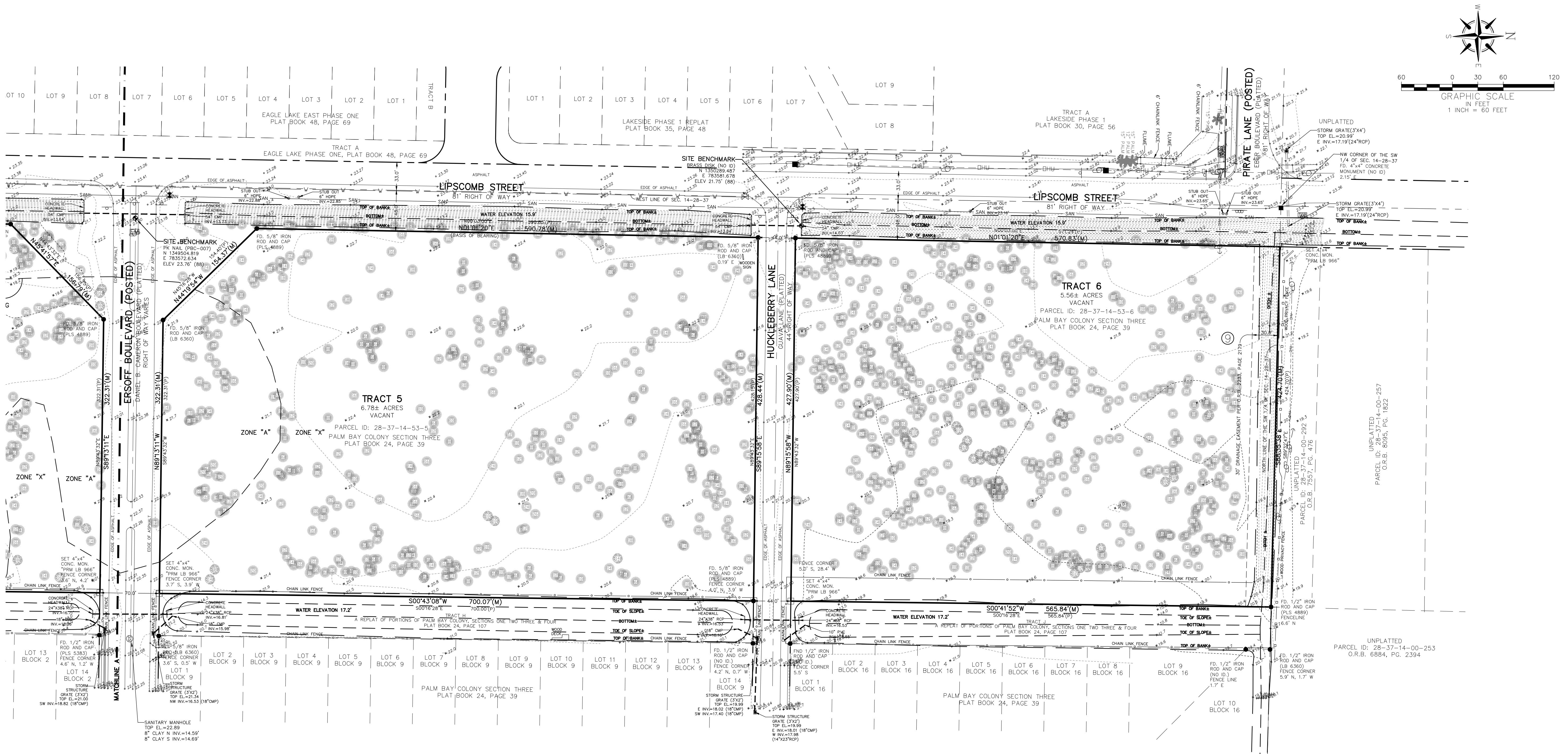
RICHARD D. BROWN, P.S.M.
STATE OF FLORIDA
REGISTRATION NO. 5700
(NOT VALID WITHOUT EMBOSSED SEAL)

9/5/2023

DATE

P.B. PLAT BOOK D.B. DEED BOOK B.M. BENCHMARK P.C. PAGE S.E. SECTION T.W.P. TOWNSHIP R.C. RANGE C.O. CORNER A.C. ACRES P.S.M. PROFESSIONAL S.M. SURVEYOR AND MAPPER B.M. BENCHMARK C.B.S. CONCRETE BLOCK & STUCCO RE UNDERGROUND POWER LINE OVERHEAD POWER LINE		(C) CALCULATED (P) PLAT (D) DESCRIBED (M) MEASURED L.B. LICENSED BUSINESS L.S. LICENSED SURVEYOR C.B. CHORD BEARING C.L. CHORD R. RADIUS L. LENGTH H.W.F. HOD WIRE FENCE T. TANGENT W.F. WOOD FENCE E.P. EDGE OF PAVEMENT F.M. FRAME O/S. OFFSET BT BURIED TELEPHONE LINE GAS BURIED GAS MAIN SAN BURIED SANITARY SEWER LINE	ALL PROPERTY CORNERS AS NOTED D.U.E. DRAINAGE AND UTILITY EASEMENT P.C.P. PERMANENT CONTROL POINT P.O.P. POINT OF BEGINNING P.O.C. POINT OF COMMENCEMENT P.F.F. FINISH FLOOR ELEVATION L.F.E. LOWEST FLOOR ELEVATION R/W RIGHT OF WAY O.R. OFFICIAL RECORDS STY. STORY CONC. CONCRETE	EL. ELEVATION P.T. POINT OF TANGENCY P.C. POINT OF CURVE P.R.C. POINT OF REVERSE CURVE P.I. POINT OF INTERSECTION N.A.T. NAIL AND TAB C.M.P. CORRUGATED METAL PIPE R.C.P. REINFORCED CONCRETE PIPE F.D. FOUND P.M. PERMANENT REFERENCE MONUMENT TX TRANSFORMER	BENCHMARK WOOD POWER POLE CONCRETE POWER POLE METAL POWER POLE WOOD LIGHT POLE GUY WIRE ANCHOR WOOD LIGHT POLE CONCRETE LIGHT POLE METAL LIGHT POLE FIBERGLASS LIGHT POLE FIRE HYDRANT WATER VALVE WELL RECLAIMED WATER VALVE RECLAIMED WATER METER AIR RELEASE VALVE	CLEAN OUT SANITARY SEWER WHOLE STORM SEWER WHOLE GAS METER GAS VALVE CABLE TELEVISION RISER TELEPHONE RISER TELEPHONE CONTROL BOX ELECTRIC TRANSFORMER ELECTRIC SERVICE METER TRAF. SIGNAL CONTROL BOX BOLLARD SIGN FIBER OPTIC MARKER TELEPHONE MARKER GAS MARKER	
ALTA/NSPS LAND TITLE SURVEY		LANDS IN SEC. 14-28-37		NAVD 1988 VERTICAL DATUM		SECT. 14 TWP. 28 S. RGE. 37 E.	
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SCHEDULE B-II ITEMS:

- RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS AND OTHER MATTERS AS CONTAINED ON THE PLAT OF PALM BAY COLONY SECTION ONE, PALM BAY COLONY SECTION TWO, PALM BAY COLONY SECTION THREE AND PALM BAY COLONY SECTION FOUR ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 24 PAGES 37 - 40, INCLUSIVE INCLUDING BUT NOT LIMITED TO, THE PERPETUAL USE OF THE PUBLIC AS PARKS, BUFFER STRIPS, RECREATION AREAS, AND PLANTED AREAS AS SET OUT ON PLAT OF PALM BAY COLONY SECTION THREE AS TO TRACT J ONLY (APPLIES - NOTHING TO PLOT)
- RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS AND OTHER MATTERS AS CONTAINED ON THE PLAT OF A REPLAT OF PORTIONS OF PALM BAY COLONY, SECTIONS ONE, TWO, THREE & FOUR, RECORDED IN PLAT BOOK 24, PAGE 107, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA. (APPLIES - NOTHING TO PLOT)
- PHOSPHATE, MINERALS, METALS AND PETROLEUM RESERVATIONS AND RESERVATION OF ROAD RIGHTS OF WAY IN FAVOR OF THE STATE OF FLORIDA, THROUGH THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND, AS SET FORTH IN THAT CERTAIN DEED RECORDED MAY 14, 1945 IN DEED BOOK 262, PAGE 473. (NOTE: AS TO SAID RESERVATION, THE RESERVATION FOR MINING AND EXPLORATION HAVE BEEN MODIFIED BY THE RELEASE OF THE RIGHT OF ENTRY INTO THE INSURED PREMISES, AS CONTAINED IN SECTION 270.11 OF THE FLORIDA STATUTES) (DOES NOT APPLY)
- RESTRICTIONS, COVENANTS, CONDITIONS AND EASEMENTS, WHICH INCLUDE PROVISIONS FOR A. AN EASEMENT ON THE LAND; B. A LIEN FOR LIQUIDATED DAMAGES; C. A PRIVATE CHARGE OR ASSESSMENTS, AS CONTAINED IN THAT CERTAIN DECLARATION OF RESTRICTIONS, CONDITIONS, COVENANTS AND RESERVATIONS RECORDED IN OFFICIAL RECORDS BOOK 1483, PAGE 461, OFFICIAL RECORDS BOOK 2001, PAGE 536, OFFICIAL RECORDS BOOK 2040, PAGE 737, OFFICIAL RECORDS BOOK 2322, PAGE 2248, OFFICIAL RECORDS BOOK 3964, PAGE 2809, OFFICIAL RECORDS BOOK 4429, PAGE 2207, CONSOLIDATED AND RESTATED DECLARATION IN OFFICIAL RECORDS BOOK 6378, PAGE 2600 AND CERTIFICATE OF REVITALIZATION IN OFFICIAL RECORDS BOOK 7601, PAGE 197 AND OFFICIAL RECORDS BOOK 8681, PAGE 638, AS MAY BE SUBSEQUENTLY AMENDED, AS TO TRACTS F, G H AND J ONLY. (DOES NOT APPLY)
- EASEMENT BY AND BETWEEN PALM BAY COLONY, INC., GRANTOR, AND CITY OF PALM BAY, GRANTEE, RECORDED MAY 9, 1980, IN OFFICIAL RECORDS BOOK 2233, PAGE 2179, AS TO TRACT 6 ONLY. (APPLIES - AS SHOWN)
- RESOLUTION NO. 76-10 RECORDED DECEMBER 20, 1982, IN OFFICIAL RECORDS BOOK 2401, PAGE 1561. (DOES NOT APPLY)
- RESOLUTION NO. 82-7 RECORDED NOVEMBER 9, 1983, IN OFFICIAL RECORDS BOOK 2467, PAGE 159. (APPLIES TO TRACTS 5 AND 6 - UNPLOTTABLE)
- EASEMENT AND MEMORANDUM OF AGREEMENT RECORDED NOVEMBER 6, 2007, IN OFFICIAL RECORDS BOOK 5823, PAGE 6622. (DOES NOT APPLY)

**Lipscomb Street Townhomes
Palm Bay, Florida**

Traffic Impact Study

**Prepared for: Pulte Home Company, LLC
By: LTG, Inc.
October 2022**

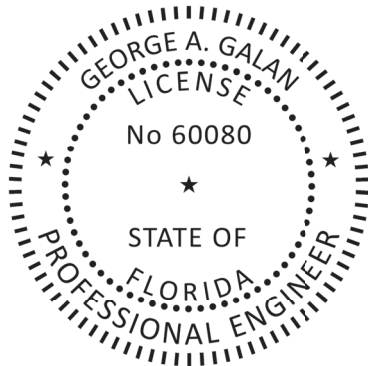


PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with LTG, Inc., a corporation authorized to operate as an engineering business, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Lipscomb Street Townhomes – Traffic Impact Study
LOCATION: Palm Bay, Florida
CLIENT: Pulte Home Company, LLC
JOB #: 5657.02

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



*THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY:*

George A Galan 2022.10.27
15:32:40-04'00'

ON THE DATE ADJACENT TO THE SEAL

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*LTG, INC.
1049 EBER BLVD, SUITE 104
MELBOURNE, FL 32904
REGISTRATION NO. 9227
GEORGE A. GALAN, P.E. NO. 60080*

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1

INTRODUCTION

LTG, Inc. has been retained by Pulte Home Company, LLC to prepare a Traffic Impact Study (TIS) for the proposed Lipscomb Street Townhomes development in the City of Palm Bay, Florida. The development consists of 228 Multifamily townhomes located southeast of Lipscomb Street and Pirate Lane in four sections between Huckleberry Lane, Ersoff Boulevard and Silktree Lane. Access to the development is proposed via two full access driveways on Huckleberry Lane and two full access driveways on Silktree Lane. Figure 1 shows the location of the project relative to the surrounding road network. The anticipated build-out year is 2024. A preliminary site plan is attached as Appendix A.

Study Area

The study area includes the intersections as approved in the previous submitted methodology. The approved methodology letter is included in Appendix B. The study area intersections and roadway segments are listed as follows:

Intersections:

1. Lipscomb St at University Blvd
2. Lipscomb St at Florida Ave
3. Lipscomb St at Pirate Lane
4. Lipscomb St at Huckleberry Lane
5. Lipscomb St at Ersoff Blvd
6. Lipscomb St at Silktree Lane
7. Lipscomb St at Palm Bay Rd
8. Robert J Conian Blvd at US 1
9. Robert J Conian Blvd at Guava Lane
10. Robert J Conian Blvd at Lemon Tree St
11. Robert J Conian Blvd at Ersoff Blvd
12. Robert J Conian Blvd at Palm Bay Rd
13. US 1 at University Blvd
14. US 1 at Palm Bay Rd
15. Palm Bay Road at Babcock Street
16. Palm Bay Road at Pinewood Drive
17. Robert J Conian Blvd at Commerce Park Dr
18. Robert J Conian Blvd at Northview St
19. Lipscomb St at Commerce Park Dr
20. Project Site Accesses

Roadway Segments:

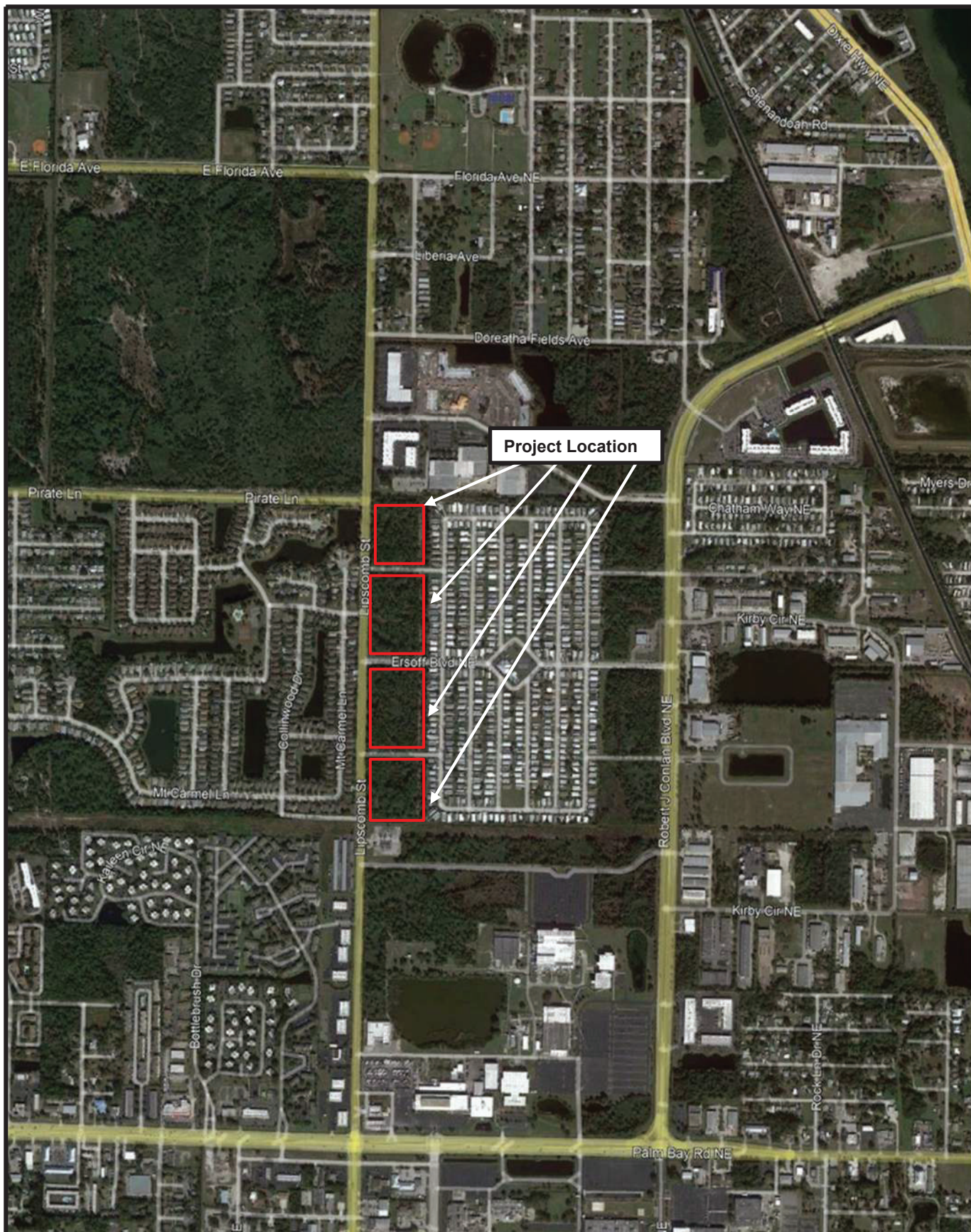
- Clearmont Street from Port Malabar Boulevard to Palm Bay Road
- Lipscomb Street from Palm Bay Rd to University Boulevard
- Robert J Conian Boulevard from Palm Bay Road to US 1
- Babcock Street from Palm Bay to University Boulevard
- Palm Bay from Riviera Drive to US 1
- Pirate Lane from Babcock Street to Lipscomb Street
- Florida Avenue from Babcock Street to Lipscomb Street
- University Avenue from Babcock Street to Lipscomb Street

Study Procedures

Standard engineering and planning procedures were used to determine the impacts of the proposed project. Reference data was obtained from the Space Coast Transportation Planning Organization (Space Coast TPO), Brevard County, The City of Palm Bay, the Institute of Transportation Engineers (ITE), and the Florida Department of Transportation (FDOT).

Planned Roadway Improvements

FDOT's Five Year Work Program, Space Coast TPO, Brevard County, and the City of Palm Bay were reviewed to ascertain if there were any programmed or planned roadway improvements within the study area. Based on information available, there are no roadway improvements scheduled for construction between 2022 and 2024.



**Lipscomb Street
Townhomes**



NTS

Project Location

Project No.: 5657.02

Figure: 1



LTG *Engineering
& Planning*

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2

EXISTING ROADWAY ANALYSIS

Turning movement counts were collected for the a.m. and p.m. peak hours at the intersections identified in the approved methodology. 2021 FDOT's seasonal factor for Brevard County was applied to the raw traffic counts. Please note that if the seasonal factor was less than 1.0, no seasonal factor was applied. Figures 2a and 2b graphically show the existing a.m. and p.m. peak-hour turning movements at the study area intersections. The raw turning movement counts and FDOT's peak seasonal factors are provided in Appendix C.

Unsignalized Intersection Analysis

The level of service (LOS) at an unsignalized intersections are based on the average stop delay per vehicle for the various movements within the intersection. The operating conditions at the unsignalized intersections were evaluated using the *HCS 2022*. This software utilizes the procedures outlined in Chapter 20 and 21 of the *Highway Capacity Manual, 6th Edition*, titled "Two-Way Stop Control Intersections" and "All-Way Stop-Controlled Intersections", respectively. Table 1 shows the existing a.m. and p.m. peak-hour LOS at the unsignalized intersections. The HCS summary sheets are located in Appendix D.

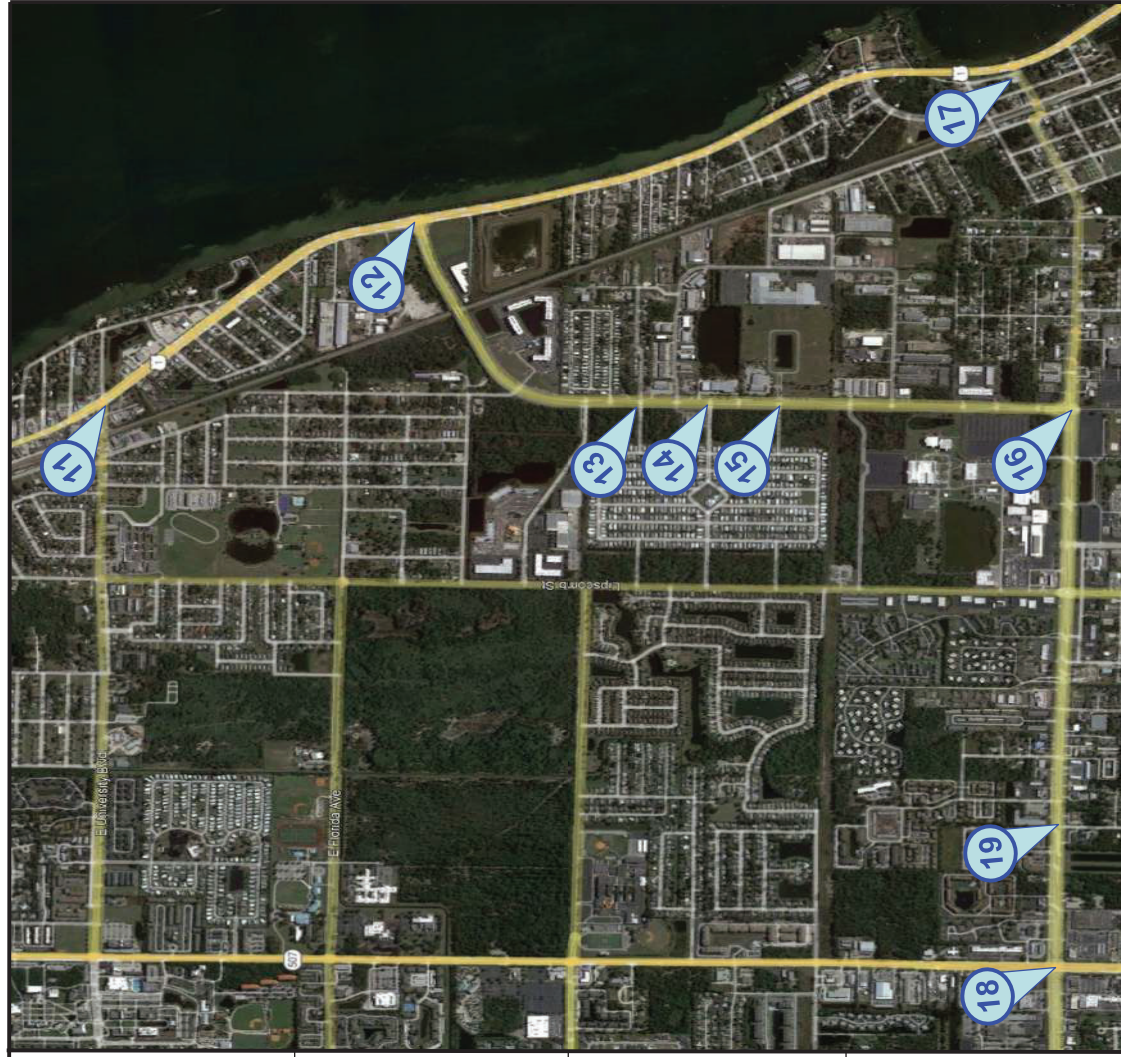
Table 1
Existing A.M. and P.M. Peak-Hour LOS – Unsignalized Intersections
Lipscomb Street Townhomes

Intersection	Adopted LOS	Existing Conditions					
		AM Peak-Hour			PM Peak-Hour		
		Critical Approach	Delay	LOS	Critical Approach	Delay	LOS
Lipscomb St at Pirate Lane	D	EB	21.1	C	EB	22.7	C
Lipscomb St at Huckleberry Lane	D	WB	12.5	B	WB	13.8	B
Lipscomb St at Ersoff Blvd	D	WB	13.3	B	WB	12.9	B
Lipscomb St at Silktree Lane	D	WB	12.3	B	WB	12.4	B
Robert J Conian Blvd at Guava Lane	C	EB	14.0	B	EB	14.3	B
Robert J Conian Blvd at Ersoff Blvd	C	EB	13.3	B	EB	13.5	B
Robert J Conian Blvd at Lemon Tree St	C	EB	10.0	A	WB	12.4	B
Robert J Conian Blvd at Commerce Park Dr	C	EB	12.9	B	EB	15.8	C
Lipscomb St at Commerce Park Dr	D	WB	20.0	C	WB	24.3	C

As indicated in the table, all unsignalized intersections are currently operating within the adopted level of service.



<p>1</p> <p>PHF: 0.95 (0.95)</p> <p>Lipscomb St at University Blvd</p> <p>77 (46) → 55 (100) → 63 (33) → 73 (18) → 158 (157) → 77 (101)</p> <p>39 (66) → 87 (175) → 110 (120)</p> <p>68 (77) → 79 (83) → 85 (92)</p>	<p>2</p> <p>PHF: 0.90 (0.95)</p> <p>Lipscomb St at Florida Ave</p> <p>138 (77) → 149 (330) → 19 (52) → 24 (45) → 62 (78) → 30 (91)</p> <p>51 (64) → 140 (82)</p> <p>77 (108) → 43 (78) → 227 (228)</p>	<p>3</p> <p>PHF: 0.89 (0.90)</p> <p>Lipscomb St at Commerce Park Dr.</p> <p>290 (310) → 84 (48) → 47 (88) → 78 (173)</p> <p>368 (328) → 113 (55)</p>
<p>4</p> <p>PHF: 0.91 (0.94)</p> <p>Lipscomb St at University Blvd</p> <p>143 (320) → 190 (240) → 137 (89) → 257 (359)</p> <p>135 (102) → 171 (90)</p>	<p>5</p> <p>PHF: 0.93 (0.94)</p> <p>Lipscomb St at Florida Ave</p> <p>333 (333) → 10 (8) → 13 (9) → 4 (7)</p> <p>396 (434) → 9 (17)</p>	<p>6</p> <p>PHF: 0.94 (0.92)</p> <p>Lipscomb St at Commerce Park Dr.</p> <p>332 (327) → 9 (7) → 20 (16) → 17 (7)</p> <p>353 (406) → 26 (39)</p>
<p>7</p> <p>PHF: 0.93 (0.95)</p> <p>Lipscomb St at Siktree Lane</p> <p>308 (336) → 6 (5) → 5 (6) → 4 (3)</p> <p>7 (12) → 325 (384)</p>	<p>8</p> <p>PHF: 0.95 (0.95)</p> <p>Lipscomb St at Huckleberry Lane</p> <p>140 (183) → 176 (136) → 154 (139) → 159 (79) → 952 (893) → 93 (76)</p> <p>161 (141) → 1,031 (976) → 221 (127)</p>	<p>9</p> <p>PHF: 0.94 (0.91)</p> <p>Lipscomb St at Ersoff Blvd</p> <p>79 (79) → 506 (519) → 69 (82) → 435 (505)</p> <p>74 (124) → 58 (61)</p>
<p>10</p> <p>PHF: 0.89 (0.92)</p> <p>Lipscomb St at Siktree Lane</p> <p>25 (57) → 500 (519) → 10 (41) → 36 (19) → 5 (3) → 25 (26)</p> <p>20 (31) → 1 (9) → 23 (52)</p>	<p>Legend:</p> <p>XX = AM Peak Hour</p> <p>(XX) = PM Peak Hour</p> <p>④ = Study Intersection</p>	<p>Robert J Conian Blvd at Commerce Park Dr.</p>



<p>11</p> <p>PHF: 0.95 (0.93)</p> <p>12 (33) → 870 (1,592) → 176 (144)</p> <p>115 (163) → 7 (22) → 75 (75)</p> <p>19 (30) → 90 (67) → 1,466 (1,292)</p> <p>US 1 at University Blvd</p>	<p>12</p> <p>PHF: 0.94 (0.95)</p> <p>438 (459) → 589 (1,366) → 66 (80)</p> <p>454 (508) → 33 (75) → 1,161 (897)</p> <p>Robert J Conian Blvd at US 1</p>	<p>13</p> <p>PHF: 0.95 (0.92)</p> <p>6 (24) → 475 (512) → 3 (1)</p> <p>5 (4) → 1 (1) → 1 (3)</p> <p>2 (5) → 1 (4) → 521 (474)</p> <p>Robert J Conian Blvd at Guava Lane</p>
<p>14</p> <p>PHF: 0.92 (0.92)</p> <p>7 (2) → 483 (524) → 13 (9)</p> <p>5 (4) → 464 (477) → 1 (4)</p> <p>Robert J Conian Blvd at Ersoff Blvd</p>	<p>15</p> <p>PHF: 0.90 (0.93)</p> <p>1 (3) → 0 (0) → 0 (3)</p> <p>499 (510) → 3 (3) → 0 (4)</p> <p>0 (0) → 4 (6) → 465 (510)</p> <p>Robert J Conian Blvd at Lemon Tree St</p>	<p>16</p> <p>PHF: 0.95 (0.95)</p> <p>81 (63) → 896 (464) → 35 (28)</p> <p>72 (72) → 81 (18) → 317 (545)</p> <p>442 (383) → 468 (661) → 103 (70)</p> <p>Robert J Conian Blvd at Palm Bay Rd</p>
<p>17</p> <p>PHF: 0.86 (0.94)</p> <p>197 (228) → 454 (1,263) → 324 (267)</p> <p>120 (166) → 273 (403) → 1,207 (812)</p> <p>US 1 at Palm Bay Rd</p>	<p>18</p> <p>PHF: 0.95 (0.95)</p> <p>508 (455) → 637 (1,404) → 189 (445)</p> <p>405 (534) → 1,184 (881) → 408 (331)</p> <p>317 (317) → 928 (727) → 395 (269)</p> <p>Palm Bay Rd at Babcock St.</p>	<p>19</p> <p>PHF: 0.95 (0.95)</p> <p>100 (105) → 83 (32) → 26 (50)</p> <p>1,134 (1,754) → 0 (0) → 6 (9)</p> <p>6 (11) → 106 (69) → 1,650 (1,679)</p> <p>Palm Bay Rd at Pinewood Dr.</p>

Legend:

XX = A.M. Peak-Hour

(XX) = P.M. Peak-Hour

= Study Intersection

Signalized Intersection Analysis

The LOS at a signalized intersections are based on the average control delay per vehicle for the various movements within the intersection. The operating conditions at the signalized intersections were evaluated using the agencies' signal timings and *HCS 2022*. This software utilizes the procedures outlined in Chapter 19 of the Highway Capacity Manual, 6th Edition, titled "Signalized Intersections". Table 2 shows the existing a.m. and p.m. peak-hour LOS at the signalized intersections. The HCS summary sheets are located in Appendix E and signal timing sheets are in Appendix F.

Table 2
Existing A.M. and P.M. Peak-Hour LOS – Signalized Intersections
Lipscomb Street Townhomes

Intersection	Adopted LOS	AM Peak-Hour			PM Peak-Hour		
		Delay (sec.)	LOS	V/C greater than 1.0?	Delay (sec.)	LOS	V/C greater than 1.0?
Lipscomb St at University Blvd	D	17.9	B	No	17.6	B	No
Lipscomb St at Florida Ave	D	7.2	A	No	8.7	A	No
Lipscomb St at Palm Bay Rd	D	35.0	D	No	121.4	F	Yes
US 1 at University Blvd	D	28.3	C	No	28.1	C	No
Robert J Conlan Blvd at US 1	C	10.5	B	No	16.4	B	No
US 1 at Palm Bay Rd	D	17.5	B	No	35.9	D	Yes
Robert J Conlan Blvd at Palm Bay Rd	D	33.9	C	No	27.8	C	No
Palm Bay Road at Babcock Street	D	66.1	E	Yes	244.4	F	Yes
Palm Bay Road at Pinewood Drive	D	15.0	B	No	14.9	B	No
Robert J Conlan Blvd Blvd at Northview St	C	15.5	B	No	16.1	B	No

As indicated in the table 1, all signalized intersections are operating within an acceptable LOS except for Palm Bay Road at Lipscomb Street, US 1 at Palm Bay Road, and Palm Bay Road at Babcock Street, which is operating outside the adopted LOS or with v/c ratio greater than one during a.m. peak or p.m. peak hour.

Roadway Segment Analysis

Roadway level of service describes the operating condition determined from the number of vehicles passing over a given section of roadway during a specified time period. It is a qualitative measure of several factors which include speed, travel time, traffic interruptions, freedom to maneuver, driver comfort, convenience, safety and vehicle operating costs. Six levels of service have been established as standards by which to gauge roadway performance, designated by the letters A through F. The level of service categories is defined as follows:

Level of Service A: Free flow, individual users virtually unaffected by the presence of others

Level of Service B: Stable flow with a high degree of freedom to select operating conditions

Level of Service C: Flow remains stable, but with significant interactions with others

Level of Service D: High-density stable flow in which the freedom to maneuver is severely restricted

Level of Service E: This condition represents the capacity level of the road

Level of Service F: Forced flow in which the traffic exceeds the amount that can be served

The 2021 AADT for the study roadway segments were obtained from Space Coast TPO Transportation Data Management System. The existing p.m. peak-hour two-way LOS for the study area road segments are shown in Table 3. As indicated in the table, all roadway segments are currently operating within the adopted level of service except for the roadway segment of Lipscomb Street from Palm Bay Road to Tarpon Way and Palm Bay Road from Robert J Conlan Boulevard to US 1.

Table 3
Existing P.M. Peak-Hour Two-Way LOS - Roadway Segments
Lipscomb Street Townhomes

Roadway	Segment	Station ID	Jurisdiction	Classification	No. of Lanes	Adopted LOS	Current MAV ¹	Peak-Hour Two-Way Capacity at Adopted LOS ¹	2021AADT	Existing PM Peak-Hour Two-Way Volume ²	V/C Ratio	Existing PM Volume Exceed Adopted LOS?
Clearmont St ³	Port Malabar Blvd	-	Palm Bay	Urban Minor Arterial	4	C	37,900	3,411	12,444	1,120	0.33	No
	Palm Bay Rd	-	Palm Bay	Urban Minor Arterial	2	C	7,300	657	10,067	906	1.38	Yes
Lipscomb St ⁴	Tarpon Way	-	Melbourne	Urban Minor Arterial	2	D	14,800	1,332	10,067	906	0.68	No
	Pirate Ln	-	Melbourne	Urban Minor Arterial	2	D	17,700	1,593	11,344	1,021	0.64	No
	Commerce Park Dr	-	Melbourne	Urban Minor Arterial	2	D	17,700	1,593	10,211	919	0.58	No
	Florida Ave	-	Melbourne	Urban Minor Arterial	2	D	14,800	1,332	8,844	796	0.60	No
Robert J Conlan Blvd	Commerce Park Dr	562	Palm Bay	Urban Principal Arterial-Other	4	C	39,800	3,582	11,730	1,100	0.31	No
	US 1	563	Palm Bay	Urban Principal Arterial-Other	4	C	39,800	3,582	11,010	1,072	0.30	No
Babcock St	Palm Bay Rd	444	FDOT	Urban Principal Arterial-Other	4	D	41,790	3,761	32,940	2,461	0.65	No
	Eber Blvd	367	FDOT	Urban Principal Arterial-Other	4	D	41,790	3,761	34,230	2,540	0.68	No
	Florida Ave	445	FDOT	Urban Principal Arterial-Other	4	D	41,790	3,761	35,590	2,685	0.71	No
	University Blvd	470 ⁴	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	34,190	2,879	0.53	No
Palm Bay Rd	Babcock St	480	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	32,730	2,853	0.53	No
	Knecht Rd	475	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	31,190	2,657	0.49	No
	Lipscomb St	478 ⁴	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	18,300	1,507	0.28	No
	Troutman Blvd	471	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	19,270	1,824	0.34	No
	Robert J Conlan Blvd	-	Palm Bay	Urban Principal Arterial-Other	2	C	7,300	657	14,733	1,326	2.02	Yes
Pirate Ln ³	Babcock St	-	Melbourne	Urban Minor Arterial	2	D	14,800	1,332	6,678	601	0.45	No
Florida Ave ³	Lipscomb St	-	Melbourne	Urban Minor Arterial	2	D	14,800	1,332	5,411	487	0.37	No
University Blvd	Babcock St	569	Brevard County	Urban Major Collector	4	E	33,800	3,042	8,920	771	0.25	No

¹Current MAV was taken from Space Coast TPO Traffic Counts: 2011-2021. Peak-Hour Two-Way Capacity was determined by multiplying Current MAV by .09

²The Existing PM Peak Hour Two-Way Volume was determined by using two days' worth of traffic counts provided by the Space Coast TPO Transportation Data Management website.

³Obtained based on the intersection counts.

⁴2021 AADT was not available, 2020 AADT were used.

3

BACKGROUND ROADWAY CONDITIONS

The study area intersections and roadway segments were analyzed to determine potential impacts and to investigate any needed mitigation requirements. The following documents the procedures used to determine the background conditions for 2024.

Traffic Growth Rates

Historical growth rates were used to determine the background traffic. FDOT *Traffic Trends* software was used to calculate the average annual historical growth rates using the past five years of available Annual Average Daily Traffic (AADT) data obtained from the Space Coast Transportation Planning Organization (see Appendix G). A minimum growth rate of 2% per year was applied to the existing traffic volumes. The historical and applied growth rates are identified in Table 4.

Table 4
Historical Growth Rates
Lipscomb Street Townhomes

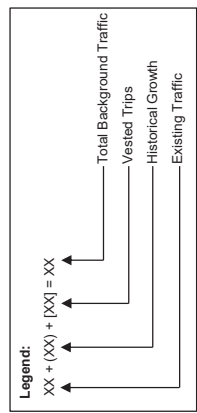
Roadway	Segment		Average Annual Growth Rate	Applied Growth Rate
Clearmont St	Port Malabar Blvd	Palm Bay Rd	5.04%	5.04%
Lipscomb St	Palm Bay Rd	Tarpon Way	-2.53%	2.00%
	Tarpon Way	Pirate Ln	-2.53%	2.00%
	Pirate Ln	Commerce Park Dr	-2.53%	2.00%
	Commerce Park Dr	Florida Ave	-2.53%	2.00%
	Florida Ave	University Blvd	-2.53%	2.00%
Robert J Conlan Blvd	Palm Bay Rd	Commerce Park Dr	0.56%	2.00%
	Commerce Park Dr	US 1	-1.45%	2.00%
Babcock St	Palm Bay Rd	Eber Blvd	-0.20%	2.00%
	Eber Blvd	Florida Ave	-0.86%	2.00%
	Florida Ave	University Blvd	-1.40%	2.00%
Palm Bay Rd	Riviera Dr	Babcock St.	1.72%	2.00%
	Babcock St.	Knecht Rd	-1.11%	2.00%
	Knecht Rd	Lipscomb St	1.10%	2.00%
	Lipscomb St	Troutman Blvd	-1.85%	2.00%
	Troutman Blvd	Robert J Conlan Blvd	3.02%	3.02%
	Robert J Conlan Blvd	US 1	3.02%	3.02%
Pirate Ln	Babcock St.	Lipscomb St.	-4.02%	2.00%
Florida Ave	Babcock St.	Lipscomb St.	-11.40%	2.00%
University Blvd	Babcock St.	Lipscomb St.	1.47%	2.00%

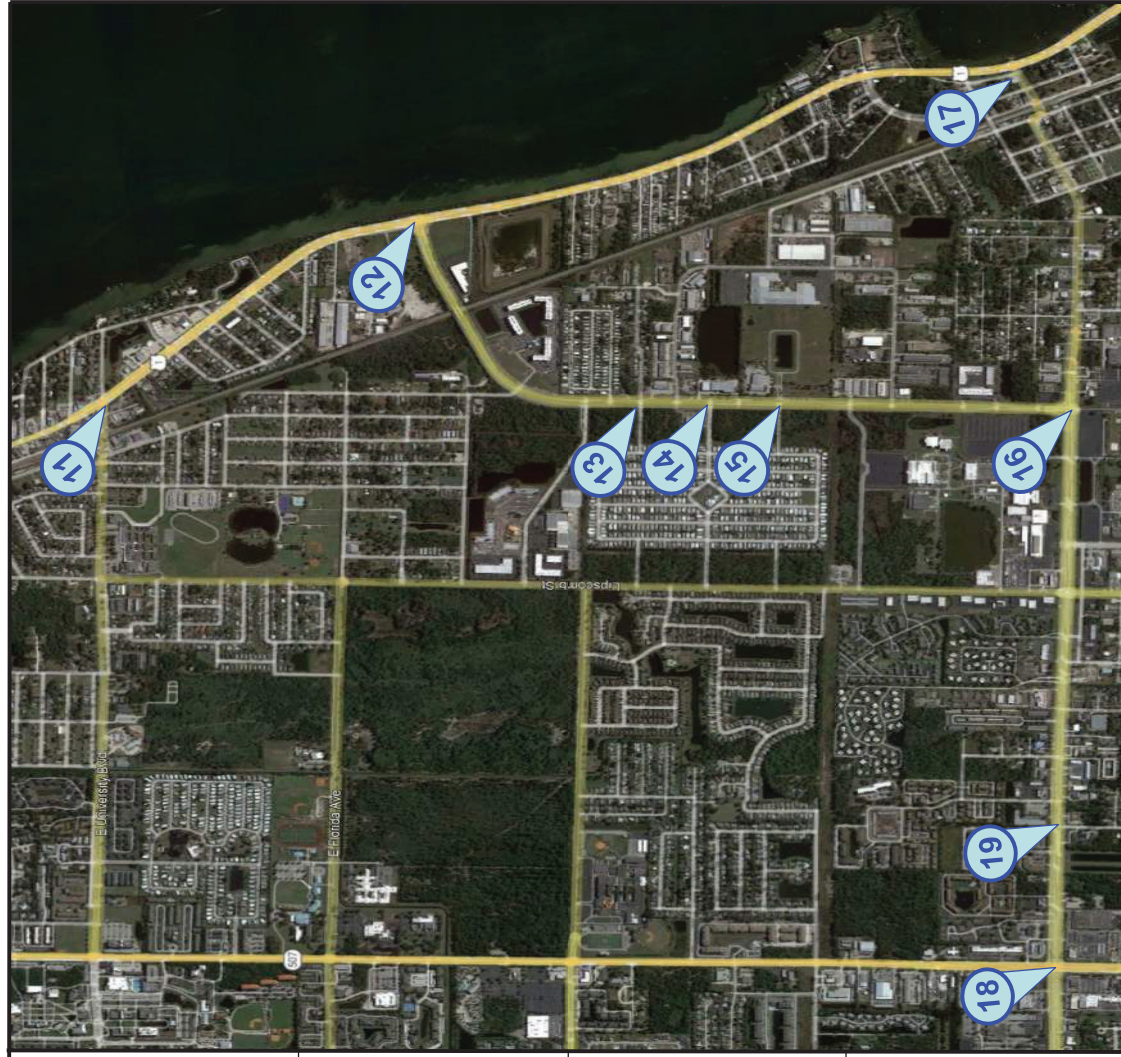
Vested Traffic Trips

In addition to the growth rates, approved planned developments project trips were included in the analysis. Based on the information available, Woodlake Apartment is included as vested trips. Please note vested trips were assigned based on the approved traffic study for the development. The vested trip data is included as Appendix H. Figures 3a, 3b, 3c and 3d graphically depict background a.m. and p.m. peak-hours projected growth and vested trip assignment.



<p>1</p> <p>Lipscomb St at University Blvd</p> <p>77+3)=80 55+2)=57 63+3)=66 73+3)=76 150+6)=164 77+3)=80</p> <p>39+2)=41 87+3)=90 110+4)=141</p> <p>79+3)=82 85+3)=88 68+3)=71</p>	<p>2</p> <p>Lipscomb St at Florida Ave</p> <p>138+6)=144 149+6)=157 19+1)=20 24+1)=25 62+2)=64 77+3)=80</p> <p>51+2)=53 41+2)=43 140+6)=149</p> <p>43+2)=45 227+9)=242 77+3)=80</p>	<p>3</p> <p>Lipscomb St at Commerce Park Dr.</p> <p>290+12)=302 84+3)=93 47+2)=68 78+3)=108</p> <p>368+15)=383 113+6)=126</p>
<p>4</p> <p>Lipscomb St at Pirate Lane</p> <p>135+6)=140 171+7)=178 257+10)=267 137+5)=142</p> <p>143+6)=149 190+8)=198</p>	<p>5</p> <p>Lipscomb St at Huckleberry Lane</p> <p>333+13)=346 10+0)=10 13+1)=14 4+0)=4</p> <p>396+16)=412 9+0)=9</p>	<p>6</p> <p>Lipscomb St at Erseff Blvd</p> <p>332+13)=345 9+0)=9 20+1)=21 17+1)=18</p> <p>353+14)=367 26+1)=27</p>
<p>7</p> <p>Lipscomb St at Palm Bay Rd</p> <p>308+12)=320 6+0)=6 5+0)=5 4+0)=4</p> <p>7+0)=7 325+13)=338</p>	<p>8</p> <p>Lipscomb St at Northview St</p> <p>25+1)=26 500+20)=520 10+0)=10 36+1)=37</p> <p>20+1)=21 1+0)=1 23+1)=24</p>	<p>9</p> <p>Lipscomb St at Conlan Blvd</p> <p>161+6)=173 1,031+41)=1,072 221+6)=230 140+6)=154 176+7)=187 154+6)=164 154+6)=171 952+38)=990 89+4)=97</p> <p>172+17)=190 99+10)=109 154+16)=170</p>
<p>10</p> <p>Lipscomb St at Conlan Blvd</p> <p>474 (19)+47)=521 10+0)=10 32+1)=33</p> <p>25+1)=26 500+20)=520 10+0)=10</p>	<p>10</p> <p>Lipscomb St at Conlan Blvd</p> <p>474 (19)+47)=521 10+0)=10 32+1)=33</p> <p>25+1)=26 500+20)=520 10+0)=10</p>	<p>10</p> <p>Lipscomb St at Conlan Blvd</p> <p>474 (19)+47)=521 10+0)=10 32+1)=33</p> <p>25+1)=26 500+20)=520 10+0)=10</p>





<p>11</p> <p>US 1 at University Blvd</p> <p>1,466+(59)+361=1,561 90+(4)+94 19+(1)=20 115+(5)=120 7+(0)=7 75+(3)=78 176+(7)=183 870+(35)+111=916 12+(0)=12 34+(1)=35 35+(1)=36 37+(1)=38</p>	<p>12</p> <p>Robert J Conlan Blvd at US 1</p> <p>1,161+(46)+1,207=2,414 66+(3)+1=70 438+(12)=450 589+(24)=613 45+(18)+401=512 33+(1)+41=74</p>	<p>13</p> <p>Robert J Conlan Blvd at Guava Lane</p> <p>521+(21)=542 1+(0)=1 2+(0)=2 5+(0)=5 1+(0)=1 1+(0)=1 475+(19)=494 3+(0)=3 8+(0)=8 1+(0)=1 4+(0)=4</p>
<p>14</p> <p>Robert J Conlan Blvd at Ersoff Blvd</p> <p>464+(19)=483 1+(0)=1 13+(1)=14 5+(0)=5 7+(0)=7 483+(19)=502</p>	<p>15</p> <p>Robert J Conlan Blvd at Lemon Tree St</p> <p>465+(19)=484 2+(0)=2 0+(0)=0 0+(0)=0 1+(0)=1 499+(20)=519 3+(0)=3 1+(0)=1 0+(0)=0 0+(0)=0 1+(0)=1</p>	<p>16</p> <p>Robert J Conlan Blvd at Palm Bay Rd</p> <p>442+(27)+19=478 468+(28)=496 103+(6)=109 317+(13)+129=359 81+(3)+14=89 72+(3)+14=89 81+(3)=84 317+(13)+129=359 81+(5)+4=90 896+(54)=950 35+(2)=57 16+(1)=17 15+(1)=16 21+(1)=22 28+(1)=27 1,134+(45)=1,179 0+(0)=0 6+(0)=6</p>
<p>17</p> <p>US 1 at Palm Bay Rd</p> <p>324+(13)=337 1,207+(48)=1,255 454+(18)=472 197+(8)=205 120+(7)=127 273+(16)=289</p>	<p>18</p> <p>Palm Bay Rd at Babcock St</p> <p>395+(16)+317=712 928+(37)=965 317+(13)=330 405+(16)=421 1,184+(17)+41=1,235 408+(16)=424 508+(20)=528 189+(8)+1=198 881+(35)+113=929 240+(10)+19=259 448+(18)+15=471</p>	<p>19</p> <p>Palm Bay Rd at Pinewood Dr</p> <p>6+(0)=6 106+(4)=110 1,650+(66)=1,716 83+(3)=86 100+(4)=104</p>

Legend:

XX + (XX) + [XX] = XX

— Total Background Traffic

— Vested Trips

— Historical Growth

— Existing Traffic

2024 Background Unsignalized Intersection Analysis

The unsignalized intersections were analyzed to determine the operational LOS under background conditions. Table 5 shows the background LOS for the unsignalized intersections at background conditions during the a.m. and p.m. peak-hours. The HCS summary sheets are contained in Appendix I.

Table 5
2024 Background A.M. and P.M. Peak-Hour LOS – Unsignalized Intersections
Lipscomb Street Townhomes

Intersection	Adopted LOS	Background Conditions					
		AM Peak-Hour			PM Peak-Hour		
		Critical Approach	Delay	LOS	Critical Approach	Delay	LOS
Lipscomb St at Pirate Lane	D	EB	23.4	C	EB	25.2	D
Lipscomb St at Huckleberry Lane	D	WB	12.6	B	WB	14.1	B
Lipscomb St at Ersoff Blvd	D	WB	13.7	B	WB	13.1	B
Lipscomb St at Silktree Lane	D	WB	12.6	B	WB	12.6	B
Robert J Conian Blvd at Guava Lane	C	EB	14.3	B	EB	14.6	B
Robert J Conian Blvd at Ersoff Blvd	C	EB	13.6	B	EB	13.8	B
Robert J Conian Blvd at Lemon Tree St	C	EB	10.1	B	WB	12.6	B
Robert J Conian Blvd at Commerce Park Dr	C	EB	14.5	B	EB	20.5	C
Lipscomb St at Commerce Park Dr	D	WB	25.5	D	WB	35.7	E

As indicated in the table, all unsignalized intersections are anticipated to operate within the adopted LOS with the exception of Lipscomb Street at Commerce Park Drive during p.m. peak hour. Delay at this intersection is due to low side street traffic volumes and high major street volumes; therefore, higher delays are expected on the side street. The following improvement is recommended to allow the intersection to operate within the adopted LOS:

Lipscomb Street at Commerce Park Drive

- Add southbound left (P.M. Only)

Table 6 depicts the A.M. and P.M. Peak Hour LOS under background conditions with the proposed intersection improvement. The HCS summary sheet is contained in Appendix J.

Table 6
2024 Background A.M. and P.M. Peak-Hour LOS – Unsignalized Intersection Improvement
Lipscomb Street Townhomes

Intersection	Adopted LOS	Background Conditions with Improvements					
		AM Peak-Hour			PM Peak-Hour		
		Critical Approach	Delay	LOS	Critical Approach	Delay	LOS
Lipscomb St at Commerce Park Dr	D	-	-	-	WB	19.1	C

2024 Background Signalized Intersection Analysis

The signalized intersections were analyzed to determine the operational LOS under background conditions in 2024. Table 7 depicts the background LOS for the study intersections under background conditions during the a.m. and p.m. peak-hours. The HCS summary sheets are contained in Appendix K.

Table 7
2024 Background A.M. and P.M. Peak-Hour LOS – Signalized Intersections
Lipscomb Street Townhomes

Intersection	Adopted LOS	AM Peak-Hour			PM Peak-Hour		
		Delay (sec.)	LOS	V/C greater than 1.0?	Delay (sec.)	LOS	V/C greater than 1.0?
Lipscomb St at University Blvd	D	18.0	B	No	17.8	B	No
Lipscomb St at Florida Ave	D	7.2	A	No	9.0	A	No
Lipscomb St at Palm Bay Rd	D	40.2	D	Yes	142.9	F	Yes
US 1 at University Blvd	D	28.9	C	No	29.1	C	No
Robert J Conian Blvd at US 1	C	11.5	B	No	17.3	B	No
US 1 at Palm Bay Rd	D	18.7	B	No	42.8	D	Yes
Robert J Conian Blvd at Palm Bay Rd	D	36.2	D	No	28.8	C	No
Palm Bay Road at Babcock Street	D	73.8	E	Yes	267.2	F	Yes
Palm Bay Road at Pinewood Drive	D	7.8	A	No	5.9	A	No
Robert J Conian Blvd Blvd at Northview St	C	15.5	B	No	16.5	B	No

As indicated in the table, the signalized intersections are anticipated to operate within the adopted LOS with the exception of Palm Bay Road at Lipscomb Street, US 1 at Palm Bay Road, and Palm Bay Road at Babcock Street, which is operating outside the adopted LOS or with v/c ratio greater than one during a.m. peak or p.m. peak hour. The following improvements are recommended to allow the intersections to operate within the adopted LOS and/or with v/c ratios less than 1.0:

Lipscomb Street at Palm Bay Road

- Optimize Splits and Phasing Sequence
- Convert the protected phase for the northbound left and southbound left to the protected/permitted phase.

US 1 at Palm Bay Road

- Add right-turn overlap phase to northbound left phase (PM Only)

Palm Bay Road at Babcock Street

- Add Westbound through lane with receiving lane within the intersection's influence area
- Add Southbound through lane with receiving lane within the intersection's influence area
- Add Northbound through lane with receiving lane within the intersection's influence area
- Add right-turn overlap phase to all approaches
- Optimize Splits and Phasing Sequence

Table 8 shows the background LOS of the deficient signalized intersections with the recommended improvements. The HCS summary sheets are included as Appendix L.

Table 8
2024 Background A.M. and P.M. Peak Hour LOS – Signalized Intersection Improvements
Lipscomb Street Townhomes

Intersection	Adopted LOS	AM Peak-Hour			PM Peak-Hour		
		Delay (sec.)	LOS	V/C greater than 1.0?	Delay (sec.)	LOS	V/C greater than 1.0?
Lipscomb St at Palm Bay Rd	D	31.6	C	No	45.7	D	No
US 1 at Palm Bay Rd	D	-	-	-	30.2	C	No
Palm Bay Road at Babcock Street	D	43.1	D	No	59.8	E	No

As indicated in the table, all intersections are anticipated to operate within an acceptable level of service and/or with a v/c ratio with the recommended improvements. Palm Bay Road at Babcock Street continues to operate outside the adopted LOS during the p.m. peak hour. Due to geometric constraints, no additional improvements are feasible without the acquisition of additional right-of-way. Please note, with the recommended improvements, the intersection is expected to operate with less overall delay than existing conditions and with v/c ratios less than 1.0 during the p.m. peak hour.

2024 Background Conditions Roadway Segment Analysis

The background P.M. peak hour two-way level of service for the study area roadway segments are shown in Table 9. As indicated in the table, all roadway segments are currently operating within the adopted level of service except for the roadway segment of Lipscomb Street from Palm Bay Road to Tarpon Way and Palm Bay Road from Robert J Conlan Boulevard to US 1.

Table 10 shows the P.M. peak hour two-way level of service for the study area roadway segments with improvements. The following improvements are recommended for the deficient segments:

- Lipscomb Street from Palm Bay Road to Tarpon Way widen from 2 to 4 lanes
- Palm Bay Road from Robert J Conlan Boulevard to US 1 widen from 2 to 6 lanes

Table 9
2024 Background P.M. Peak-Hour Two-Way LOS - Roadway Segments
Lipscomb Street Townhomes

Roadway	Segment	Station ID	Jurisdiction	Classification	No. of Lanes	Adopted LOS	Current MAV	Peak-Hour Two-Way Capacity at Adopted LOS	Existing PM Peak-Hour Two-Way Volume	2024 Growth Factor	Vested Trips	2024 Background Traffic	Background V/C Ratio	Background Volume Exceeds Peak Capacity?
Cleamont St	Port Malabar Blvd	-	Palm Bay	Urban Minor Arterial	4	C	37,900	1,322	1,120	1.10	0	1,233	0.36	No
	Palm Bay Rd	-	Palm Bay	Urban Minor Arterial	2	C	7,300	657	906	1.04	0	942	1.43	Yes
Lipscomb St	Tarpon Way	-	Melbourne	Urban Minor Arterial	2	D	14,800	1,332	906	1.04	0	942	0.71	No
	Pirate Ln	-	Melbourne	Urban Minor Arterial	2	D	17,700	1,593	1,021	1.04	0	1,062	0.67	No
	Commerce Park Dr	-	Melbourne	Urban Minor Arterial	2	D	17,700	1,593	919	1.04	0	956	0.80	No
	Florida Ave	-	Melbourne	Urban Minor Arterial	2	D	14,800	1,332	796	1.04	0	828	0.82	No
Robert J Conlan Blvd	Commerce Park Dr	562	Palm Bay	Urban Principal Arterial-Other	4	C	39,800	3,582	1,100	1.06	93	1,259	0.35	No
	US 1	563	Palm Bay	Urban Principal Arterial-Other	4	C	39,800	3,582	1,072	1.06	65	1,201	0.34	No
Babcock St	Commerce Park Dr	444	FDOT	Urban Principal Arterial-Other	4	D	41,790	3,761	2,461	1.06	0	2,609	0.69	No
	Eber Blvd	367	FDOT	Urban Principal Arterial-Other	4	D	41,790	3,761	2,540	1.06	0	2,692	0.72	No
	Florida Ave	445	FDOT	Urban Principal Arterial-Other	4	D	41,790	3,761	2,685	1.06	0	2,846	0.76	No
	University Blvd	470	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	2,879	1.08	0	3,109	0.58	No
Palm Bay Rd	Babcock St	480	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	2,853	1.06	18	3,042	0.56	No
	Knecht Rd	475	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	2,657	1.06	26	2,842	0.53	No
	Lipscomb St	476	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	1,507	1.08	27	1,655	0.31	No
	Trouman Blvd	471	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	1,824	1.09	42	2,031	0.38	No
Pirate Ln	Robert J Conlan Blvd	-	Palm Bay	Urban Principal Arterial-Other	2	C	7,300	657	1,326	1.06	0	1,406	2.14	Yes
	US 1	-	Palm Bay	Urban Principal Arterial-Other	2	D	14,800	1,332	601	1.04	0	625	0.47	No
	Babcock St	-	Melbourne	Urban Minor Arterial	2	D	14,800	1,332	487	1.04	0	506	0.38	No
	Lipscomb St	-	Melbourne	Urban Minor Arterial	2	D	14,800	1,332	487	1.04	0	506	0.38	No
University Blvd	US 1	569	Brevard County	Urban Major Collector	4	E	33,800	3,042	771	1.06	0	817	0.27	No

Table 10
2024 Background P.M. Peak-Hour Two-Way LOS - Roadway Segments Improvements
Lipscomb Street Townhomes

Roadway	Segment	Station ID	Jurisdiction	Classification	No. of Lanes	Adopted LOS	Current MAV	Peak-Hour Two-Way Capacity at Adopted LOS	Existing PM Peak-Hour Two-Way Volume	2024 Growth Factor	Vested Trips	2024 Background Traffic	Background V/C Ratio	Background Volume Exceeds Peak Capacity?
Lipscomb St	Palm Bay Rd	-	Palm Bay	Urban Minor Arterial	4	C	14,500	1,305	906	1.04	0	942	0.72	No
	Tarpon Way	-	Palm Bay	Urban Minor Arterial	4	C	14,500	1,305	906	1.04	0	942	0.72	No
Palm Bay Rd	Robert J Conlan Blvd	US 1	Palm Bay	Urban Principal Arterial-Other	6	C	23,300	2,097	1,326	1.06	0	1,406	0.67	No

4

BUILD-OUT ROADWAY ANALYSIS

Trip Generation

The trip generation for this development was determined using the trip generation rates published by the *Institute of Transportation Engineers (ITE)* in the Trip Generation Manual, 11th Edition. The total daily, a.m. and p.m. peak-hour trip generation are presented in Table 11.

Table 11
Trip Generation
Lipscomb Street Townhomes

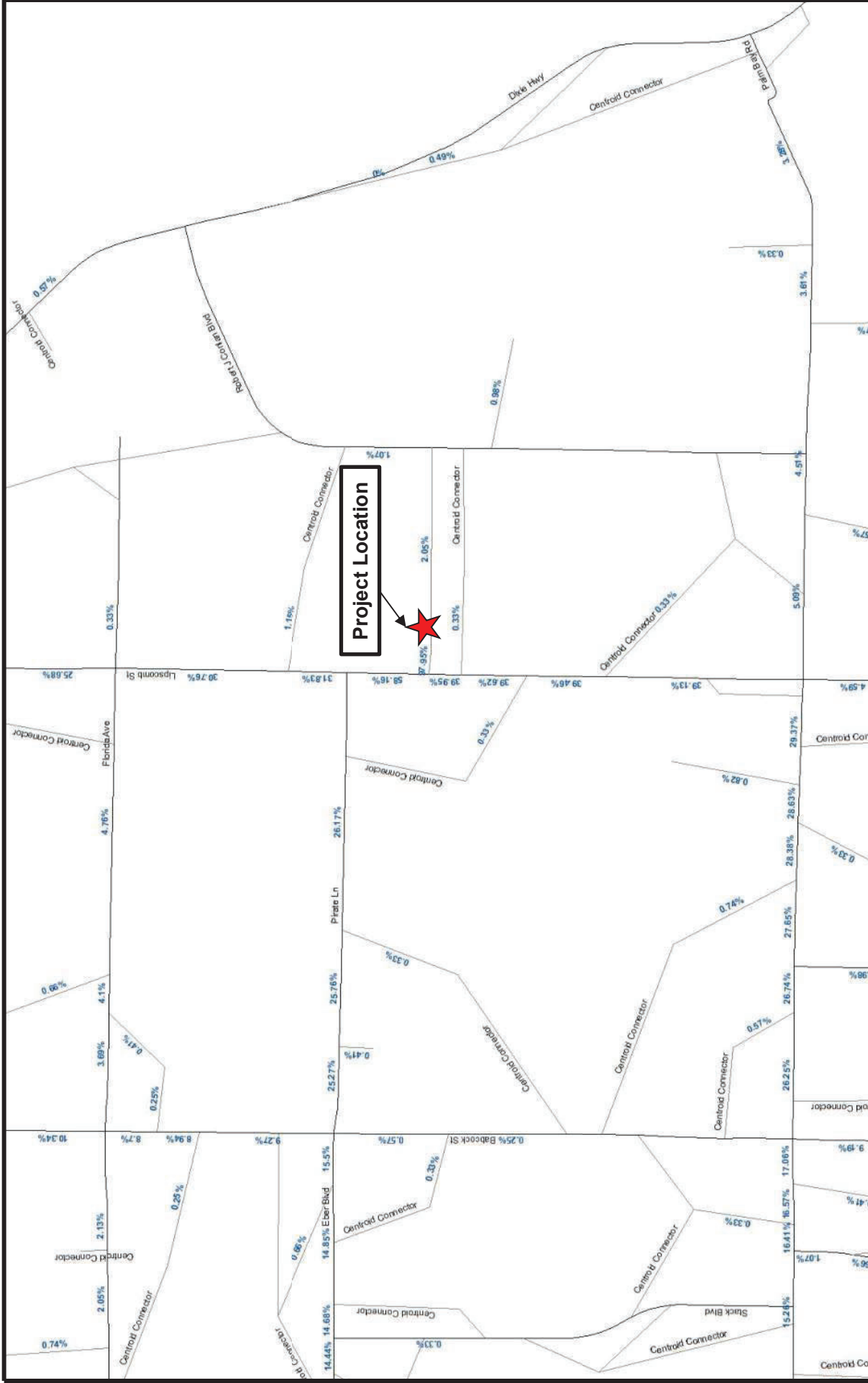
Time Period	Land Use	Land Use Code	Trip Rate Equation	Size	Units	Percent Entering	Percent Exiting	Trips Entering	Trips Exiting	Total Trips
Daily	Multi-Family Housing (Low-Rise)	220	$T = 6.41(X) + 75.31$	228	DU	50%	50%	769	769	1,537
Totals:								769	769	1,537
AM Peak-Hour	Multi-Family Housing (Low-Rise)	220	$T = 0.31(X) + 22.85$	228	DU	24%	76%	22	71	94
Totals:								22	71	94
PM Peak-Hour	Multi-Family Housing (Low-Rise)	220	$T = 0.43(X) + 20.55$	228	DU	63%	37%	75	44	119
Totals:								75	44	119


Trip Distribution

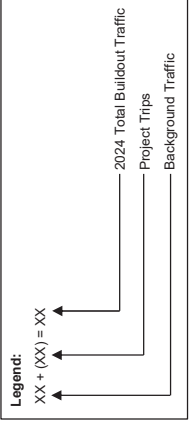
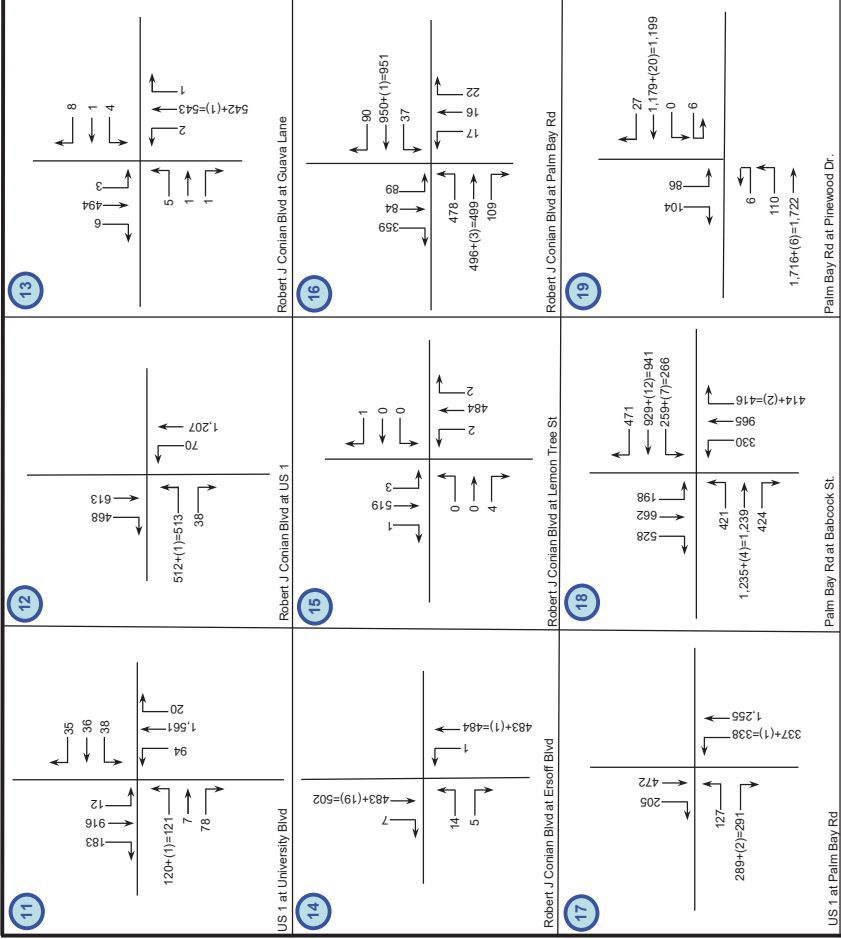
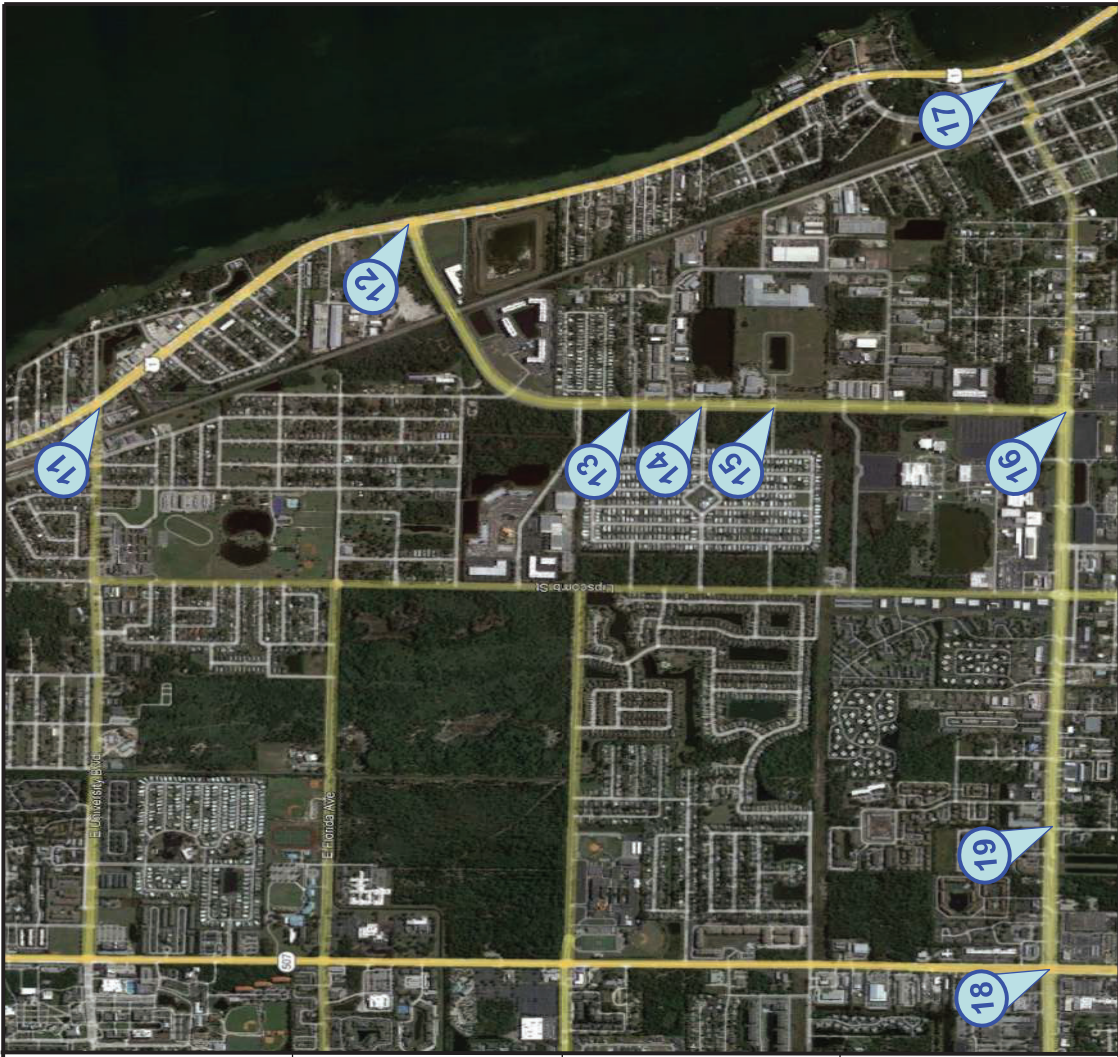
The process of determining the directional flow of traffic associated with a new development is called trip distribution. The Central Florida Regional Planning Model (CFRPM 7) was used to determine the trip distribution for this project. The resulting model distribution is included as Figure 4.

Trip Assignment

The final step in the analysis was to assign the project traffic to the roadway network. Figures 5a,5b, 5c, 5d and 5e graphically depict build-out a.m. and p.m. peak-hours project trip assignment for the proposed development.



	Project Distribution		Lipscomb Street Townhomes
1049 Eber Boulevard, Melbourne, Florida 32904 Telephone: 321.499.4679 Fax: 321.499.4680	Project Number: 5657.02	Figure 4	



A.M. Peak Project Trips			
Enter	Exit	Total	
23	71	94	

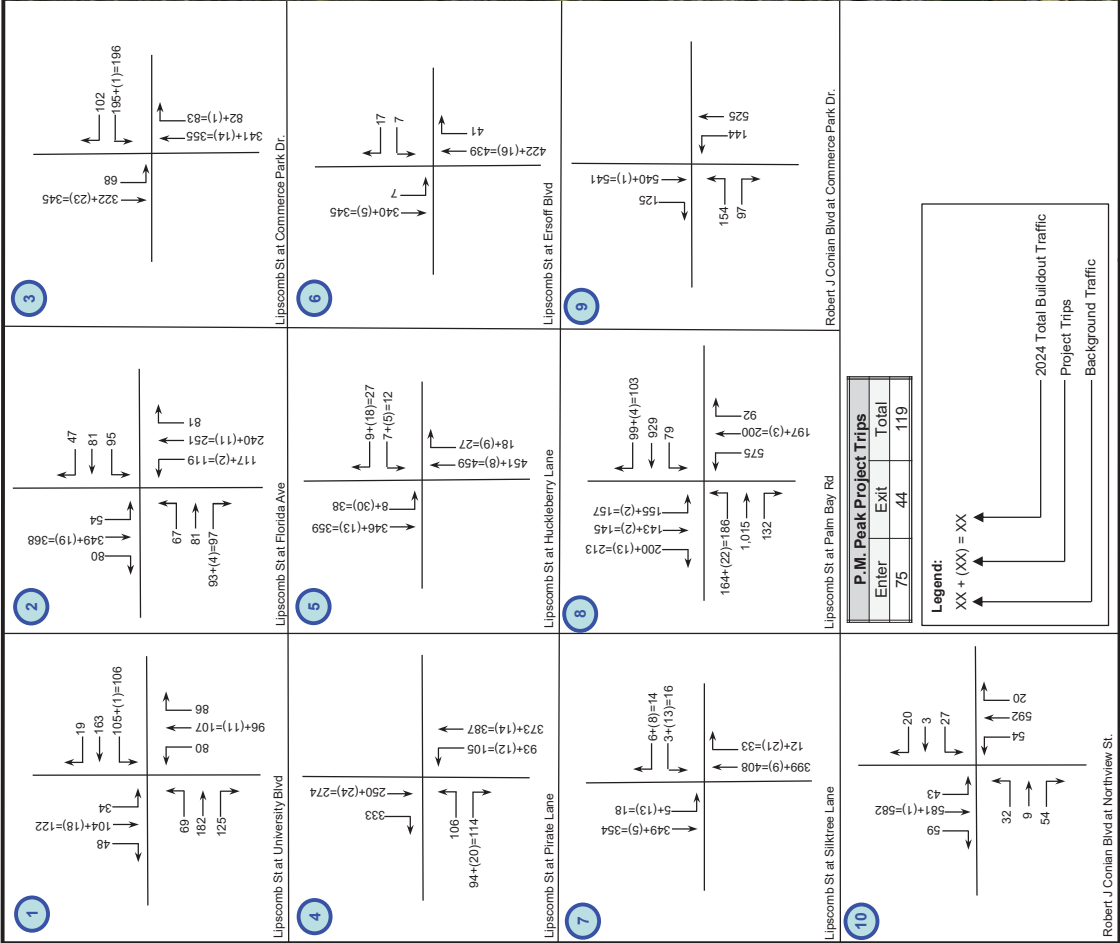
Lipscomb Street Townhomes

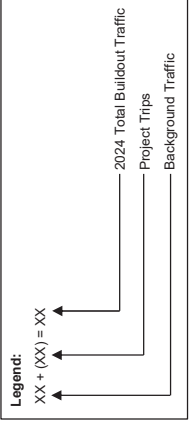
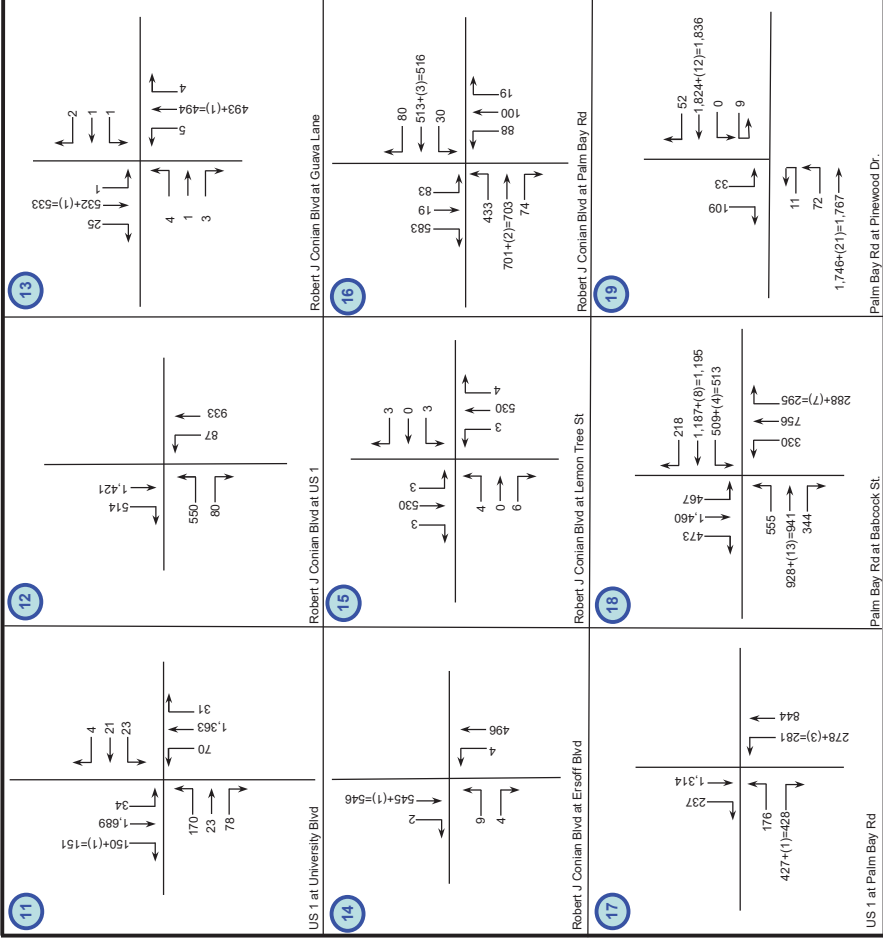
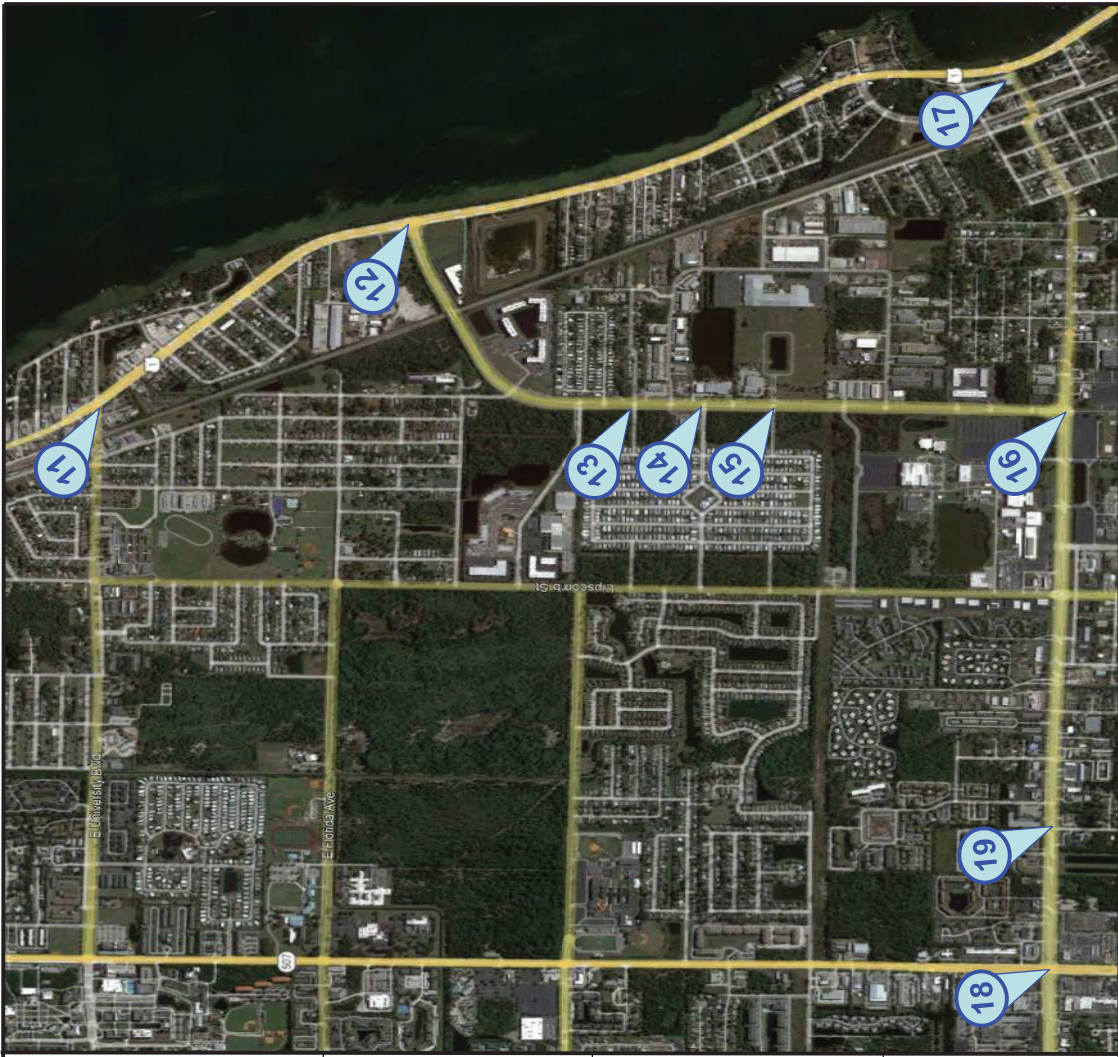
2024 Buildout AM Peak-Hour Volumes

Project Number: 5657.02

Figure 5b

1049 Eber Boulevard Suite 104 - Melbourne, Florida 32904
 Telephone: 321.499.4679 Fax: 321.499.4680





P.M. Peak Project Trips			
Enter	Exit	Total	
75	44	119	

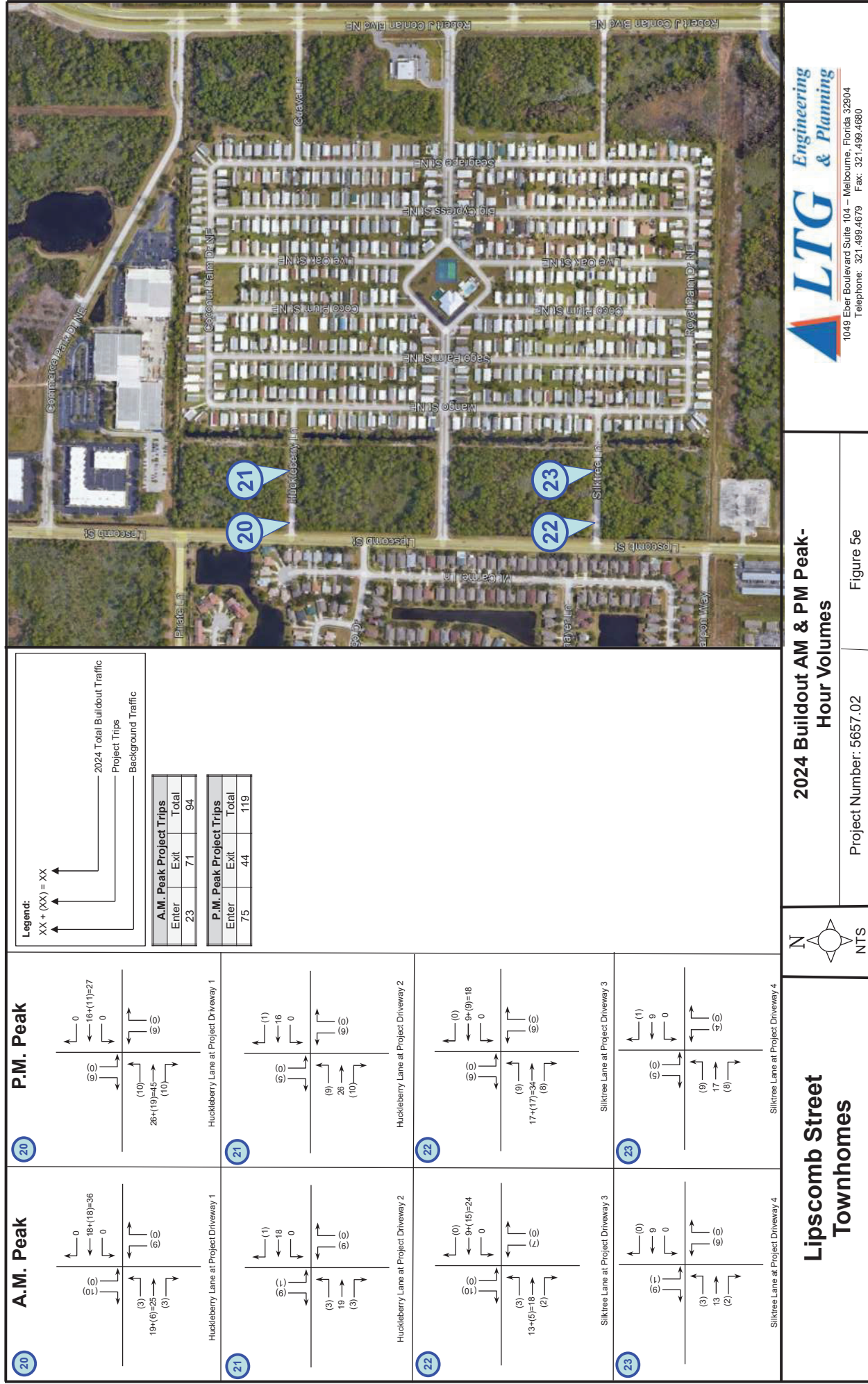


Lipscomb Street Townhomes

2024 Buildout PM Peak-Hour Volumes

Project Number: 5657.02

Figure 5d



2024 Build-Out Unsignalized Intersection Analysis

The unsignalized intersections were analyzed to determine the operational LOS under build-out conditions including the conceptual intersection and roadway segment improvements determined under background conditions. Table 12 shows the projected LOS for the unsignalized intersections at build-out during the a.m. and p.m. peak-hours. The HCS summary sheets are contained in Appendix M.

Table 12
2024 Build-Out A.M. and P.M. Peak-Hour LOS – Unsignalized Intersections
Lipscomb Street Townhomes

Intersection	Adopted LOS	Build-Out Conditions					
		AM Peak-Hour			PM Peak-Hour		
		Critical Approach	Delay	LOS	Critical Approach	Delay	LOS
Lipscomb St at Pirate Lane	D	EB	28.6	D	EB	28.3	D
Lipscomb St at Huckleberry Lane	D	WB	12.7	B	WB	12.9	B
Lipscomb St at Ersoff Blvd	D	WB	14.0	B	WB	13.4	B
Lipscomb St at Silktree Lane	D	WB	14.3	B	WB	14.6	B
Robert J Conian Blvd at Guava Lane	C	EB	14.3	B	EB	14.6	B
Robert J Conian Blvd at Ersoff Blvd	C	EB	13.6	B	EB	13.8	B
Robert J Conian Blvd at Lemon Tree St	C	EB	10.1	B	WB	12.6	B
Robert J Conian Blvd at Commerce Park Dr	C	EB	13.6	B	EB	20.5	C
Lipscomb St at Commerce Park Dr	D	WB	27.3	D	WB	20.1	C
Huckleberry Lane at Project Driveway 1	D	NB	9.0	A	NB	9.2	A
Huckleberry Lane at Project Driveway 2	D	NB	8.9	A	NB	9.0	A
Silktree Lane at Project Driveway 3	D	NB	8.9	A	NB	9.1	A
Silktree Lane at Project Driveway 4	D	NB	8.8	A	NB	8.9	A

As indicated in the table, the unsignalized intersections are anticipated to operate within the adopted level of service.

2024 Build-Out Signalized Intersection Analysis

The signalized intersections were analyzed to determine the operational LOS at the time of build-out in 2024 including the conceptual intersection and roadway segment improvements determined under background conditions. Table 13 depicts the projected LOS for the study intersections under build-out conditions during the a.m. and p.m. peak-hours. The HCS summary sheets are contained in Appendix N.

Table 13
2024 Build-Out A.M. and P.M. Peak-Hour LOS – Signalized Intersections
Lipscomb Street Townhomes

Intersection	Adopted LOS	AM Peak-Hour			PM Peak-Hour		
		Delay (sec.)	LOS	V/C greater than 1.0?	Delay (sec.)	LOS	V/C greater than 1.0?
Lipscomb St at University Blvd	D	18.3	B	No	18.2	B	No
Lipscomb St at Florida Ave	D	7.3	A	No	9.1	A	No
Lipscomb St at Palm Bay Rd	D	32.2	C	No	47.0	D	No
US 1 at University Blvd	D	29.0	C	No	29.1	C	No
Robert J Conian Blvd at US 1	C	11.5	B	No	17.3	B	No
US 1 at Palm Bay Rd	D	18.8	B	No	30.4	C	No
Robert J Conian Blvd at Palm Bay Rd	D	36.2	D	No	28.8	C	No
Palm Bay Road at Babcock Street	D	43.3	D	No	60.0	E	No
Palm Bay Road at Pinewood Drive	D	7.8	A	No	7.4	A	No
Robert J Conian Blvd Blvd at Northview St	C	15.5	B	No	16.5	B	No

As indicated in the table, all signalized intersections are anticipated to operate within the adopted level of service and with v/c ratios less than 1.0. Palm Bay Road at Babcock Street continues to operate outside the adopted LOS during the p.m. peak hour. Due to geometric constraints, no additional improvements are feasible without the acquisition of additional right-of-way. Please note, with the recommended improvements, the intersection is expected to operate with less overall delay than existing conditions and with v/c ratios less than 1.0 during the p.m. peak hour.

Roadway Segment Analysis

The build-out p.m. peak hour two-way level of service for the study area roadway segments are shown in Table 14. As indicated in Table 14, all roadway segments are anticipated to operate within the adopted level of service capacity including the roadway segment improvements determined under background conditions.

Table 14

2024 Build-Out P.M. Peak-Hour Two-Way LOS - Roadway Segments

Lipscomb Street Townhomes

Roadway	Segment	Station ID	Jurisdiction	Classification	No. of Lanes	Adopted LOS	Current MAV ¹	Peak-Hour Two-Way Capacity at Adopted LOS	Existing PM Peak-Hour Two-Way Volume	2024 Background Traffic	Project Distribution	Project Trips	2024 Build-Out Traffic	V/C Ratio	Build-Out PM Volume Exceed Adopted LOS?
Clearmont St ²	Port Malabar Blvd	-	Palm Bay	Urban Minor Arterial	4	C	37900	3411	1120	1,233	4.59%	5	1,238	0.36	No
	Palm Bay Rd	-	Palm Bay	Urban Minor Arterial	4	C	14,500	1,305	906	942	39.46%	47	989	0.76	No
	Tarpon Way	-	Meibourne	Urban Minor Arterial	2	D	14,800	1,332	906	942	58.16%	69	1,011	0.76	No
	Pirate Ln	-	Meibourne	Urban Minor Arterial	2	D	17,700	1,593	1,021	1,062	31.83%	38	1,100	0.69	No
	Commerce Park Dr	-	Meibourne	Urban Minor Arterial	2	D	17,700	1,593	919	956	30.76%	37	993	0.62	No
Robert J Conlan Blvd	Florida Ave	-	Meibourne	Urban Minor Arterial	2	D	14,800	1,332	796	828	25.68%	31	859	0.64	No
	University Blvd	-	Palm Bay	Urban Principal Arterial-Other	4	C	39,800	3,582	1,100	1,259	1.07%	1	1,260	0.35	No
	Commerce Park Dr	562	Palm Bay	Urban Principal Arterial-Other	4	C	39,800	3,582	1,100	1,259	1.07%	1	1,260	0.35	No
	US 1	563	Palm Bay	Urban Principal Arterial-Other	4	C	39,800	3,582	1,072	1,201	1.07%	1	1,202	0.34	No
	Eber Blvd	444	FDOT	Urban Principal Arterial-Other	4	D	41,790	3,761	2,461	2,609	0.57%	1	2,610	0.69	No
Babcock St	Florida Ave	367	FDOT	Urban Principal Arterial-Other	4	D	41,790	3,761	2,540	2,692	9.27%	11	2,703	0.72	No
	University Blvd	445	FDOT	Urban Principal Arterial-Other	4	D	41,790	3,761	2,685	2,846	10.34%	12	2,858	0.76	No
	Babcock St	470 ⁴	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	2,879	3,109	17.06%	20	3,129	0.58	No
	Riviera Dr	480	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	2,853	3,042	26.74%	32	3,074	0.57	No
	Knecht Rd	475	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	2,657	2,842	29.37%	35	2,877	0.53	No
Palm Bay Rd	Lipscomb St	476 ⁴	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	1,507	1,655	5.09%	6	1,661	0.31	No
	Troutman Blvd	471	Brevard County	Urban Principal Arterial-Other	6	D	59,900	5,391	1,824	2,031	5.09%	6	2,037	0.38	No
	Robert J Conlan Blvd	-	Palm Bay	Urban Principal Arterial-Other	6	C	23,300	2,097	1,326	1,406	4.51%	5	1,411	0.67	No
	US 1	-	Meibourne	Urban Minor Arterial	2	D	14,800	1,332	601	625	26.17%	31	656	0.49	No
	Babcock St	-	Meibourne	Urban Minor Arterial	2	D	14,800	1,332	487	506	4.76%	6	512	0.38	No
University Blvd	Babcock St	569	Brevard County	Urban Major Collector	4	E	33800	3042	771	817	0.74%	1	818	0.27	No

Access Analysis

Access to the development is proposed via two full access driveways on Huckleberry Lane and two full access driveways on Silktree Lane. The need for turn lanes was evaluated according to the *National Cooperative Highway Research Program (NCHRP), Report 457*, and FDOT Design Manual Exhibit 21261. The NCHRP reports have been included as Appendix O. The following turn lanes are recommended based on the results of the NCHRP 457 reports and a design speed limit of 45 and 30 miles per hour (MPH):

Lipscomb Street at Huckleberry Lane:

- Southbound left turn lane is warranted. Based on the NCHRP 457, FDOT Design Manual Exhibit 21261, and using a design speed of 45 miles per hour (mph), a 210-foot (1- 5-foot deceleration distance + 25-foot vehicle queue).
- Northbound right turn lane is not warranted.

Lipscomb Street at Silktree Lane:

- southbound left turn lane is not warranted.
- Northbound right turn lane is not warranted.

Huckleberry Lane at Project Driveway 1:

- Eastbound left turn is not warranted.
- Eastbound right turn lane is not warranted.

Huckleberry Lane at Project Driveway 2:

- Eastbound left turn is not warranted.
- Eastbound right turn lane is not warranted.

Silktree Lane at Project Driveway 1:

- Eastbound left turn is not warranted.
- Eastbound right turn lane is not warranted.

Silktree Lane at Project Driveway 2:

- Eastbound left turn is not warranted.
- Eastbound right turn lane is not warranted.

5

CONCLUSIONS

This study was conducted to evaluate the roadway impact for Lipscomb Street Townhomes in the City of Palm Bay. The results of the study are summarized below:

- The development consists of 22- Multifamily townhomes located southeast of Lipscomb Street and Pirate Lane in four sections between Huckleberry Lane, Ersoff Boulevard and Silktree Lane.
- The development is proposed via two full access driveways on Huckleberry Lane and two full access driveways on Silktree Lane. The anticipated buildout year is 2024.

Existing Conditions

- Under existing conditions, all unsignalized intersections are operating within their adopted level of service and with v/c ratios less than 1.0.
- Under existing conditions, all signalized intersections are operating within their adopted level of service and with v/c ratios less than 1.0 except for except for Palm Bay Road at Lipscomb Street, US 1 at Palm Bay Road, and Palm Bay Road at Babcock Street, which is operating outside the adopted LOS or with v/c ratio greater than one during a.m. peak or p.m. peak hour.
- Under existing conditions, all roadway segments are operating within their adopted level of service and with v/c ratios less than 1.0 except for the roadway segment of Lipscomb Street from Palm Bay Road to Tarpon Way and Palm Bay Road from Robert J Conlan Boulevard to US 1.

2024 Background Conditions

- The study area unsignalized intersections are anticipated to operate within the adopted LOS with the exception of Lipscomb Street at Commerce Park Drive during the PM peak hour. Delay at this intersection is due to low side street traffic volumes and high major street volumes; therefore, higher delays are expected on the side street. The following improvement is recommended to allow the intersection to operate within the adopted LOS:

Lipscomb Street at Commerce Park Drive

- Add southbound left turn lane.
- Under background conditions, the study area signalized intersections are anticipated to operate within the adopted LOS and with v/c ratios less than 1.0 with the exception of Palm Bay Road at Lipscomb Street, US 1 at Palm Bay Road, and Palm Bay Road at Babcock Street, which is operating outside the adopted LOS or with v/c ratio greater than one during a.m. peak or p.m. peak hour. The following improvements are recommended to allow the intersections to operate within the adopted LOS and/or with v/c ratios less than 1.0:

Lipscomb Street at Palm Bay Road

- Optimize Splits and Phasing Sequence
- Convert the protected phase for the northbound left and southbound left to the protected/permitted phase.

US 1 at Palm Bay Road

- Add rightturn overlap phase to northbound left phase (PM Only)

Palm Bay Road at Babcock Street

- Add Westbound through lane with receiving lane within the intersection's influence area
 - Add Southbound through lane with receiving lane within the intersection's influence area
 - Add Northbound through lane with receiving lane within the intersection's influence area
 - Add rightturn overlap phase to all approaches
 - Optimize Splits and Phasing Sequence
- Under background conditions, all roadway segments are operating within their adopted level of service and with v/c ratios less than 1.0 except for the roadway segment of Lipscomb Street from Palm Bay Road to Tarpon Way and Palm Bay Road from Robert J Conlan Boulevard to US 1. The following improvements are recommended for the deficient segments:
 - Lipscomb Street from Palm Bay Road to Tarpon Way widen from 2 to 4 lanes
 - Palm Bay Road from Robert J Conlan Boulevard to US 1 widen from 2 to 8 lanes

2024 Build-Out Conditions

- Under buildout conditions, the unsignalized intersections are anticipated to operate within the adopted level of service with the additions of the background conditions recommended intersection.
- Under buildout conditions, all signalized intersections are anticipated to operate within the adopted level of service and with v/c ratios less than 1.0 with the additions of the background improvements conditions for the recommended intersections with the exception of Palm Bay Road at Babcock Street. Due to geometric constraints, no additional improvements are feasible without the acquisition of additional rightofway.
- Under buildout conditions, all roadway segments are anticipated to operate within their adopted level of service capacity with the addition of the background conditions recommended roadway segment improvements.

Access Review

Access to the development is proposed via two full access driveways on Huckleberry Lane and two full access driveways on Silktree Lane. The need for turn lanes were analyzed using NCHRP 457 Report, FDOT Design Manual Exhibit 21261, and a design speed of 30 miles per hour to determine the need of rightturn and leftturn lanes at the project driveways. An eastbound rightturn and leftturn lanes are not warranted at the project driveways on Huckleberry Lane and Silktree Lane. The need for the southbound left turn lane and northbound right turn lane for Lipscomb Street at Huckleberry Lane and Lipscomb Street at Silktree Lane were analyzed using NCHRP 457 Report, FDOT Design Manual Exhibit 21261, and a design speed limit of 45 miles per hour. Based on the results of the NCHRP 457 reports, the following turn lanes are recommended (MPH):

Lipscomb Street at Huckleberry Lane:

- Southbound left turn lane is warranted. Based on the NCHRP 457, FDOT Design Manual Exhibit 21261, and using a design speed of 45 miles per hour (mph), a 210 foot (1- 5 feet deceleration distance + 25 foot vehicle queue).
- Northbound right turn lane is not warranted.

Lipscomb Street at Silktree Lane:

- Southbound left turn lane is not warranted.
- Northbound right turn lane is not warranted.

Based on the results of this study and the recommendations provided above, the project is recommended for approval.

APPENDICES

APPENDIX A
CONCEPTUAL SITE PLAN

APPENDIX B

APPROVED METHODOLOGY

Via Email: (Frank.watanabe@palmbayflorida.org)

Ref: 5657.01

September 20, 2022

Frank Watanabe, City Engineer
The City of Palm Bay
1050 Malabar Road SW
Palm Bay, FL 32907

RE: Lipscomb Street Townhomes - Traffic Impact Study (TIS) Methodology
Palm Bay, Florida

Dear Mr. Watanabe:

LTG, Inc. has been retained by Pulte Home Company, LLC to prepare a Traffic Impact Study for the proposed Lipscomb Street Townhomes Development. The subdivision will consist of 228 Multifamily townhomes. The proposed development is located southeast of Lipscomb Street and Pirate Lane in four sections between Huckleberry Lane, Ersoff Boulevard and Silktree Lane in the City of Palm Bay, Florida. Figure 1 shows the location of the project relative to the surrounding road network. Access to the project will be provided via two full access driveways on Huckleberry Lane and Silktree Lane. The anticipated build-out year for the development is 2024. A preliminary site plan showing the layout of the site is attached as Appendix A.

Analysis Period

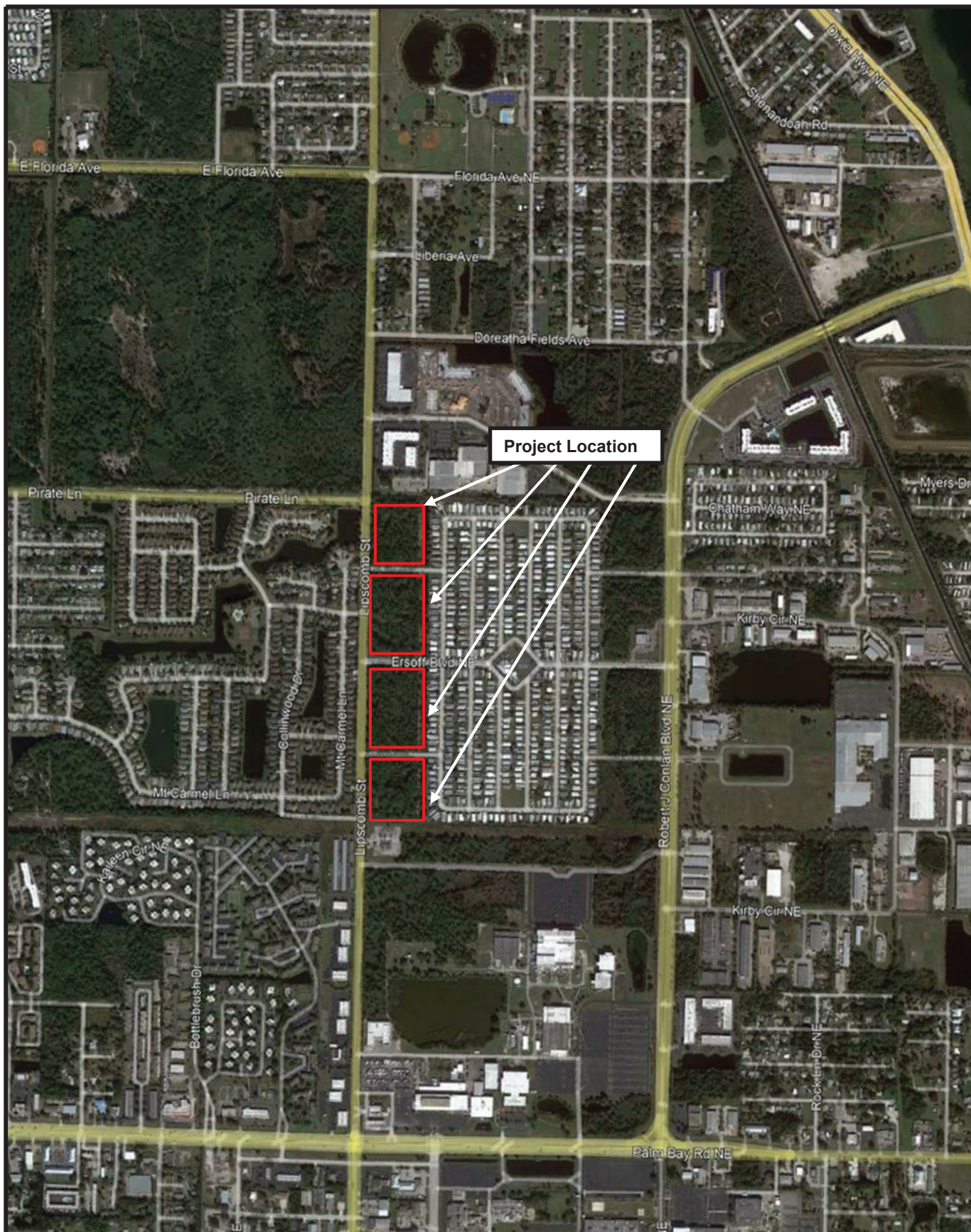
Roadway segments will be analyzed based on P.M. peak hour traffic and intersections will be analyzed for the A.M. and P.M. peak hours. The analysis will be conducted under 2022 existing conditions and 2024 build-out conditions.

Traffic Concurrency Spreadsheet

The analysis will be based on the latest concurrency information as obtained from the Florida Department of Transportation (FDOT), the Space Coast Transportation Planning Organization (SCTPO), the City of Palm Bay, and Brevard County Planning Department.

Trip Distribution

The Central Florida Regional Planning Model (CFRPM), version 7 was used to obtain Trip Distribution. Figure 2 illustrates the project distribution.



**Lipscomb Street
Townhomes**



NTS

Project Location

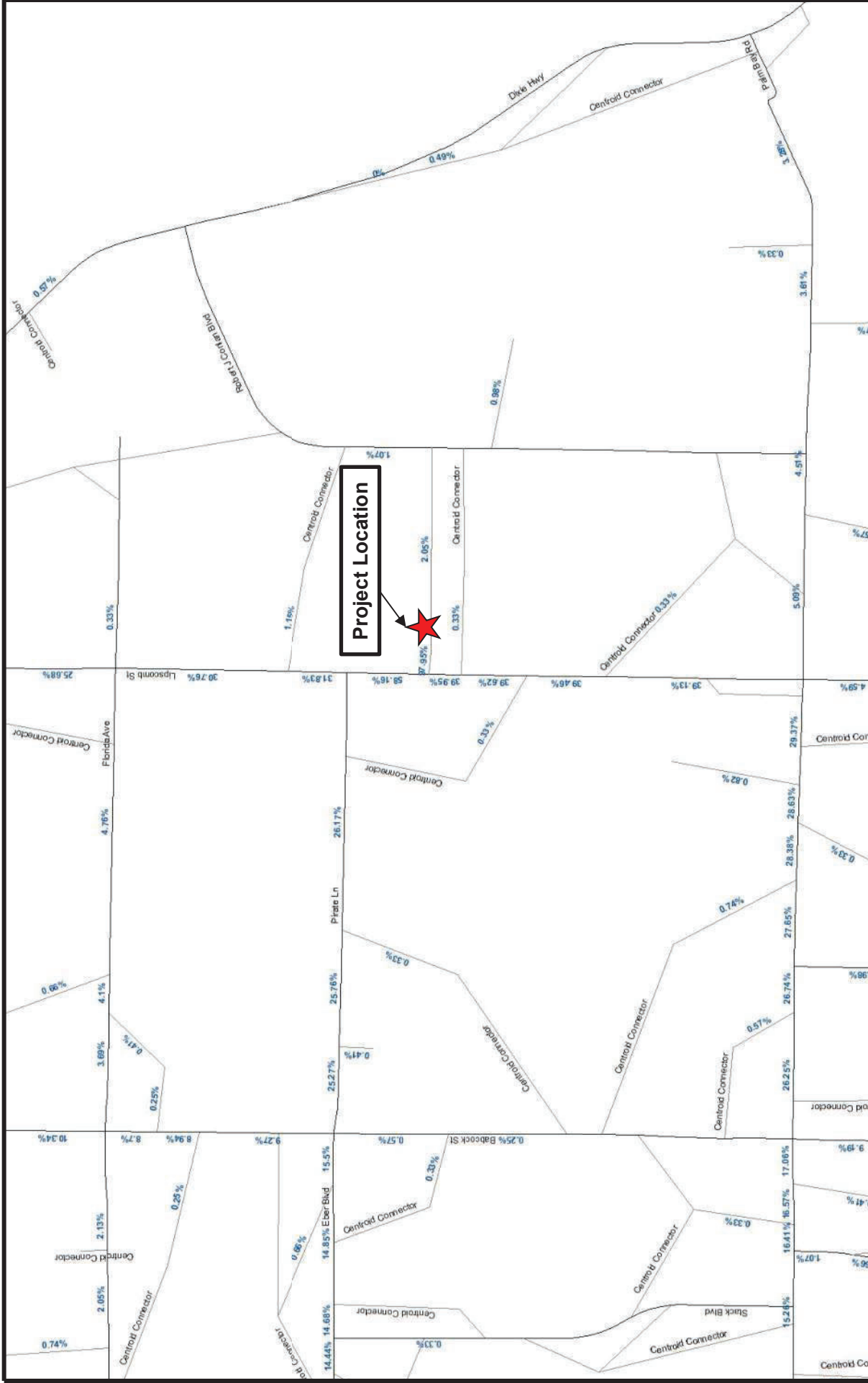
Project No.: 5657.01



Figure: 1



LTG *Engineering
& Planning*

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Telephone: 321.499.4679 Fax: 321.499.4680



<div>Lipscomb Street Townhomes</div>		<div>N</div> <div></div> <div>NTS</div>		<div>Project Distribution</div>		<div></div>	
				<div>Project Number: 5657.01</div>			
				<div>Figure 2</div>			
<div>1049 Eber Boulevard, Melbourne, Florida 32904 Telephone: 321.499.4679 Fax: 321.499.4680</div>							

Trip Generation

The daily, A.M. and P.M. peak hour trip generation for the build-out of the development was determined using the Institute of Transportation Engineers (ITE) 11th edition of the *Trip Generation Manual*. The trip generation for Lipscomb Street Townhomes is summarized in Table 1.

Table 1
Trip Generation
Lipscomb Street Townhomes

Time Period	Land Use	Land Use Code	Trip Rate Equation	Size	Units	Percent Entering	Percent Exiting	Trips Entering	Trips Exiting	Total Trips
Daily	Multi-Family Housing (Low-Rise)	220	$T = 6.41(X) + 75.31$	228	DU	50%	50%	769	769	1,537
Totals:								769	769	1,537
AM Peak-Hour	Multi-Family Housing (Low-Rise)	220	$T = 0.31(X) + 22.85$	228	DU	24%	76%	22	71	94
Totals:								22	71	94
PM Peak-Hour	Multi-Family Housing (Low-Rise)	220	$T = 0.43(X) + 20.55$	228	DU	63%	37%	75	44	119
Totals:								75	44	119

Trip Assignment

Traffic will be assigned to the study area roadways using the peak-hour trip generation and the project trip distribution pattern.

Study Area

The study area selected consists of the following intersections and road segments within a 1.5-mile radius from the project location per City of Palm Bay TIS guidelines:

Intersections:

1. Lipscomb St at University Blvd
2. Lipscomb St at Florida Ave
3. Lipscomb St at Pirate Lane
4. Lipscomb St at Huckleberry Lane
5. Lipscomb St at Ersoff Blvd
6. Lipscomb St at Silktree Lane
7. Lipscomb St at Palm Bay Rd
8. Robert J Conlan Blvd at US 1
9. Robert J Conlan Blvd at Guava Lane
10. Robert J Conlan Blvd at Lemon Tree St
11. Robert J Conlan Blvd at Ersoff Blvd
12. Robert J Conlan Blvd at Palm Bay Rd
13. US 1 at University Blvd
14. US 1 at Palm Bay Rd
15. Palm Bay Rd at Babcock St.
16. Palm Bay Rd at Pinewood Dr.
17. RJ Conlan Blvd at Commerce Park Dr.
18. Commerce Park Dr. at Lipscomb St.
19. RJ Conlan Blvd at Northshore St.
20. Project Site Access

Roadway Segments:

- Lipscomb Street from Palm Bay Rd to University Boulevard
- Clearmont Street from Port Malabar Boulevard to Palm Bay Road
- Robert J Conlan Boulevard from Palm Bay Road to US 1
- Babcock Street from Palm Bay to University Boulevard
- Palm Bay from Riviera Drive to US 1
- Pirate Lane from Babcock Street to Lipscomb Street
- Florida Avenue from Babcock Street to Lipscomb Street
- University Avenue from Babcock Street to Lipscomb Street

Traffic Count Procedures

Manual turning movement counts will be conducted on a Tuesday, Wednesday or Thursday during a.m. and p.m. peak hours at each study intersection. The existing traffic counts will be adjusted by the **2019** FDOT Seasonal Factor (SF) specified for the week data is collected.

Build-Out Traffic

The build-out traffic will be developed by the sum of the background traffic derived from growth rates plus vested trips and the estimated project traffic. Growth rates for each study area roadway segment will be determined by historic growth trends calculated based upon five years of historic count data. Minimum annual growth rate of two percent shall be used unless otherwise documented. In no case shall a negative growth rate be used. LTG will coordinate with the City of Palm Bay to determine the approved developments within the study area for vested trip data. All improvements funded for construction within the first three years of the five-year work program will be considered in the analysis. The following developments will be included as vested:

- Woodlake Apartment.
- Westshore Apartment

Segment Analysis – Existing and Build-Out Conditions

If the future projected p.m. peak-hour volume is expected to exceed the maximum service volume of a roadway segment, an additional transportation analysis may be conducted (requires client authorization) to determine the service volume specific to that segment. The procedures documented in the latest version of the FDOT *Quality/Level of Service Handbook* will be used to determine specific capacity, if default capacities are exceeded and if detailed, site-specific capacity analysis has the potential to yield a higher capacity calculation.

Intersection Analysis – A.M. and P.M. Peak-Hour (Existing and Build-Out Conditions)

The operating conditions for both the existing and future conditions at the unsignalized intersections will be analyzed using the *Highway Capacity Software 7, Version 7.9.5* (HCS). HCS utilizes the procedures outlined in Chapter 20 of the *Highway Capacity Manual, 6th Edition*, titled “Two-Way Stop Control Intersections”.

The operating conditions for both the existing and future conditions at the signalized intersections will be evaluated using the *Highway Capacity Software 7, Version 7.9.5* (HCS). This software utilizes the methodology outlined in Chapter 19 of the *Highway Capacity Manual, 6th Edition*, titled “Signalized Intersections”.

Improvements

If warranted, appropriate roadway and intersection improvements will be identified. Conditions for each analysis phase will be analyzed for improvements that are required for mitigation.

Site Access

Site access needs will be addressed including review access management as it pertains to the proposed site driveway. The need for auxiliary lanes will be assessed using the methodology provided by NCHRP Report 457, HCS, and the latest version of the FDOT Design Standards.

Please review and advise if the City of Palm Bay is in agreement with this proposed methodology or provide comments relating to preferred revisions. If you have any questions, please contact me at 321.499.4679.

Sincerely,

LTG, INC.

Josh Black
Project Coordinator

Attachments:

Appendix A - Preliminary Site Plan

APPENDIX A

Preliminary Site Plan

APPENDIX C
RAW TURNING MOVEMENT COUNTS
&
FDOT SEASONAL FACTOR

Brevard County, Fl

File Name : 01 Lipscomb at University

Site Code : 00000001

Start Date : 5/18/2022

Page No : 1

Groups Printed- Automobiles - Commercial																								
	Lipscomb St Southbound						University Blvd Westbound						Lipscomb St Northbound						University Blvd Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total							
07:00 AM	8	6	11	25	11	25	11	47	18	21	11	50	6	21	11	38	160							
07:15 AM	11	4	17	32	16	43	19	78	11	20	19	50	4	24	13	41	201							
07:30 AM	17	8	17	42	17	35	21	73	16	22	21	59	8	19	12	39	213							
07:45 AM	17	11	18	46	18	43	19	80	17	19	35	71	4	26	18	48	245							
Total	53	29	63	145	62	146	70	278	62	82	86	230	22	90	54	166	819							
08:00 AM	19	16	20	55	20	36	22	78	19	17	14	50	9	19	32	60	243							
08:15 AM	16	15	21	52	21	35	19	75	19	26	17	62	11	19	27	57	246							
08:30 AM	11	13	18	42	18	44	13	75	13	23	13	49	15	23	33	71	237							
08:45 AM	13	11	17	41	13	34	12	59	16	16	13	45	12	17	30	59	204							
Total	59	55	76	190	72	149	66	287	67	82	57	206	47	78	122	247	930							
04:00 PM	6	22	9	37	11	22	8	41	19	26	21	66	11	29	23	63	207							
04:15 PM	5	23	9	37	19	18	4	41	21	28	20	69	17	31	24	72	219							
04:30 PM	8	24	11	43	21	17	9	47	17	35	24	76	17	22	26	65	231							
04:45 PM	8	23	13	44	22	36	5	63	19	31	16	66	20	42	35	97	270							
Total	27	92	42	161	73	93	26	192	76	120	81	277	65	124	108	297	927							
05:00 PM	10	24	8	42	22	41	4	67	19	26	25	70	19	36	24	79	258							
05:15 PM	7	27	14	48	28	36	5	69	21	21	20	62	16	52	35	103	282							
05:30 PM	8	26	11	45	29	44	4	77	18	14	22	54	11	45	26	82	258							
05:45 PM	7	31	13	51	14	28	6	48	16	11	18	45	13	30	23	66	210							
Total	32	108	46	186	93	149	19	261	74	72	85	231	59	163	108	330	1008							
Grand Total	171	284	227	682	300	537	181	1018	279	356	309	944	193	455	392	1040	3684							
Approch %	25.1	41.6	33.3		29.5	52.8	17.8		29.6	37.7	32.7		18.6	43.8	37.7									
Total %	4.6	7.7	6.2	18.5	8.1	14.6	4.9	27.6	7.6	9.7	8.4	25.6	5.2	12.4	10.6	28.2								
Automobiles	166	284	223	673	297	512	178	987	277	349	302	928	186	433	384	1003	3591							
% Automobiles	97.1	100	98.2	98.7	99	95.3	98.3	97	99.3	98	97.7	98.3	96.4	95.2	98	96.4	97.5							
Commercial	5	0	4	9	3	25	3	31	2	7	7	16	7	22	8	37	93							
% Commercial	2.9	0	1.8	1.3	1	4.7	1.7	3	0.7	2	2.3	1.7	3.6	4.8	2	3.6	2.5							

Brevard County, FL

File Name : 01 Lipscomb at University

Site Code : 00000001

Start Date : 5/18/2022

Page No : 2

Start Time	Lipscomb St Southbound				University Blvd Westbound				Lipscomb St Northbound				University Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	17	11	18	46	18	43	19	80	17	19	35	71	4	26	18	48	
08:00 AM	19	16	20	55	20	36	22	78	19	17	14	50	9	19	32	60	
08:15 AM	16	15	21	52	21	35	19	75	19	26	17	62	11	19	27	57	
08:30 AM	11	13	18	42	18	44	13	75	13	23	13	49	15	23	33	71	
Total Volume	63	55	77	195	77	158	73	308	68	85	79	232	39	87	110	236	
% App. Total	32.3	28.2	39.5		25	51.3	23.7		29.3	36.6	34.1		16.5	36.9	46.6		
PHF	.829	.859	.917	.886	.917	.898	.830	.963	.895	.817	.564	.817	.650	.837	.833	.831	
Automobiles	62	55	76	193	76	150	72	298	67	83	76	226	36	83	107	226	
% Automobiles	98.4	100	98.7	99.0	98.7	94.9	98.6	96.8	98.5	97.6	96.2	97.4	92.3	95.4	97.3	95.8	
Commercial	1	0	1	2	1	8	1	10	1	2	3	6	3	4	3	10	
% Commercial	1.6	0	1.3	1.0	1.3	5.1	1.4	3.2	1.5	2.4	3.8	2.6	7.7	4.6	2.7	4.2	

Brevard County, Fl

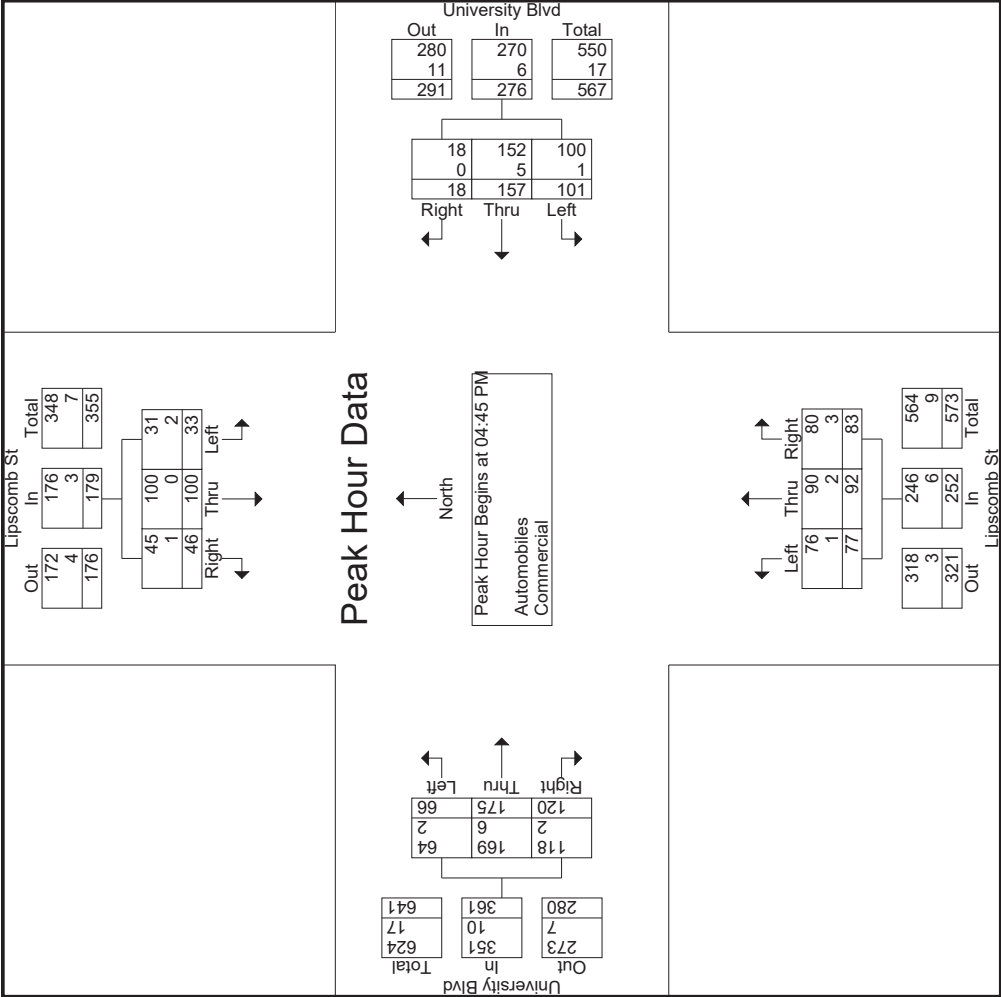
File Name : 01 Lipscomb at University
Site Code : 0000001
Start Date : 5/18/2022
Page No : 4

Start Time	Lipscomb St Southbound				University Blvd Westbound				Lipscomb St Northbound				University Blvd Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis	From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:45 PM																
04:45 PM	8	23	13	44	22	36	5	63	19	31	16	66	20	42	35	97
05:00 PM	10	24	8	42	22	41	4	67	19	26	25	70	19	36	24	79
05:15 PM	7	27	14	48	28	36	5	69	21	21	20	62	16	52	35	103
05:30 PM	8	26	11	45	29	44	4	77	18	14	22	54	11	45	26	82
Total Volume	33	100	46	179	101	157	18	276	77	92	83	252	66	175	120	361
% App. Total	18.4	55.9	25.7		36.6	56.9	6.5		30.6	36.5	32.9		18.3	48.5	33.2	
PHF	.825	.926	.821	.932	.871	.892	.900	.896	.917	.742	.830	.900	.825	.841	.857	.876
Automobiles	31	100	45	176	100	152	18	270	76	90	80	246	64	169	118	351
% Automobiles	93.9	100	97.8	98.3	99.0	96.8	100	97.8	98.7	97.8	96.4	97.6	97.0	96.6	98.3	97.2
Commercial	2	0	1	3	1	5	0	6	1	2	3	6	2	6	2	10
% Commercial	6.1	0	2.2	1.7	1.0	3.2	0	2.2	1.3	2.2	3.6	2.4	3.0	3.4	1.7	2.8

DE TRAFFIC

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(386) 341-4186
Lipscomb St at University Blvd
Brevard County, FL

File Name : 01 Lipscomb at University
Site Code : 00000001
Start Date : 5/18/2022
Page No : 5



DE TRAFFIC

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(386) 341-4186
Lipscomb St at University Blvd
Brevard County, FL

File Name : 01 Lipscomb at University
Site Code : 00000001
Start Date : 5/18/2022
Page No : 6

Groups Printed- Peds

	Lipscomb St Southbound					University Blvd Westbound					Lipscomb St Northbound					University Blvd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	3
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	3
Grand Total	0	0	0	2	2	0	0	0	2	2	0	0	0	2	2	0	0	0	2	2	8
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	25	25	0	0	0	25	25	0	0	0	25	25	0	0	0	25	25	

DE TRAFFIC

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(386) 341-4186
Lipscomb St at Florida Ave
Brevard County, FL

File Name : 02 Lips at Florida
Site Code : 00000002
Start Date : 5/18/2022
Page No : 1

Groups Printed- Automobiles - Commercial																				
Lipscomb St Southbound					Florida Ave Westbound					Lipscomb St Northbound					Florida Ave Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
07:00 AM	3	23	12	38	8	10	6	24	19	36	10	65	10	4	11	25	152			
07:15 AM	5	29	21	55	10	12	4	26	21	42	10	73	8	4	18	30	184			
07:30 AM	2	42	16	60	9	14	5	28	20	63	10	93	8	6	21	35	216			
07:45 AM	3	45	34	82	8	18	4	30	18	55	7	80	8	4	35	47	239			
Total	13	139	83	235	35	54	19	108	78	196	37	311	34	18	85	137	791			
08:00 AM	4	43	43	90	7	12	5	24	24	64	8	96	12	13	42	67	277			
08:15 AM	7	25	35	67	8	15	5	28	19	54	13	86	13	13	36	62	243			
08:30 AM	5	36	26	67	7	17	10	34	16	54	15	85	18	11	27	56	242			
08:45 AM	2	42	16	60	10	13	8	31	11	44	10	65	14	11	34	59	215			
Total	18	146	120	284	32	57	28	117	70	216	46	332	57	48	139	244	977			
04:00 PM	9	62	17	88	13	14	9	36	19	53	15	87	6	13	19	38	249			
04:15 PM	12	76	19	107	22	20	12	54	24	61	15	100	12	21	24	57	318			
04:30 PM	16	96	21	133	25	19	16	60	34	42	21	97	17	20	19	56	346			
04:45 PM	10	75	19	104	22	20	9	51	18	52	19	89	18	19	21	58	302			
Total	47	309	76	432	82	73	46	201	95	208	70	373	53	73	83	209	1215			
05:00 PM	14	83	18	115	22	19	8	49	32	73	23	128	17	18	18	53	345			
05:15 PM	10	78	24	112	21	14	10	45	28	44	23	95	18	19	18	55	307			
05:30 PM	8	69	20	97	25	13	9	47	41	37	20	98	9	18	23	50	292			
05:45 PM	8	71	16	95	20	14	8	42	36	43	12	91	21	12	24	57	285			
Total	40	301	78	419	88	60	35	183	137	197	78	412	65	67	83	215	1229			
Grand Total	118	895	357	1370	237	244	128	609	380	817	231	1428	209	206	390	805	4212			
Approch %	8.6	65.3	26.1		38.9	40.1	21		26.6	57.2	16.2		26	25.6	48.4					
Total %	2.8	21.2	8.5	32.5	5.6	5.8	3	14.5	9	19.4	5.5	33.9	5	4.9	9.3	19.1				
Automobiles	107	875	344	1326	206	217	121	544	377	797	192	1366	201	185	379	765	4001			
% Automobiles	90.7	97.8	96.4	96.8	86.9	88.9	94.5	89.3	99.2	97.6	83.1	95.7	96.2	89.8	97.2	95	95			
Commercial	11	20	13	44	31	27	7	65	3	20	39	62	8	21	11	40	211			
% Commercial	9.3	2.2	3.6	3.2	13.1	11.1	5.5	10.7	0.8	2.4	16.9	4.3	3.8	10.2	2.8	5	5			

Brevard County, FL

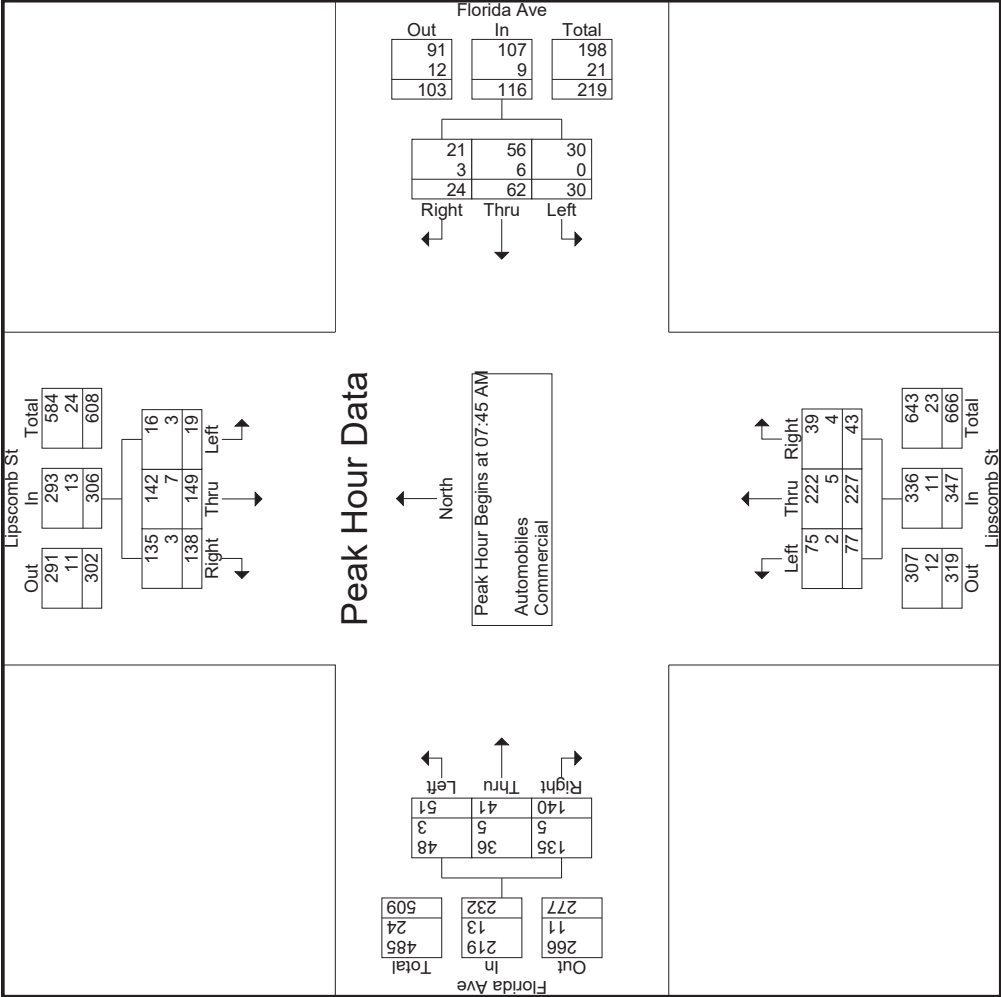
File Name : 02 Lips at Florida

Site Code : 00000002

Start Date : 5/18/2022

Page No : 2

Start Time	Lipscomb St Southbound				Florida Ave Westbound				Lipscomb St Northbound				Florida Ave Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:45 AM																
07:45 AM	3	45	34	82	8	18	4	30	18	55	7	80	8	4	35	47
08:00 AM	4	43	43	90	7	12	5	24	24	64	8	96	12	13	42	67
08:15 AM	7	25	35	67	8	15	5	28	19	54	13	86	13	13	36	62
08:30 AM	5	36	26	67	7	17	10	34	16	54	15	85	18	11	27	56
Total Volume	19	149	138	306	30	62	24	116	77	227	43	347	51	41	140	232
% App. Total	6.2	48.7	45.1		25.9	53.4	20.7		22.2	65.4	12.4		22	17.7	60.3	
PHF	.679	.828	.802	.850	.938	.861	.600	.853	.802	.887	.717	.904	.708	.788	.833	.866
Automobiles	16	142	135	293	30	56	21	107	75	222	39	336	48	36	135	219
% Automobiles	84.2	95.3	97.8	95.8	100	90.3	87.5	92.2	97.4	97.8	90.7	96.8	94.1	87.8	96.4	94.4
Commercial	3	7	3	13	0	6	3	9	2	5	4	11	3	5	5	13
% Commercial	15.8	4.7	2.2	4.2	0	9.7	12.5	7.8	2.6	2.2	9.3	3.2	5.9	12.2	3.6	5.6



Lipscomb St

Out

In

Total

307

336

643

12

11

23

319

347

666

75

222

39

2

5

4

77

227

43

Left

Thru

Right

←

↓

↓

Peak Hour Begins at 07:45 AM

Automobiles

Commercial

North

Peak Hour Data

Brevard County, FL

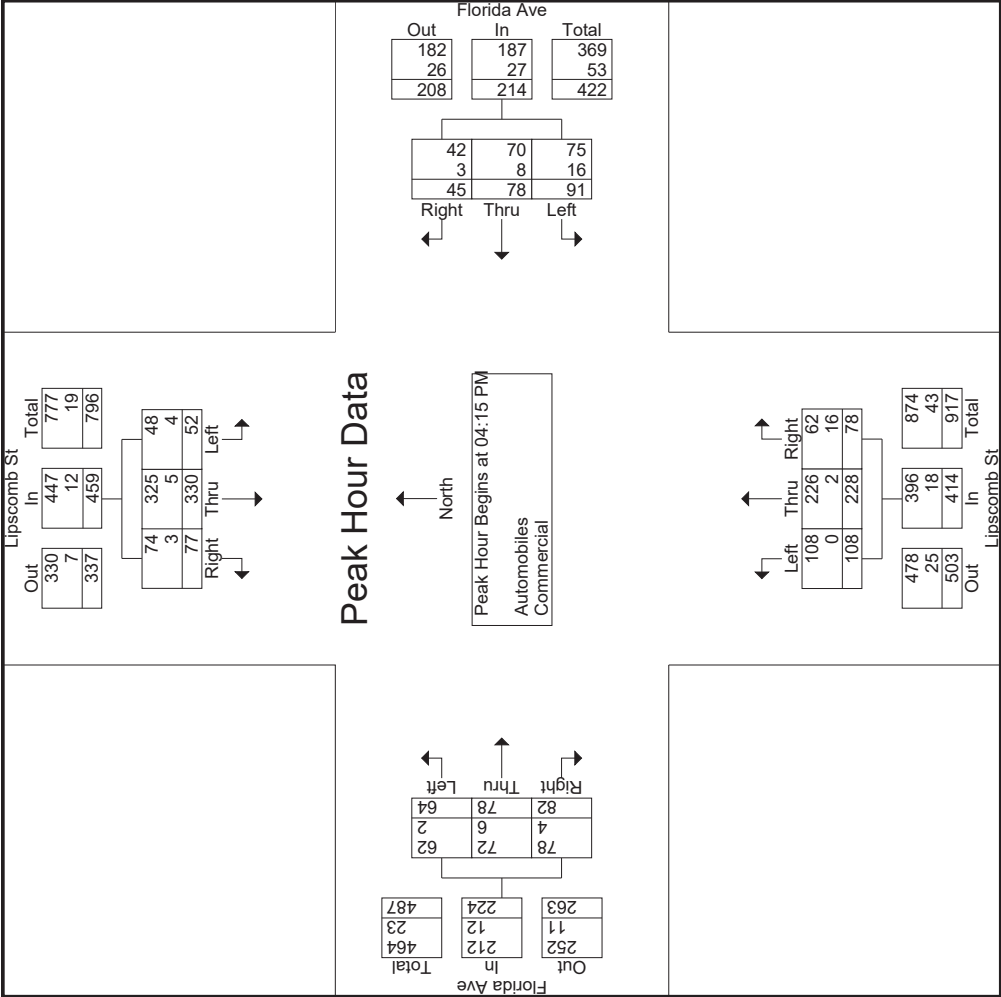
File Name : 02 Lips at Florida

Site Code : 00000002

Start Date : 5/18/2022

Page No : 4

Start Time	Lipscomb St Southbound				Florida Ave Westbound				Lipscomb St Northbound				Florida Ave Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis	From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:15 PM																
04:15 PM	12	76	19	107	22	20	12	54	24	61	15	100	12	21	24	57
04:30 PM	16	96	21	133	25	19	16	60	34	42	21	97	17	20	19	56
04:45 PM	10	75	19	104	22	20	9	51	18	52	19	89	18	19	21	58
05:00 PM	14	83	18	115	22	19	8	49	32	73	23	128	17	18	18	53
Total Volume	52	330	77	459	91	78	45	214	108	228	78	414	64	78	82	224
% App. Total	11.3	71.9	16.8		42.5	36.4	21		26.1	55.1	18.8		28.6	34.8	36.6	
PHF	.813	.859	.917	.863	.910	.975	.703	.892	.794	.781	.848	.809	.889	.929	.854	.966
Automobiles	48	325	74	447	75	70	42	187	108	226	62	396	62	72	78	212
% Automobiles	92.3	98.5	96.1	97.4	82.4	89.7	93.3	87.4	100	99.1	79.5	95.7	96.9	92.3	95.1	94.6
Commercial	4	5	3	12	16	8	3	27	0	2	16	18	2	6	4	12
% Commercial	7.7	1.5	3.9	2.6	17.6	10.3	6.7	12.6	0	0.9	20.5	4.3	3.1	7.7	4.9	5.4



DE TRAFFIC

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(386) 341-4186
Lipscomb St at Florida Ave
Brevard County, FL

File Name : 02 Lips at Florida
Site Code : 00000002
Start Date : 5/18/2022
Page No : 6

Groups Printed- Peds

	Lipscomb St Southbound				Florida Ave Westbound				Lipscomb St Northbound				Florida Ave Eastbound			
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	2
Total	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	2
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1
Grand Total	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	4
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0	0	
Total %	0	0	0	50	50	0	0	0	50	50	0	0	0	0	0	

DE TRAFFIC

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(386) 341-4186
Lipscomb St at Pirate Ln
Brevard County, FL

File Name : 03 Pirate at Lipscomb
Site Code : 00000003
Start Date : 5/18/2022
Page No : 1

Groups Printed- Automobiles - Commercial

	Lipscomb St Southbound						N/A Westbound						Lipscomb St Northbound						Pirate Ln Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total							
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0									
07:00 AM	0	29	19	48	0	0	0	0	12	44	0	56	20	0	21	41	145							
07:15 AM	0	38	24	62	0	0	0	0	21	63	0	84	24	0	34	58	204							
07:30 AM	0	45	29	74	0	0	0	0	35	55	0	90	36	0	41	77	241							
07:45 AM	0	52	35	87	0	0	0	0	41	77	0	118	43	0	36	79	284							
Total	0	164	107	271	0	0	0	0	109	239	0	348	123	0	132	255	874							
08:00 AM	0	48	43	91	0	0	0	0	34	60	0	94	35	0	42	77	262							
08:15 AM	0	45	36	81	0	0	0	0	27	65	0	92	21	0	52	73	246							
08:30 AM	0	43	26	69	0	0	0	0	19	74	0	93	28	0	36	64	226							
08:45 AM	0	45	35	80	0	0	0	0	24	59	0	83	22	0	27	49	212							
Total	0	181	140	321	0	0	0	0	104	258	0	362	106	0	157	263	946							
04:00 PM	0	43	95	138	0	0	0	0	21	72	0	93	19	0	16	35	266							
04:15 PM	0	61	74	135	0	0	0	0	19	92	0	111	34	0	18	52	298							
04:30 PM	0	73	86	159	0	0	0	0	24	88	0	112	14	0	35	49	320							
04:45 PM	0	64	75	139	0	0	0	0	20	81	0	101	29	0	20	49	289							
Total	0	241	330	571	0	0	0	0	84	333	0	417	96	0	89	185	1173							
05:00 PM	0	42	85	127	0	0	0	0	26	98	0	124	25	0	17	42	293							
05:15 PM	0	53	75	128	0	0	0	0	24	73	0	97	29	0	18	47	272							
05:30 PM	0	43	64	107	0	0	0	0	35	64	0	99	22	0	21	43	249							
05:45 PM	0	64	84	148	0	0	0	0	26	47	0	73	17	0	16	33	254							
Total	0	202	308	510	0	0	0	0	111	282	0	393	93	0	72	165	1068							
Grand Total	0	788	885	1673	0	0	0	0	408	1112	0	1520	418	0	450	868	4061							
Apprch %	0	47.1	52.9		0	0	0		26.8	73.2	0		48.2	0	51.8									
Total %	0	19.4	21.8	41.2	0	0	0	0	10	27.4	0	37.4	10.3	0	11.1	21.4								
Automobiles	0	760	876	1636	0	0	0	0	399	1066	0	1465	404	0	436	840	3941							
% Automobiles	0	96.4	99	97.8	0	0	0	0	97.8	95.9	0	96.4	96.7	0	96.9	96.8	97							
Commercial	0	28	9	37	0	0	0	0	9	46	0	55	14	0	14	28	120							
% Commercial	0	3.6	1	2.2	0	0	0	0	2.2	4.1	0	3.6	3.3	0	3.1	3.2	3							

DE TRAFFIC

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(386) 341-4186

Lipscomb St at Commerce Park Dr

Brevard County, FL

File Name : lipscomb at commerce

Site Code : 00000001

Start Date : 8/31/2022

Page No : 1

Groups Printed- Automobiles - Commercial																
Commerce Park Dr							Lipscomb St							N/A		
Westbound							Northbound							Eastbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
07:00 AM	19	50	0	69	13	0	0	71	24	95	0	0	0	0	188	
07:15 AM	17	63	0	80	18	0	9	82	24	106	0	0	0	0	213	
07:30 AM	18	68	0	86	18	0	8	80	26	106	0	0	0	0	218	
07:45 AM	19	77	0	96	18	0	16	98	32	130	0	0	0	0	260	
Total	73	258	0	331	67	0	44	331	106	437	0	0	0	0	879	
08:00 AM	25	66	0	91	20	0	11	87	25	112	0	0	0	0	234	
08:15 AM	19	48	0	67	22	0	8	77	29	106	0	0	0	0	203	
08:30 AM	18	57	0	75	18	0	7	68	38	106	0	0	0	0	206	
08:45 AM	11	44	0	55	17	0	9	26	27	53	0	0	0	0	134	
Total	73	215	0	288	77	0	35	258	119	377	0	0	0	0	777	
04:00 PM	5	68	0	73	23	0	10	84	16	100	0	0	0	0	206	
04:15 PM	8	64	0	72	9	0	8	82	11	93	0	0	0	0	182	
04:30 PM	7	80	0	87	36	0	17	67	15	82	0	0	0	0	222	
04:45 PM	9	76	0	85	29	0	14	85	13	98	0	0	0	0	226	
Total	29	288	0	317	97	0	49	318	55	373	0	0	0	0	836	
05:00 PM	16	59	0	75	64	0	28	80	15	95	0	0	0	0	262	
05:15 PM	13	77	0	90	34	0	24	77	9	86	0	0	0	0	234	
05:30 PM	10	73	0	83	32	0	13	57	12	69	0	0	0	0	197	
05:45 PM	6	63	0	69	27	0	10	79	15	94	0	0	0	0	200	
Total	45	272	0	317	157	0	75	293	51	344	0	0	0	0	893	
Grand Total	220	1033	0	1253	398	0	203	1200	331	1531	0	0	0	0	3385	
Approch %	17.6	82.4	0		66.2	0	33.8	0	78.4	21.6	0	0	0	0		
Total %	6.5	30.5	0	37	11.8	0	6	0	35.5	9.8	0	0	0	0		
Automobiles	216	994	0	1210	394	0	202	1156	326	1482	0	0	0	0	3288	
% Automobiles	98.2	96.2	0	96.6	99	0	99.5	96.3	98.5	96.8	0	0	0	0	97.1	
Commercial	4	39	0	43	4	0	1	44	5	49	0	0	0	0	97	
% Commercial	1.8	3.8	0	3.4	1	0	0.5	3.7	1.5	3.2	0	0	0	0	2.9	

(386) 341-4186

Lipscomb St at Commerce Park Dr

Brevard County, Fl

File Name : lipscomb at commerce

Site Code : 00000001

Start Date : 8/31/2022

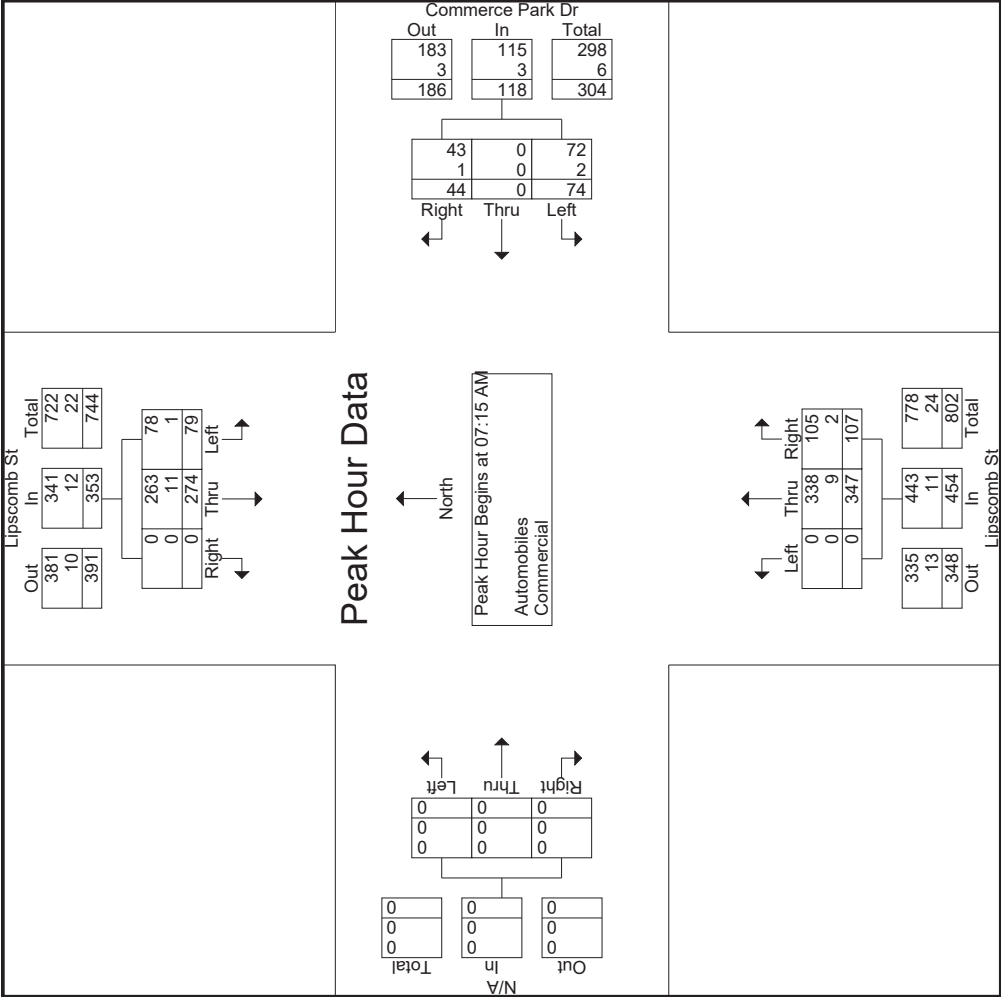
Page No : 2

Start Time	Lipscomb St Southbound			Commerce Park Dr Westbound			Lipscomb St Northbound			N/A Eastbound			Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:15 AM															
07:15 AM	17	63	0	80	18	0	9	27	0	82	24	106	0	0	213
07:30 AM	18	68	0	86	18	0	8	26	0	80	26	106	0	0	218
07:45 AM	19	77	0	96	18	0	16	34	0	98	32	130	0	0	260
08:00 AM	25	66	0	91	20	0	11	31	0	87	25	112	0	0	234
Total Volume	79	274	0	353	74	0	44	118	0	347	107	454	0	0	925
% App. Total	22.4	77.6	0		62.7	0	37.3		0	76.4	23.6		0	0	
PHF	.790	.890	.000	.919	.925	.000	.688	.868	.000	.885	.836	.873	.000	.000	.889
Automobiles	78	263	0	341	72	0	43	115	0	338	105	443	0	0	899
% Automobiles	98.7	96.0	0	96.6	97.3	0	97.7	97.5	0	97.4	98.1	97.6	0	0	97.2
Commercial	1	11	0	12	2	0	1	3	0	9	2	11	0	0	26
% Commercial	1.3	4.0	0	3.4	2.7	0	2.3	2.5	0	2.6	1.9	2.4	0	0	2.8

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Lipscomb St at Commerce Park Dr
Brevard County, FL

File Name : lipscomb at commerce
Site Code : 00000001
Start Date : 8/31/2022
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Brevard County, FL

File Name : lipscomb at commerce
Site Code : 0000001
Start Date : 8/31/2022
Page No : 4

Start Time	Lipscomb St Southbound				Commerce Park Dr Westbound				Lipscomb St Northbound				N/A Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:30 PM																
04:30 PM	7	80	0	87	36	0	17	53	0	67	15	82	0	0	0	0
04:45 PM	9	76	0	85	29	0	14	43	0	85	13	98	0	0	0	0
05:00 PM	16	59	0	75	64	0	28	92	0	80	15	95	0	0	0	0
05:15 PM	13	77	0	90	34	0	24	58	0	77	9	86	0	0	0	0
Total Volume	45	292	0	337	163	0	83	246	0	309	52	361	0	0	0	0
% App. Total	13.4	86.6	0		66.3	0	33.7		0	85.6	14.4		0	0	0	
PHF	.703	.913	.000	.936	.637	.000	.741	.668	.000	.909	.867	.921	.000	.000	.000	.901
Automobiles	43	279	0	322	162	0	83	245	0	296	52	348	0	0	0	915
% Automobiles	95.6	95.5	0	95.5	99.4	0	100	99.6	0	95.8	100	96.4	0	0	0	96.9
Commercial	2	13	0	15	1	0	0	1	0	13	0	13	0	0	0	29
% Commercial	4.4	4.5	0	4.5	0.6	0	0	0.4	0	4.2	0	3.6	0	0	0	3.1

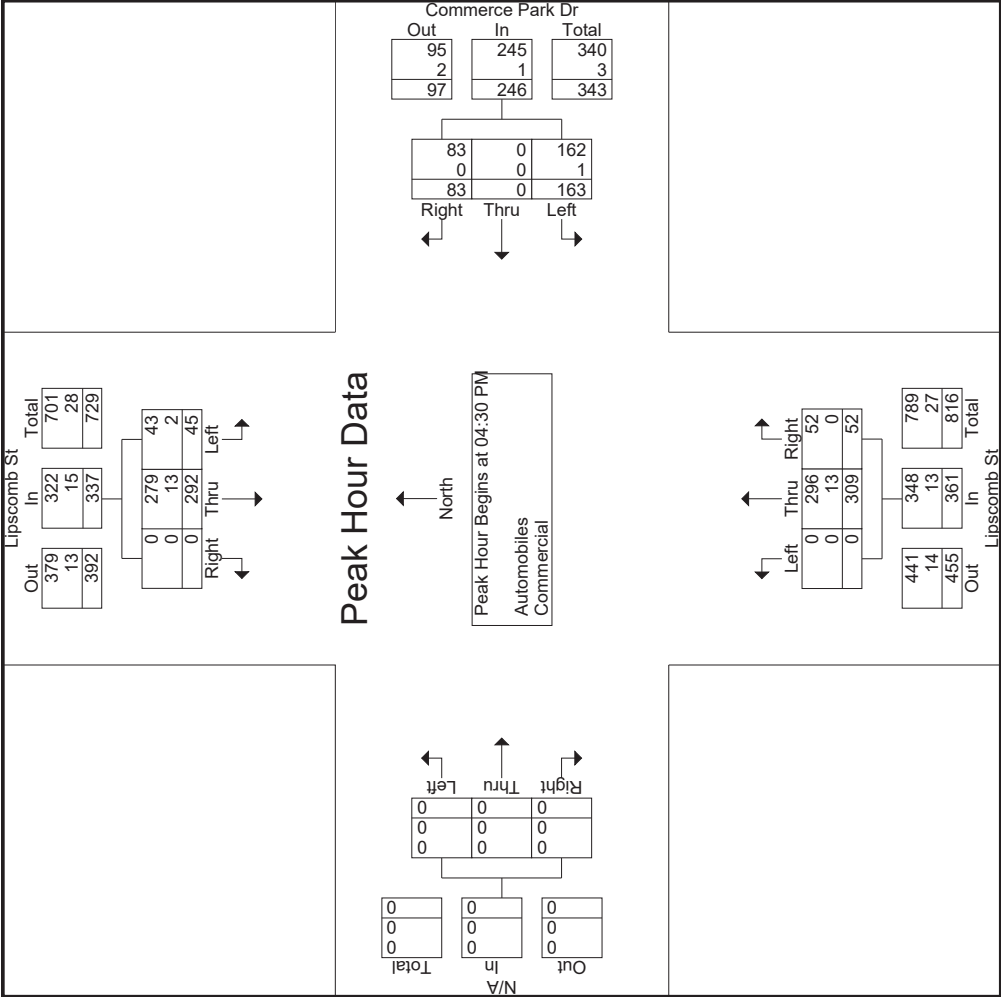
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Lipscomb St at Commerce Park Dr
Brevard County, FL

File Name : lipscomb at commerce
Site Code : 00000001
Start Date : 8/31/2022
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[illegible]

Brevard County, FL

File Name : 03 Pirate at Lipscomb

Site Code : 00000003

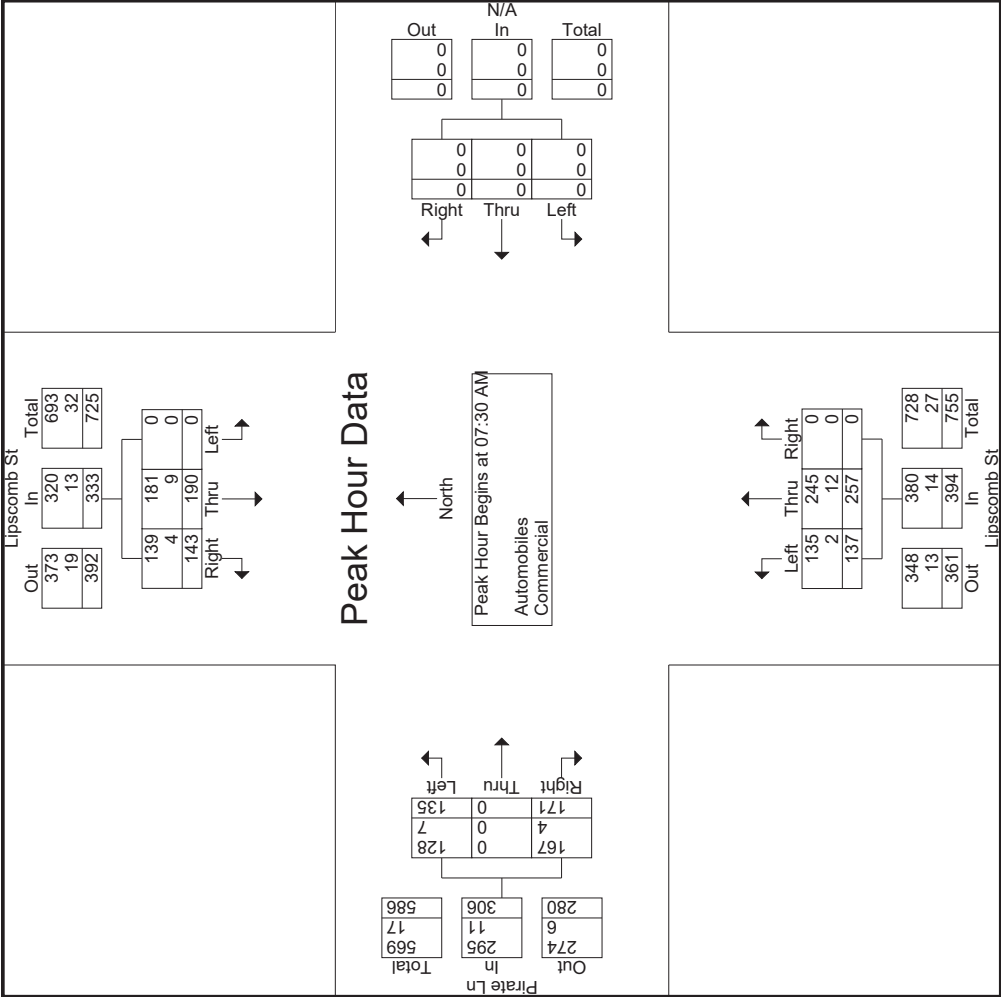
Start Date : 5/18/2022

Page No : 2

Start Time	Lipscomb St Southbound				N/A Westbound				Lipscomb St Northbound				Pirate Ln Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	45	29	74	0	0	0	0	35	55	0	90	36	0	41	77	241
07:45 AM	0	52	35	87	0	0	0	0	41	77	0	118	43	0	36	79	284
08:00 AM	0	48	43	91	0	0	0	0	34	60	0	94	35	0	42	77	262
08:15 AM	0	45	36	81	0	0	0	0	27	65	0	92	21	0	52	73	246
Total Volume	0	190	143	333	0	0	0	0	137	257	0	394	135	0	171	306	1033
% App. Total	0	57.1	42.9		0	0	0	0	34.8	65.2	0		44.1	0	55.9		
PHF	.000	.913	.831	.915	.000	.000	.000	.000	.835	.834	.000	.835	.785	.000	.822	.968	.909
Automobiles	0	181	139	320	0	0	0	0	135	245	0	380	128	0	167	295	995
% Automobiles	0	95.3	97.2	96.1	0	0	0	0	98.5	95.3	0	96.4	94.8	0	97.7	96.4	96.3
Commercial	0	9	4	13	0	0	0	0	2	12	0	14	7	0	4	11	38
% Commercial	0	4.7	2.8	3.9	0	0	0	0	1.5	4.7	0	3.6	5.2	0	2.3	3.6	3.7

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Lipscomb St at Pirate Ln
Brevard County, FL



Brevard County, Fl

File Name : 03 Pirate at Lipscomb

Site Code : 00000003

Start Date : 5/18/2022

Page No : 4

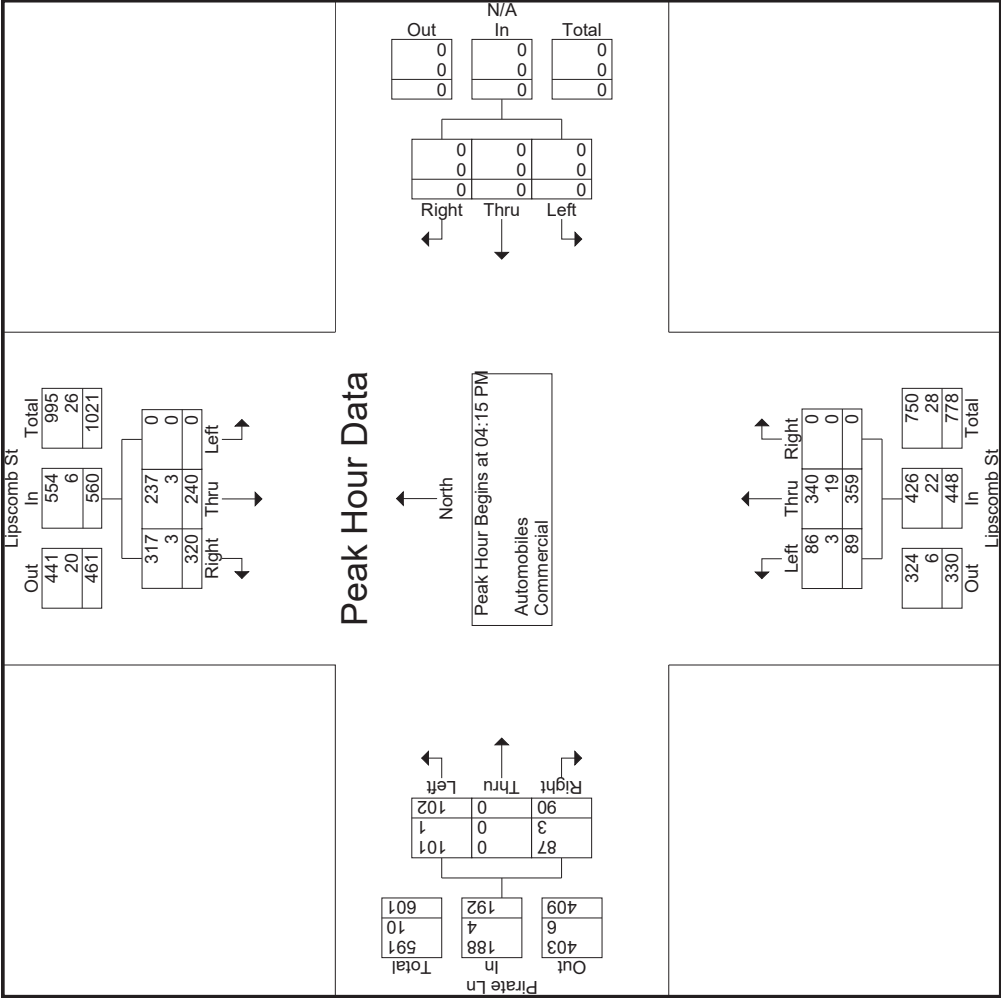
Start Time	Lipscomb St Southbound				N/A Westbound				Lipscomb St Northbound				Pirate Ln Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	61	74	135	0	0	0	0	19	92	0	111	34	0	18	52	298
04:30 PM	0	73	86	159	0	0	0	0	24	88	0	112	14	0	35	49	320
04:45 PM	0	64	75	139	0	0	0	0	20	81	0	101	29	0	20	49	289
05:00 PM	0	42	85	127	0	0	0	0	26	98	0	124	25	0	17	42	293
Total Volume	0	240	320	560	0	0	0	0	89	359	0	448	102	0	90	192	1200
% App. Total	0	42.9	57.1		0	0	0	0	19.9	80.1	0		53.1	0	46.9		
PHF	.000	.822	.930	.881	.000	.000	.000	.000	.856	.916	.000	.903	.750	.000	.643	.923	.938
Automobiles	0	237	317	554	0	0	0	0	86	340	0	426	101	0	87	188	1168
% Automobiles	0	98.8	99.1	98.9	0	0	0	0	96.6	94.7	0	95.1	99.0	0	96.7	97.9	97.3
Commercial	0	3	3	6	0	0	0	0	3	19	0	22	1	0	3	4	32
% Commercial	0	1.3	0.9	1.1	0	0	0	0	3.4	5.3	0	4.9	1.0	0	3.3	2.1	2.7

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Lipscomb St at Pirate Ln
Brevard County, FL



Peak Hour Begins at 04:15 PM

Automobiles

Commercial

North

317

3

320

Right

237

3

240

Thru

0

0

0

Left

←

←

←

441

20

461

Out

554

6

560

In

995

26

1021

Total

↓

↓

↓

Lipscomb St

Pirate Ln

Peak Hour Data

(386) 341-4186

Lipscomb St at Pirate Ln

Brevard County, Fl

File Name : 03 Pirate at Lipscomb

Site Code : 00000003

Start Date : 5/18/2022

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		Lipscomb St Southbound					N/A Westbound					Lipscomb St Northbound					Pirate Ln Eastbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
Grand Total	0	0	0	7	7	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	9
Approch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	77.8	77.8	0	0	0	0	0	0	0	0	22.2	22.2	0	0	0	0	0	0

DE TRAFFIC

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Lipscomb St at Huckleberry Ln
Brevard County, FL

File Name : 04 Lipscomb at Huck
Site Code : 00000004
Start Date : 5/18/2022
Page No : 1

Groups Printed- Automobiles - Commercial																			
					Huckleberry Ln					Lipscomb St					N/A				
					Westbound					Northbound					Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0				
07:00 AM	1	64	0	65	2	0	4	6	0	58	0	58	0	0	0	0	0	129	
07:15 AM	0	85	0	85	2	0	4	6	0	80	3	83	0	0	0	0	0	174	
07:30 AM	3	81	0	84	0	0	0	0	0	83	2	85	0	0	0	0	0	169	
07:45 AM	2	88	0	90	1	0	7	8	0	105	3	108	0	0	0	0	0	206	
Total	6	318	0	324	5	0	15	20	0	326	8	334	0	0	0	0	0	678	
08:00 AM	3	78	0	81	2	0	3	5	0	100	2	102	0	0	0	0	0	188	
08:15 AM	1	91	0	92	0	0	2	2	0	99	1	100	0	0	0	0	0	194	
08:30 AM	4	76	0	80	1	0	1	2	0	92	3	95	0	0	0	0	0	177	
08:45 AM	1	68	0	69	0	0	0	0	0	81	6	87	0	0	0	0	0	156	
Total	9	313	0	322	3	0	6	9	0	372	12	384	0	0	0	0	0	715	
04:00 PM	3	57	0	60	2	0	2	4	0	93	0	93	0	0	0	0	0	157	
04:15 PM	4	72	0	76	1	0	0	1	0	104	2	106	0	0	0	0	0	183	
04:30 PM	0	91	0	91	0	0	4	4	0	99	6	105	0	0	0	0	0	200	
04:45 PM	3	92	0	95	3	0	3	6	0	105	4	109	0	0	0	0	0	210	
Total	10	312	0	322	6	0	9	15	0	401	12	413	0	0	0	0	0	750	
05:00 PM	1	78	0	79	3	0	2	5	0	126	5	131	0	0	0	0	0	215	
05:15 PM	2	69	0	71	1	0	1	2	0	102	4	106	0	0	0	0	0	179	
05:30 PM	0	73	0	73	2	0	5	7	0	91	2	93	0	0	0	0	0	173	
05:45 PM	0	70	0	70	0	0	1	1	0	77	2	79	0	0	0	0	0	150	
Total	3	290	0	293	6	0	9	15	0	396	13	409	0	0	0	0	0	717	
Grand Total	28	1233	0	1261	20	0	39	59	0	1495	45	1540	0	0	0	0	0	2860	
Apprch %	2.2	97.8	0		33.9	0	66.1		0	97.1	2.9		0	0	0	0	0		
Total %	1	43.1	0	44.1	0.7	0	1.4	2.1	0	52.3	1.6	53.8	0	0	0	0	0		
Automobiles	25	1192	0	1217	19	0	35	54	0	1448	43	1491	0	0	0	0	0	2762	
% Automobiles	89.3	96.7	0	96.5	95	0	89.7	91.5	0	96.9	95.6	96.8	0	0	0	0	0	96.6	
Commercial	3	41	0	44	1	0	4	5	0	47	2	49	0	0	0	0	0	98	
% Commercial	10.7	3.3	0	3.5	5	0	10.3	8.5	0	3.1	4.4	3.2	0	0	0	0	0	3.4	

Brevard County, FL

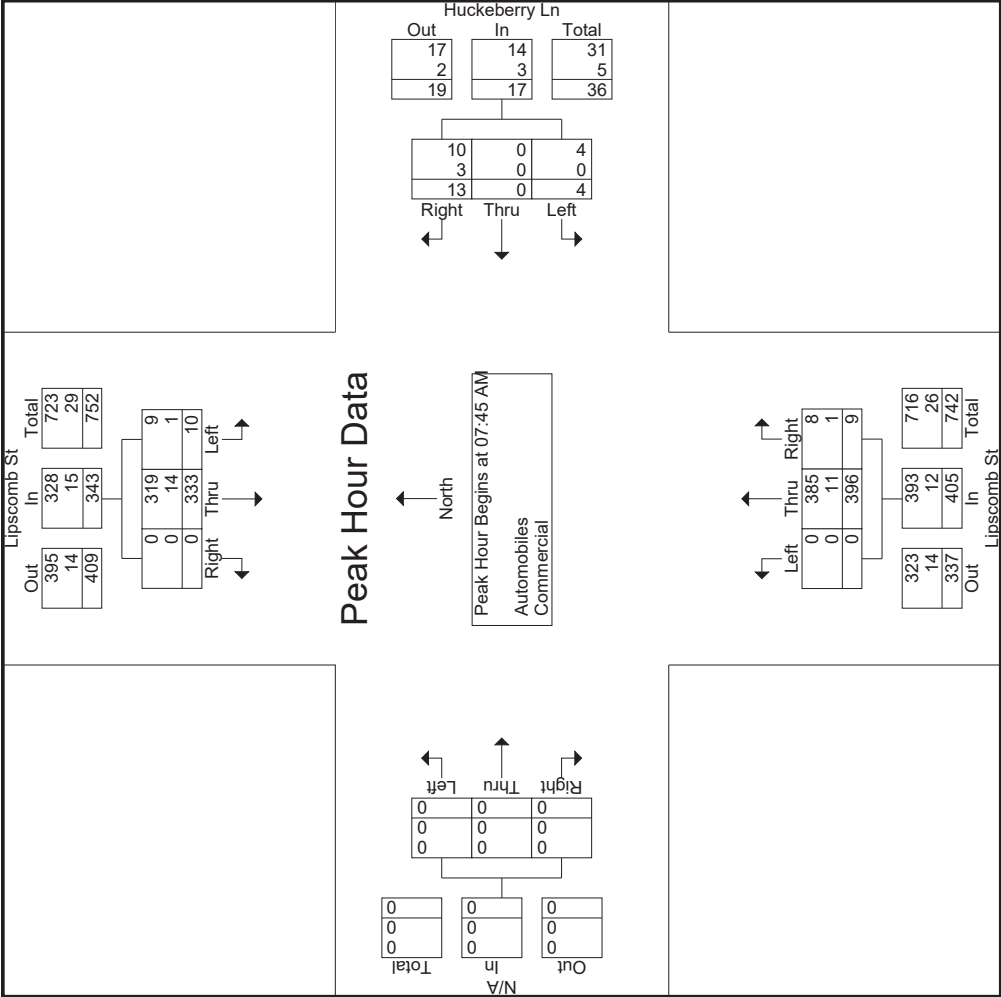
File Name : 04 Lipscomb at Huck
Site Code : 00000004
Start Date : 5/18/2022
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	Lipscomb St Southbound				Huckeberry Ln Westbound				Lipscomb St Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	88	0	90	1	0	7	8	0	105	3	108	0	0	0	0	206
08:00 AM	3	78	0	81	2	0	3	5	0	100	2	102	0	0	0	0	188
08:15 AM	1	91	0	92	0	0	2	2	0	99	1	100	0	0	0	0	194
08:30 AM	4	76	0	80	1	0	1	2	0	92	3	95	0	0	0	0	177
Total Volume	10	333	0	343	4	0	13	17	0	396	9	405	0	0	0	0	765
% App. Total	2.9	97.1	0		23.5	0	76.5		0	97.8	2.2		0	0	0		
PHF	.625	.915	.000	.932	.500	.000	.464	.531	.000	.943	.750	.938	.000	.000	.000	.000	.928
Automobiles	9	319	0	328	4	0	10	14	0	385	8	393	0	0	0	0	735
% Automobiles	90.0	95.8	0	95.6	100	0	76.9	82.4	0	97.2	88.9	97.0	0	0	0	0	96.1
Commercial	1	14	0	15	0	0	3	3	0	11	1	12	0	0	0	0	30
% Commercial	10.0	4.2	0	4.4	0	0	23.1	17.6	0	2.8	11.1	3.0	0	0	0	0	3.9

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Lipscomb St at Huckleberry Ln
Brevard County, FL

File Name : 04 Lipscomb at Huck
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Start Date : 5/18/2022
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Lipscomb St at Huckleberry Ln

Brevard County, FL

File Name : 04 Lipscomb at Huck

Site Code : 00000004

Start Date : 5/18/2022

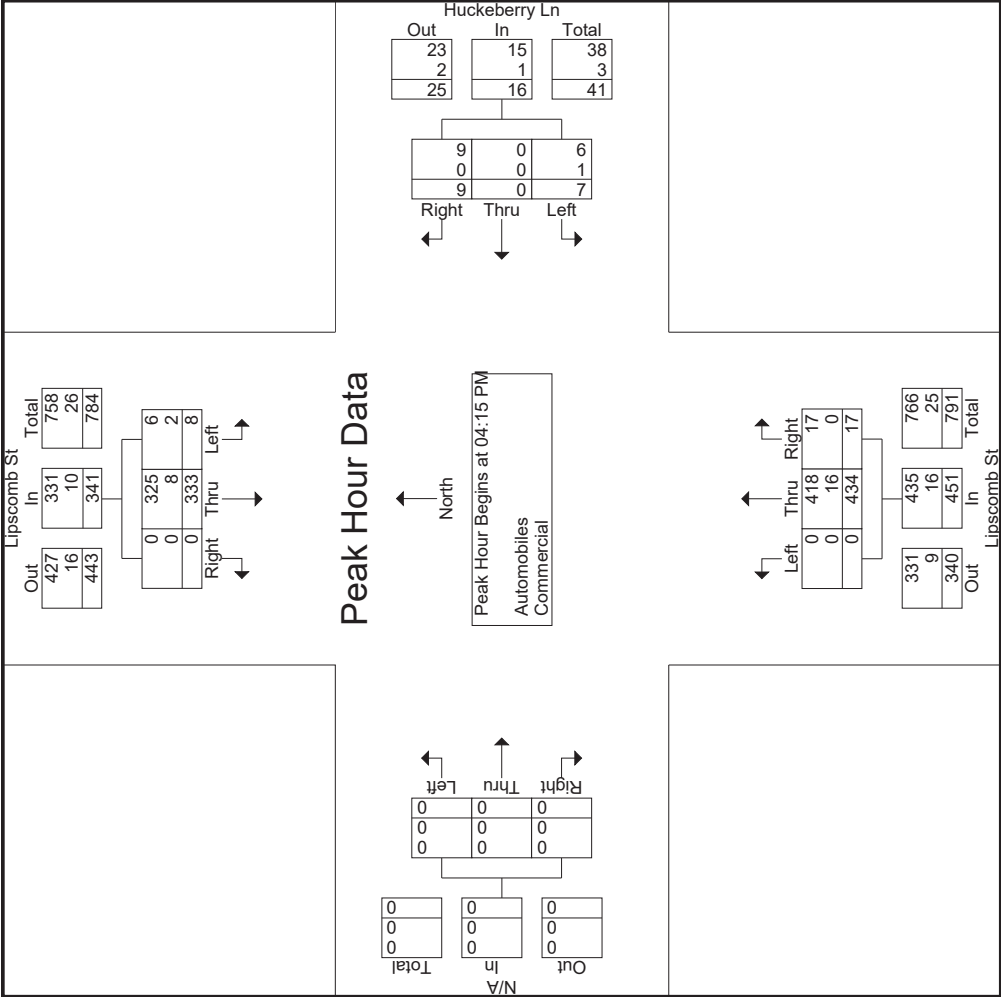
Page No : 4

Start Time	Lipscomb St Southbound				Huckleberry Ln Westbound				Lipscomb St Northbound				N/A Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:15 PM																
04:15 PM	4	72	0	76	1	0	0	1	0	104	2	106	0	0	0	0
04:30 PM	0	91	0	91	0	0	4	4	0	99	6	105	0	0	0	0
04:45 PM	3	92	0	95	3	0	3	6	0	105	4	109	0	0	0	0
05:00 PM	1	78	0	79	3	0	2	5	0	126	5	131	0	0	0	0
Total Volume	8	333	0	341	7	0	9	16	0	434	17	451	0	0	0	0
% App. Total	2.3	97.7	0		43.8	0	56.2		0	96.2	3.8		0	0	0	
PHF	.500	.905	.000	.897	.583	.000	.563	.667	.000	.861	.708	.861	.000	.000	.000	.940
Automobiles	6	325	0	331	6	0	9	15	0	418	17	435	0	0	0	0
% Automobiles	75.0	97.6	0	97.1	85.7	0	100	93.8	0	96.3	100	96.5	0	0	0	0
Commercial	2	8	0	10	1	0	0	1	0	16	0	16	0	0	0	0
% Commercial	25.0	2.4	0	2.9	14.3	0	0	6.3	0	3.7	0	3.5	0	0	0	3.3

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Lipscomb St at Huckleberry Ln
Brevard County, FL

File Name : 04 Lipscomb at Huck
Site Code : 00000004
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Lipscomb St at Huckleberry Ln
Brevard County, FL

File Name : 04 Lipscomb at Huck
Site Code : 00000004
Start Date : 5/18/2022
Page No : 6

Groups Printed- Peds																		
	Lipscomb St Southbound					Huckeberry Ln Westbound					Lipscomb St Northbound					N/A Eastbound		
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1		
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1		
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2		
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Grand Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3		
Apprch %	0	0	0	100		0	0	0	0		0	0	0	0				
Total %	0	0	0	66.7	66.7	0	0	0	0	0	0	0	0	0	0			

N/A

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(386) 341-4186
Lipscomb St at Ersoff Blvd
Brevard County, FL

File Name : 05 Lipscomb at Ersoff
Site Code : 00000005
Start Date : 5/18/2022
Page No : 1

Groups Printed- Automobiles - Commercial																						
Lipscomb St Southbound						Ersoff Blvd Westbound						Lipscomb St Northbound						N/A Eastbound				
Start Time	Left	Thru	Right	App.	Total	Left	Thru	Right	App.	Total	Left	Thru	Right	App.	Total	Left	Thru	Right	App.	Total	Int. Total	
Factor	1.0	1.0	1.0			1.0	1.0	1.0			1.0	1.0	1.0			1.0	1.0	1.0				
07:00 AM	1	70	0	0	71	3	0	4	7	7	0	63	3	0	66	0	0	0	0	0	144	
07:15 AM	2	75	0	0	77	6	0	5	11	11	0	80	7	7	87	0	0	0	0	0	175	
07:30 AM	1	79	0	0	80	4	0	4	8	9	0	83	7	7	90	0	0	0	0	0	178	
07:45 AM	3	81	0	0	84	5	0	4	9	9	0	87	3	3	90	0	0	0	0	0	183	
Total	7	305	0	0	312	18	0	17	35	35	0	313	20	20	333	0	0	0	0	0	680	
08:00 AM	2	85	0	0	87	2	0	6	8	8	0	98	9	9	107	0	0	0	0	0	202	
08:15 AM	1	86	0	0	87	6	0	4	10	10	0	84	7	7	91	0	0	0	0	0	188	
08:30 AM	3	80	0	0	83	4	0	6	10	10	0	84	7	7	91	0	0	0	0	0	184	
08:45 AM	1	71	0	0	72	0	0	0	0	0	0	75	8	8	83	0	0	0	0	0	155	
Total	7	322	0	0	329	12	0	16	28	28	0	341	31	31	372	0	0	0	0	0	729	
04:00 PM	2	64	0	0	66	4	0	4	8	8	0	89	6	6	95	0	0	0	0	0	169	
04:15 PM	3	72	0	0	75	2	0	6	8	8	0	99	8	8	107	0	0	0	0	0	190	
04:30 PM	1	85	0	0	86	2	0	3	5	5	0	101	7	7	108	0	0	0	0	0	199	
04:45 PM	2	89	0	0	91	2	0	3	5	5	0	88	11	11	99	0	0	0	0	0	195	
Total	8	310	0	0	318	10	0	16	26	26	0	377	32	32	409	0	0	0	0	0	753	
05:00 PM	1	81	0	0	82	1	0	4	5	5	0	118	13	13	131	0	0	0	0	0	218	
05:15 PM	1	72	0	0	73	3	0	6	9	9	0	91	13	13	104	0	0	0	0	0	186	
05:30 PM	5	71	0	0	76	2	0	4	6	6	0	79	8	8	87	0	0	0	0	0	169	
05:45 PM	3	78	0	0	81	2	0	3	5	5	0	77	4	4	81	0	0	0	0	0	167	
Total	10	302	0	0	312	8	0	17	25	25	0	365	38	38	403	0	0	0	0	0	740	
Grand Total	32	1239	0	0	1271	48	0	66	114	114	0	1396	121	121	1517	0	0	0	0	0	2902	
Apprch %	2.5	97.5	0	0		42.1	0	57.9			0	92	8	8		0	0	0	0			
Total %	1.1	42.7	0	0	43.8	1.7	0	2.3	3.9	3.9	0	48.1	4.2	4.2	52.3	0	0	0	0	0		
Automobiles	28	1192	0	0	1220	45	0	64	109	109	0	1360	118	118	1478	0	0	0	0	0	2807	
% Automobiles	87.5	96.2	0	0	96	93.8	0	97	95.6	95.6	0	97.4	97.5	97.5	97.4	0	0	0	0	0	96.7	
Commercial	4	47	0	0	51	3	0	2	5	5	0	36	3	3	39	0	0	0	0	0	95	
% Commercial	12.5	3.8	0	0	4	6.2	0	3	4.4	4.4	0	2.6	2.5	2.5	2.6	0	0	0	0	0	3.3	

DE TRAFFIC

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(386) 341-4186
Lipscomb St at Ersoff Blvd
Brevard County, FL

File Name : 05 Lipscomb at Ersoff
Site Code : 00000005
Start Date : 5/18/2022
Page No : 2

Start Time	Lipscomb St Southbound			Ersoff Blvd Westbound			Lipscomb St Northbound			N/A Eastbound			Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	3	81	0	84	5	0	4	9	0	87	3	90	183
08:00 AM	2	85	0	87	2	0	6	8	0	98	9	107	202
08:15 AM	1	86	0	87	6	0	4	10	0	84	7	91	188
08:30 AM	3	80	0	83	4	0	6	10	0	84	7	91	184
Total Volume	9	332	0	341	17	0	20	37	0	353	26	379	757
% App. Total	2.6	97.4	0		45.9	0	54.1		0	93.1	6.9		
PHF	.750	.965	.000	.980	.708	.000	.833	.925	.000	.901	.722	.886	.937
Automobiles	7	314	0	321	15	0	19	34	0	346	25	371	726
% Automobiles	77.8	94.6	0	94.1	88.2	0	95.0	91.9	0	98.0	96.2	97.9	95.9
Commercial	2	18	0	20	2	0	1	3	0	7	1	8	31
% Commercial	22.2	5.4	0	5.9	11.8	0	5.0	8.1	0	2.0	3.8	2.1	4.1

DE TRAFFIC

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(386) 341-4186
Lipscomb St at Ersoff Blvd
Brevard County, FL

File Name : 05 Lipscomb at Ersoff
Site Code : 00000005
Start Date : 5/18/2022
Page No : 4

Start Time	Lipscomb St Southbound				Ersoff Blvd Westbound				Lipscomb St Northbound				N/A Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:15 PM																
04:15 PM	3	72	0	75	2	0	6	8	0	99	8	107	0	0	0	0
04:30 PM	1	85	0	86	2	0	3	5	0	101	7	108	0	0	0	0
04:45 PM	2	89	0	91	2	0	3	5	0	88	11	99	0	0	0	0
05:00 PM	1	81	0	82	1	0	4	5	0	118	13	131	0	0	0	0
Total Volume	7	327	0	334	7	0	16	23	0	406	39	445	0	0	0	0
% App. Total	2.1	97.9	0		30.4	0	69.6		0	91.2	8.8		0	0	0	
PHF	.583	.919	.000	.918	.875	.000	.667	.719	.000	.860	.750	.849	.000	.000	.000	.000
Automobiles	6	318	0	324	7	0	15	22	0	395	38	433	0	0	0	0
% Automobiles	85.7	97.2	0	97.0	100	0	93.8	95.7	0	97.3	97.4	97.3	0	0	0	0
Commercial	1	9	0	10	0	0	1	1	0	11	1	12	0	0	0	0
% Commercial	14.3	2.8	0	3.0	0	0	6.3	4.3	0	2.7	2.6	2.7	0	0	0	0

(386) 341-4186

Lipscomb St at Ersoff Blvd
Brevard County, FL

File Name : 05 Lipscomb at Ersoff
Site Code : 00000005
Start Date : 5/18/2022
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Groups Printed- Peds																
Lipscomb St Southbound					Ersoff Blvd Westbound					Lipscomb St Northbound					N/A Eastbound	
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	2
Approch %	0	0	0	100		0	0	0	0	100	0	0	0	0	0	
Total %	0	0	0	50	50	0	0	0	0	50	0	0	0	0	0	

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Lipscomb St at Silktree Ln
Brevard County, FL

File Name : 06 Lipscomb at Silktree
Site Code : 00000006
Start Date : 5/18/2022
Page No : 1

Groups Printed- Automobiles - Commercial																							
Lipscomb St Southbound						Silktree Ln Westbound						Lipscomb St Northbound						N/A Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total						
Factor	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0							
07:00 AM	0	72	0	72	0	0	2	2	0	62	0	62	0	0	0	0	0	136					
07:15 AM	0	80	0	80	2	0	1	3	0	75	2	77	0	0	0	0	0	160					
07:30 AM	0	71	0	71	1	0	2	3	0	75	2	77	0	0	0	0	0	151					
07:45 AM	0	76	0	76	3	0	2	5	0	78	2	80	0	0	0	0	0	161					
Total	0	299	0	299	6	0	7	13	0	290	6	296	0	0	0	0	0	608					
08:00 AM	3	83	0	86	0	0	1	1	0	89	1	90	0	0	0	0	0	177					
08:15 AM	1	74	0	75	1	0	2	3	0	84	3	87	0	0	0	0	0	165					
08:30 AM	2	75	0	77	0	0	0	0	0	74	1	75	0	0	0	0	0	152					
08:45 AM	1	69	0	70	0	0	0	0	0	71	2	73	0	0	0	0	0	143					
Total	7	301	0	308	1	0	3	4	0	318	7	325	0	0	0	0	0	637					
04:00 PM	0	59	0	59	2	0	2	4	0	82	3	85	0	0	0	0	0	148					
04:15 PM	2	75	0	77	0	0	2	2	0	95	4	99	0	0	0	0	0	178					
04:30 PM	2	90	0	92	2	0	1	3	0	97	3	100	0	0	0	0	0	195					
04:45 PM	1	89	0	90	1	0	2	3	0	92	2	94	0	0	0	0	0	187					
Total	5	313	0	318	5	0	7	12	0	366	12	378	0	0	0	0	0	708					
05:00 PM	0	82	0	82	0	0	1	1	0	100	3	103	0	0	0	0	0	186					
05:15 PM	0	75	0	75	2	0	2	4	0	83	2	85	0	0	0	0	0	164					
05:30 PM	2	73	0	75	1	0	0	1	0	74	2	76	0	0	0	0	0	152					
05:45 PM	1	73	0	74	2	0	2	4	0	70	2	72	0	0	0	0	0	150					
Total	3	303	0	306	5	0	5	10	0	327	9	336	0	0	0	0	0	652					
Grand Total	15	1216	0	1231	17	0	22	39	0	1301	34	1335	0	0	0	0	0	2605					
Apprch %	1.2	98.8	0		43.6	0	56.4		0	97.5	2.5		0	0	0	0							
Total %	0.6	46.7	0	47.3	0.7	0	0.8	1.5	0	49.9	1.3	51.2	0	0	0	0	0						
Automobiles	13	1184	0	1197	16	0	21	37	0	1269	32	1301	0	0	0	0	0	2535					
% Automobiles	86.7	97.4	0	97.2	94.1	0	95.5	94.9	0	97.5	94.1	97.5	0	0	0	0	0	97.3					
Commercial	2	32	0	34	1	0	1	2	0	32	2	34	0	0	0	0	0	70					
% Commercial	13.3	2.6	0	2.8	5.9	0	4.5	5.1	0	2.5	5.9	2.5	0	0	0	0	0	2.7					

Brevard County, FL

File Name : 06 Lipscomb at Silktree

Site Code : 00000006

Start Date : 5/18/2022

Page No : 2

	Lipscomb St Southbound				Silktree Ln Westbound				Lipscomb St Northbound				N/A Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:45 AM																
07:45 AM	0	76	0	76	3	0	2	5	0	78	2	80	0	0	0	0
08:00 AM	3	83	0	86	0	0	1	1	0	89	1	90	0	0	0	0
08:15 AM	1	74	0	75	1	0	2	3	0	84	3	87	0	0	0	0
08:30 AM	2	75	0	77	0	0	0	0	0	74	1	75	0	0	0	0
Total Volume	6	308	0	314	4	0	5	9	0	325	7	332	0	0	0	0
% App. Total	1.9	98.1	0		44.4	0	55.6		0	97.9	2.1		0	0	0	
PHF	.500	.928	.000	.913	.333	.000	.625	.450	.000	.913	.583	.922	.000	.000	.000	.925
Automobiles	5	295	0	300	3	0	5	8	0	317	7	324	0	0	0	0
% Automobiles	83.3	95.8	0	95.5	75.0	0	100	88.9	0	97.5	100	97.6	0	0	0	96.5
Commercial	1	13	0	14	1	0	0	1	0	8	0	8	0	0	0	23
% Commercial	16.7	4.2	0	4.5	25.0	0	0	11.1	0	2.5	0	2.4	0	0	0	3.5

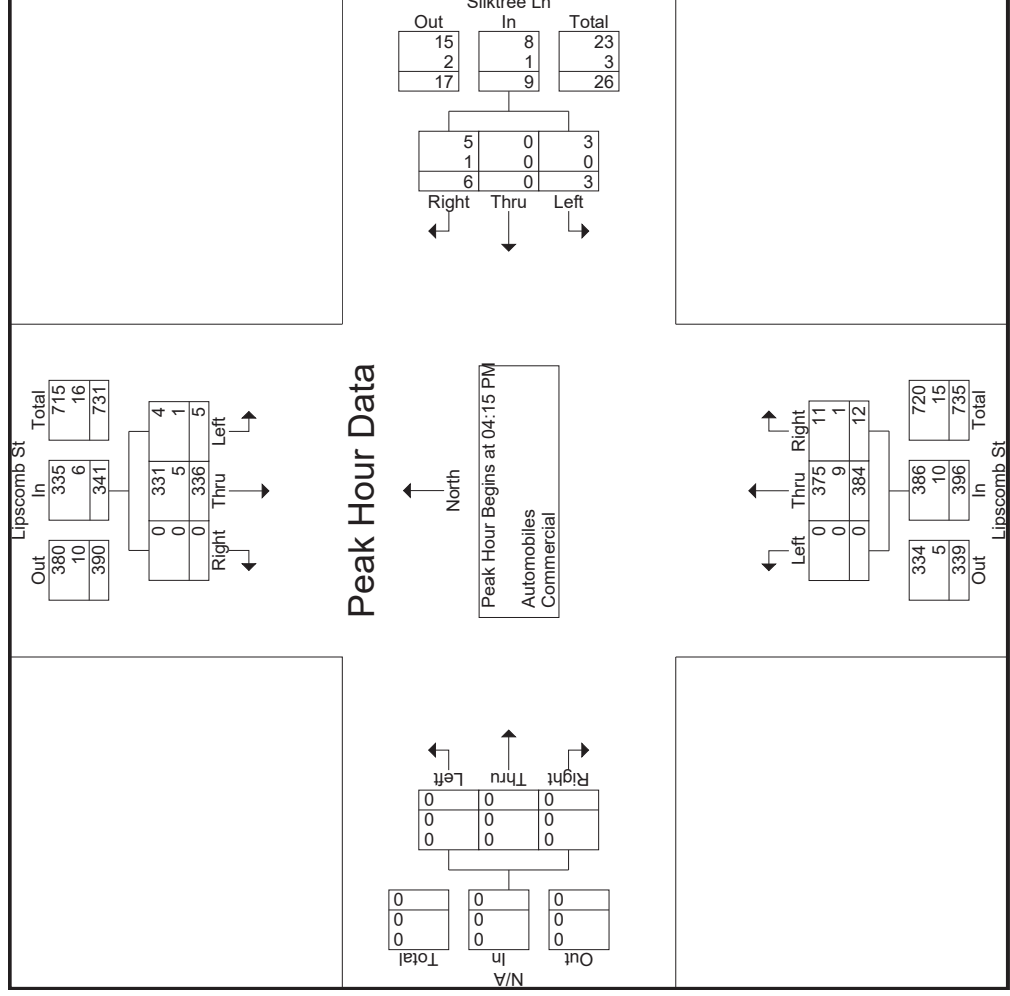
[illegible]

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Lipscomb St at Silktree Ln
Brevard County, FL

File Name : 06 Lipscomb at Silktree
Site Code : 00000006
Start Date : 5/18/2022
Page No : 4

Start Time	Lipscomb St Southbound				Silktree Ln Westbound				Lipscomb St Northbound				N/A Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:15 PM																
04:15 PM	2	75	0	77	0	0	2	2	0	95	4	99	0	0	0	0
04:30 PM	2	90	0	92	2	0	1	3	0	97	3	100	0	0	0	0
04:45 PM	1	89	0	90	1	0	2	3	0	92	2	94	0	0	0	0
05:00 PM	0	82	0	82	0	0	1	1	0	100	3	103	0	0	0	0
Total Volume	5	336	0	341	3	0	6	9	0	384	12	396	0	0	0	0
% App. Total	1.5	98.5	0		33.3	0	66.7		0	97	3		0	0	0	
PHF	.625	.933	.000	.927	.375	.000	.750	.750	.000	.960	.750	.961	.000	.000	.000	.000
Automobiles	4	331	0	335	3	0	5	8	0	375	11	386	0	0	0	0
% Automobiles	80.0	98.5	0	98.2	100	0	83.3	88.9	0	97.7	91.7	97.5	0	0	0	0
Commercial	1	5	0	6	0	0	1	1	0	9	1	10	0	0	0	0
% Commercial	20.0	1.5	0	1.8	0	0	16.7	11.1	0	2.3	8.3	2.5	0	0	0	0



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Lipscomb St at Silktree Ln
Brevard County, FL

File Name : 06 Lipscomb at Silktree
Site Code : 00000006
Start Date : 5/18/2022
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[illegible]

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(386) 341-4186

Lipscomb St at Palm Bay Rd

Brevard County, FL

File Name : 07 lipscomb at palm

Site Code : 00000007

Start Date : 5/19/2022

Page No : 1

Groups Printed- Automobiles - Commercial

Start Time	Lipscomb St Southbound					Palm Bay Rd Westbound					Clearmont St Northbound					Palm Bay Rd Eastbound				
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0			1.0	1.0	1.0			1.0	1.0	1.0			1.0	1.0	1.0		
07:00 AM	20	42	34	96		21	204	19	244		25	35	11	71		28	206	42	276	687
07:15 AM	26	36	43	105		18	228	34	280		43	43	19	105		36	208	62	306	796
07:30 AM	34	52	35	121		20	224	43	287		35	51	24	110		34	284	44	362	880
07:45 AM	41	45	43	129		19	231	35	285		41	44	35	120		42	280	51	373	907
Total	121	175	155	451		78	887	131	1096		144	173	89	406		140	978	199	1317	3270
08:00 AM	36	38	35	109		18	248	45	311		43	36	18	97		34	220	73	327	844
08:15 AM	43	41	27	111		36	249	36	321		35	41	22	98		51	247	53	351	881
08:30 AM	35	33	36	104		12	228	43	283		44	36	20	100		42	205	44	291	778
08:45 AM	27	30	27	84		14	214	37	265		37	44	20	101		34	204	45	283	733
Total	141	142	125	408		80	939	161	1180		159	157	80	396		161	876	215	1252	3236
04:00 PM	26	20	27	73		24	204	13	241		62	31	12	105		31	201	25	257	676
04:15 PM	19	34	36	89		21	209	20	250		117	51	20	188		34	205	34	273	800
04:30 PM	34	41	42	117		26	246	17	289		141	44	23	208		31	237	28	296	910
04:45 PM	43	34	53	130		19	225	20	264		134	35	18	187		34	245	24	303	884
Total	122	129	158	409		90	884	70	1044		454	161	73	688		130	888	111	1129	3270
05:00 PM	34	26	44	104		11	214	19	244		141	43	19	203		41	258	41	340	891
05:15 PM	28	35	44	107		20	208	23	251		106	53	24	183		35	236	34	305	846
05:30 PM	28	29	39	96		18	183	18	219		122	37	21	180		28	221	27	276	771
05:45 PM	25	29	43	97		18	162	16	196		103	38	24	165		25	202	35	262	720
Total	115	119	170	404		67	767	76	910		472	171	88	731		129	917	137	1183	3228
Grand Total	499	565	608	1672		315	3477	438	4230		1229	662	330	2221		560	3659	662	4881	13004
Apprch %	29.8	33.8	36.4			7.4	82.2	10.4			55.3	29.8	14.9			11.5	75	13.6		
Total %	3.8	4.3	4.7	12.9		2.4	26.7	3.4	32.5		9.5	5.1	2.5	17.1		4.3	28.1	5.1	37.5	
Automobiles	486	553	590	1629		278	3345	423	4046		1216	644	320	2180		550	3574	647	4771	12626
% Automobiles	97.4	97.9	97	97.4		88.3	96.2	96.6	95.7		98.9	97.3	97	98.2		98.2	97.7	97.7	97.7	97.1
Commercial	13	12	18	43		37	132	15	184		13	18	10	41		10	85	15	110	378
% Commercial	2.6	2.1	3	2.6		11.7	3.8	3.4	4.3		1.1	2.7	3	1.8		1.8	2.3	2.3	2.3	2.9

Brevard County, FL

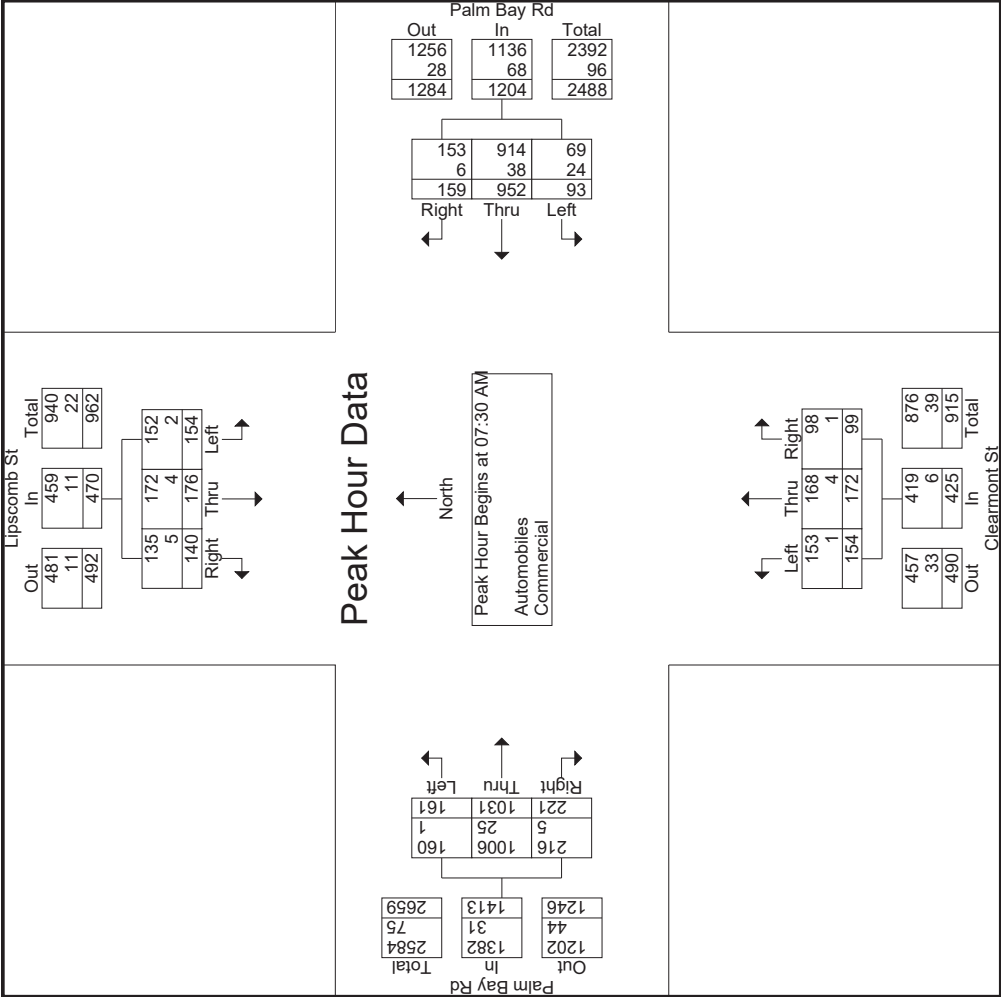
File Name : 07 lipscomb at palm

Site Code : 00000007

Start Date : 5/19/2022

Page No : 2

	Lipscomb St Southbound				Palm Bay Rd Westbound				Clearmont St Northbound				Palm Bay Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis	From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection	Begins at 07:30 AM																
07:30 AM	34	52	35	121	20	224	43	287	35	51	24	110	34	284	44	362	880
07:45 AM	41	45	43	129	19	231	35	285	41	44	35	120	42	280	51	373	907
08:00 AM	36	38	35	109	18	248	45	311	43	36	18	97	34	220	73	327	844
08:15 AM	43	41	27	111	36	249	36	321	35	41	22	98	51	247	53	351	881
Total Volume	154	176	140	470	93	952	159	1204	154	172	99	425	161	1031	221	1413	3512
% App. Total	32.8	37.4	29.8		7.7	79.1	13.2		36.2	40.5	23.3		11.4	73	15.6		
PHF	.895	.846	.814	.911	.646	.956	.883	.938	.895	.843	.707	.885	.789	.908	.757	.947	.968
Automobiles	152	172	135	459	69	914	153	1136	153	168	98	419	160	1006	216	1382	3396
% Automobiles	98.7	97.7	96.4	97.7	74.2	96.0	96.2	94.4	99.4	97.7	99.0	98.6	99.4	97.6	97.7	97.8	96.7
Commercial	2	4	5	11	24	38	6	68	1	4	1	6	1	25	5	31	116
% Commercial	1.3	2.3	3.6	2.3	25.8	4.0	3.8	5.6	0.6	2.3	1.0	1.4	0.6	2.4	2.3	2.2	3.3



Brevard County, FL

File Name : 07 lipscomb at palm

Site Code : 00000007

Start Date : 5/19/2022

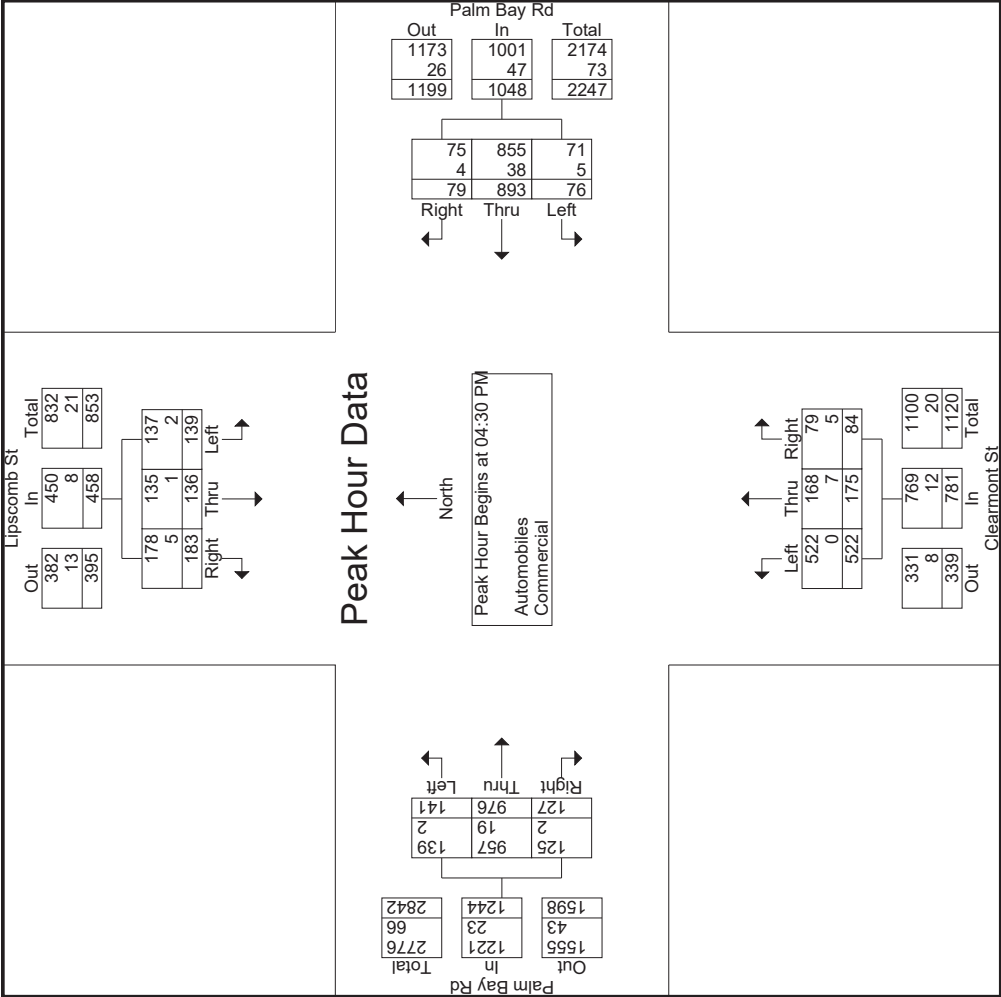
Page No : 4

	Lipscomb St Southbound				Palm Bay Rd Westbound				Clearmont St Northbound				Palm Bay Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	34	41	42	117	26	246	17	289	141	44	23	208	31	237	28	296	910
04:45 PM	43	34	53	130	19	225	20	264	134	35	18	187	34	245	24	303	884
05:00 PM	34	26	44	104	11	214	19	244	141	43	19	203	41	258	41	340	891
05:15 PM	28	35	44	107	20	208	23	251	106	53	24	183	35	236	34	305	846
Total Volume	139	136	183	458	76	893	79	1048	522	175	84	781	141	976	127	1244	3531
% App. Total	30.3	29.7	40		7.3	85.2	7.5		66.8	22.4	10.8		11.3	78.5	10.2		
PHF	.808	.829	.863	.881	.731	.908	.859	.907	.926	.825	.875	.939	.860	.946	.774	.915	.970
Automobiles	137	135	178	450	71	855	75	1001	522	168	79	769	139	957	125	1221	3441
% Automobiles	98.6	99.3	97.3	98.3	93.4	95.7	94.9	95.5	100	96.0	94.0	98.5	98.6	98.1	98.4	98.2	97.5
Commercial	2	1	5	8	5	38	4	47	0	7	5	12	2	19	2	23	90
% Commercial	1.4	0.7	2.7	1.7	6.6	4.3	5.1	4.5	0	4.0	6.0	1.5	1.4	1.9	1.6	1.8	2.5

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Lipscomb St at Palm Bay Rd
Brevard County, FL

File Name : 07 lipscomb at palm
Site Code : 00000007
Start Date : 5/19/2022
Page No : 5



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Lipscomb St at Palm Bay Rd
Brevard County, FL

File Name : 07 lipscomb at palm
Site Code : 000000007
Start Date : 5/19/2022
Page No : 6

Groups Printed- Peds

	Lipscomb St Southbound					Palm Bay Rd Westbound					Clearmont St Northbound					Palm Bay Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
08:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	2	4
Apprch %	0	0	0	0		0	0	0	0	100	50	0	0	0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	50	50	0	0	0	0	0	0	0	50	50	50

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US 1 at Robert J Conlan Blvd
Brevard County, FL

File Name : 08 US 1 at RJ Conlan
Site Code : 00000008
Start Date : 5/19/2022
Page No : 1

Groups Printed- Automobiles - Commercial

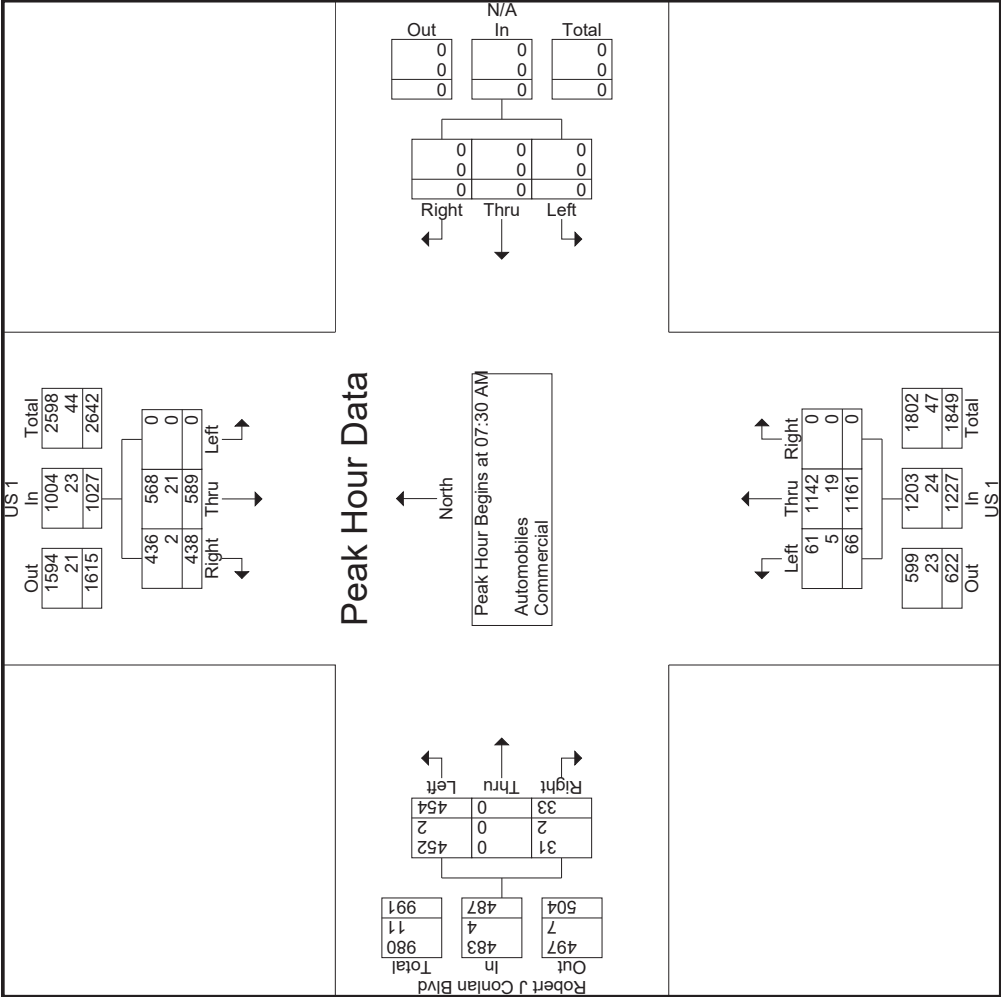
	US 1						N/A						US 1						Robert J Conlan Blvd					
	Southbound						Westbound						Northbound						Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0					
07:00 AM	0	121	101	222	0	0	0	0	9	218	0	227	77	0	9		86				535			
07:15 AM	0	128	116	244	0	0	0	0	11	236	0	247	100	0	9		109				600			
07:30 AM	0	146	106	252	0	0	0	0	17	280	0	297	103	0	8		111				660			
07:45 AM	0	146	119	265	0	0	0	0	16	321	0	337	114	0	10		124				726			
Total	0	541	442	983	0	0	0	0	53	1055	0	1108	394	0	36		430				2521			
08:00 AM	0	142	113	255	0	0	0	0	16	299	0	315	122	0	8		130				700			
08:15 AM	0	155	100	255	0	0	0	0	17	261	0	278	115	0	7		122				655			
08:30 AM	0	139	102	241	0	0	0	0	11	227	0	238	98	0	8		106				585			
08:45 AM	0	130	117	247	0	0	0	0	13	219	0	232	80	0	10		90				569			
Total	0	566	432	998	0	0	0	0	57	1006	0	1063	415	0	33		448				2509			
04:00 PM	0	236	91	327	0	0	0	0	13	207	0	220	76	0	13		89				636			
04:15 PM	0	296	102	398	0	0	0	0	19	202	0	221	117	0	17		134				753			
04:30 PM	0	320	117	437	0	0	0	0	22	240	0	262	134	0	17		151				850			
04:45 PM	0	330	107	437	0	0	0	0	17	210	0	227	125	0	20		145				809			
Total	0	1182	417	1599	0	0	0	0	71	859	0	930	452	0	67		519				3048			
05:00 PM	0	347	129	476	0	0	0	0	18	221	0	239	107	0	20		127				842			
05:15 PM	0	369	106	475	0	0	0	0	23	226	0	249	142	0	18		160				884			
05:30 PM	0	280	101	381	0	0	0	0	21	202	0	223	130	0	16		146				750			
05:45 PM	0	226	93	319	0	0	0	0	16	194	0	210	100	0	13		113				642			
Total	0	1222	429	1651	0	0	0	0	78	843	0	921	479	0	67		546				3118			
Grand Total	0	3511	1720	5231	0	0	0	0	259	3763	0	4022	1740	0	203		1943				11196			
Approch %	0	67.1	32.9		0	0	0		6.4	93.6	0		89.6	0	10.4									
Total %	0	31.4	15.4	46.7	0	0	0	0	2.3	33.6	0	35.9	15.5	0	1.8		17.4							
Automobiles	0	3438	1710	5148	0	0	0	0	249	3691	0	3940	1729	0	190		1919				11007			
% Automobiles	0	97.9	99.4	98.4	0	0	0	0	96.1	98.1	0	98	99.4	0	93.6		98.8				98.3			
Commercial	0	73	10	83	0	0	0	0	10	72	0	82	11	0	13		24				189			
% Commercial	0	2.1	0.6	1.6	0	0	0	0	3.9	1.9	0	2	0.6	0	6.4		1.2				1.7			

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US 1 at Robert J Conlan Blvd
Brevard County, FL

File Name : 08 US 1 at RJ Colan
Site Code : 00000008
Start Date : 5/19/2022
Page No : 2

	US 1 Southbound				N/A Westbound				US 1 Northbound				Robert J Conlan Blvd Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30 AM																		
07:30 AM	0	146	106	252	0	0	0	0	0	17	280	0	297	103	0	8	111	660
07:45 AM	0	146	119	265	0	0	0	0	0	16	321	0	337	114	0	10	124	726
08:00 AM	0	142	113	255	0	0	0	0	0	16	299	0	315	122	0	8	130	700
08:15 AM	0	155	100	255	0	0	0	0	0	17	261	0	278	115	0	7	122	655
Total Volume	0	589	438	1027	0	0	0	0	0	66	1161	0	1227	454	0	33	487	2741
% App. Total	0	57.4	42.6		0	0	0	0	0	5.4	94.6	0		93.2	0	6.8		
PHF	.000	.950	.920	.969	.000	.000	.000	.000	.000	.971	.904	.000	.910	.930	.000	.825	.937	.944
Automobiles	0	568	436	1004	0	0	0	0	0	61	1142	0	1203	452	0	31	483	2690
% Automobiles	0	96.4	99.5	97.8	0	0	0	0	0	92.4	98.4	0	98.0	99.6	0	93.9	99.2	98.1
Commercial	0	21	2	23	0	0	0	0	0	5	19	0	24	2	0	2	4	51
% Commercial	0	3.6	0.5	2.2	0	0	0	0	0	7.6	1.6	0	2.0	0.4	0	6.1	0.8	1.9



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US 1 at Robert J Conlan Blvd

Brevard County, FL

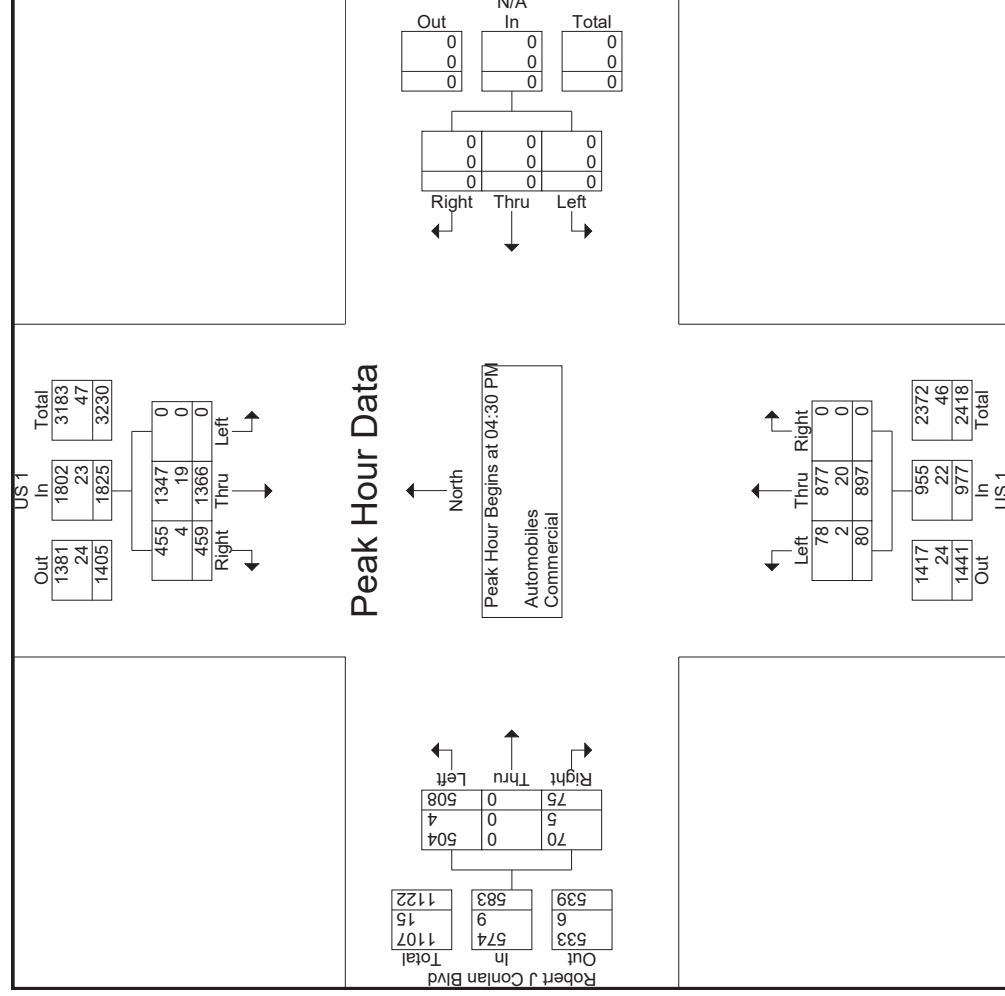
File Name : 08 US 1 at RJ Colan

Site Code : 00000008

Start Date : 5/19/2022

Page No : 4

	US 1 Southbound				N/A Westbound				US 1 Northbound				Robert J Conlan Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	320	117	437	0	0	0	0	22	240	0	262	134	0	17	151	850
04:45 PM	0	330	107	437	0	0	0	0	17	210	0	227	125	0	20	145	809
05:00 PM	0	347	129	476	0	0	0	0	18	221	0	239	107	0	20	127	842
05:15 PM	0	369	106	475	0	0	0	0	23	226	0	249	142	0	18	160	884
Total Volume	0	1366	459	1825	0	0	0	0	80	897	0	977	508	0	75	583	3385
% App. Total	0	74.8	25.2		0	0	0	0	8.2	91.8	0		87.1	0	12.9		
PHF	.000	.925	.890	.959	.000	.000	.000	.000	.870	.934	.000	.932	.894	.000	.938	.911	.957
Automobiles	0	1347	455	1802	0	0	0	0	78	877	0	955	504	0	70	574	3331
% Automobiles	0	98.6	99.1	98.7	0	0	0	0	97.5	97.8	0	97.7	99.2	0	93.3	98.5	98.4
Commercial	0	19	4	23	0	0	0	0	2	20	0	22	4	0	5	9	54
% Commercial	0	1.4	0.9	1.3	0	0	0	0	2.5	2.2	0	2.3	0.8	0	6.7	1.5	1.6



Brevard County, FL

File Name : 08 US 1 at RJ Colan
Site Code : 0000008
Start Date : 5/19/2022
Page No : 6

Groups Printed- Peds

	US 1 Southbound				N/A Westbound				US 1 Northbound				Robert J Conlan Blvd Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	

[illegible]

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Robert J Conlan Blvd at Guava Ln/Southover Dr
Brevard County, FL

File Name : 09 RJ at Guava
Site Code : 00000009
Start Date : 5/18/2022
Page No : 1

Groups Printed- Automobiles - Commercial																		
Robert J Conlan Blvd Southbound					Southover Dr Westbound					Robert J Conlan Blvd Northbound					Guava Ln Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
07:00 AM	0	97	1	98	0	0	2	2	1	87	1	89	1	0	0	1	190	
07:15 AM	2	139	0	141	1	0	2	3	0	81	0	81	1	0	1	2	227	
07:30 AM	0	123	0	123	0	0	0	0	0	101	0	101	0	0	0	0	224	
07:45 AM	1	146	1	148	0	0	1	1	2	115	1	118	1	1	1	3	270	
Total	3	505	2	510	1	0	5	6	3	384	2	389	3	1	2	6	911	
08:00 AM	1	125	1	127	1	0	2	3	0	137	0	137	0	0	0	0	267	
08:15 AM	1	110	2	113	2	1	4	7	0	144	0	144	1	0	0	1	265	
08:30 AM	0	94	2	96	1	0	1	2	0	125	0	125	3	0	0	3	226	
08:45 AM	3	82	3	88	0	0	2	2	1	101	0	102	2	0	0	2	194	
Total	5	411	8	424	4	1	9	14	1	507	0	508	6	0	0	6	952	
04:00 PM	0	100	6	106	1	0	3	4	0	94	0	94	0	0	0	0	204	
04:15 PM	0	119	4	123	2	0	0	2	0	103	0	103	0	0	0	0	228	
04:30 PM	0	143	8	151	0	0	0	0	1	126	1	128	1	0	1	2	281	
04:45 PM	0	114	7	121	1	0	0	1	3	119	0	122	1	0	0	1	245	
Total	0	476	25	501	4	0	3	7	4	442	1	447	2	0	1	3	958	
05:00 PM	0	137	4	141	0	0	2	2	1	107	1	109	1	1	1	3	255	
05:15 PM	1	118	5	124	0	1	0	1	0	122	2	124	1	0	1	2	251	
05:30 PM	0	108	8	116	1	0	2	3	0	105	2	107	4	0	1	5	231	
05:45 PM	0	117	5	122	0	0	0	0	0	100	0	100	0	0	0	0	222	
Total	1	480	22	503	1	1	4	6	1	434	5	440	6	1	3	10	959	
Grand Total	9	1872	57	1938	10	2	21	33	9	1767	8	1784	17	2	6	25	3780	
Apprch %	0.5	96.6	2.9		30.3	6.1	63.6		0.5	99	0.4		68	8	24			
Total %	0.2	49.5	1.5	51.3	0.3	0.1	0.6	0.9	0.2	46.7	0.2	47.2	0.4	0.1	0.2	0.7		
Automobiles	7	1821	56	1884	10	2	19	31	8	1726	7	1741	15	2	5	22	3678	
% Automobiles	77.8	97.3	98.2	97.2	100	100	90.5	93.9	88.9	97.7	87.5	97.6	88.2	100	83.3	88	97.3	
Commercial	2	51	1	54	0	0	2	2	1	41	1	43	2	0	1	3	102	
% Commercial	22.2	2.7	1.8	2.8	0	0	9.5	6.1	11.1	2.3	12.5	2.4	11.8	0	16.7	12	2.7	

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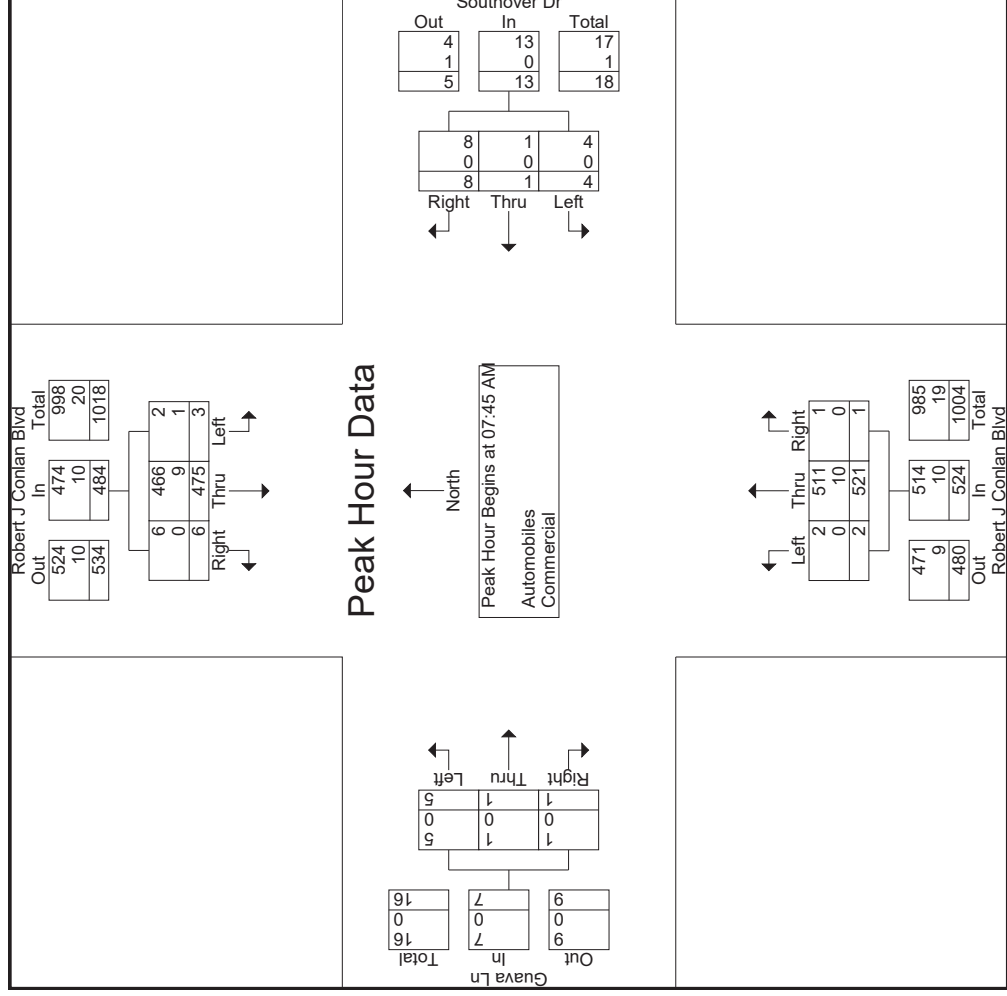
Robert J Conlan Blvd at Guava Ln/Southover Dr
Brevard County, FL

File Name : 09 RJ at Guava
Site Code : 00000009
Start Date : 5/18/2022
Page No : 2

Start Time	Robert J Conlan Blvd Southbound				Southover Dr Westbound				Robert J Conlan Blvd Northbound				Guava Ln Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45 AM																		
07:45 AM	1	146	1	148	0	0	0	1	1	2	115	1	118	1	1	1	3	270
08:00 AM	1	125	1	127	1	0	0	2	3	0	137	0	137	0	0	0	0	267
08:15 AM	1	110	2	113	2	1	1	4	7	0	144	0	144	1	0	0	1	265
08:30 AM	0	94	2	96	1	0	0	1	2	0	125	0	125	3	0	0	3	226
Total Volume	3	475	6	484	4	1	1	8	13	2	521	1	524	5	1	1	7	1028
% App. Total	0.6	98.1	1.2		30.8	7.7	61.5			0.4	99.4	0.2		71.4	14.3	14.3		
PHF	.750	.813	.750	.818	.500	.250	.500	.500	.464	.250	.905	.250	.910	.417	.250	.250	.583	.952
Automobiles	2	466	6	474	4	1	8	13		2	511	1	514	5	1	1	7	1008
% Automobiles	66.7	98.1	100	97.9	100	100	100	100	100	100	98.1	100	98.1	100	100	100	100	98.1
Commercial	1	9	0	10	0	0	0	0	0	0	10	0	10	0	0	0	0	20
% Commercial	33.3	1.9	0	2.1	0	0	0	0	0	0	1.9	0	1.9	0	0	0	0	1.9

Robert J Conlan Blvd at Guava Ln/Southover Dr
Brevard County, FL

File Name : 09 RJ at Guava
Site Code : 00000009
Start Date : 5/18/2022
Page No : 3



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Robert J Conlan Blvd at Guava Ln/Southover Dr
Brevard County, FL

File Name : 09 RJ at Guava
Site Code : 00000009
Start Date : 5/18/2022
Page No : 4

Start Time	Robert J Conlan Blvd Southbound				Southover Dr Westbound				Robert J Conlan Blvd Northbound				Guava Ln Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis	From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection	Begins at 04:30 PM															
04:30 PM	0	143	8	151	0	0	0	0	1	126	1	128	1	0	1	2
04:45 PM	0	114	7	121	1	0	0	1	3	119	0	122	1	0	0	1
05:00 PM	0	137	4	141	0	0	2	2	1	107	1	109	1	1	1	3
05:15 PM	1	118	5	124	0	1	0	1	0	122	2	124	1	0	1	2
Total Volume	1	512	24	537	1	1	2	4	5	474	4	483	4	1	3	8
% App. Total	0.2	95.3	4.5		25	25	50		1	98.1	0.8		50	12.5	37.5	
PHF	.250	.895	.750	.889	.250	.250	.250	.500	.417	.940	.500	.943	1.00	.250	.750	.667
Automobiles	0	504	24	528	1	1	1	3	4	466	4	474	3	1	2	6
% Automobiles	0	98.4	100	98.3	100	100	50.0	75.0	80.0	98.3	100	98.1	75.0	100	66.7	75.0
Commercial	1	8	0	9	0	0	1	1	1	8	0	9	1	0	1	2
% Commercial	100	1.6	0	1.7	0	0	50.0	25.0	20.0	1.7	0	1.9	25.0	0	33.3	25.0

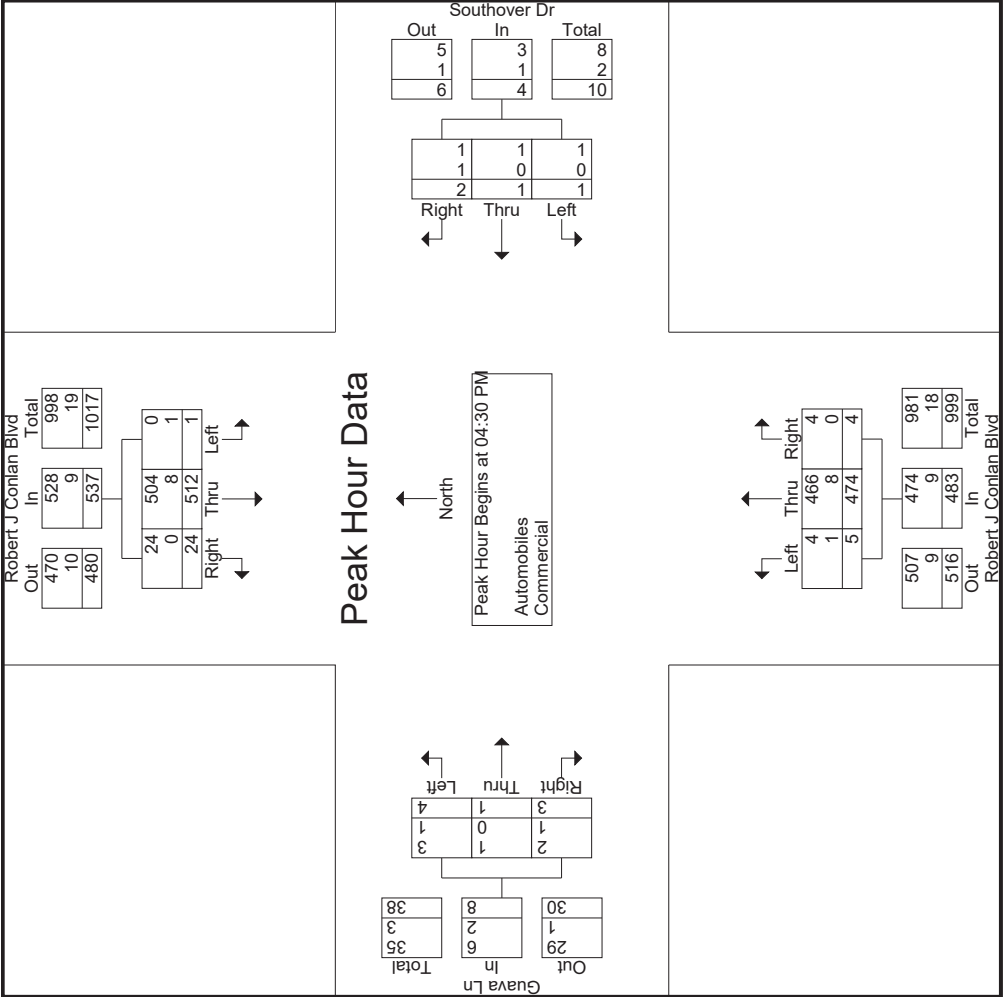
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(386) 341-4186

Robert J Conlan Blvd at Guava Ln/Southover Dr
Brevard County, FL

File Name : 09 RJ at Guava
Site Code : 00000009
Start Date : 5/18/2022
Page No : 5



(386) 341-4186

Robert J Conlan Blvd at Guava Ln/Southover Dr
Brevard County, FL

File Name : 09 RJ at Guava
Site Code : 00000009
Start Date : 5/18/2022
Page No : 6

[illegible]

(386) 341-4186

Robert J Conlan Blvd at Lemon Tree St
Brevard County, FL

File Name : 10 RJ at Lemon
Site Code : 00000001
Start Date : 5/19/2022
Page No : 1

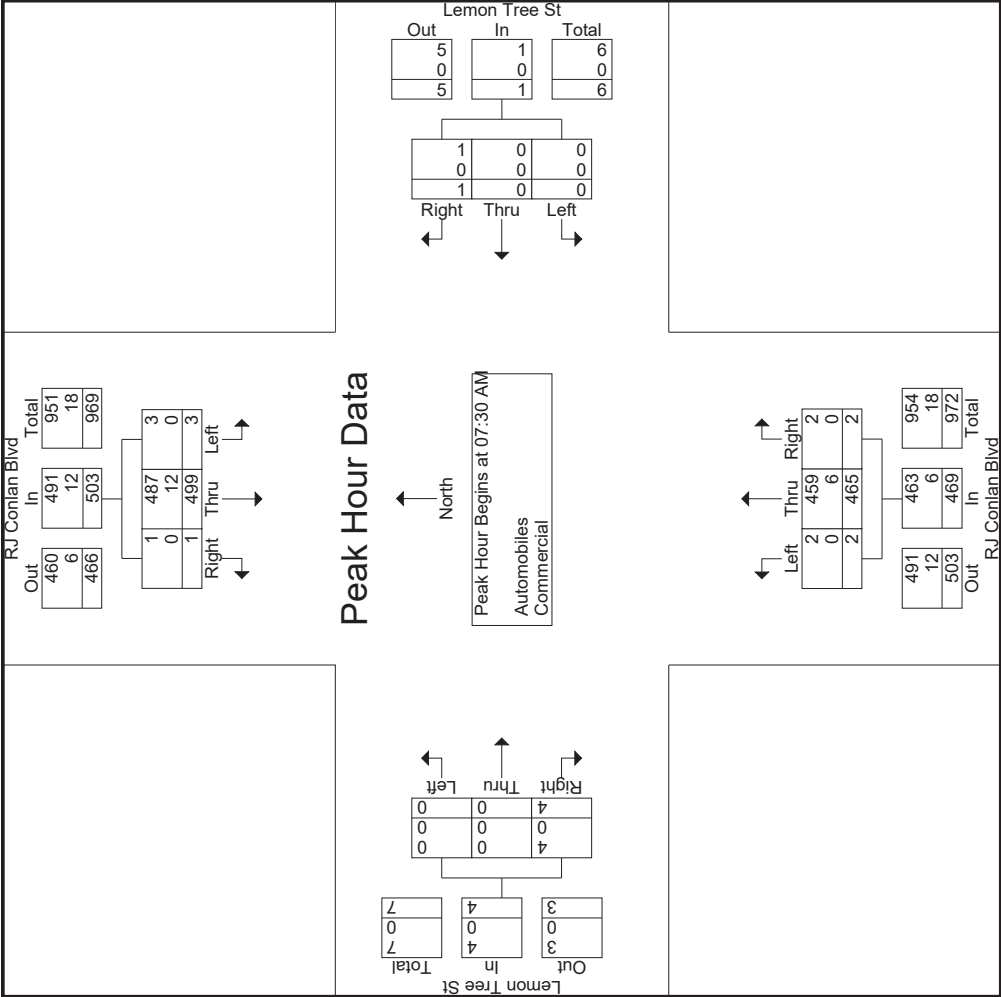
Groups Printed- Automobiles - Commercial																			
RJ Conlan Blvd Southbound					Lemon Tree St Westbound					RJ Conlan Blvd Northbound					Lemon Tree St Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
07:00 AM	3	93	0	96	0	0	0	0	0	81	0	81	0	0	1	1	178		
07:15 AM	0	138	0	138	1	0	0	1	0	98	0	98	2	0	0	2	239		
07:30 AM	0	108	0	108	0	0	0	0	0	103	1	104	0	0	0	0	212		
07:45 AM	1	145	0	146	0	0	0	0	1	122	1	124	0	0	2	2	272		
Total	4	484	0	488	1	0	0	1	1	404	2	407	2	0	3	5	901		
08:00 AM	1	135	1	137	0	0	0	1	1	115	0	115	0	0	0	0	253		
08:15 AM	1	111	0	112	0	0	0	0	1	125	0	126	0	0	2	2	240		
08:30 AM	0	89	0	89	1	0	0	1	0	101	2	103	0	0	1	1	194		
08:45 AM	0	79	0	79	0	0	0	1	2	105	1	108	0	0	1	1	189		
Total	2	414	1	417	1	0	2	3	3	446	3	452	0	0	4	4	876		
04:00 PM	0	103	0	103	0	0	0	0	0	101	0	101	0	0	0	0	204		
04:15 PM	0	119	1	120	0	0	0	0	0	102	1	103	0	0	1	1	224		
04:30 PM	1	145	0	146	0	0	1	1	1	129	0	130	1	0	3	4	281		
04:45 PM	0	134	0	134	1	0	0	1	0	135	1	136	2	0	0	2	273		
Total	1	501	1	503	1	0	1	2	1	467	2	470	3	0	4	7	982		
05:00 PM	2	107	1	110	2	0	0	1	3	126	2	130	1	0	1	2	245		
05:15 PM	0	124	2	126	0	0	1	1	0	120	1	121	0	0	2	2	250		
05:30 PM	2	115	1	118	2	0	0	2	1	118	0	119	2	0	1	3	242		
05:45 PM	0	105	0	105	0	0	0	0	0	101	0	101	0	0	0	0	206		
Total	4	451	4	459	4	0	2	6	3	465	3	471	3	0	4	7	943		
Grand Total	11	1850	6	1867	7	0	5	12	8	1782	10	1800	8	0	15	23	3702		
Approch %	0.6	99.1	0.3		58.3	0	41.7		0.4	99	0.6		34.8	0	65.2				
Total %	0.3	50	0.2	50.4	0.2	0	0.1	0.3	0.2	48.1	0.3	48.6	0.2	0	0.4	0.6			
Automobiles	11	1803	6	1820	7	0	5	12	8	1747	9	1764	8	0	15	23	3619		
% Automobiles	100	97.5	100	97.5	100	0	100	100	100	98	90	98	100	0	100	100	97.8		
Commercial	0	47	0	47	0	0	0	0	0	35	1	36	0	0	0	0	83		
% Commercial	0	2.5	0	2.5	0	0	0	0	0	2	10	2	0	0	0	0	2.2		

(386) 341-4186

Robert J Conlan Blvd at Lemon Tree St
Brevard County, Fl

File Name : 10 RJ at Lemon
Site Code : 00000001
Start Date : 5/19/2022
Page No : 2

	RJ Conlan Blvd Southbound					Lemon Tree St Westbound					RJ Conlan Blvd Northbound					Lemon Tree St Eastbound				
Start Time	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:30 AM																				
07:30 AM	0	108	0	108		0	0	0	0		0	103	1	104		0	0	0	0	212
07:45 AM	1	145	0	146		0	0	0	0		1	122	1	124		0	0	2	2	272
08:00 AM	1	135	1	137		0	1	1	115		0	115	0	115		0	0	0	0	253
08:15 AM	1	111	0	112		0	0	0	0		1	125	0	126		0	0	2	2	240
Total Volume	3	499	1	503		0	0	1	1		2	465	2	469		0	0	4	4	977
% App. Total	0.6	99.2	0.2			0	0	100			0.4	99.1	0.4			0	0	100		
PHF	.750	.860	.250	.861		.000	.000	.250	.250		.500	.930	.500	.931		.000	.000	.500	.500	.898
Automobiles	3	487	1	491		0	0	1	1		2	459	2	463		0	0	4	4	959
% Automobiles	100	97.6	100	97.6		0	0	100	100		100	98.7	100	98.7		0	0	100	100	98.2
Commercial	0	12	0	12		0	0	0	0		0	6	0	6		0	0	0	0	18
% Commercial	0	2.4	0	2.4		0	0	0	0		0	1.3	0	1.3		0	0	0	0	1.8



1

0

1

0

0

0

0

0

0

Right

Thru

Left

Out

491

12

503

In

463

6

469

Total

954

18

972

2

0

2

459

6

465

2

0

2

Left

Thru

Right

Out

3

0

3

In

4

0

4

Total

7

0

7

4

0

4

0

0

0

0

0

0

Right

Thru

Left

Out

3

0

3

In

4

0

4

Total

7

0

7

4

0

4

0

0

0

0

0

0

Right

Thru

Left

North

Peak Hour Begins at 07:30 AM

Automobiles

Commercial

Out

5

0

5

In

1

0

1

Total

6

0

6

1

0

1

0

0

0

0

0

0

Right

Thru

Left

Out

5

0

5

In

1

0

1

Total

6

0

6

1

0

1

0

0

0

0

0

0

Right

Thru

Left

(386) 341-4186

Robert J Conlan Blvd at Lemon Tree St
Brevard County, Fl

File Name : 10 RJ at Lemon
Site Code : 00000001
Start Date : 5/19/2022
Page No : 4

	RJ Conlan Blvd Southbound					Lemon Tree St Westbound					RJ Conlan Blvd Northbound					Lemon Tree St Eastbound					
Start Time	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	145	0	146		0	0	0	1	1	129	0	130	1	0	3	4			281	
04:45 PM	0	134	0	134		1	0	0	1	0	135	1	136	2	0	0	2			273	
05:00 PM	2	107	1	110		2	0	1	3	2	126	2	130	1	0	1	2			245	
05:15 PM	0	124	2	126		0	0	1	1	0	120	1	121	0	0	2	2			250	
Total Volume	3	510	3	516		3	0	3	6	3	510	4	517	4	0	6	10			1049	
% App. Total	0.6	98.8	0.6			50	0	50		0.6	98.6	0.8		40	0	60					
PHF	.375	.879	.375	.884		.375	.000	.750	.500	.375	.944	.500	.950	.500	.000	.500	.625			.933	
Automobiles	3	500	3	506		3	0	3	6	3	501	4	508	4	0	6	10			1030	
% Automobiles	100	98.0	100	98.1		100	0	100	100	100	98.2	100	98.3	100	0	100	100			98.2	
Commercial	0	10	0	10		0	0	0	0	0	9	0	9	0	0	0	0			19	
% Commercial	0	2.0	0	1.9		0	0	0	0	0	1.8	0	1.7	0	0	0	0			1.8	

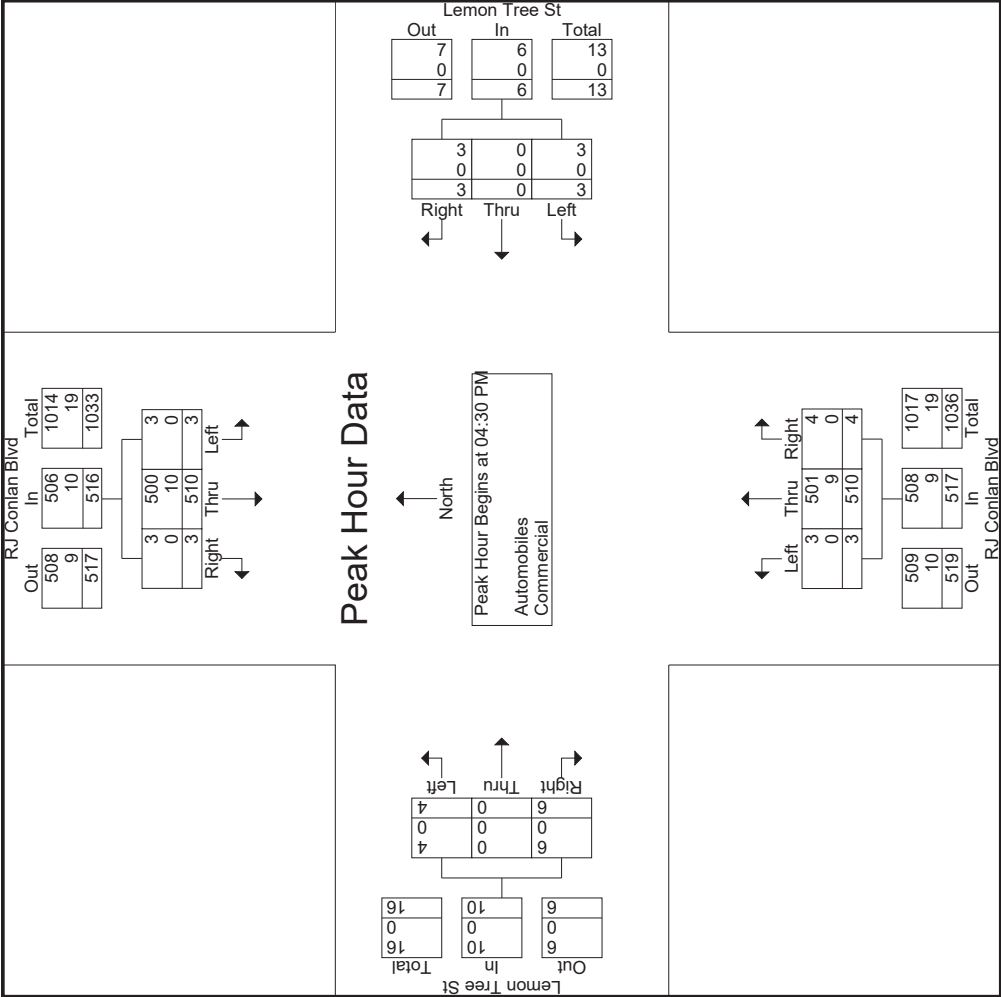
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(386) 341-4186

Robert J Conlan Blvd at Lemon Tree St
Brevard County, FL

File Name : 10 RJ at Lemon
Site Code : 00000001
Start Date : 5/19/2022
Page No : 5



(386) 341-4186

Robert J Conlan Blvd at Lemon Tree St
Brevard County, Fl

File Name : 10 RJ at Lemon
Site Code : 00000001
Start Date : 5/19/2022
Page No : 6

[illegible]

(386) 341-4186

Robert J Conlan Blvd at Ersoff Blvd
Brevard County, Fl

File Name : 11 RJ at Ersoff
Site Code : 00000002
Start Date : 5/18/2022
Page No : 1

Groups Printed- Automobiles - Commercial																
RJ Conlan Blvd Southbound				N/A				RJ Conlan Blvd Northbound				Ersoff Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
07:00 AM	0	97	0	97	0	0	0	0	0	84	0	84	3	0	1	4
07:15 AM	0	131	2	133	0	0	0	0	0	99	0	99	0	0	1	1
07:30 AM	0	117	1	118	0	0	0	0	0	87	0	87	4	0	1	5
07:45 AM	0	143	1	144	0	0	0	0	0	119	0	119	1	0	2	3
Total	0	488	4	492	0	0	0	0	0	389	0	389	8	0	5	13
08:00 AM	0	132	3	135	0	0	0	0	0	108	0	108	3	0	1	4
08:15 AM	0	107	2	109	0	0	0	0	0	128	1	129	4	0	0	4
08:30 AM	0	101	1	102	0	0	0	0	0	109	0	109	5	0	2	7
08:45 AM	0	89	1	90	0	0	0	0	2	100	0	102	6	0	2	8
Total	0	429	7	436	0	0	0	0	3	445	1	449	18	0	5	23
04:00 PM	0	100	0	100	0	0	0	0	0	104	0	104	1	0	0	1
04:15 PM	0	128	0	128	0	0	0	0	1	99	0	100	2	0	1	3
04:30 PM	0	135	1	136	0	0	0	0	0	136	0	136	2	0	2	4
04:45 PM	0	143	0	143	0	0	0	0	2	125	0	127	3	0	1	4
Total	0	506	1	507	0	0	0	0	3	464	0	467	8	0	4	12
05:00 PM	0	118	1	119	0	0	0	0	1	117	0	118	2	0	0	2
05:15 PM	0	109	2	111	0	0	0	0	0	108	0	108	1	0	2	3
05:30 PM	0	112	1	113	0	0	0	0	1	128	0	129	0	0	1	1
05:45 PM	0	126	0	126	0	0	0	0	0	106	0	106	0	0	0	0
Total	0	465	4	469	0	0	0	0	2	459	0	461	3	0	3	6
Grand Total	0	1888	16	1904	0	0	0	0	8	1757	1	1766	37	0	17	54
Apprch %	0	99.2	0.8		0	0	0		0.5	99.5	0.1		68.5	0	31.5	
Total %	0	50.7	0.4	51.1	0	0	0	0	0.2	47.2	0	47.4	1	0	0.5	1.5
Automobiles	0	1840	16	1856	0	0	0	0	8	1723	1	1732	37	0	17	54
% Automobiles	0	97.5	100	97.5	0	0	0	0	100	98.1	100	98.1	100	0	100	100
Commercial	0	48	0	48	0	0	0	0	0	34	0	34	0	0	0	0
% Commercial	0	2.5	0	2.5	0	0	0	0	0	1.9	0	1.9	0	0	0	0

(386) 341-4186

Robert J Conlan Blvd at Ersoff Blvd
Brevard County, FL

File Name : 11 RJ at Ersoff
Site Code : 00000002
Start Date : 5/18/2022
Page No : 2

Start Time	RJ Conlan Blvd Southbound				N/A				RJ Conlan Blvd Northbound				Ersoff Blvd Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis	From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM																
07:45 AM	0	143	1	144	0	0	0	0	0	119	0	119	1	0	2	3
08:00 AM	0	132	3	135	0	0	0	0	1	108	0	109	3	0	1	4
08:15 AM	0	107	2	109	0	0	0	0	0	128	1	129	4	0	0	4
08:30 AM	0	101	1	102	0	0	0	0	0	109	0	109	5	0	2	7
Total Volume	0	483	7	490	0	0	0	0	1	464	1	466	13	0	5	18
% App. Total	0	98.6	1.4		0	0	0	0	0.2	99.6	0.2		72.2	0	27.8	
PHF	.000	.844	.583	.851	.000	.000	.000	.000	.250	.906	.250	.903	.650	.000	.625	.643
Automobiles	0	470	7	477	0	0	0	0	1	455	1	457	13	0	5	18
% Automobiles	0	97.3	100	97.3	0	0	0	0	100	98.1	100	98.1	100	0	100	100
Commercial	0	13	0	13	0	0	0	0	0	9	0	9	0	0	0	0
% Commercial	0	2.7	0	2.7	0	0	0	0	0	1.9	0	1.9	0	0	0	0

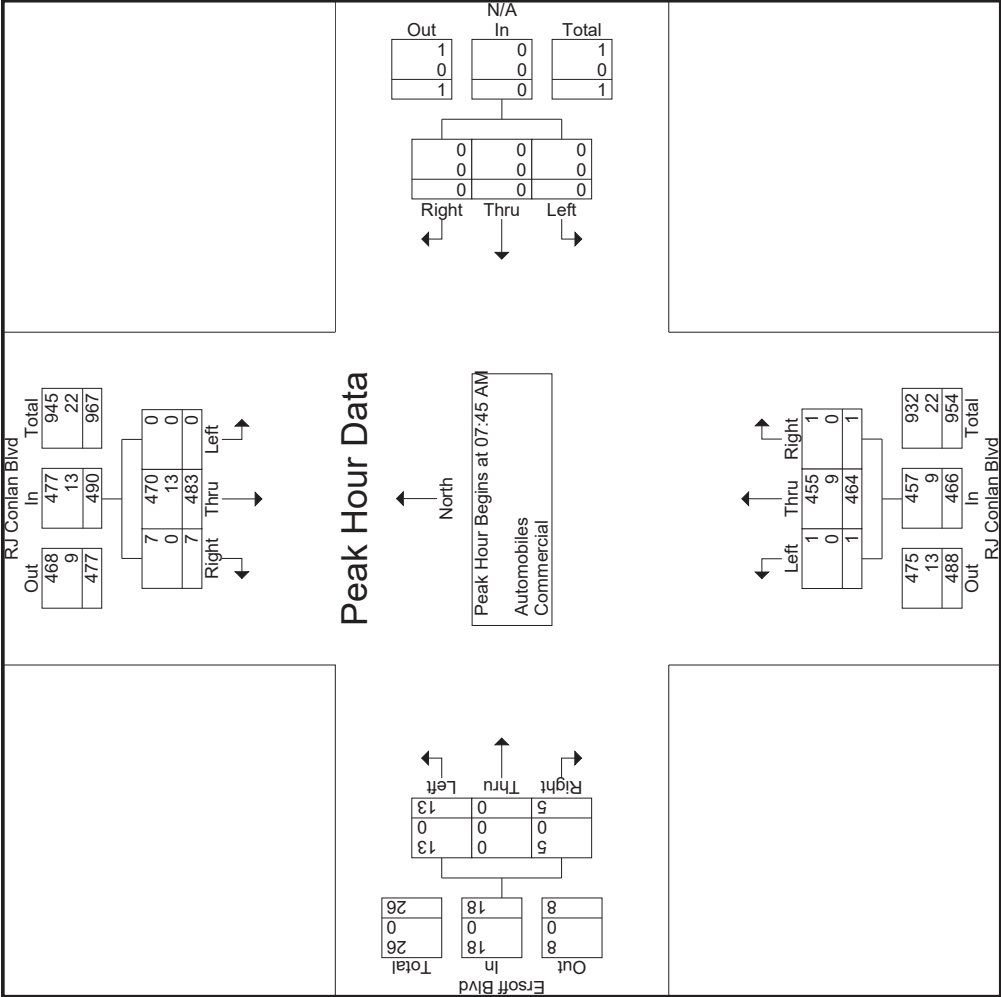
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(386) 341-4186

Robert J Conlan Blvd at Ersoff Blvd
Brevard County, FL

File Name : 11 RJ at Ersoff
Site Code : 00000002
Start Date : 5/18/2022
Page No : 3



Robert J Conlan Blvd at Ersoff Blvd
Brevard County, Fl

File Name : 11 RJ at Ersoff
Site Code : 00000002
Start Date : 5/18/2022
Page No : 4

	RJ Conlan Blvd Southbound				N/A				RJ Conlan Blvd Northbound				Ersoff Blvd Eastbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Start Time	From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	128	0	128	0	0	0	0	0	1	99	0	100	2	0	1	3
04:30 PM	0	135	1	136	0	0	0	0	0	0	136	0	136	2	0	2	4
04:45 PM	0	143	0	143	0	0	0	0	0	2	125	0	127	3	0	1	4
05:00 PM	0	118	1	119	0	0	0	0	0	1	117	0	118	2	0	0	2
Total Volume	0	524	2	526	0	0	0	0	0	4	477	0	481	9	0	4	13
% App. Total	0	99.6	0.4		0	0	0			0.8	99.2	0		69.2	0	30.8	
PHF	.000	.916	.500	.920	.000	.000	.000	.000	.000	.500	.877	.000	.884	.750	.000	.500	.813
Automobiles	0	515	2	517	0	0	0	0	0	4	472	0	476	9	0	4	13
% Automobiles	0	98.3	100	98.3	0	0	0	0	0	100	99.0	0	99.0	100	0	100	100
Commercial	0	9	0	9	0	0	0	0	0	0	5	0	5	0	0	0	0
% Commercial	0	1.7	0	1.7	0	0	0	0	0	0	1.0	0	1.0	0	0	0	0

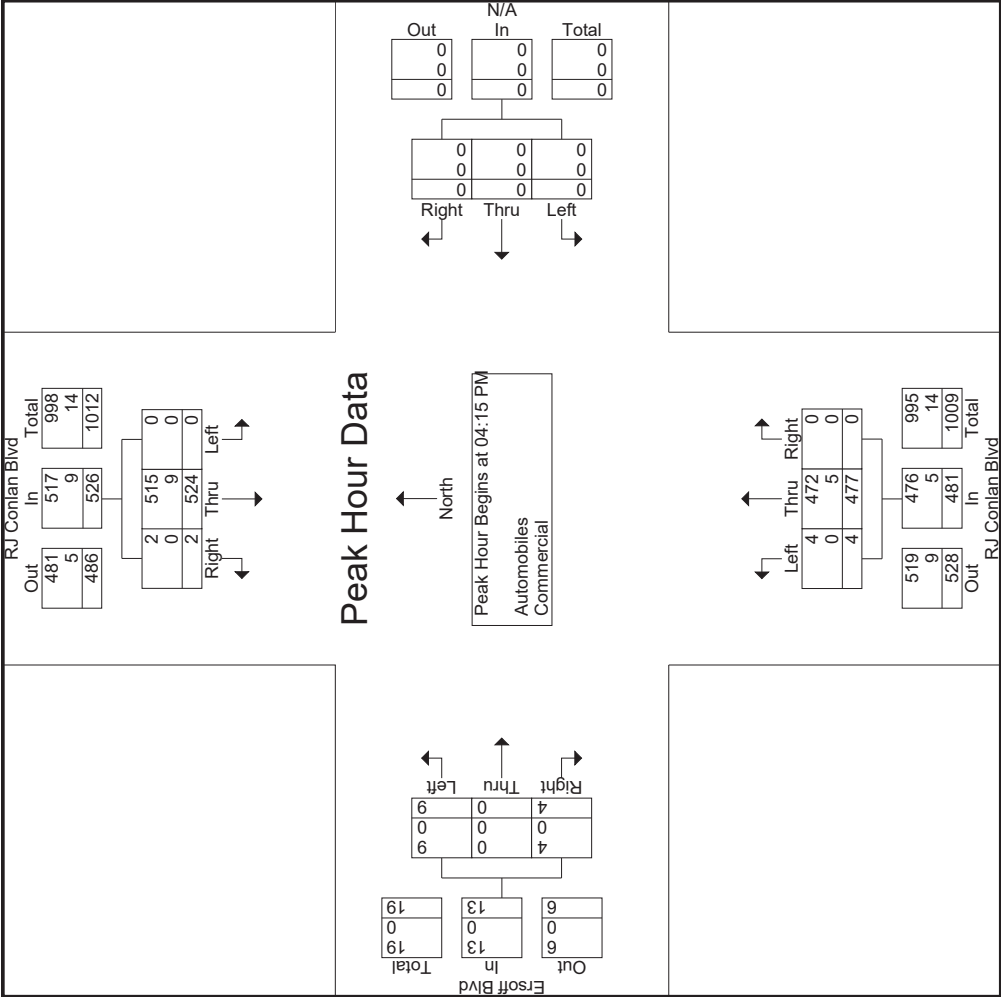
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(386) 341-4186

Robert J Conlan Blvd at Ersoff Blvd
Brevard County, FL

File Name : 11 RJ at Ersoff
Site Code : 00000002
Start Date : 5/18/2022
Page No : 5



(386) 341-4186

Robert J Conlan Blvd at Ersoff Blvd
Brevard County, Fl

File Name : 11 RJ at Ersoff
Site Code : 00000002
Start Date : 5/18/2022
Page No : 6

[illegible]

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(386) 341-4186

Robert J Conlan Blvd at Palm Bay Rd
Brevard County, FL

File Name : 12 rj at palm bay
Site Code : 00000007
Start Date : 5/18/2022
Page No : 1

Groups Printed- Automobiles - Commercial																			
Robert J Conlan Blvd					Palm Bay Rd					Robert J Conlan Blvd					Palm Bay Rd				
Southbound					Westbound					Northbound					Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
07:00 AM	6	20	80	106	6	154	11	171	3	2	2	1	6	73	118	11	202	485	
07:15 AM	12	19	92	123	4	168	19	191	1	2	1	4	4	95	125	19	239	557	
07:30 AM	16	25	75	116	9	206	25	240	2	5	6	13	13	117	118	24	259	628	
07:45 AM	20	15	79	114	8	247	19	274	5	4	5	14	14	107	107	17	231	633	
Total	54	79	326	459	27	775	74	876	11	13	13	37	37	392	468	71	931	2303	
08:00 AM	17	16	86	119	9	218	17	244	4	2	5	11	11	101	126	34	261	635	
08:15 AM	19	25	77	121	9	225	20	254	5	4	5	14	14	117	117	28	262	651	
08:30 AM	12	16	44	72	9	203	18	230	2	4	3	9	9	107	100	24	231	542	
08:45 AM	16	11	57	84	7	180	14	201	6	6	5	17	17	81	82	25	188	490	
Total	64	68	264	396	34	826	69	929	17	16	18	51	51	406	425	111	942	2318	
04:00 PM	11	5	96	112	6	124	12	142	19	16	3	38	38	79	156	9	244	536	
04:15 PM	16	4	115	135	4	132	20	156	22	18	4	44	44	82	164	11	257	592	
04:30 PM	17	5	124	146	6	141	15	162	18	21	6	45	45	78	172	16	266	619	
04:45 PM	19	5	143	167	4	115	16	135	24	33	4	61	61	97	164	18	279	642	
Total	63	19	478	560	20	512	63	595	83	88	17	188	188	336	656	54	1046	2389	
05:00 PM	19	2	142	163	10	104	16	130	20	23	5	48	48	105	172	18	295	636	
05:15 PM	17	6	136	159	8	124	16	148	23	19	3	45	45	103	153	18	274	626	
05:30 PM	11	1	116	128	7	113	16	136	24	24	5	53	53	80	125	19	224	541	
05:45 PM	16	1	102	119	8	109	11	128	31	22	4	57	57	88	106	12	206	510	
Total	63	10	496	569	33	450	59	542	98	88	17	203	203	376	556	67	999	2313	
Grand Total	244	176	1564	1984	114	2563	265	2942	209	205	65	479	479	1510	2105	303	3918	9323	
Approch %	12.3	8.9	78.8		3.9	87.1	9		43.6	42.8	13.6			38.5	53.7	7.7			
Total %	2.6	1.9	16.8	21.3	1.2	27.5	2.8	31.6	2.2	2.2	0.7	5.1	5.1	16.2	22.6	3.3	42		
Automobiles	238	171	1545	1954	106	2530	254	2890	203	201	61	465	465	1473	2088	298	3859	9168	
% Automobiles	97.5	97.2	98.8	98.5	93	98.7	95.8	98.2	97.1	98	93.8	97.1	97.1	97.5	99.2	98.3	98.5	98.3	
Commercial	6	5	19	30	8	33	11	52	6	4	4	14	14	37	17	5	59	155	
% Commercial	2.5	2.8	1.2	1.5	7	1.3	4.2	1.8	2.9	2	6.2	2.9	2.9	2.5	0.8	1.7	1.5	1.7	

Robert J Conlan Blvd at Palm Bay Rd
Brevard County, FL

	Robert J Conlan Blvd Southbound				Palm Bay Rd Westbound				Robert J Conlan Blvd Northbound				Palm Bay Rd Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Start Time																
Peak Hour Analysis	From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection	Begins at 07:30 AM															
07:30 AM	16	25	75	116	9	206	25	240	2	5	6	13	117	118	24	259
07:45 AM	20	15	79	114	8	247	19	274	5	4	5	14	107	107	17	231
08:00 AM	17	16	86	119	9	218	17	244	4	2	5	11	101	126	34	261
08:15 AM	19	25	77	121	9	225	20	254	5	4	5	14	117	117	28	262
Total Volume	72	81	317	470	35	896	81	1012	16	15	21	52	442	468	103	1013
% App. Total	15.3	17.2	67.4		3.5	88.5	8		30.8	28.8	40.4		43.6	46.2	10.2	
PHF	.900	.810	.922	.971	.972	.907	.810	.923	.800	.750	.875	.929	.944	.929	.757	.967
Automobiles	70	79	313	462	32	881	78	991	14	14	19	47	434	462	100	996
% Automobiles	97.2	97.5	98.7	98.3	91.4	98.3	96.3	97.9	87.5	93.3	90.5	90.4	98.2	98.7	97.1	98.3
Commercial	2	2	4	8	3	15	3	21	2	1	2	5	8	6	3	17
% Commercial	2.8	2.5	1.3	1.7	8.6	1.7	3.7	2.1	12.5	6.7	9.5	9.6	1.8	1.3	2.9	1.7

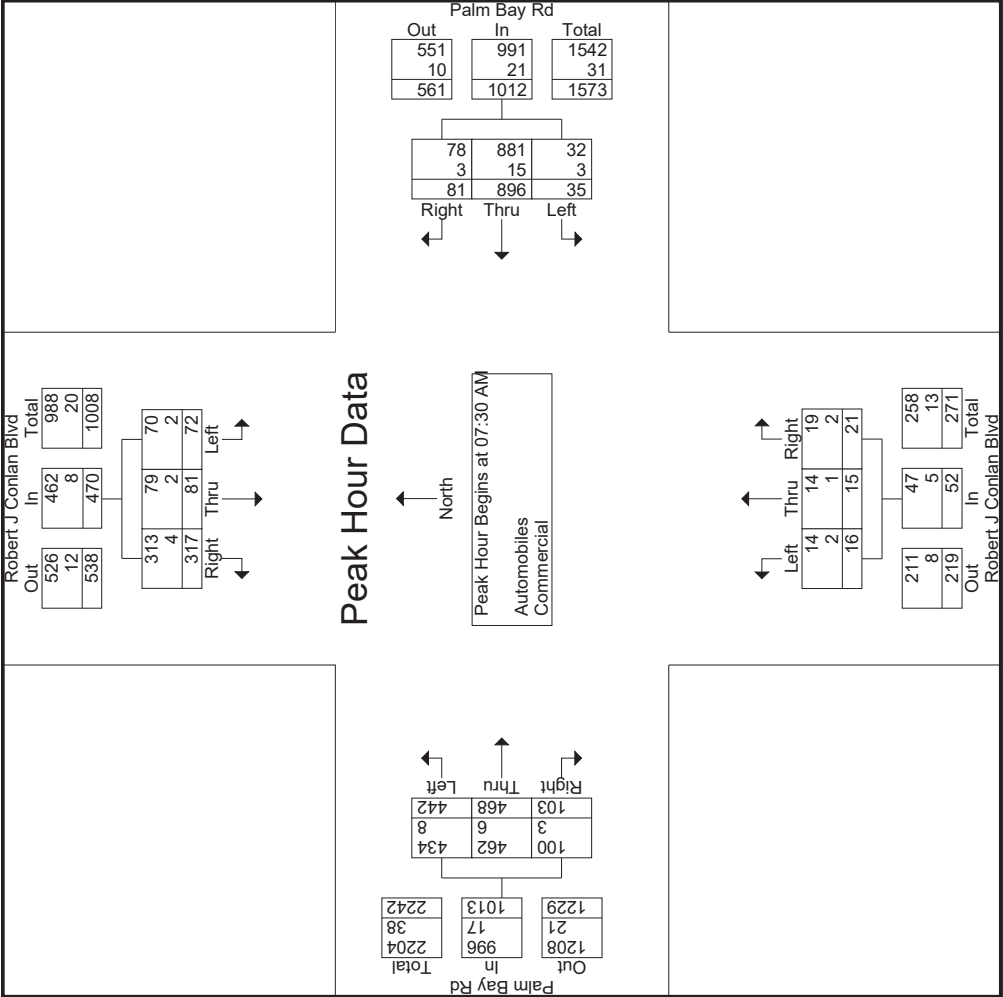
DE TRAFFIC

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(386) 341-4186

Robert J Conlan Blvd at Palm Bay Rd
Brevard County, FL

File Name : 12 rj at palm bay
Site Code : 00000007
Start Date : 5/18/2022
Page No : 3



(386) 341-4186

Robert J Conlan Blvd at Palm Bay Rd
Brevard County, FL

File Name : 12 rj at palm bay
Site Code : 00000007
Start Date : 5/18/2022
Page No : 4

Start Time	Robert J Conlan Blvd Southbound				Palm Bay Rd Westbound				Robert J Conlan Blvd Northbound				Palm Bay Rd Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:30 PM																
04:30 PM	17	5	124	146	6	141	15	162	18	21	6	45	78	172	16	266
04:45 PM	19	5	143	167	4	115	16	135	24	33	4	61	97	164	18	279
05:00 PM	19	2	142	163	10	104	16	130	20	23	5	48	105	172	18	295
05:15 PM	17	6	136	159	8	124	16	148	23	19	3	45	103	153	18	274
Total Volume	72	18	545	635	28	484	63	575	85	96	18	199	383	661	70	1114
% App. Total	11.3	2.8	85.8		4.9	84.2	11		42.7	48.2	9		34.4	59.3	6.3	
PHF	.947	.750	.953	.951	.700	.858	.984	.887	.885	.727	.750	.816	.912	.961	.972	.944
Automobiles	70	16	540	626	24	483	60	567	84	93	16	193	370	659	69	1098
% Automobiles	97.2	88.9	99.1	98.6	85.7	99.8	95.2	98.6	98.8	96.9	88.9	97.0	96.6	99.7	98.6	98.5
Commercial	2	2	5	9	4	1	3	8	1	3	2	6	13	2	1	16
% Commercial	2.8	11.1	0.9	1.4	14.3	0.2	4.8	1.4	1.2	3.1	11.1	3.0	3.4	0.3	1.4	1.5

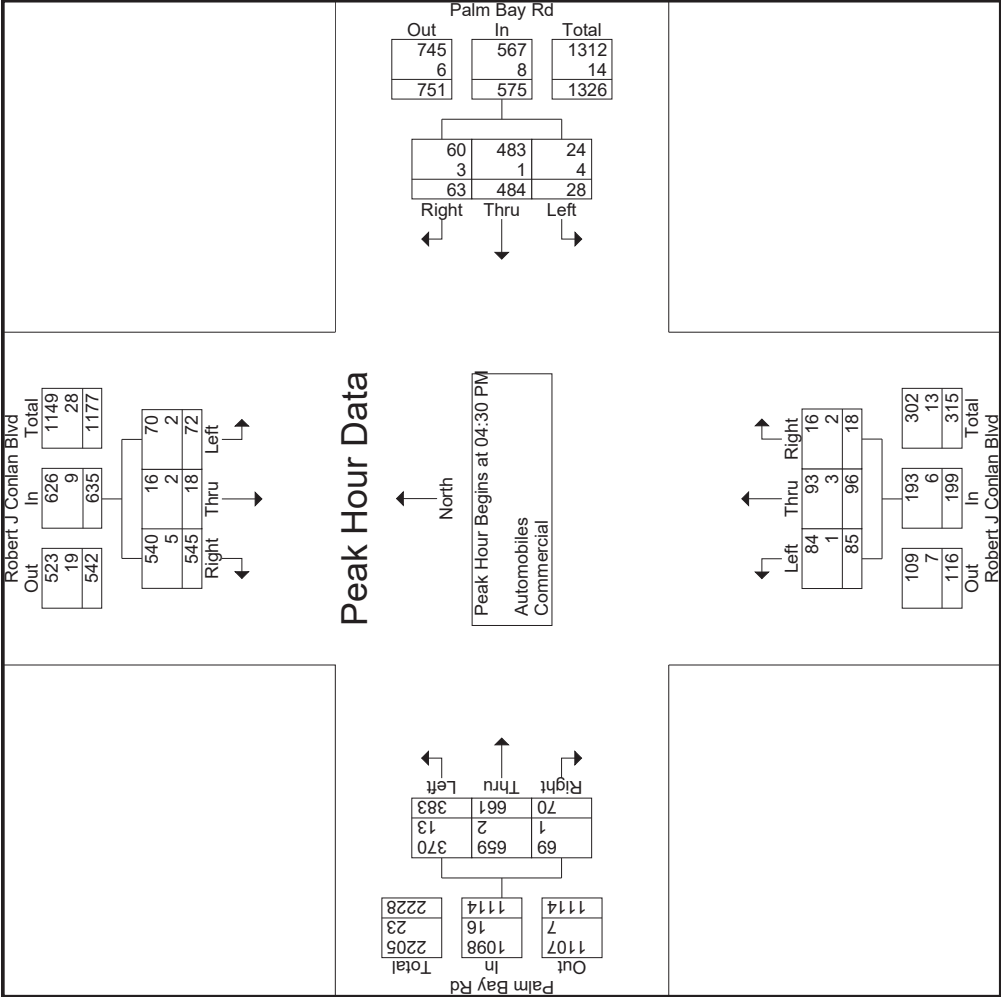
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(386) 341-4186

Robert J Conlan Blvd at Palm Bay Rd
Brevard County, FL

File Name : 12 rj at palm bay
Site Code : 00000007
Start Date : 5/18/2022
Page No : 5



(386) 341-4186

Robert J Conlan Blvd at Palm Bay Rd
Brevard County, FL

File Name : 12_rj at palm bay
Site Code : 00000007
Start Date : 5/18/2022
Page No : 1

Groups Printed- Peds																				
	Robert J Conlan Blvd Southbound					Palm Bay Rd Westbound					Robert J Conlan Blvd Northbound					Palm Bay Rd Eastbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total				
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1				
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2				
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1				
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1				
05:30 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	2	5				
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	2	5				
Grand Total	0	0	0	0	0	0	0	0	4	4	0	0	0	0	4	8				
Approch %	0	0	0	0	0	0	0	0	100	50	0	0	0	0	100					
Total %	0	0	0	0	0	0	0	0	50	50	0	0	0	0	50	50				

Brevard County, FL

Page No : 1

	82	4753	599	5434	112	105	82	299	295	5048	101	5444	530	58	264	852	12029
Grand Total	82	4753	599	5434	112	105	82	299	295	5048	101	5444	530	58	264	852	12029
Apprch %	1.5	87.5	11		37.5	35.1	27.4		5.4	92.7	1.9		62.2	6.8	31		
Total %	0.7	39.5	5	45.2	0.9	0.9	0.7	2.5	2.5	42	0.8	45.3	4.4	0.5	2.2	7.1	

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(386) 341-4186

US 1 at University Blvd

Brevard County, FL

File Name : 13 US 1 at University

Site Code : 00000001

Start Date : 5/19/2022

Page No : 2

Groups Printed- Automobiles - Commercial

	US 1 Southbound					University Blvd Westbound					US 1 Northbound					University Blvd Eastbound				
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0			1.0	1.0	1.0			1.0	1.0	1.0			1.0	1.0	1.0		
Automobiles	75	4681	590	5346		101	98	74	273		289	4990	91	5370		511	47	248	806	11795
% Automobiles	91.5	98.5	98.5	98.4		90.2	93.3	90.2	91.3		98	98.9	90.1	98.6		96.4	81	93.9	94.6	98.1
Commercial	7	72	9	88		11	7	8	26		6	58	10	74		19	11	16	46	234
% Commercial	8.5	1.5	1.5	1.6		9.8	6.7	9.8	8.7		2	1.1	9.9	1.4		3.6	19	6.1	5.4	1.9

Brevard County, FL

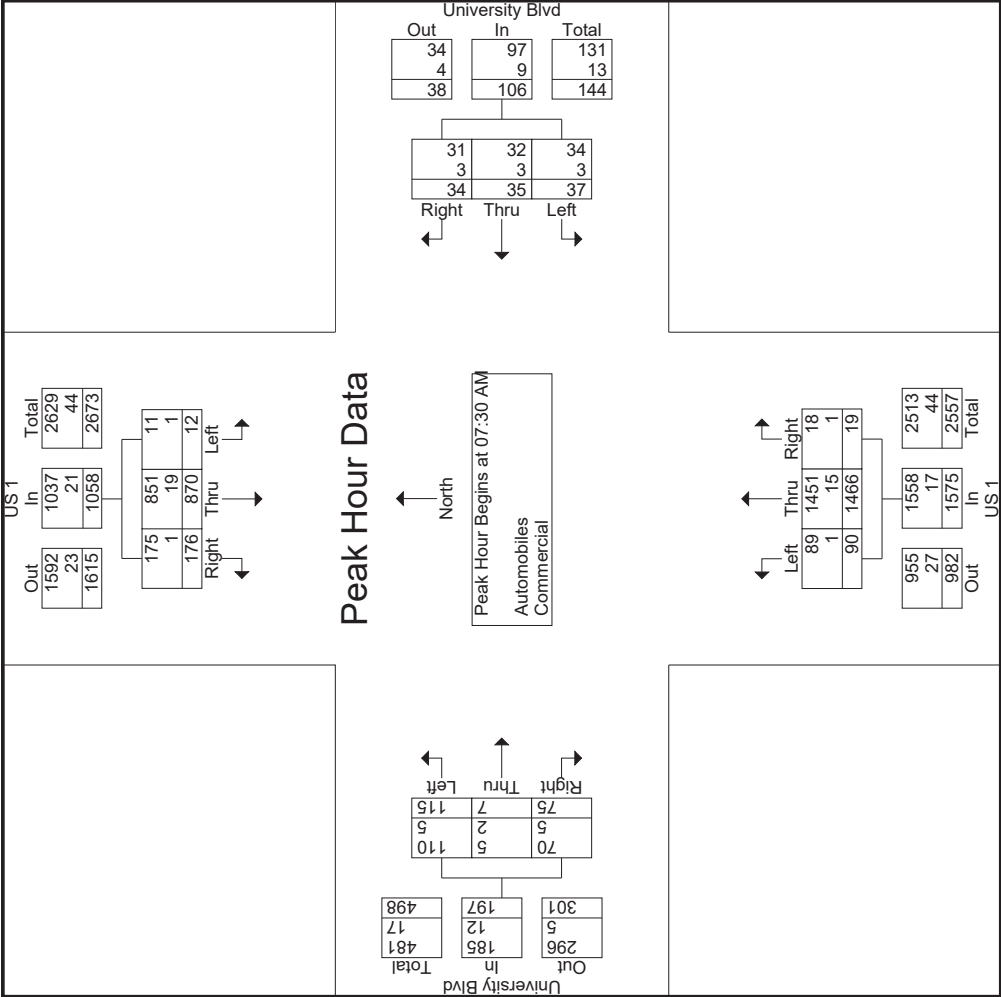
File Name : 13 US 1 at University

Site Code : 00000001

Start Date : 5/19/2022

Page No : 3

	US 1 Southbound				University Blvd Westbound				US 1 Northbound				University Blvd Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Start Time																
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:30 AM																
07:30 AM	2	206	36	244	10	8	8	26	20	376	4	400	30	1	18	49
07:45 AM	3	221	62	286	9	8	8	25	22	380	6	408	31	3	18	52
08:00 AM	3	206	43	252	8	9	8	25	24	366	4	394	26	1	18	45
08:15 AM	4	237	35	276	10	10	10	30	24	344	5	373	28	2	21	51
Total Volume	12	870	176	1058	37	35	34	106	90	1466	19	1575	115	7	75	197
% App. Total	1.1	82.2	16.6		34.9	33	32.1		5.7	93.1	1.2		58.4	3.6	38.1	
PHF	.750	.918	.710	.925	.925	.875	.850	.883	.938	.964	.792	.965	.927	.583	.893	.947
Automobiles	11	851	175	1037	34	32	31	97	89	1451	18	1558	110	5	70	185
% Automobiles	91.7	97.8	99.4	98.0	91.9	91.4	91.2	91.5	98.9	99.0	94.7	98.9	95.7	71.4	93.3	93.9
Commercial	1	19	1	21	3	3	3	9	1	15	1	17	5	2	5	12
% Commercial	8.3	2.2	0.6	2.0	8.1	8.6	8.8	8.5	1.1	1.0	5.3	1.1	4.3	28.6	6.7	6.1



University Blvd

Out

In

Total

34

97

131

4

9

13

38

106

144

31

32

34

3

3

3

34

35

37

Right

Thru

Left

Peak Hour Data

North

Peak Hour Begins at 07:30 AM

Automobiles

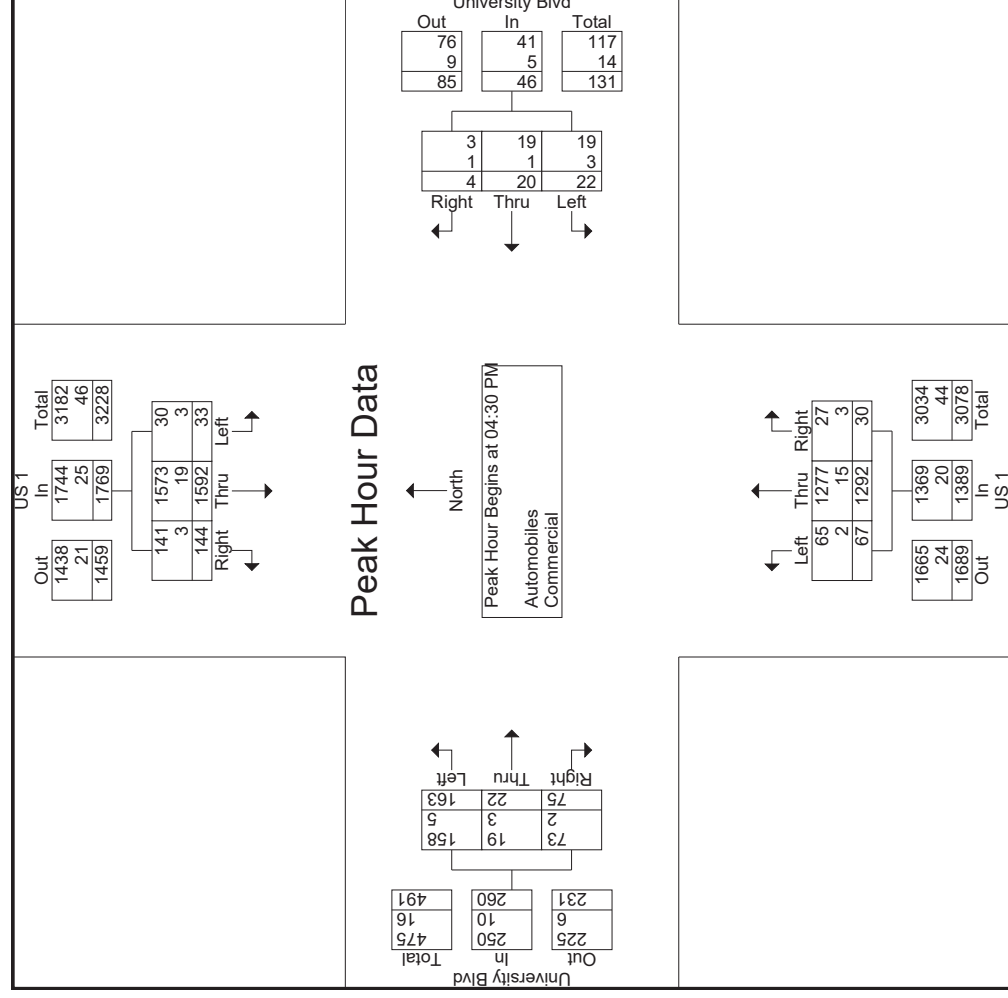
Commercial

Brevard County, Fl

Page No : 5

US 1 at University Blvd
Brevard County, FL

File Name : 13 US 1 at University
Site Code : 0000001
Start Date : 5/19/2022
Page No : 6



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US 1 at University Blvd

Brevard County, FL

File Name : 13 US 1 at University

Site Code : 00000001

Start Date : 5/19/2022

Page No : 7

Groups Printed- Peds

Start Time	US 1 Southbound						University Blvd Westbound						US 1 Northbound						University Blvd Eastbound					
	Left	Thru	Right	Peds	App. Total	Factor	Left	Thru	Right	Peds	App. Total	Factor	Left	Thru	Right	Peds	App. Total	Factor	Left	Thru	Right	Peds	App. Total	Factor
08:00 AM	0	0	0	1	1		0	0	0	0	0		0	0	0	0	0		0	0	0	2	2	
Total	0	0	0	1	1		0	0	0	0	0		0	0	0	0	0		0	0	0	2	2	
04:45 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	1	
Total	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	1	
05:00 PM	0	0	0	0	0		0	0	0	0	0		0	0	0	1	1		0	0	0	0	0	
05:15 PM	0	0	0	0	0		0	0	0	1	1		0	0	0	0	0		0	0	0	0	0	
05:30 PM	0	0	0	1	1		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
Total	0	0	0	1	1		0	0	0	1	1		0	0	0	1	1		0	0	0	0	0	
Grand Total	0	0	0	2	2		0	0	0	1	1		0	0	0	1	1		0	0	0	3	3	
Apprch %	0	0	0	100			0	0	0	100			0	0	0	100			0	0	0	100		
Total %	0	0	0	28.6	28.6		0	0	0	14.3	14.3		0	0	0	14.3	14.3		0	0	0	42.9	42.9	

Brevard County, FL

Page No : 1

Groups Printed- Automobiles - Commercial																						
US 1						Dirt road						US 1						Palm Bay Rd				
Southbound						Westbound						Northbound						Eastbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total	
07:00 AM	0	94	34	0	128	0	0	0	0	0	64	216	0	0	280	18	0	50	0	68	476	
07:15 AM	0	99	52	0	151	0	0	0	0	0	86	256	0	0	342	24	0	58	0	82	575	
07:30 AM	0	103	42	0	145	0	0	0	0	0	77	281	0	0	358	32	0	68	0	100	603	
07:45 AM	0	128	62	0	190	0	0	0	0	0	85	360	0	0	445	34	0	82	0	116	751	
Total	0	424	190	0	614	0	0	0	0	0	312	1113	0	0	1425	108	0	258	0	366	2405	
08:00 AM	0	118	42	0	160	0	0	0	0	0	77	281	0	0	358	32	0	70	0	102	620	
08:15 AM	0	105	51	0	156	0	0	0	0	0	85	285	0	0	370	22	0	53	0	75	601	
08:30 AM	0	138	43	0	181	0	0	0	0	0	78	248	0	0	326	28	0	68	0	96	603	
08:45 AM	0	146	63	0	209	0	0	0	0	0	83	207	0	0	290	33	0	54	0	87	586	
Total	0	507	199	0	706	0	0	0	0	0	323	1021	0	0	1344	115	0	245	0	360	2410	
04:00 PM	0	309	34	0	343	0	0	0	0	0	56	170	0	0	226	43	0	69	0	112	681	
04:15 PM	0	346	74	0	420	0	0	0	0	0	71	185	0	0	256	40	0	82	0	122	798	
04:30 PM	0	289	71	0	360	0	0	0	0	0	62	186	0	0	248	48	0	102	0	150	758	
04:45 PM	0	320	62	0	382	0	0	0	0	0	81	200	0	0	281	36	0	87	0	123	786	
Total	0	1264	241	0	1505	0	0	0	0	0	270	741	0	0	1011	167	0	340	0	507	3023	
05:00 PM	0	280	51	0	331	0	0	0	0	0	78	205	0	0	283	40	0	102	0	142	756	
05:15 PM	0	374	44	0	418	0	0	0	0	0	46	221	0	0	267	42	0	112	0	154	839	
05:30 PM	0	291	53	0	344	0	0	0	0	0	52	207	0	0	259	37	0	97	0	134	737	
05:45 PM	0	262	52	0	314	0	0	0	0	0	42	201	0	0	243	33	0	76	0	109	666	
Total	0	1207	200	0	1407	0	0	0	0	0	218	834	0	0	1052	152	0	387	0	539	2998	
Grand Total	0	3402	830	0	4232	0	0	0	0	0	1123	3709	0	0	4832	542	0	1230	0	1772	10836	
Approch %	0	80.4	19.6	0		0	0	0	0	0	23.2	76.8	0	0		30.6	0	69.4	0			
Total %	0	31.4	7.7	0	39.1	0	0	0	0	0	10.4	34.2	0	0	44.6	5	0	11.4	0	16.4		
Automobiles	0	3353	825	0	4178	0	0	0	0	0	1108	3641	0	0	4749	530	0	1219	0	1749	10676	
% Automobiles	0	98.6	99.4	0	98.7	0	0	0	0	0	98.7	98.2	0	0	98.3	97.8	0	99.1	0	98.7	98.5	
Commercial	0	49	5	0	54	0	0	0	0	0	15	68	0	0	83	12	0	11	0	23	160	
% Commercial	0	1.4	0.6	0	1.3	0	0	0	0	0	1.3	1.8	0	0	1.7	2.2	0	0.9	0	1.3	1.5	

Brevard County, FL

File Name : 14 US 1 at Palm

Site Code : 00000014

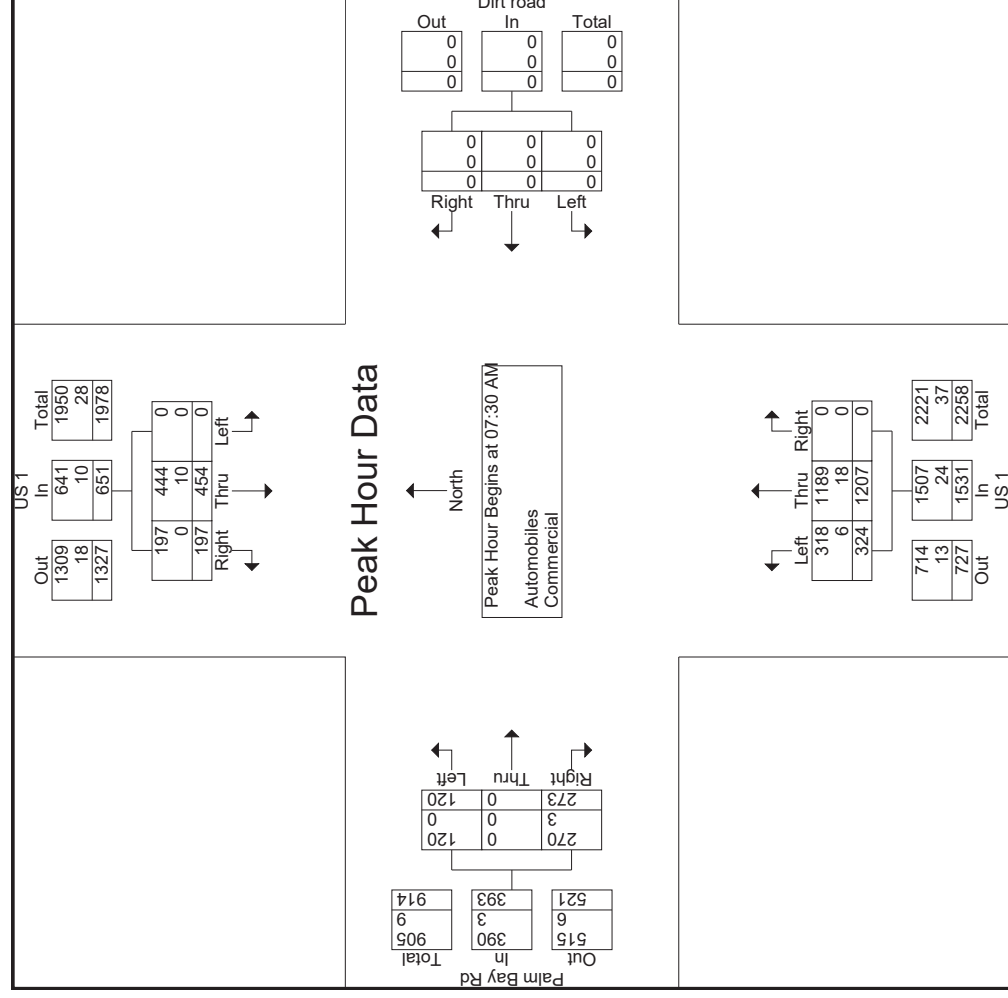
Start Date : 5/19/2022

Page No : 2

	US 1 Southbound				Dirt road Westbound				US 1 Northbound				Palm Bay Rd Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Start Time																
Peak Hour Analysis	From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:30 AM																
07:30 AM	0	103	42	145	0	0	0	0	77	281	0	358	32	0	68	100
07:45 AM	0	128	62	190	0	0	0	0	85	360	0	445	34	0	82	116
08:00 AM	0	118	42	160	0	0	0	0	77	281	0	358	32	0	70	102
08:15 AM	0	105	51	156	0	0	0	0	85	285	0	370	22	0	53	75
Total Volume	0	454	197	651	0	0	0	0	324	1207	0	1531	120	0	273	393
% App. Total	0	69.7	30.3		0	0	0	0	21.2	78.8	0		30.5	0	69.5	
PHF	.000	.887	.794	.857	.000	.000	.000	.000	.953	.838	.000	.860	.882	.000	.832	.847
Automobiles	0	444	197	641	0	0	0	0	318	1189	0	1507	120	0	270	390
% Automobiles	0	97.8	100	98.5	0	0	0	0	98.1	98.5	0	98.4	100	0	98.9	99.2
Commercial	0	10	0	10	0	0	0	0	6	18	0	24	0	0	3	37
% Commercial	0	2.2	0	1.5	0	0	0	0	1.9	1.5	0	1.6	0	0	1.1	0.8

US 1 at Palm Bay Rd
Brevard County, FL

File Name : 14 US 1 at Palm
Site Code : 00000014
Start Date : 5/19/2022
Page No : 3



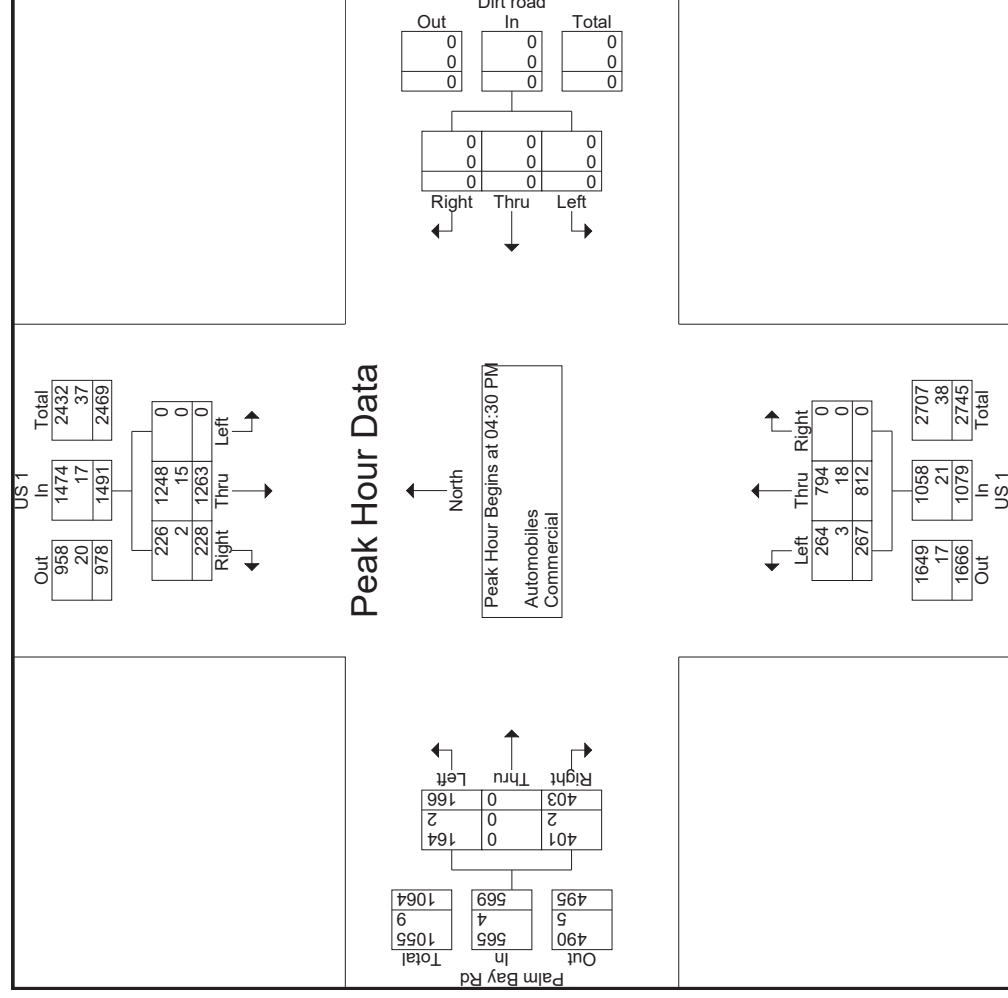
Brevard County, FL

File Name : 14 US 1 at Palm
Site Code : 0000014
Start Date : 5/19/2022
Page No : 4

Start Time	US 1 Southbound				Dirt road Westbound				US 1 Northbound				Palm Bay Rd Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis	From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:30 PM																
04:30 PM	0	289	71	360	0	0	0	0	62	186	0	248	48	0	102	150
04:45 PM	0	320	62	382	0	0	0	0	81	200	0	281	36	0	87	123
05:00 PM	0	280	51	331	0	0	0	0	78	205	0	283	40	0	102	142
05:15 PM	0	374	44	418	0	0	0	0	46	221	0	267	42	0	112	154
Total Volume	0	1263	228	1491	0	0	0	0	267	812	0	1079	166	0	403	569
% App. Total	0	84.7	15.3		0	0	0	0	24.7	75.3	0		29.2	0	70.8	
PHF	.000	.844	.803	.892	.000	.000	.000	.000	.824	.919	.000	.953	.865	.000	.900	.924
Automobiles	0	1248	226	1474	0	0	0	0	264	794	0	1058	164	0	401	565
% Automobiles	0	98.8	99.1	98.9	0	0	0	0	98.9	97.8	0	98.1	98.8	0	99.5	99.3
Commercial	0	15	2	17	0	0	0	0	3	18	0	21	2	0	2	4
% Commercial	0	1.2	0.9	1.1	0	0	0	0	1.1	2.2	0	1.9	1.2	0	0.5	0.7

US 1 at Palm Bay Rd
Brevard County, FL

File Name : 14 US 1 at Palm
Site Code : 00000014
Start Date : 5/19/2022
Page No : 5



Brevard County, FL

	US 1 Southbound					Dirt road Westbound					US 1 Northbound					Palm Bay Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

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Babcock St at Palm Bay Rd

Brevard County, FL

File Name : 01 Babcock at Palm Bay

Site Code : 00000001

Start Date : 5/10/2022

Page No : 1

Groups Printed- Automobiles - Commercial

	Babcock Street Southbound						Palm Bay Road Westbound						Babcock Street Northbound						Palm Bay Road Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0					
07:00 AM	30	118	65	213	38	193	80	311	65	147	62	274	74	204	61	339	74	204	61	339	1137			
07:15 AM	36	138	99	273	53	211	102	366	72	202	81	355	94	229	73	396	94	229	73	396	1390			
07:30 AM	41	156	124	321	44	224	99	367	83	269	83	435	75	306	84	465	75	306	84	465	1588			
07:45 AM	51	156	141	348	55	228	110	393	77	239	106	422	106	305	102	513	106	305	102	513	1676			
Total	158	568	429	1155	190	856	391	1437	297	857	332	1486	349	1044	320	1713	349	1044	320	1713	5791			
08:00 AM	44	136	118	298	63	224	114	401	74	214	110	398	116	303	117	536	116	303	117	536	1633			
08:15 AM	53	189	125	367	78	205	125	408	83	206	96	385	108	270	105	483	108	270	105	483	1643			
08:30 AM	63	168	109	340	66	186	100	352	77	202	70	349	114	260	87	461	114	260	87	461	1502			
08:45 AM	56	148	114	318	57	172	76	305	71	182	72	325	90	257	77	424	90	257	77	424	1372			
Total	216	641	466	1323	264	787	415	1466	305	804	348	1457	428	1090	386	1904	428	1090	386	1904	6150			
04:00 PM	69	222	73	364	88	204	42	334	83	121	42	246	76	188	58	322	76	188	58	322	1266			
04:15 PM	99	309	94	502	143	232	36	411	76	146	55	277	117	207	79	403	117	207	79	403	1593			
04:30 PM	103	319	108	530	134	261	52	447	85	164	51	300	141	205	93	439	141	205	93	439	1716			
04:45 PM	115	355	116	586	115	302	65	482	76	176	74	326	134	230	76	440	134	230	76	440	1834			
Total	386	1205	391	1982	480	999	195	1674	320	607	222	1149	468	830	306	1604	468	830	306	1604	6409			
05:00 PM	124	377	123	624	126	288	48	462	87	203	67	357	153	220	86	459	153	220	86	459	1902			
05:15 PM	103	353	108	564	110	284	42	436	69	184	77	330	106	226	76	408	106	226	76	408	1738			
05:30 PM	89	314	87	490	101	267	53	421	74	160	56	290	123	189	85	397	123	189	85	397	1598			
05:45 PM	83	315	85	483	97	254	45	396	70	138	45	253	99	169	82	350	99	169	82	350	1482			
Total	399	1359	403	2161	434	1093	188	1715	300	685	245	1230	481	804	329	1614	481	804	329	1614	6720			
Grand Total	1159	3773	1689	6621	1368	3735	1189	6292	1222	2953	1147	5322	1726	3768	1341	6835	1726	3768	1341	6835	25070			
Apprch %	17.5	57	25.5		21.7	59.4	18.9		23	55.5	21.6		25.3	55.1	19.6		25.3	55.1	19.6					
Total %	4.6	15	6.7	26.4	5.5	14.9	4.7	25.1	4.9	11.8	4.6	21.2	6.9	15	5.3	27.3	6.9	15	5.3	27.3				
Automobiles	1146	3701	1668	6515	1352	3632	1174	6158	1200	2862	1134	5196	1706	3675	1325	6706	1706	3675	1325	6706	24575			
% Automobiles	98.9	98.1	98.8	98.4	98.8	97.2	98.7	97.9	98.2	96.9	98.9	97.6	98.8	97.5	98.8	98.1	98.8	97.5	98.8	98.1	98			
Commercial	13	72	21	106	16	103	15	134	22	91	13	126	20	93	16	129	20	93	16	129	495			
% Commercial	1.1	1.9	1.2	1.6	1.2	2.8	1.3	2.1	1.8	3.1	1.1	2.4	1.2	2.5	1.2	1.9	1.2	2.5	1.2	1.9	2			

DE TRAFFIC

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(386) 341-4186

Babcock St at Palm Bay Rd

Brevard County, FL

File Name : 01 Babcock at Palm Bay

Site Code : 00000001

Start Date : 5/10/2022

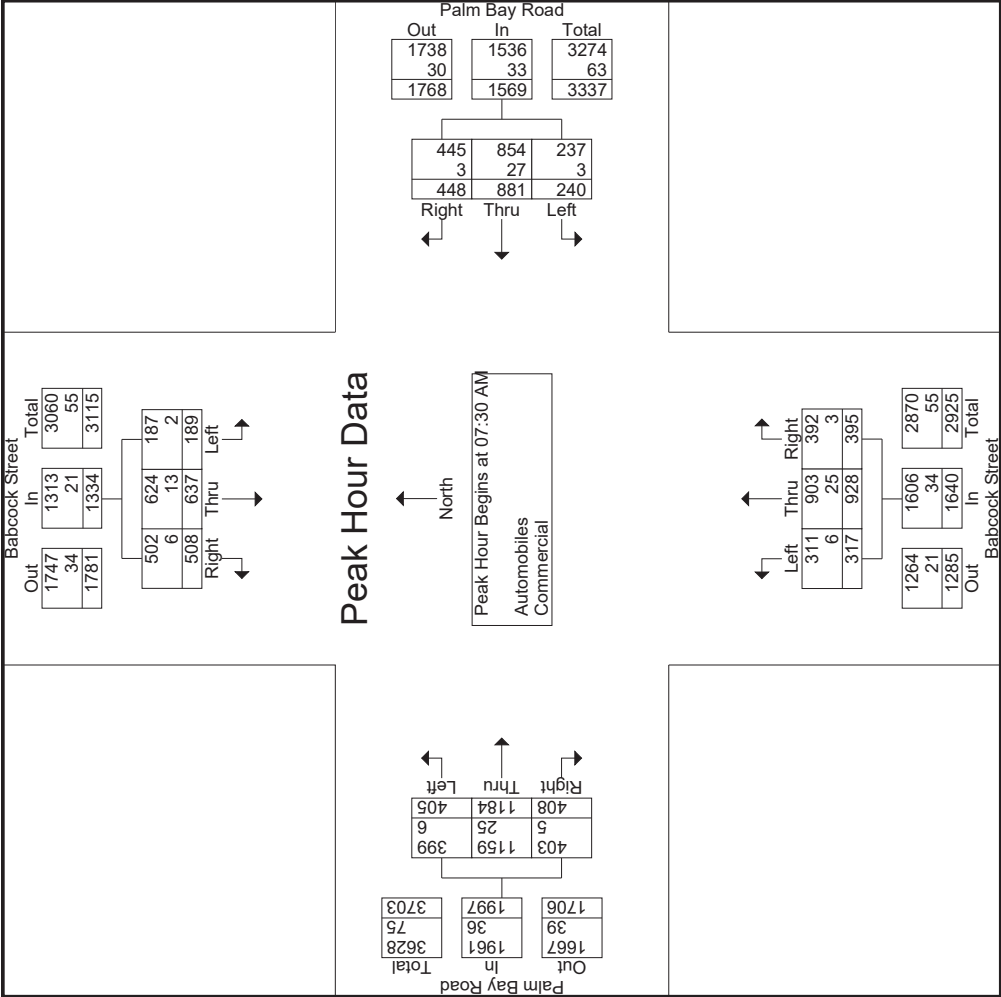
Page No : 2

Start Time	Babcock Street Southbound				Palm Bay Road Westbound				Babcock Street Northbound				Palm Bay Road Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:30 AM																
07:30 AM	41	156	124	321	44	224	99	367	83	269	83	435	75	306	84	465
07:45 AM	51	156	141	348	55	228	110	393	77	239	106	422	106	305	102	513
08:00 AM	44	136	118	298	63	224	114	401	74	214	110	398	116	303	117	536
08:15 AM	53	189	125	367	78	205	125	408	83	206	96	385	108	270	105	483
Total Volume	189	637	508	1334	240	881	448	1569	317	928	395	1640	405	1184	408	1997
% App. Total	14.2	47.8	38.1		15.3	56.2	28.6		19.3	56.6	24.1		20.3	59.3	20.4	
PHF	.892	.843	.901	.909	.769	.966	.896	.961	.955	.862	.898	.943	.873	.967	.872	.931
Automobiles	187	624	502	1313	237	854	445	1536	311	903	392	1606	399	1159	403	1961
% Automobiles	98.9	98.0	98.8	98.4	98.8	96.9	99.3	97.9	98.1	97.3	99.2	97.9	98.5	97.9	98.8	98.2
Commercial	2	13	6	21	3	27	3	33	6	25	3	34	6	25	5	36
% Commercial	1.1	2.0	1.2	1.6	1.3	3.1	0.7	2.1	1.9	2.7	0.8	2.1	1.5	2.1	1.2	1.8

DE TRAFFIC

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(386) 341-4186
Babcock St at Palm Bay Rd
Brevard County, FL

File Name : 01 Babcock at Palm Bay
Site Code : 00000001
Start Date : 5/10/2022
Page No : 3



DE TRAFFIC

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Babcock St at Palm Bay Rd

Brevard County, FL

File Name : 01 Babcock at Palm Bay

Site Code : 00000001

Start Date : 5/10/2022

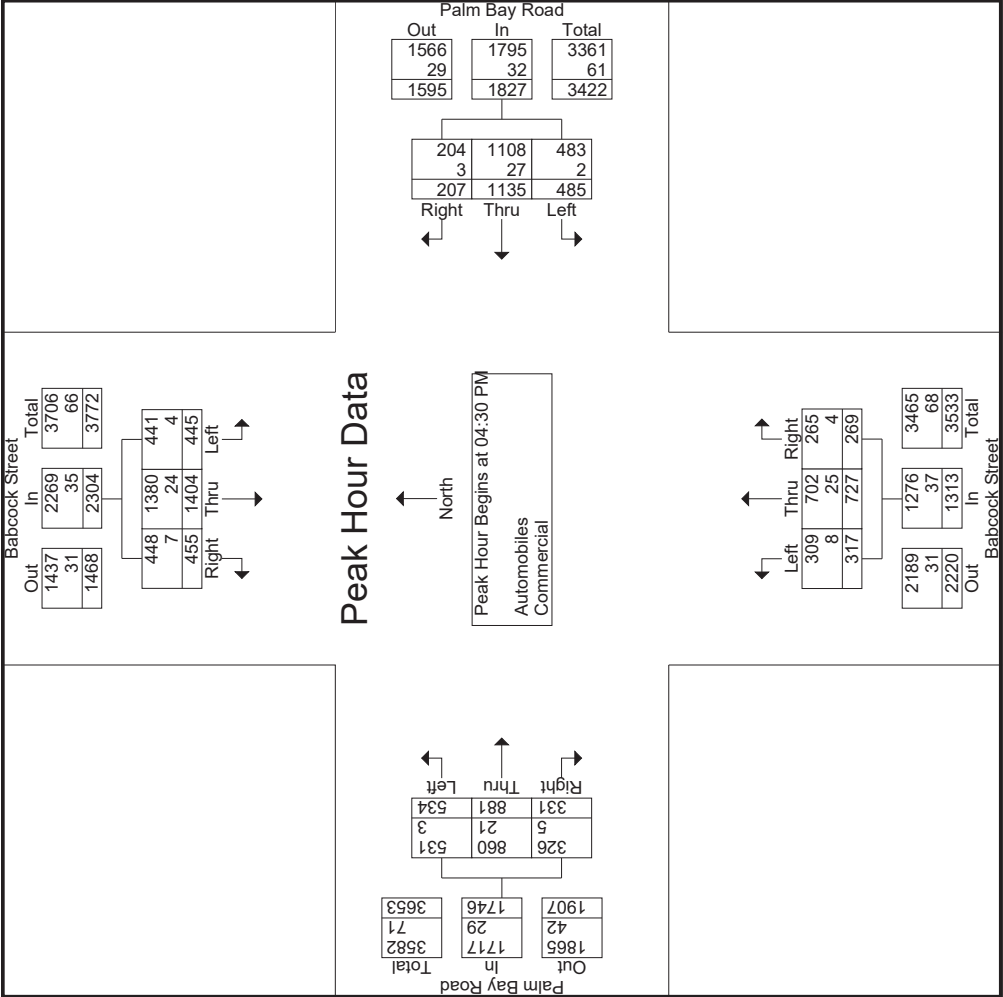
Page No : 4

Start Time	Babcock Street Southbound				Palm Bay Road Westbound				Babcock Street Northbound				Palm Bay Road Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:30 PM																
04:30 PM	103	319	108	530	134	261	52	447	85	164	51	300	141	205	93	439
04:45 PM	115	355	116	586	115	302	65	482	76	176	74	326	134	230	76	440
05:00 PM	124	377	123	624	126	288	48	462	87	203	67	357	153	220	86	459
05:15 PM	103	353	108	564	110	284	42	436	69	184	77	330	106	226	76	408
Total Volume	445	1404	455	2304	485	1135	207	1827	317	727	269	1313	534	881	331	1746
% App. Total	19.3	60.9	19.7		26.5	62.1	11.3		24.1	55.4	20.5		30.6	50.5	19	
PHF	.897	.931	.925	.923	.905	.940	.796	.948	.911	.895	.873	.919	.873	.958	.890	.951
Automobiles	441	1380	448	2269	483	1108	204	1795	309	702	265	1276	531	860	326	1717
% Automobiles	99.1	98.3	98.5	98.5	99.6	97.6	98.6	98.2	97.5	96.6	98.5	97.2	99.4	97.6	98.5	98.3
Commercial	4	24	7	35	2	27	3	32	8	25	4	37	3	21	5	29
% Commercial	0.9	1.7	1.5	1.5	0.4	2.4	1.4	1.8	2.5	3.4	1.5	2.8	0.6	2.4	1.5	1.7

DE TRAFFIC

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(386) 341-4186
Babcock St at Palm Bay Rd
Brevard County, FL

File Name : 01 Babcock at Palm Bay
Site Code : 00000001
Start Date : 5/10/2022
Page No : 5



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Babcock St at Palm Bay Rd

Brevard County, FL

File Name : 01 Babcock at Palm Bay

Site Code : 00000001

Start Date : 5/10/2022

Page No : 6

Groups Printed- Peds

Start Time	Babcock Street Southbound					Palm Bay Road Westbound					Babcock Street Northbound					Palm Bay Road Eastbound				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
Total	0	0	0	6	6	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	0	0	10	10	0	0	0	0	0	0	0	0	2	2	0	0	0	3	3
Approch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100	
Total %	0	0	0	66.7	66.7	0	0	0	0	0	0	0	0	13.3	13.3	0	0	0	20	20

DE TRAFFIC

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386-341-4186

Pinewood Dr at Palm Bay Rd
Brevard County, FL

File Name : Pine at Palm
Site Code : 00000001
Start Date : 2/1/2022
Page No : 1

Groups Printed- Automobiles - Commercial

	Pinewood Dr Southbound					Palm Bay Rd Westbound					N/A Northbound					Palm Bay Rd Eastbound				
	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Uturn	App. Total	Int. Total			
Start Time	7	0	13	20		0	201	3	204		0	0	0	19	357	2	378	602		
07:00 AM																				
07:15 AM	11	0	21	32	1	279	4	284	0	0	0	0	25	385	2	412	728			
07:30 AM	16	0	25	41	3	261	6	270	0	0	0	0	34	399	1	434	745			
07:45 AM	20	0	29	49	1	278	4	283	0	0	0	0	27	406	3	436	768			
Total	54	0	88	142	5	1019	17	1041	0	0	0	0	105	1547	8	1660	2843			
08:00 AM	26	0	27	53		0	315	10	325		0	0	0	24	405	2	431	809		
08:15 AM	21	0	19	40	2	280	6	288	0	0	0	0	21	440	0	461	789			
08:30 AM	13	0	25	38	1	262	12	275	0	0	0	0	24	392	3	419	732			
08:45 AM	14	0	27	41	0	238	16	254	0	0	0	0	22	365	1	388	683			
Total	74	0	98	172	3	1095	44	1142	0	0	0	0	91	1602	6	1699	3013			
04:00 PM	10	0	34	44		0	361	14	375		0	0	0	15	386	1	402	821		
04:15 PM	7	0	25	32	3	406	16	425	0	0	0	0	19	427	3	449	906			
04:30 PM	8	0	28	36	2	433	7	442	0	0	0	0	11	441	2	454	932			
04:45 PM	6	0	27	33	1	431	16	448	0	0	0	0	15	435	3	453	934			
Total	31	0	114	145	6	1631	53	1690	0	0	0	0	60	1689	9	1758	3593			
05:00 PM	9	0	31	40	2	416	13	431	0	0	0	0	27	419	4	450	921			
05:15 PM	9	0	19	28	4	474	14	492	0	0	0	0	16	384	2	402	922			
05:30 PM	9	0	33	42	3	378	7	388	0	0	0	0	14	357	2	373	803			
05:45 PM	11	0	11	22	0	365	16	381	0	0	0	0	12	338	2	352	755			
Total	38	0	94	132	9	1633	50	1692	0	0	0	0	69	1498	10	1577	3401			
Grand Total	197	0	394	591	23	5378	164	5565	0	0	0	0	325	6336	33	6694	12850			
Apprch %	33.3	0	66.7		0.4	96.6	2.9		0	0	0	0	4.9	94.7	0.5					
Total %	1.5	0	3.1	4.6	0.2	41.9	1.3	43.3	0	0	0	0	2.5	49.3	0.3	52.1				
Automobiles	184	0	380	564	22	5292	161	5475	0	0	0	0	319	6246	31	6596	12635			
% Automobiles	93.4	0	96.4	95.4	95.7	98.4	98.2	98.4	0	0	0	0	98.2	98.6	93.9	98.5				
Commercial	13	0	14	27	1	86	3	90	0	0	0	0	6	90	2	98	215			
% Commercial	6.6	0	3.6	4.6	4.3	1.6	1.8	1.6	0	0	0	0	1.8	1.4	6.1	1.5	1.7			

DE TRAFFIC

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386-341-4186

Pinewood Dr at Palm Bay Rd
Brevard County, FL

File Name : Pine at Palm
Site Code : 00000001
Start Date : 2/1/2022
Page No : 2

	Pinewood Dr Southbound					Palm Bay Rd Westbound					N/A Northbound					Palm Bay Rd Eastbound				
	Left	Thru	Right	App. Total		Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Uturn	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:30 AM																				
07:30 AM	16	0	25	41		3	261	6	270	0	0	0	0	34	399	1	434	745		
07:45 AM	20	0	29	49		1	278	4	283	0	0	0	0	27	406	3	436	768		
08:00 AM	26	0	27	53		0	315	10	325	0	0	0	0	24	405	2	431	809		
08:15 AM	21	0	19	40		2	280	6	288	0	0	0	0	21	440	0	461	789		
Total Volume	83	0	100	183		6	1134	26	1166	0	0	0	0	106	1650	6	1762	3111		
% App. Total	45.4	0	54.6			0.5	97.3	2.2		0	0	0	0	6	93.6	0.3				
PHF	.798	.000	.862	.863		.500	.900	.650	.897	.000	.000	.000	.000	.779	.938	.500	.956	.961		
Automobiles	76	0	96	172		5	1118	25	1148	0	0	0	0	103	1628	5	1736	3056		
% Automobiles	91.6	0	96.0	94.0		83.3	98.6	96.2	98.5	0	0	0	0	97.2	98.7	83.3	98.5	98.2		
Commercial	7	0	4	11		1	16	1	18	0	0	0	0	3	22	1	26	55		
% Commercial	8.4	0	4.0	6.0		16.7	1.4	3.8	1.5	0	0	0	0	2.8	1.3	16.7	1.5	1.8		

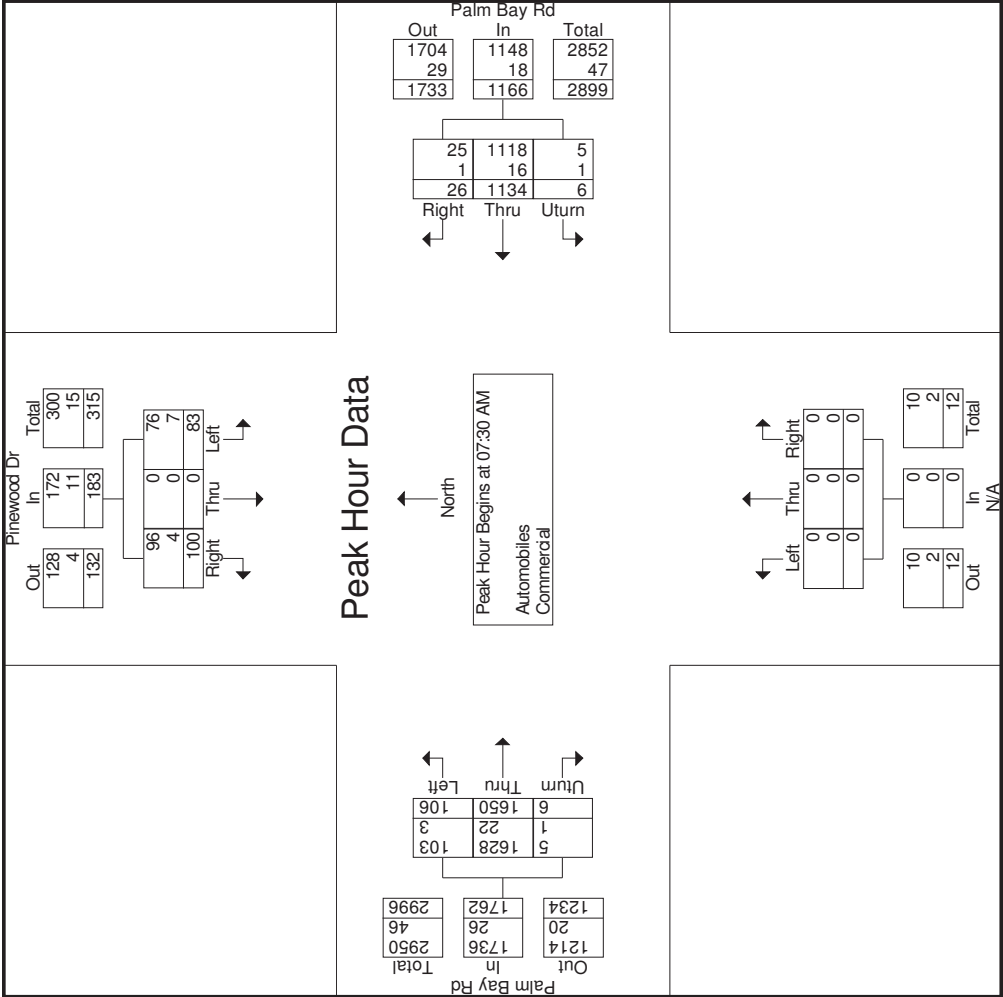
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386-341-4186

Pinewood Dr at Palm Bay Rd
Brevard County, FL

File Name : Pine at Palm
Site Code : 00000001
Start Date : 2/1/2022
Page No : 3



Brevard County, Fl

File Name : Pine at Palm
Site Code : 0000001
Start Date : 2/1/2022
Page No : 4

	Pinewood Dr Southbound				Palm Bay Rd Westbound				N/A Northbound				Palm Bay Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Uturn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Uturn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	8	0	28	36	2	433	7	442	0	0	0	0	11	441	2	454	932
04:45 PM	6	0	27	33	1	431	16	448	0	0	0	0	15	435	3	453	934
05:00 PM	9	0	31	40	2	416	13	431	0	0	0	0	27	419	4	450	921
05:15 PM	9	0	19	28	4	474	14	492	0	0	0	0	16	384	2	402	922
Total Volume	32	0	105	137	9	1754	50	1813	0	0	0	0	69	1679	11	1759	3709
% App. Total	23.4	0	76.6		0.5	96.7	2.8		0	0	0		3.9	95.5	0.6		
PHF	.889	.000	.847	.856	.563	.925	.781	.921	.000	.000	.000	.000	.639	.952	.688	.969	.993
Automobiles	32	0	101	133	9	1732	50	1791	0	0	0	0	69	1650	11	1730	3654
% Automobiles	100	0	96.2	97.1	100	98.7	100	98.8	0	0	0	0	100	98.3	100	98.4	98.5
Commercial	0	0	4	4	0	22	0	22	0	0	0	0	0	29	0	29	55
% Commercial	0	0	3.8	2.9	0	1.3	0	1.2	0	0	0	0	0	1.7	0	1.6	1.5

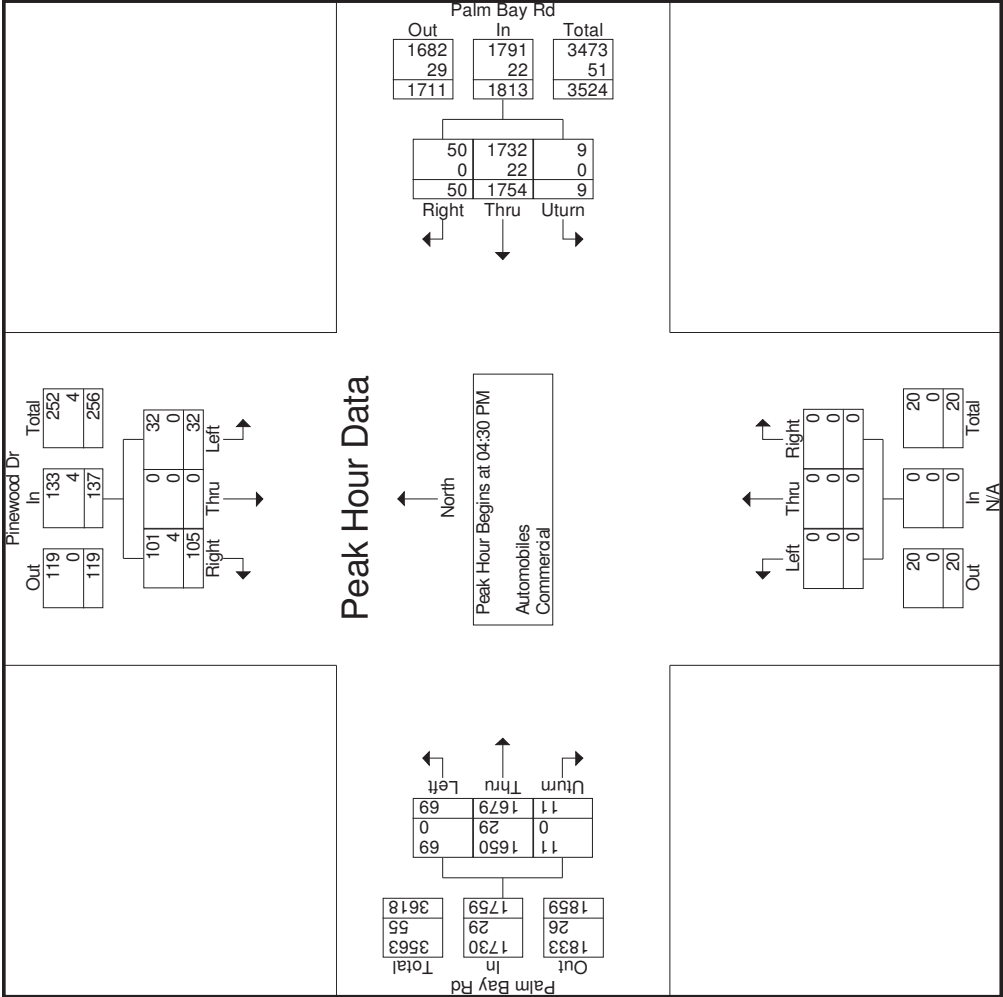
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386-341-4186

Pinewood Dr at Palm Bay Rd
Brevard County, FL

File Name : Pine at Palm
Site Code : 00000001
Start Date : 2/1/2022
Page No : 5



DE TRAFFIC

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386-341-4186

Pinewood Dr at Palm Bay Rd
Brevard County, FL

File Name : Pine at Palm
Site Code : 00000001
Start Date : 2/1/2022
Page No : 6

Groups Printed- Peds

	Pinewood Dr Southbound					Palm Bay Rd Westbound					N/A Northbound					Palm Bay Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Uturn	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Uturn	Peds	App. Total	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
Total	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	3	4
05:00 PM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	3	4
Grand Total	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	8	8	13
Approch %	0	0	0	0	0	0	0	0	100	38.5	38.5	0	0	0	0	0	0	0	100	61.5	61.5
Total %	0	0	0	0	0	0	0	0	38.5	38.5	38.5	0	0	0	0	0	0	0	61.5	61.5	61.5

386-341-4186

Robert J Conlan Blvd at Commerce Park Dr
Brevard County, FL

File Name : 06 RJ Colan at Commerce
Site Code : 00000006
Start Date : 11/2/2021
Page No : 1

Groups Printed- Automobiles - Commercial

	Robert J Conlan Blvd Southbound						N/A						Robert J Conlan Blvd Northbound						Commerce Park Dr Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total							
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0									
07:00 AM	0	80	11	91	0	0	0	0	0	81	0	91	11	0	10	21	203							
07:15 AM	0	106	16	122	0	0	0	0	0	79	0	95	16	0	9	25	242							
07:30 AM	0	117	18	135	0	0	0	0	0	101	0	118	17	0	11	28	281							
07:45 AM	0	125	18	143	0	0	0	0	0	116	0	134	18	0	14	32	309							
Total	0	428	63	491	0	0	0	0	0	377	0	438	62	0	44	106	1035							
08:00 AM	0	137	20	157	0	0	0	0	0	107	0	126	19	0	15	34	317							
08:15 AM	0	112	21	133	0	0	0	0	0	98	0	111	18	0	16	34	278							
08:30 AM	0	80	17	97	0	0	0	0	0	77	0	88	19	0	14	33	218							
08:45 AM	0	73	19	92	0	0	0	0	0	81	0	94	13	0	13	26	212							
Total	0	402	77	479	0	0	0	0	0	363	0	419	69	0	58	127	1025							
04:00 PM	0	98	11	109	0	0	0	0	0	94	0	107	11	0	10	21	237							
04:15 PM	0	116	12	128	0	0	0	0	0	125	0	136	19	0	11	30	294							
04:30 PM	0	122	19	141	0	0	0	0	0	130	0	149	25	0	11	36	326							
04:45 PM	0	103	17	120	0	0	0	0	0	134	0	146	19	0	17	36	302							
Total	0	439	59	498	0	0	0	0	0	483	0	538	74	0	49	123	1159							
05:00 PM	0	142	18	160	0	0	0	0	0	122	0	146	41	0	18	59	365							
05:15 PM	0	125	21	146	0	0	0	0	0	120	0	140	34	0	14	48	334							
05:30 PM	0	134	21	155	0	0	0	0	0	114	0	138	26	0	10	36	329							
05:45 PM	0	107	18	125	0	0	0	0	0	105	0	131	34	0	9	43	299							
Total	0	508	78	586	0	0	0	0	0	461	0	555	135	0	51	186	1327							
Grand Total	0	1777	277	2054	0	0	0	0	0	1684	0	1950	340	0	202	542	4546							
Apprch %	0	86.5	13.5		0	0	0		0	86.4	0		62.7	0	37.3									
Total %	0	39.1	6.1	45.2	0	0	0	0	0	37	0	42.9	7.5	0	4.4	11.9								
Automobiles	0	1758	272	2030	0	0	0	0	0	1670	0	1935	338	0	201	539	4504							
% Automobiles	0	98.9	98.2	98.8	0	0	0	0	0	99.2	0	99.2	99.4	0	99.5	99.4	99.1							
Commercial	0	19	5	24	0	0	0	0	0	14	0	15	2	0	1	3	42							
% Commercial	0	1.1	1.8	1.2	0	0	0	0	0	0.8	0	0.8	0.6	0	0.5	0.6	0.9							

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386-341-4186

Robert J Conlan Blvd at Commerce Park Dr
Brevard County, FL

File Name : 06 RJ Colan at Commerce
Site Code : 00000006
Start Date : 11/2/2021
Page No : 2

Start Time	Robert J Conlan Blvd Southbound					N/A Westbound					Robert J Conlan Blvd Northbound					Commerce Park Dr Eastbound				
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:30 AM																				
07:30 AM	0	117	18	135		0	0	0	0		17	101	0	0		17	0	11	28	281
07:45 AM	0	125	18	143		0	0	0	0		18	116	0	0		18	0	14	32	309
08:00 AM	0	137	20	157		0	0	0	0		19	107	0	0		19	0	15	34	317
08:15 AM	0	112	21	133		0	0	0	0		13	98	0	0		18	0	16	34	278
Total Volume	0	491	77	568		0	0	0	0		67	422	0	0		72	0	56	128	1185
% App. Total	0	86.4	13.6			0	0	0	0		13.7	86.3	0	0		56.2	0	43.8		
PHF	.000	.896	.917	.904		.000	.000	.000	.000		.882	.909	.000	.000		.947	.000	.875	.941	.935
Automobiles	0	487	75	562		0	0	0	0		67	417	0	0		72	0	56	128	1174
% Automobiles	0	99.2	97.4	98.9		0	0	0	0		100	98.8	0	0		100	0	100	100	99.1
Commercial	0	4	2	6		0	0	0	0		0	5	0	0		0	0	0	0	11
% Commercial	0	0.8	2.6	1.1		0	0	0	0		0	1.2	0	0		0	0	0	0	0.9

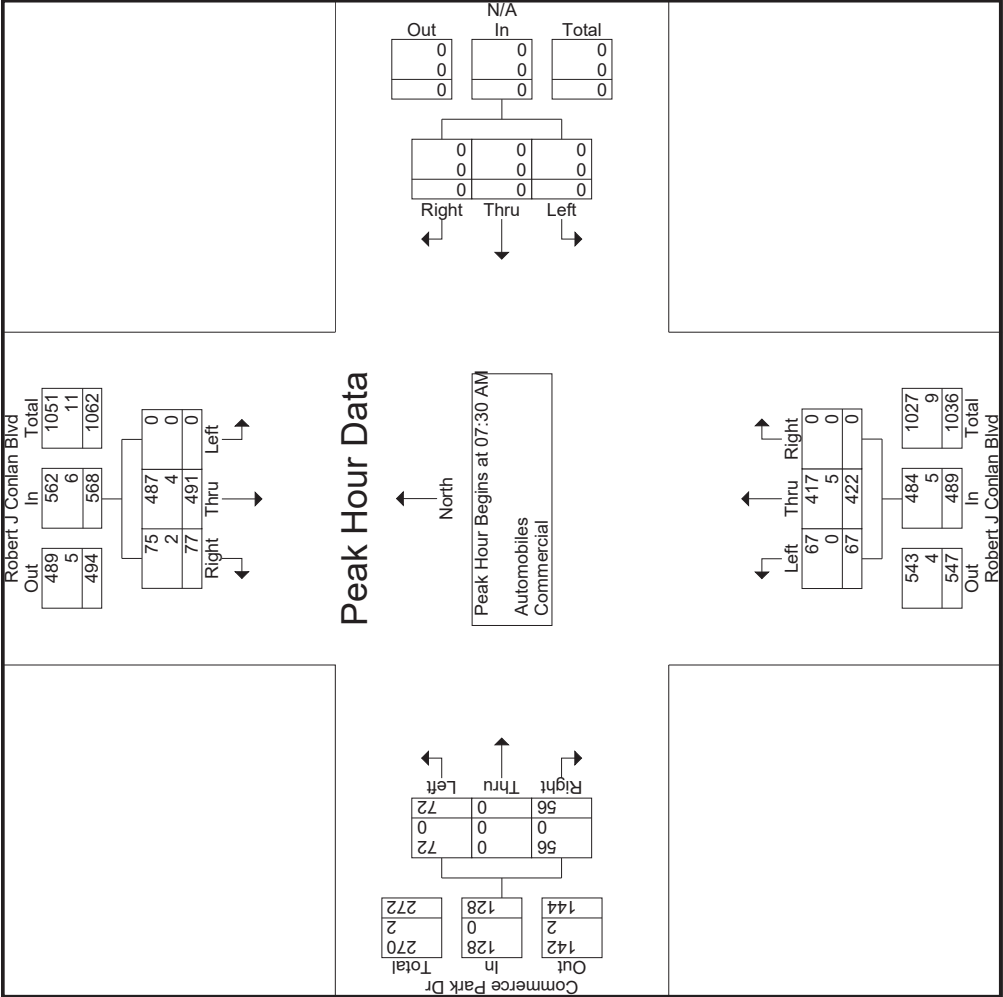
DE TRAFFIC

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386-341-4186

Robert J Conlan Blvd at Commerce Park Dr
Brevard County, FL

File Name : 06 RJ Colan at Commerce
Site Code : 00000006
Start Date : 11/2/2021
Page No : 3



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386-341-4186

Robert J Conlan Blvd at Commerce Park Dr
Brevard County, FL

File Name : 06 RJ Colan at Commerce

Site Code : 00000006

Start Date : 11/2/2021

Page No : 4

	Robert J Conlan Blvd Southbound					N/A Westbound					Robert J Conlan Blvd Northbound					Commerce Park Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:45 PM																				
04:45 PM	0	103	17	120	0	0	0	0	0	12	134	0	146	19	0	17	36	302		
05:00 PM	0	142	18	160	0	0	0	0	0	24	122	0	146	41	0	18	59	365		
05:15 PM	0	125	21	146	0	0	0	0	0	20	120	0	140	34	0	14	48	334		
05:30 PM	0	134	21	155	0	0	0	0	0	24	114	0	138	26	0	10	36	329		
Total Volume	0	504	77	581	0	0	0	0	0	80	490	0	570	120	0	59	179	1330		
% App. Total	0	86.7	13.3		0	0	0			14	86	0		67	0	33				
PHF	.000	.887	.917	.908	.000	.000	.000	.000	.000	.833	.914	.000	.976	.732	.000	.819	.758	.911		
Automobiles	0	499	75	574	0	0	0	0	0	79	487	0	566	119	0	58	177	1317		
% Automobiles	0	99.0	97.4	98.8	0	0	0	0	0	98.8	99.4	0	99.3	99.2	0	98.3	98.9	99.0		
Commercial	0	5	2	7	0	0	0	0	0	1	3	0	4	1	0	1	2	13		
% Commercial	0	1.0	2.6	1.2	0	0	0	0	0	1.3	0.6	0	0.7	0.8	0	1.7	1.1	1.0		

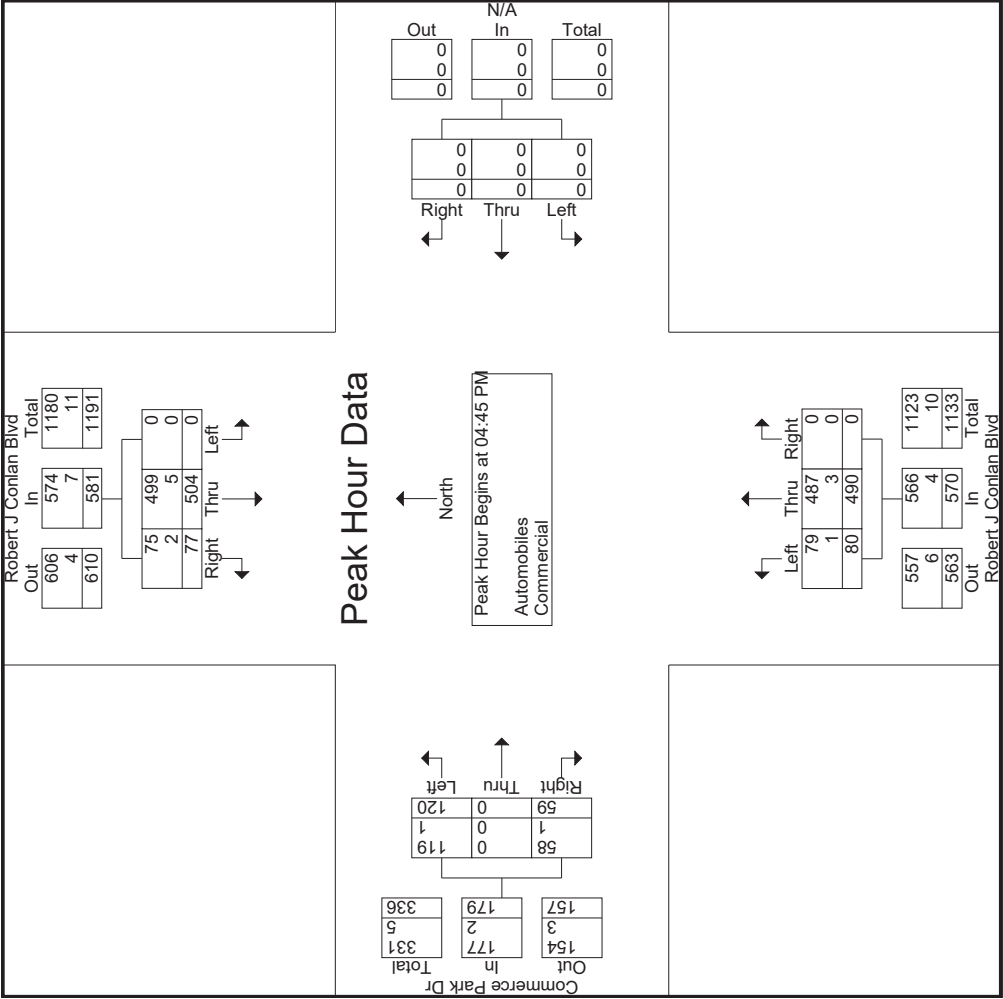
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386-341-4186

Robert J Conlan Blvd at Commerce Park Dr
Brevard County, FL

File Name : 06 RJ Colan at Commerce
Site Code : 00000006
Start Date : 11/2/2021
Page No : 5



386-341-4186

Robert J Conlan Blvd at Commerce Park Dr
Brevard County, FL

File Name : 06 RJ Colan at Commerce
Site Code : 00000006
Start Date : 11/2/2021
Page No : 6

Groups Printed- Peds

	Robert J Conlan Blvd Southbound						N/A						Robert J Conlan Blvd Northbound						Commerce Park Dr Eastbound												
	Left	Thru	Right	App. Total			Left	Thru	Right	App. Total			Left	Thru	Right	App. Total			Left	Thru	Right	App. Total			Left	Thru	Right	App. Total			Int. Total
Start Time Factor	1.0	1.0	1.0	1.0			1.0	1.0	1.0	1.0			1.0	1.0	1.0	1.0			1.0	1.0	1.0	1.0			1.0	1.0	1.0	1.0			

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386-341-4186

Robert J Conlan Blvd at Northview St
Brevard County, FL

File Name : 05 RJ at northview
Site Code : 00000005
Start Date : 11/3/2021
Page No : 1

Groups Printed- Automobiles - Commercial																
Robert J Conlan Blvd							Northview St							Robert J Conlan Blvd		
Southbound							Westbound							Northbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru
07:00 AM	0	89	3	92	7	0	7	87	0	94	0	0	3	3	198	
07:15 AM	2	104	5	111	4	0	7	89	0	96	5	0	8	13	230	
07:30 AM	1	93	11	105	8	1	7	118	1	126	8	0	6	14	264	
07:45 AM	3	136	4	143	9	2	9	117	1	127	3	0	8	11	301	
Total	6	422	23	451	28	3	30	411	2	443	16	0	25	41	993	
08:00 AM	3	141	5	149	6	1	11	128	5	144	5	0	5	10	318	
08:15 AM	3	115	4	122	1	1	4	97	3	104	3	1	3	7	243	
08:30 AM	1	113	2	116	2	3	5	101	1	107	3	1	4	8	243	
08:45 AM	2	97	4	103	2	3	1	75	3	79	1	1	5	7	197	
Total	9	466	15	490	11	8	21	401	12	434	12	3	17	32	1001	
04:00 PM	6	113	8	127	2	0	11	102	6	119	3	1	6	10	260	
04:15 PM	7	111	10	128	6	2	12	106	5	123	6	0	8	14	278	
04:30 PM	8	113	5	126	3	3	7	124	3	134	5	2	9	16	284	
04:45 PM	8	120	10	138	6	0	7	117	9	133	5	3	6	14	293	
Total	29	457	33	519	17	5	37	449	23	509	19	6	29	54	1115	
05:00 PM	11	127	12	150	4	0	10	142	3	155	2	1	13	16	335	
05:15 PM	7	153	14	174	5	2	13	136	4	153	15	2	12	29	363	
05:30 PM	7	124	17	148	6	0	11	117	3	131	8	2	12	22	312	
05:45 PM	15	100	12	127	10	1	16	134	8	158	5	4	13	22	321	
Total	40	504	55	599	25	3	50	529	18	597	30	9	50	89	1331	
Grand Total	84	1849	126	2059	81	19	138	1790	55	1983	77	18	121	216	4440	
Approch %	4.1	89.8	6.1		44.5	10.4	7	90.3	2.8		35.6	8.3	56			
Total %	1.9	41.6	2.8	46.4	1.8	0.4	3.1	40.3	1.2	44.7	1.7	0.4	2.7	4.9		
Automobiles	82	1816	104	2002	81	19	116	1756	55	1927	71	17	115	203	4314	
% Automobiles	97.6	98.2	82.5	97.2	100	100	84.1	98.1	100	97.2	92.2	94.4	95	94	97.2	
Commercial	2	33	22	57	0	0	22	34	0	56	6	1	6	13	126	
% Commercial	2.4	1.8	17.5	2.8	0	0	15.9	1.9	0	2.8	7.8	5.6	5	6	2.8	

386-341-4186

Robert J Conlan Blvd at Northview St
Brevard County, FL

File Name : 05 RJ at northview
Site Code : 00000005
Start Date : 11/3/2021
Page No : 2

	Robert J Conlan Blvd Southbound						Northview St Westbound						Robert J Conlan Blvd Northbound						Northview St Eastbound					
Start Time	Left	Thru	Right	App. Total			Left	Thru	Right	App. Total			Left	Thru	Right	App. Total		Left	Thru	Right	App. Total			Int. Total
Peak Hour Analysis	From 07:00 AM to 08:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:30 AM																								
07:30 AM	1	93	11	105			8	1	10	19			7	118	1	126		8	0	6	14			264
07:45 AM	3	136	4	143			9	2	9	20			9	117	1	127		3	0	8	11			301
08:00 AM	3	141	5	149			6	1	8	15			11	128	5	144		5	0	5	10			318
08:15 AM	3	115	4	122			1	1	8	10			4	97	3	104		3	1	3	7			243
Total Volume	10	485	24	519			24	5	35	64			31	460	10	501		19	1	22	42			1126
% App. Total	1.9	93.4	4.6				37.5	7.8	54.7			6.2	91.8	2				45.2	2.4	52.4				
PHF	.833	.860	.545	.871			.667	.625	.875	.800			.705	.898	.500	.870		.594	.250	.688	.750			.885
Automobiles	10	479	23	512			24	5	35	64			28	449	10	487		16	1	20	37			1100
% Automobiles	100	98.8	95.8	98.7			100	100	100	100			90.3	97.6	100	97.2		84.2	100	90.9	88.1			97.7
Commercial	0	6	1	7			0	0	0	0			3	11	0	14		3	0	2	5			26
% Commercial	0	1.2	4.2	1.3			0	0	0	0			9.7	2.4	0	2.8		15.8	0	9.1	11.9			2.3

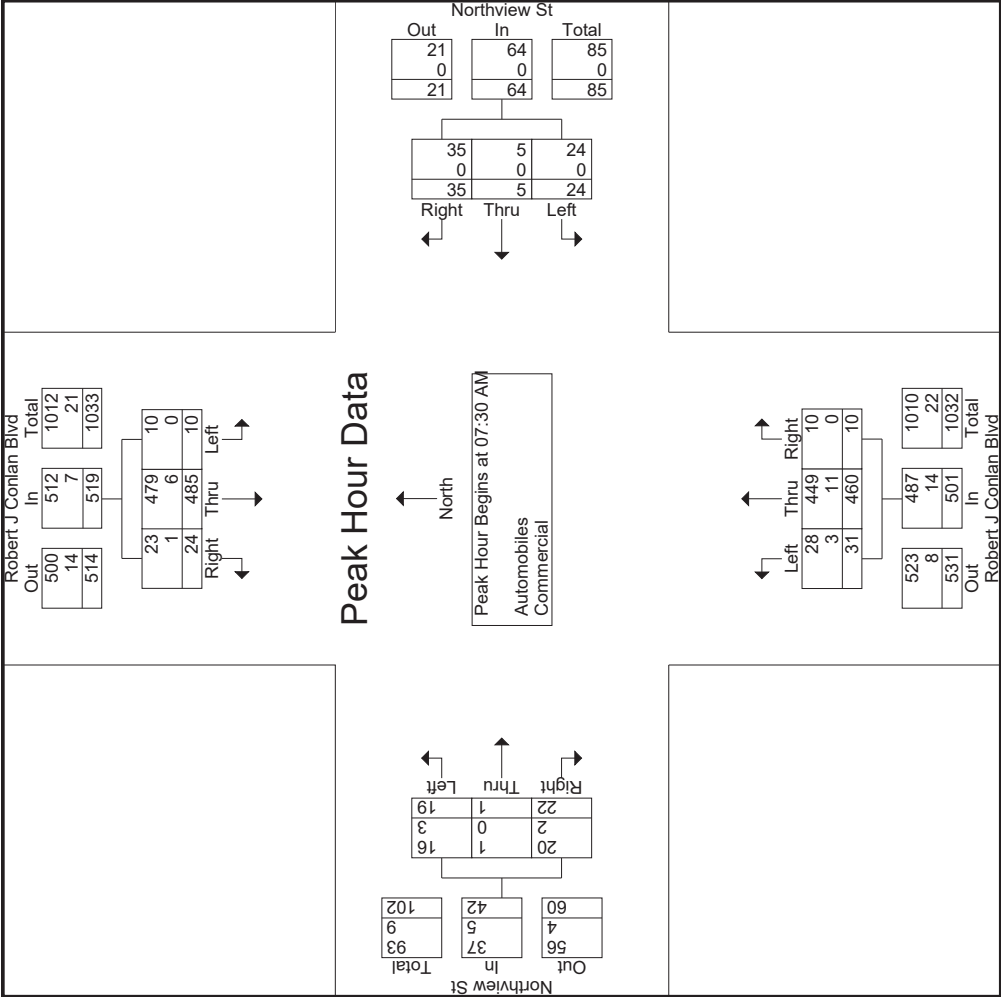
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386-341-4186

Robert J Conlan Blvd at Northview St
Brevard County, FL

File Name : 05 RJ at northview
Site Code : 00000005
Start Date : 11/3/2021
Page No : 3



386-341-4186

Robert J Conlan Blvd at Northview St
Brevard County, Fl

File Name : 05 RJ at northview
Site Code : 00000005
Start Date : 11/3/2021
Page No : 4

Start Time	Robert J Conlan Blvd Southbound				Northview St Westbound				Robert J Conlan Blvd Northbound				Northview St Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 05:00 PM																
05:00 PM	11	127	12	150	4	0	10	14	10	142	3	155	2	1	13	16
05:15 PM	7	153	14	174	5	2	0	7	13	136	4	153	15	2	12	29
05:30 PM	7	124	17	148	6	0	5	11	11	117	3	131	8	2	12	312
05:45 PM	15	100	12	127	10	1	3	14	16	134	8	158	5	4	13	22
Total Volume	40	504	55	599	25	3	18	46	50	529	18	597	30	9	50	89
% App. Total	6.7	84.1	9.2		54.3	6.5	39.1		8.4	88.6	3		33.7	10.1	56.2	
PHF	.667	.824	.809	.861	.625	.375	.450	.821	.781	.931	.563	.945	.500	.563	.962	.767
Automobiles	39	494	43	576	25	3	18	46	39	525	18	582	30	9	49	88
% Automobiles	97.5	98.0	78.2	96.2	100	100	100	100	78.0	99.2	100	97.5	100	100	98.0	98.9
Commercial	1	10	12	23	0	0	0	0	11	4	0	15	0	0	1	39
% Commercial	2.5	2.0	21.8	3.8	0	0	0	0	22.0	0.8	0	2.5	0	0	2.0	1.1

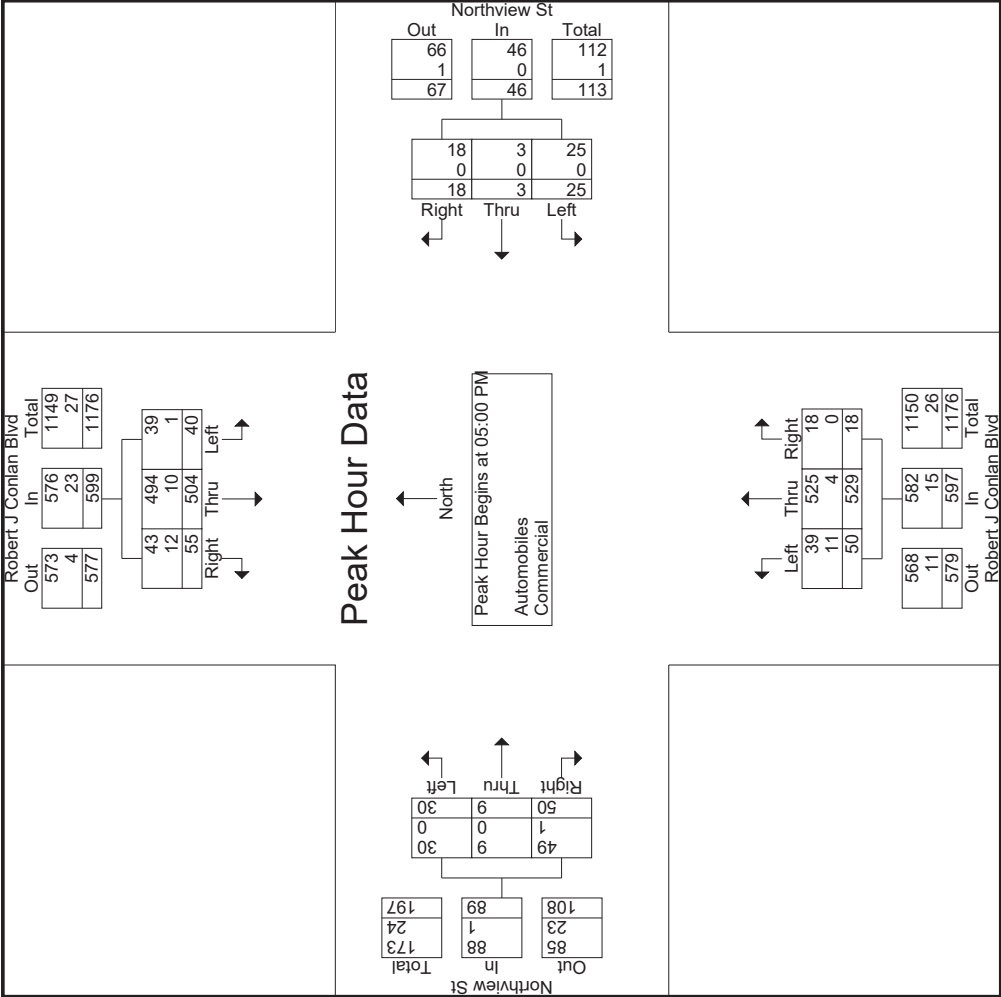
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386-341-4186

Robert J Conlan Blvd at Northview St
Brevard County, FL

File Name : 05 RJ at northview
Site Code : 00000005
Start Date : 11/3/2021
Page No : 5



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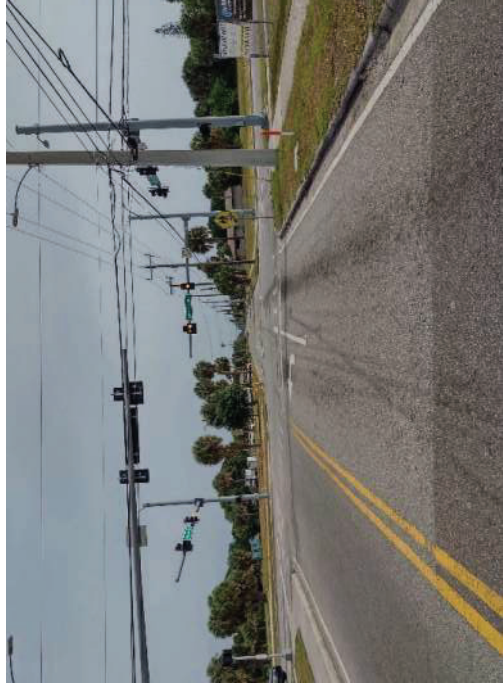
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Robert J Conlan Blvd at Northview St
Brevard County, FL

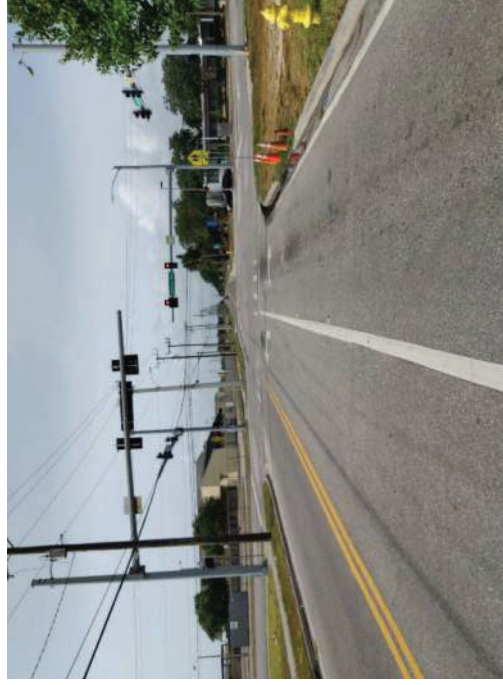
File Name : 05 RJ at northview
Site Code : 00000005
Start Date : 11/3/2021
Page No : 6

Groups Printed- Peds

Start Time	Robert J Conlan Blvd Southbound			Northview St Westbound			Robert J Conlan Blvd Northbound			Northview St Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0
Apprch %	0	100	0	0	0	0	0	0	0	0	0	0
Total %	0	100	0	100	0	0	0	0	0	0	0	0



NB Approach



SB Approach



EB Approach



WB Approach



Lipscomb St
at University Blvd

www.de-traffic.com

299 McGregor Rd. DeLand Fl. 32720

Brevard County

Project

Number: L22-46

Sheet

Number: 1



NB Approach



SB Approach



EB Approach



WB Approach



Lipscomb St
at Florida Ave

www.de-traffic.com

299 McGregor Rd. DeLand Fl. 32720

Brevard County

Project

Number: L22-46

Sheet

Number: 2



NB Approach



SB Approach



WB Approach

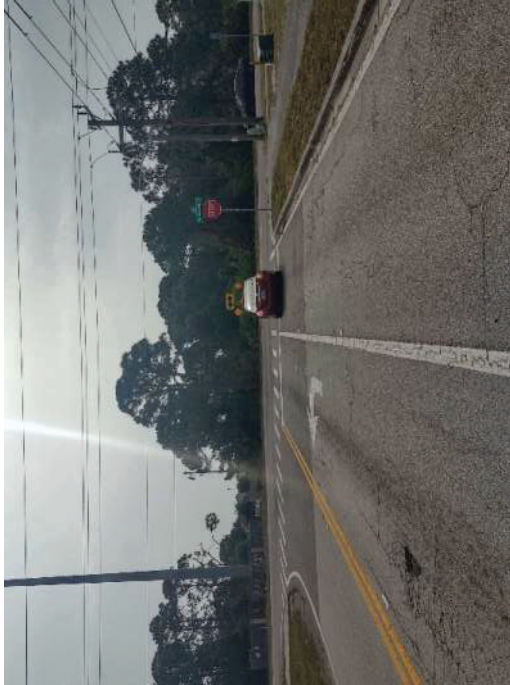
	Lipscomb St at Commerce Park Dr		Brevard County	
	www.de-traffic.com		Project Number: L22-71	Sheet Number: 1
	299 McGregor Rd. DeLand Fl. 32720			



NB Approach



SB Approach



EB Approach



Lipscomb St
at Pirate Lane
www.de-traffic.com

299 McGregor Rd. DeLand Fl. 32720

Brevard County

Project
Number:

L22-46

Sheet
Number:

3



NB Approach



SB Approach



WB Approach

	Lipscomb St at Huckleberry Ln		Brevard County	
	www.de-traffic.com		Project Number: L22-46	Sheet Number: 4
	299 McGregor Rd. DeLand Fl. 32720			



NB Approach




SB Approach



WB Approach

EB Approach

	Lipscomb St at Ersoff Blvd		Brevard County	
	www.de-traffic.com		Project Number: L22-46	Sheet Number: 5
	299 McGregor Rd. DeLand Fl. 32720			



NB Approach



SB Approach



WB Approach

	Lipscomb St at Silktree Ln		Brevard County	
	www.de-traffic.com		Project Number: L22-46	Sheet Number: 6
	299 McGregor Rd. DeLand Fl. 32720			



NB Approach



SB Approach



EB Approach



WB Approach



Lipscomb St/Clearmont St
at Palm Bay Rd

www.de-traffic.com

299 McGregor Rd. DeLand Fl. 32720

Brevard County

Project
Number: L22-46

Sheet
Number: 7



NB Approach



SB Approach



EB Approach

	US 1 at RJ Conlan Blvd		Brevard County	
	www.de-traffic.com		Project Number: L22-46	Sheet Number: 8
	299 McGregor Rd. DeLand Fl. 32720			



NB Approach



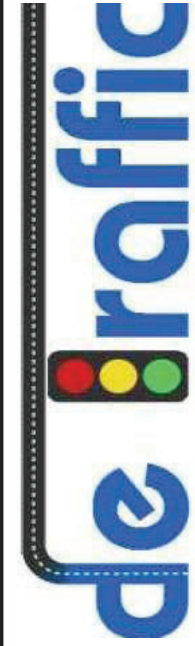
SB Approach



EB Approach



WB Approach



RJ Conlan Blvd
at Guava Ln

Brevard County

www.de-traffic.com

Project
Number: L22-46

Sheet
Number: 9

299 McGregor Rd. DeLand Fl. 32720



NB Approach



SB Approach



EB Approach



WB Approach



RJ Conlan Blvd
at Lemon Tree St

www.de-traffic.com

299 McGregor Rd. DeLand Fl. 32720

Brevard County

Project

Number: L22-46

Sheet

Number: 10



NB Approach

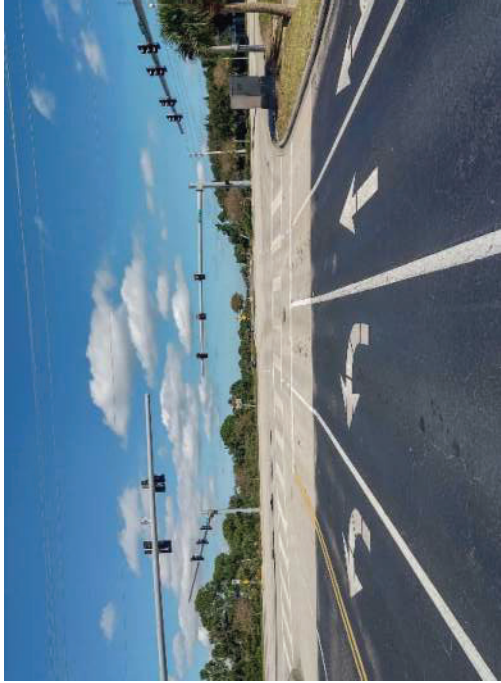


SB Approach



WB Approach

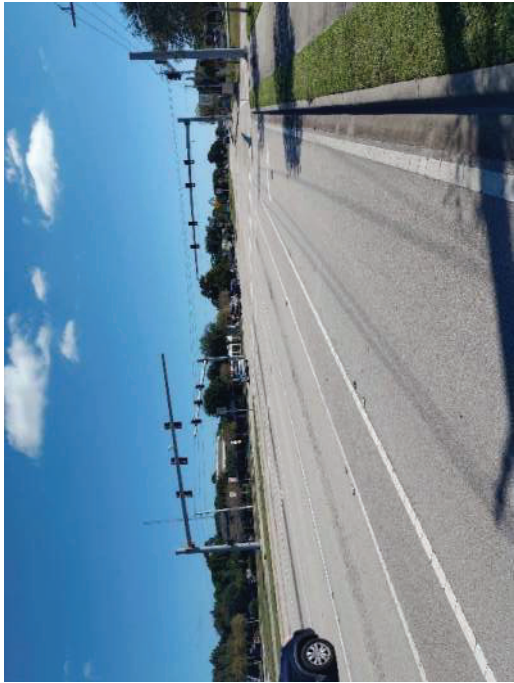
	RJ Conlan Blvd at Ersoff Blvd		Brevard County	
	www.de-traffic.com		Project Number: L22-46	Sheet Number: 11
	299 McGregor Rd. DeLand Fl. 32720			



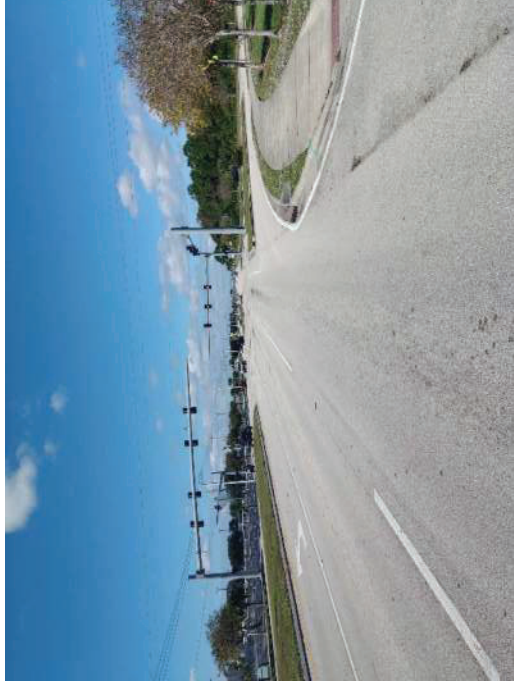
NB Approach



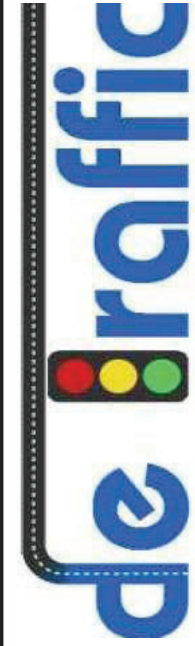
SB Approach



EB Approach



WB Approach



RJ Conlan Blvd
at Palm Bay Rd

www.de-traffic.com

299 McGregor Rd. DeLand Fl. 32720

Brevard County

Project

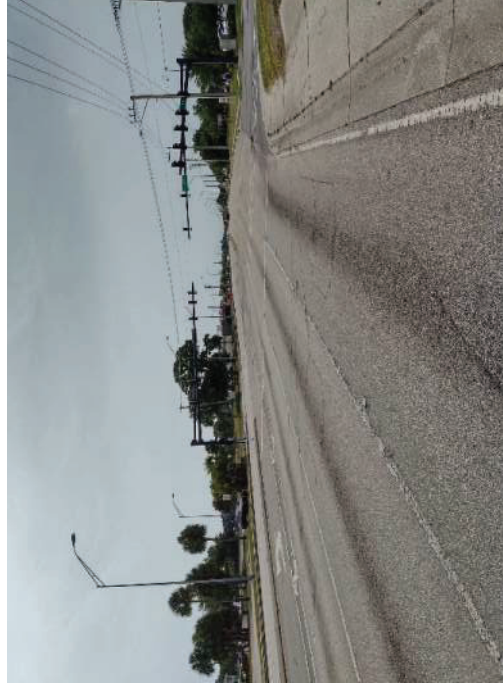
Number: L22-46

Sheet

Number: 12



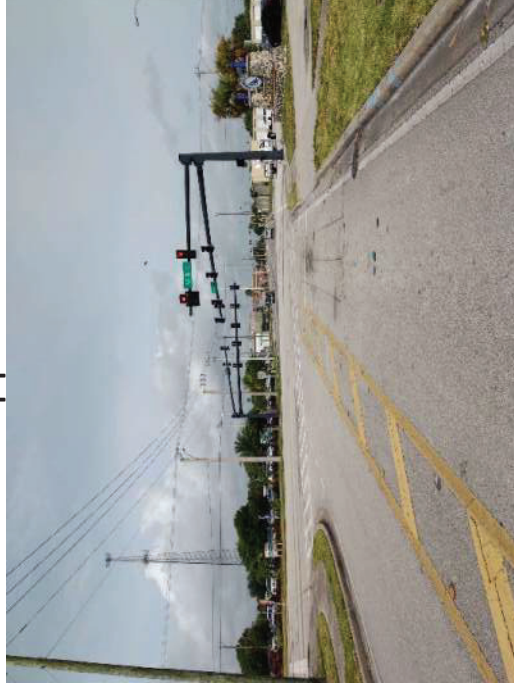
NB Approach



SB Approach



EB Approach



WB Approach



US 1
at University Blvd

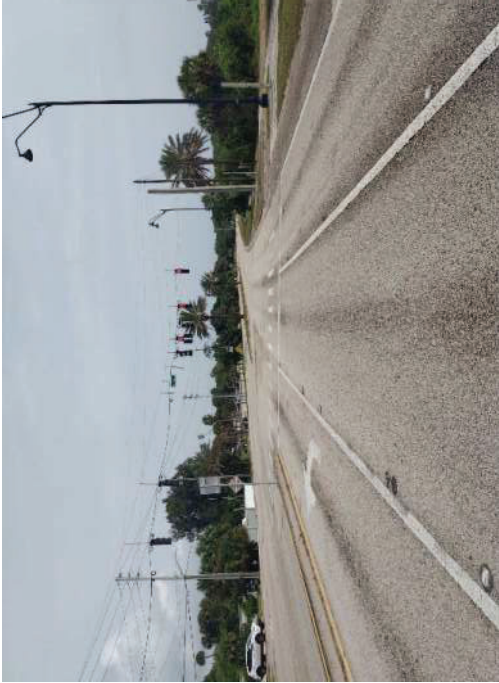
www.de-traffic.com

299 McGregor Rd. DeLand Fl. 32720

Brevard County

Project
Number: L22-46

Sheet
Number: 13




NB Approach



SB Approach



EB Approach

	US 1 at Palm Bay Rd		Brevard County	
	www.de-traffic.com		Project Number: L22-46	Sheet Number: 14
	299 McGregor Rd. DeLand Fl. 32720			



NB Approach



SB Approach



EB Approach



WB Approach

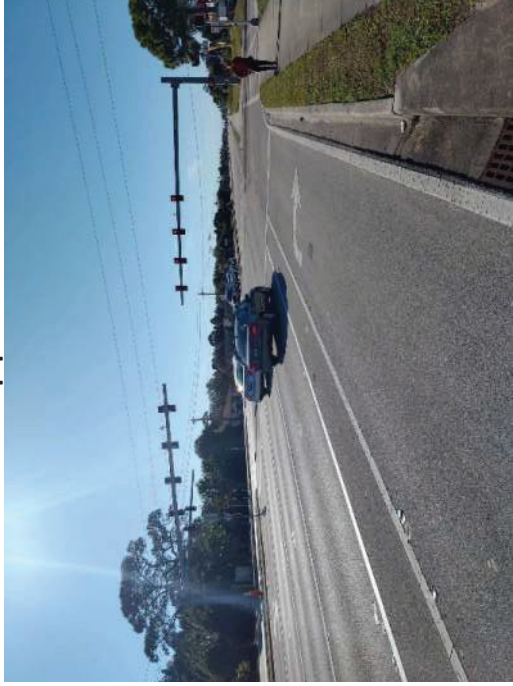
	Babcock St at Palm Bay Rd		Brevard County	
	www.de-traffic.com		Project Number: L22-32	Sheet Number: 1
	299 McGregor Rd. DeLand Fl. 32720			




SB Approach



EB Approach



WB Approach

	Pinewood Dr at Palm Bay Rd		Brevard County	
	www.de-traffic.com		Project Number: L22-07	Sheet Number: 1
	299 McGregor Rd. DeLand Fl. 32720			

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7000 BREVARD COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2021 - 01/02/2021	1.02	1.07
2	01/03/2021 - 01/09/2021	1.02	1.07
3	01/10/2021 - 01/16/2021	1.03	1.08
4	01/17/2021 - 01/23/2021	1.02	1.07
5	01/24/2021 - 01/30/2021	1.00	1.05
6	01/31/2021 - 02/06/2021	0.99	1.04
7	02/07/2021 - 02/13/2021	0.98	1.03
* 8	02/14/2021 - 02/20/2021	0.97	1.02
* 9	02/21/2021 - 02/27/2021	0.95	1.00
*10	02/28/2021 - 03/06/2021	0.94	0.99
*11	03/07/2021 - 03/13/2021	0.93	0.98
*12	03/14/2021 - 03/20/2021	0.91	0.96
*13	03/21/2021 - 03/27/2021	0.92	0.97
*14	03/28/2021 - 04/03/2021	0.94	0.99
*15	04/04/2021 - 04/10/2021	0.95	1.00
*16	04/11/2021 - 04/17/2021	0.96	1.01
*17	04/18/2021 - 04/24/2021	0.96	1.01
*18	04/25/2021 - 05/01/2021	0.97	1.02
*19	05/02/2021 - 05/08/2021	0.98	1.03
*20	05/09/2021 - 05/15/2021	0.98	1.03
21	05/16/2021 - 05/22/2021	0.99	1.04
22	05/23/2021 - 05/29/2021	1.00	1.05
23	05/30/2021 - 06/05/2021	1.00	1.05
24	06/06/2021 - 06/12/2021	1.01	1.06
25	06/13/2021 - 06/19/2021	1.01	1.06
26	06/20/2021 - 06/26/2021	1.02	1.07
27	06/27/2021 - 07/03/2021	1.03	1.08
28	07/04/2021 - 07/10/2021	1.04	1.09
29	07/11/2021 - 07/17/2021	1.04	1.09
30	07/18/2021 - 07/24/2021	1.05	1.11
31	07/25/2021 - 07/31/2021	1.06	1.12
32	08/01/2021 - 08/07/2021	1.06	1.12
33	08/08/2021 - 08/14/2021	1.07	1.13
34	08/15/2021 - 08/21/2021	1.07	1.13
35	08/22/2021 - 08/28/2021	1.07	1.13
36	08/29/2021 - 09/04/2021	1.06	1.12
37	09/05/2021 - 09/11/2021	1.05	1.11
38	09/12/2021 - 09/18/2021	1.04	1.09
39	09/19/2021 - 09/25/2021	1.04	1.09
40	09/26/2021 - 10/02/2021	1.03	1.08
41	10/03/2021 - 10/09/2021	1.03	1.08
42	10/10/2021 - 10/16/2021	1.02	1.07
43	10/17/2021 - 10/23/2021	1.03	1.08
44	10/24/2021 - 10/30/2021	1.03	1.08
45	10/31/2021 - 11/06/2021	1.03	1.08
46	11/07/2021 - 11/13/2021	1.03	1.08
47	11/14/2021 - 11/20/2021	1.03	1.08
48	11/21/2021 - 11/27/2021	1.03	1.08
49	11/28/2021 - 12/04/2021	1.03	1.08
50	12/05/2021 - 12/11/2021	1.02	1.07
51	12/12/2021 - 12/18/2021	1.02	1.07
52	12/19/2021 - 12/25/2021	1.02	1.07
53	12/26/2021 - 12/31/2021	1.03	1.08

* PEAK SEASON

08-MAR-2022 12:36:27

830UPD

5_7000_PKSEASON.TXT

APPENDIX D
UNSIGNALIZED INTERSECTIONS
HCS SUMMARY WORKSHEETS
EXISTING CONDITIONS

HCS Two-Way Stop-Control Report

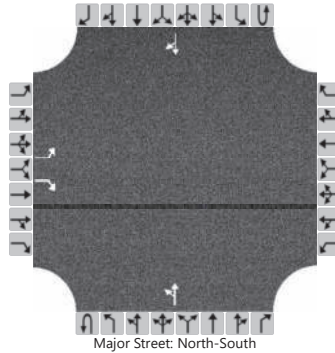
General Information

Analyst	BNH
Agency/Co.	LTG, Inc.
Date Performed	6/14/2022
Analysis Year	2022
Time Analyzed	A.M. Peak Hour Existing
Intersection Orientation	North-South
Project Description	(5657.01) Lipscomb Street Townhomes

Site Information

Intersection	Lipscomb St at Pirate Ln
Jurisdiction	Palm Bay
East/West Street	Pirate Ln
North/South Street	Lipscomb St
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R						LT						TR
Volume (veh/h)		135		171						137	257				190	143
Percent Heavy Vehicles (%)		5		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.45		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.55		3.32						2.22						

Delay, Queue Length, and Level of Service

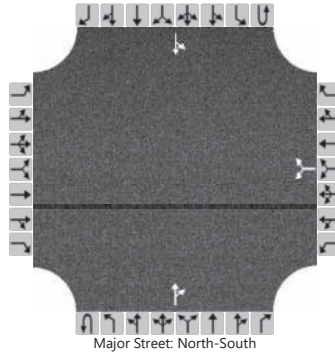
Flow Rate, v (veh/h)		148		188						151						
Capacity, c (veh/h)		270		752						1193						
v/c Ratio		0.55		0.25						0.13						
95% Queue Length, Q ₉₅ (veh)		3.0		1.0						0.4						
Control Delay (s/veh)		33.4		11.4						8.5	1.3					
Level of Service (LOS)		D		B						A	A					
Approach Delay (s/veh)	21.1								3.8							
Approach LOS	C								A							

HCS Two-Way Stop-Control Report

General Information

Analyst	BNH	Intersection	Lipscomb St at Huckleberr
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	6/14/2022	East/West Street	Huckleberry Lane
Analysis Year	2022	North/South Street	Lipscomb St
Time Analyzed	A.M. Peak Hour Existing	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		13			396	9		10	333	
Percent Heavy Vehicles (%)						2		23						10		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.43						4.20		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.51						2.29		

Delay, Queue Length, and Level of Service

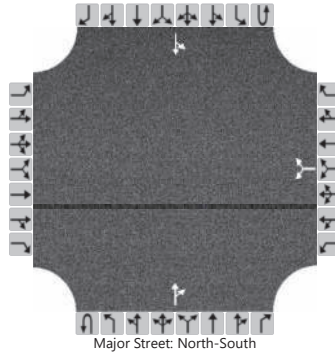
Flow Rate, v (veh/h)						18								11		
Capacity, c (veh/h)						501								1083		
v/c Ratio						0.04								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						12.5								8.4	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					12.5								0.3			
Approach LOS					B								A			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	BNH	Intersection	Lipscomb St at Ersoff
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	6/14/2022	East/West Street	Ersoff Blvd
Analysis Year	2022	North/South Street	Lipscomb St
Time Analyzed	A.M. Peak Hour Existing	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						17		20			353	26		9	332	
Percent Heavy Vehicles (%)						12		5						22		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.52		6.25						4.32		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.61		3.35						2.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						39								10		
Capacity, c (veh/h)						471								1055		
v/c Ratio						0.08								0.01		
95% Queue Length, Q ₉₅ (veh)						0.3								0.0		
Control Delay (s/veh)						13.3								8.4		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					13.3								0.3			
Approach LOS					B											

HCS Two-Way Stop-Control Report

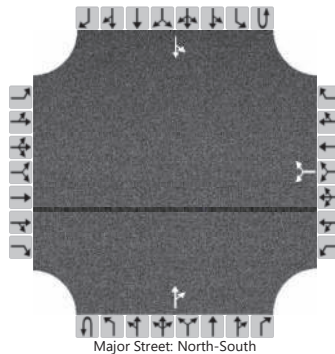
General Information

Analyst	BNH
Agency/Co.	LTG, Inc.
Date Performed	6/14/2022
Analysis Year	2022
Time Analyzed	A.M. Peak Hour Existing
Intersection Orientation	North-South
Project Description	Lipscomb Street Townhomes

Site Information

Intersection	Lipscomb St at Silktree
Jurisdiction	Palm Bay
East/West Street	Silktree Ln
North/South Street	Lipscomb St
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		5			325	7		6	308	
Percent Heavy Vehicles (%)						25		2						17		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.65		6.22						4.27		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.73		3.32						2.35		

Delay, Queue Length, and Level of Service

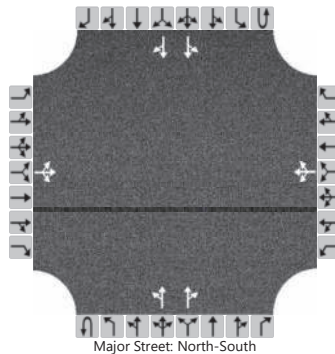
Flow Rate, v (veh/h)						10								6		
Capacity, c (veh/h)						500								1123		
v/c Ratio						0.02								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						12.3								8.2	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					12.3								0.2			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information

Analyst	BNH	Intersection	RJC at Guava Ln
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	6/14/2022	East/West Street	Guava Ln
Analysis Year	2022	North/South Street	Robert J Conlan Blvd
Time Analyzed	A.M. Peak Hour Existing	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		5	1	1		4	1	8		2	521	1		3	475	6
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				33		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.54	6.94		7.54	6.54	6.94		4.14				4.76		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.53		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			7				14			2				3		
Capacity, c (veh/h)			408				528			1055				829		
v/c Ratio			0.02				0.03			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			14.0				12.0			8.4	0.0			9.4	0.0	
Level of Service (LOS)			B				B			A	A			A	A	
Approach Delay (s/veh)	14.0				12.0				0.1				0.1			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

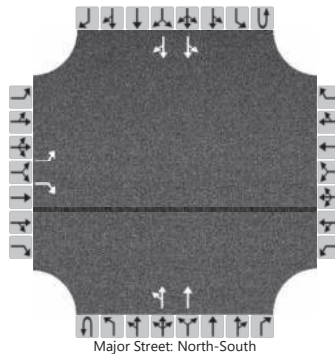
General Information

Analyst	BNH
Agency/Co.	LTG, Inc.
Date Performed	6/14/2022
Analysis Year	2022
Time Analyzed	A.M. Peak Hour Existing
Intersection Orientation	North-South
Project Description	Lipscomb Street Townhomes

Site Information

Intersection	RJC at Ersoff Blvd
Jurisdiction	Palm Bay
East/West Street	Ersoff Blvd
North/South Street	Robert J Conlan Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration		L		R						LT	T			LT		TR
Volume (veh/h)		13		5						1	464			0	483	7
Percent Heavy Vehicles (%)		2		2						2				2		
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1				4.1		
Critical Headway (sec)		7.54		6.94						4.14				4.14		
Base Follow-Up Headway (sec)		3.5		3.3						2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32						2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14		5						1				0		
Capacity, c (veh/h)		392		732						1031				1056		
v/c Ratio		0.04		0.01						0.00				0.00		
95% Queue Length, Q ₉₅ (veh)		0.1		0.0						0.0				0.0		
Control Delay (s/veh)		14.5		10.0						8.5	0.0			8.4	0.0	
Level of Service (LOS)		B		A						A	A			A	A	
Approach Delay (s/veh)	13.3								0.0				0.0			
Approach LOS	B								A				A			

HCS Two-Way Stop-Control Report

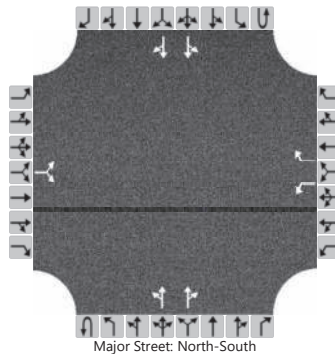
General Information

Analyst	BNH
Agency/Co.	LTG, Inc.
Date Performed	6/14/2022
Analysis Year	2022
Time Analyzed	A.M. Peak Hour Existing
Intersection Orientation	North-South
Project Description	Lipscomb Street Townhomes

Site Information

Intersection	RJC at Lemon Tree St
Jurisdiction	Palm Bay
East/West Street	Lemon Tree St
North/South Street	Robert J Conlan Blvd
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	0	1	0	0	2	0	0	0	2	0
Configuration			LR			L		R		LT		TR		LT		TR
Volume (veh/h)		0		4		0		1		2	465	2		3	499	1
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized					No											
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.54		6.94		7.54		6.94		4.14				4.14		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			4			0		1		2				3		
Capacity, c (veh/h)			720			384		739		1011				1043		
v/c Ratio			0.01			0.00		0.00		0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.0			0.0		0.0		0.0				0.0		
Control Delay (s/veh)			10.0			14.4		9.9		8.6	0.0			8.5	0.0	
Level of Service (LOS)			B			B		A		A	A			A	A	
Approach Delay (s/veh)	10.0				9.9				0.1				0.1			
Approach LOS	B				A				A				A			

HCS Two-Way Stop-Control Report

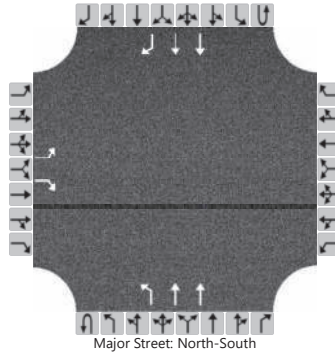
General Information

Analyst	BNH
Agency/Co.	LTG
Date Performed	7/27/2022
Analysis Year	2022
Time Analyzed	AM Existing
Intersection Orientation	North-South
Project Description	5657.02 Lipscomb Street Townhomes

Site Information

Intersection	RJ Conlan Blvd at Commerce Park Dr
Jurisdiction	Brevard County
East/West Street	Commerce Park Drive
North/South Street	RJ Conlan Boulevard
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		74		58					0	69	435				506	79
Percent Heavy Vehicles (%)		2		2					2	2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.84		6.94						4.14						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		79		62						73						
Capacity, c (veh/h)		444		729						955						
v/c Ratio		0.18		0.08						0.08						
95% Queue Length, Q ₉₅ (veh)		0.6		0.3						0.2						
Control Delay (s/veh)		14.8		10.4						9.1	0.5					
Level of Service (LOS)		B		B						A	A					
Approach Delay (s/veh)	12.9								1.7							
Approach LOS	B								A							

HCS Two-Way Stop-Control Report

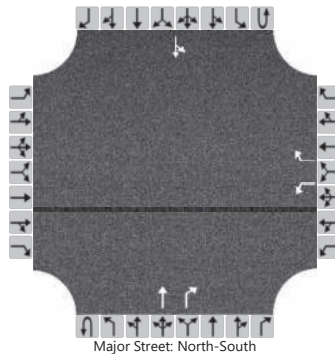
General Information

Analyst	BNH
Agency/Co.	LTG, Inc.
Date Performed	9/19/2022
Analysis Year	2022
Time Analyzed	A.M. Peak Existing
Intersection Orientation	North-South
Project Description	5657.02 Lipscomb Street Townhomes

Site Information

Intersection	Lipscomb Street at Commerce Park Dr
Jurisdiction	Brevard County
East/West Street	Lipscomb Street
North/South Street	
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	0	1	0
Configuration						L		R			T	R		LT		
Volume (veh/h)						78		47			368	113		84	290	
Percent Heavy Vehicles (%)						3		2						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.22						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.32						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						88		53						94		
Capacity, c (veh/h)						263		639						1023		
v/c Ratio						0.33		0.08						0.09		
95% Queue Length, Q ₉₅ (veh)						1.4		0.3						0.3		
Control Delay (s/veh)						25.4		11.1						8.9	1.0	
Level of Service (LOS)						D		B						A	A	
Approach Delay (s/veh)					20.0								2.8			
Approach LOS					C								A			

HCS Two-Way Stop-Control Report

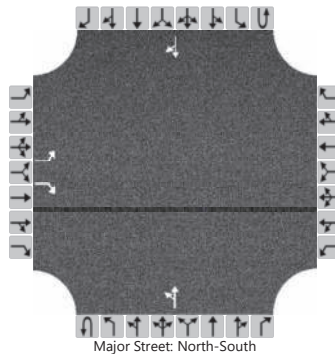
General Information

Analyst	BNH
Agency/Co.	LTG, Inc.
Date Performed	6/14/2022
Analysis Year	2022
Time Analyzed	P.M. Peak Hour Existing
Intersection Orientation	North-South
Project Description	(5657.01) Lipscomb Street Townhomes

Site Information

Intersection	Lipscomb St at Pirate Ln
Jurisdiction	Palm Bay
East/West Street	Pirate Ln
North/South Street	Lipscomb St
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R						LT						TR
Volume (veh/h)		102		90						89	359				240	320
Percent Heavy Vehicles (%)		2		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		109		96						95						
Capacity, c (veh/h)		237		627						976						
v/c Ratio		0.46		0.15						0.10						
95% Queue Length, Q ₉₅ (veh)		2.2		0.5						0.3						
Control Delay (s/veh)		32.3		11.8						9.1	1.1					
Level of Service (LOS)		D		B						A	A					
Approach Delay (s/veh)	22.7								2.7							
Approach LOS	C								A							

HCS Two-Way Stop-Control Report

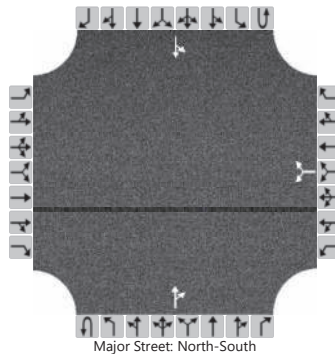
General Information

Analyst	BNH
Agency/Co.	LTG, Inc.
Date Performed	6/14/2022
Analysis Year	2022
Time Analyzed	P.M. Peak Hour Existing
Intersection Orientation	North-South
Project Description	Lipscomb Street Townhomes

Site Information

Intersection	Lipscomb St at Huckleberr
Jurisdiction	Palm Bay
East/West Street	Huckleberry Lane
North/South Street	Lipscomb St
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						7		9			434	17		8	333	
Percent Heavy Vehicles (%)						14		2						25		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.54		6.22						4.35		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.63		3.32						2.43		

Delay, Queue Length, and Level of Service

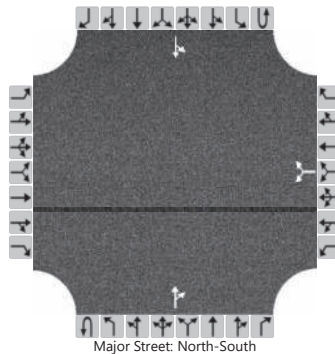
Flow Rate, v (veh/h)						17								9		
Capacity, c (veh/h)						428								973		
v/c Ratio						0.04								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						13.8								8.7	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					13.8								0.3			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information

Analyst	BNH	Intersection	Lipscomb St at Ersoff
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	6/14/2022	East/West Street	Ersoff Blvd
Analysis Year	2022	North/South Street	Lipscomb St
Time Analyzed	P.M. Peak Hour Existing	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						7		16			406	39		7	327	
Percent Heavy Vehicles (%)						2		6						14		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.26						4.24		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.35						2.33		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						25								8		
Capacity, c (veh/h)						480								1019		
v/c Ratio						0.05								0.01		
95% Queue Length, Q ₉₅ (veh)						0.2								0.0		
Control Delay (s/veh)						12.9								8.6	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					12.9								0.3			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

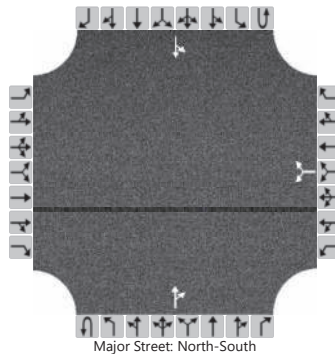
General Information

Analyst	BNH
Agency/Co.	LTG, Inc.
Date Performed	6/14/2022
Analysis Year	2022
Time Analyzed	P.M. Peak Hour Existing
Intersection Orientation	North-South
Project Description	Lipscomb Street Townhomes

Site Information

Intersection	Lipscomb St at Silktree
Jurisdiction	Palm Bay
East/West Street	Silktree Ln
North/South Street	Lipscomb St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						3		6			384	12		5	336	
Percent Heavy Vehicles (%)						2		17						20		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.37						4.30		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.45						2.38		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						9								5		
Capacity, c (veh/h)						498								1052		
v/c Ratio						0.02								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						12.4								8.4	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					12.4								0.2			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

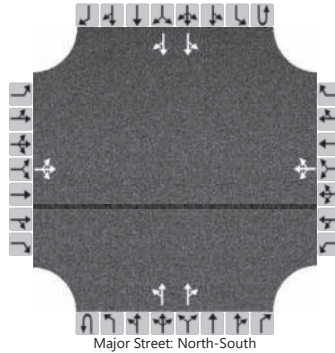
General Information

Analyst	BNH
Agency/Co.	LTG, Inc.
Date Performed	6/14/2022
Analysis Year	2022
Time Analyzed	P.M. Peak Hour Existing
Intersection Orientation	North-South
Project Description	Lipscomb Street Townhomes

Site Information

Intersection	RJC at Guava Ln
Jurisdiction	Palm Bay
East/West Street	Guava Ln
North/South Street	Robert J Conlan Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		4	1	3		1	1	2		5	474	4		1	512	24
Percent Heavy Vehicles (%)		25	2	33		2	2	50		20				100		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		8.00	6.54	7.56		7.54	6.54	7.90		4.50				6.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.75	4.02	3.63		3.52	4.02	3.80		2.40				3.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				4			5				1		
Capacity, c (veh/h)			395				445			874				582		
v/c Ratio			0.02				0.01			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			14.3				13.2			9.1	0.1			11.2	0.0	
Level of Service (LOS)			B				B			A	A			B	A	
Approach Delay (s/veh)	14.3				13.2				0.2				0.0			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

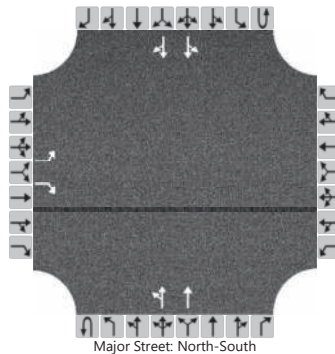
General Information

Analyst	BNH
Agency/Co.	LTG, Inc.
Date Performed	6/14/2022
Analysis Year	2022
Time Analyzed	P.M. Peak Hour Existing
Intersection Orientation	North-South
Project Description	Lipscomb Street Townhomes

Site Information

Intersection	RJC at Ersoff Blvd
Jurisdiction	Palm Bay
East/West Street	Ersoff Blvd
North/South Street	Robert J Conlan Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration		L		R						LT	T			LT		TR
Volume (veh/h)		9		4						4	477			0	524	2
Percent Heavy Vehicles (%)		2		2						2				2		
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1				4.1		
Critical Headway (sec)		7.54		6.94						4.14				4.14		
Base Follow-Up Headway (sec)		3.5		3.3						2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32						2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10		4						4				0		
Capacity, c (veh/h)		368		711						997				1044		
v/c Ratio		0.03		0.01						0.00				0.00		
95% Queue Length, Q ₉₅ (veh)		0.1		0.0						0.0				0.0		
Control Delay (s/veh)		15.0		10.1						8.6	0.0			8.4	0.0	
Level of Service (LOS)		C		B						A	A			A	A	
Approach Delay (s/veh)	13.5								0.1				0.0			
Approach LOS	B								A				A			

HCS Two-Way Stop-Control Report

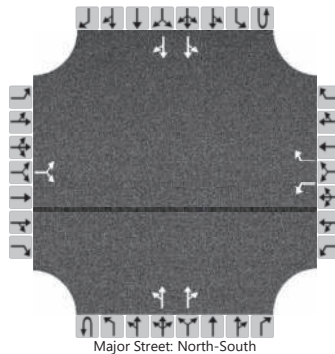
General Information

Analyst	BNH
Agency/Co.	LTG, Inc.
Date Performed	6/14/2022
Analysis Year	2022
Time Analyzed	P.M. Peak Hour Existing
Intersection Orientation	North-South
Project Description	Lipscomb Street Townhomes

Site Information

Intersection	RJC at Lemon Tree St
Jurisdiction	Palm Bay
East/West Street	Lemon Tree St
North/South Street	Robert J Conlan Blvd
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	0	1	0	0	2	0	0	0	2	0
Configuration			LR			L		R		LT		TR		LT		TR
Volume (veh/h)		4		6		3		3		3	510	4		3	510	3
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized					No											
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.54		6.94		7.54		6.94		4.14				4.14		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11			3		3		3				3		
Capacity, c (veh/h)			522			368		721		1014				1014		
v/c Ratio			0.02			0.01		0.00		0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1			0.0		0.0		0.0				0.0		
Control Delay (s/veh)			12.0			14.9		10.0		8.6	0.0			8.6	0.0	
Level of Service (LOS)			B			B		B		A	A			A	A	
Approach Delay (s/veh)	12.0				12.4				0.1				0.1			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

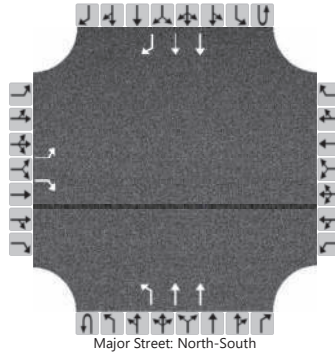
General Information

Analyst	BNH
Agency/Co.	LTG
Date Performed	7/27/2022
Analysis Year	2022
Time Analyzed	PM Existing
Intersection Orientation	North-South
Project Description	5657.02 Lipscomb Street Townhomes

Site Information

Intersection	RJ Conlan Blvd at Commerce Park Dr
Jurisdiction	Brevard County
East/West Street	Commerce Park Drive
North/South Street	RJ Conlan Boulevard
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		124		61					0	82	505				519	79
Percent Heavy Vehicles (%)		2		2					2	2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.84		6.94						4.14						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

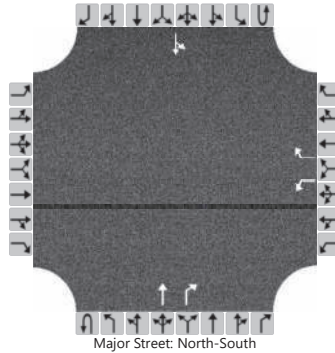
Flow Rate, v (veh/h)		136		67						90						
Capacity, c (veh/h)		405		712						926						
v/c Ratio		0.34		0.09						0.10						
95% Queue Length, Q ₉₅ (veh)		1.5		0.3						0.3						
Control Delay (s/veh)		18.3		10.6						9.3	0.6					
Level of Service (LOS)		C		B						A	A					
Approach Delay (s/veh)	15.8								1.8							
Approach LOS	C								A							

HCS Two-Way Stop-Control Report

General Information

Analyst	BNH	Intersection	Lipscomb Street at Commerce Park Dr
Agency/Co.	LTG, Inc.	Jurisdiction	Brevard County
Date Performed	9/19/2022	East/West Street	Lipscomb Street
Analysis Year	2022	North/South Street	
Time Analyzed	P.M. Peak Existing	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	0	1	0
Configuration						L		R			T	R		LT		
Volume (veh/h)						173		88			328	55		48	310	
Percent Heavy Vehicles (%)						3		3						4		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.14		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.24		

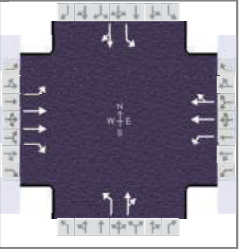
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						192		98						53		
Capacity, c (veh/h)						325		678						1123		
v/c Ratio						0.59		0.14						0.05		
95% Queue Length, Q ₉₅ (veh)						3.6		0.5						0.1		
Control Delay (s/veh)						30.9		11.2						8.4	0.5	
Level of Service (LOS)						D		B						A	A	
Approach Delay (s/veh)					24.3								1.5			
Approach LOS					C								A			

APPENDIX E
SIGNALIZED INTERSECTIONS
HCS SUMMARY WORKSHEETS
EXISTING CONDITIONS

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG			Duration, h	0.250	
Analyst	BNH	Analysis Date	Jun 20, 2022	Area Type	Other	
Jurisdiction	Palm Bay	Time Period	AM Existing	PHF	0.95	
Urban Street	Lipscomb Street	Analysis Year	2022	Analysis Period	1> 7:00	
Intersection	University Blvd at Lipsco...	File Name	1. Lipscomb Street at University Blvd- Existing A...			
Project Description	5657.02 Lipscomb St Townhomes					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	39	87	110	77	158	73	68	85	79	63	55	77

Signal Information											
Cycle, s	58.1	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

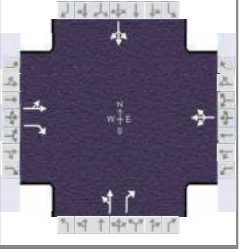
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	8.1	25.7	9.3	26.9	9.1	14.3	8.7	13.9
Change Period, ($Y+R_c$), s	5.7	5.7	5.7	5.7	5.7	5.7	5.4	5.7
Max Allow Headway (MAH), s	4.1	7.2	4.1	7.2	4.1	4.2	4.1	4.2
Queue Clearance Time (g_s), s	2.9	5.0	3.6	4.9	3.9	7.5	3.8	6.5
Green Extension Time (g_e), s	0.1	5.7	0.1	5.7	0.1	1.1	0.1	1.1
Phase Call Probability	0.48	1.00	0.73	1.00	0.68	1.00	0.66	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	41	92	116	81	125	119	72	173		66	139	
Adjusted Saturation Flow Rate (s), veh/h/ln	1697	1738	1572	1781	1826	1635	1781	1721		1781	1693	
Queue Service Time (g_s), s	0.9	1.0	3.0	1.6	2.7	2.9	1.9	5.5		1.8	4.5	
Cycle Queue Clearance Time (g_c), s	0.9	1.0	3.0	1.6	2.7	2.9	1.9	5.5		1.8	4.5	
Green Ratio (g/C)	0.39	0.34	0.34	0.41	0.37	0.37	0.20	0.15		0.20	0.14	
Capacity (c), veh/h	500	1197	542	662	667	598	310	256		249	239	
Volume-to-Capacity Ratio (X)	0.082	0.076	0.214	0.122	0.187	0.198	0.231	0.675		0.267	0.582	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.5	0.7	1.9	1.0	1.9	1.8	1.4	4.1		1.3	3.2	
Queue Storage Ratio (RQ) (95 th percentile)	0.09	0.00	0.00	0.10	0.00	0.00	0.50	0.00		0.28	0.00	
Uniform Delay (d_1), s/veh	11.3	12.8	13.5	10.7	12.5	12.6	19.5	23.4		19.9	23.3	
Incremental Delay (d_2), s/veh	0.1	0.1	0.7	0.1	0.5	0.6	0.4	3.1		0.6	2.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	11.4	12.9	14.2	10.8	13.0	13.2	19.9	26.5		20.4	25.6	
Level of Service (LOS)	B	B	B	B	B	B	B	C		C	C	
Approach Delay, s/veh / LOS	13.3	B		12.5	B		24.6	C		23.9	C	
Intersection Delay, s/veh / LOS	17.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	2.28	B	2.43	B
Bicycle LOS Score / LOS	0.69	A	0.76	A	0.89	A	0.83	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Jun 14, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	AM Existing	PHF	0.90
Urban Street	Lipscomb Street	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Florida Avenue at Lipsc...	File Name	2. Lipscomb Street at Florida Avenue - Existing A...		
Project Description	5657.02 Lipscomb St Townhomes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	51	41	140	30	62	24	77	227	43	19	149	138

Signal Information											
Cycle, s	31.9	Reference Phase	2		8.0	11.9	0.0	0.0	0.0	0.0	
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4		8
Case Number		7.0		8.0		7.0		8.0
Phase Duration, s		14.0		14.0		17.9		17.9
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		5.2		5.2		5.2		5.2
Queue Clearance Time (g_s), s		4.6		4.0		6.6		7.0
Green Extension Time (g_e), s		2.1		2.1		4.9		4.8
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.01		0.01		0.02		0.02

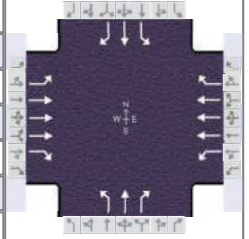
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h		102	156		129			338	48		340	
Adjusted Saturation Flow Rate (s), veh/h/ln		1450			1605			1663			1662	
Queue Service Time (g_s), s		0.0			0.0			0.0			0.0	
Cycle Queue Clearance Time (g_c), s		1.5			2.0			4.6			5.0	
Green Ratio (g/C)		0.25			0.25			0.37			0.37	
Capacity (c), veh/h		540			545			761			739	
Volume-to-Capacity Ratio (X)		0.189			0.236			0.444			0.460	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		0.8			1.0			2.0			2.1	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		9.5			9.7			7.7			7.9	
Incremental Delay (d_2), s/veh		0.2			0.3			0.6			0.6	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (d), s/veh		9.7	0.0		10.0			8.2	0.0		8.5	
Level of Service (LOS)		A	A		A			A	A		A	
Approach Delay, s/veh / LOS	3.9	A		10.0	A		7.2	A		8.5	A	
Intersection Delay, s/veh / LOS	7.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.66	B	1.65	B	1.87	B
Bicycle LOS Score / LOS	0.91	A	0.70	A	1.12	A	1.05	A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Jun 14, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	AM Existing	PHF	0.95
Urban Street	Palm Bay Road	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Palm Bay Rd at Lipsco...	File Name	7. Palm Bay Rd at Lipscomb St. - Existing AM Pe...		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	161	1031	221	93	952	159	154	172	99	154	176	140

Signal Information

Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	11.2	4.0	64.3	13.0	1.4	16.3		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	0.0	4.8	4.1	0.0	4.1		
				Red	3.4	0.0	2.0	3.9	0.0	2.7		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	23.4	75.1	19.4	71.1	22.4	24.5	21.0	23.1
Change Period, ($Y+R_c$), s	8.1	6.9	8.2	6.9	7.7	6.8	8.0	6.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	15.0		11.3		14.5	15.1	14.7	15.6
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.1	0.8	0.0	0.7
Phase Call Probability	1.00		0.98		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.06	0.00	1.00	0.01

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	169	1085	152	98	1002	86	162	181	55	162	185	62
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1698	1585	1443	1671	1560	1781	1870	1585	1781	1870	1560
Queue Service Time (g_s), s	13.0	14.6	5.4	9.3	14.8	3.2	12.5	13.1	4.4	12.7	13.6	5.1
Cycle Queue Clearance Time (g_c), s	13.0	14.6	5.4	9.3	14.8	3.2	12.5	13.1	4.4	12.7	13.6	5.1
Green Ratio (g/C)	0.11	0.49	0.49	0.08	0.46	0.46	0.10	0.13	0.13	0.09	0.12	0.12
Capacity (c), veh/h	194	2483	772	115	2301	716	186	236	200	165	218	182
Volume-to-Capacity Ratio (X)	0.873	0.437	0.196	0.850	0.435	0.121	0.870	0.766	0.273	0.980	0.849	0.341
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	9.8	8.5	3.5	6.3	8.7	2.2	10.7	10.4	3.2	13.5	11.0	3.7
Queue Storage Ratio (RQ) (95 th percentile)	0.71	0.00	0.31	0.90	0.00	0.15	1.15	0.00	0.34	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	58.9	15.1	13.5	61.7	17.6	15.3	61.7	59.1	55.3	63.4	60.6	56.9
Incremental Delay (d_2), s/veh	4.7	0.6	0.6	6.5	0.6	0.3	15.9	2.0	0.3	63.7	4.8	0.4
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	63.6	15.7	14.1	68.2	18.2	15.7	77.7	61.1	55.6	127.0	65.4	57.3
Level of Service (LOS)	E	B	B	E	B	B	E	E	E	F	E	E
Approach Delay, s/veh / LOS	21.3	C		22.1	C		67.1	E		88.6	F	
Intersection Delay, s/veh / LOS	35.0						D					

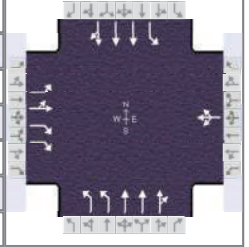
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.17	B		2.22	B		2.85	C		2.85	C	
Bicycle LOS Score / LOS	1.26	A		1.14	A		1.14	A		1.16	A	

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Jun 14, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	Existing AM	PHF	0.95
Urban Street	US 1	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	US 1 at Univeristy Blvd	File Name	8. US-1 at University Blvd - Existing AM Conditio...		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	115	7	75	37	35	34	90	1466	19	12	870	176

Signal Information

Cycle, s	190.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	2.4	4.9	117.7	15.6	15.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	0.0	4.8	3.7	3.4	0.0		
				Red	4.6	0.0	4.6	4.2	4.2	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		12.0	2.0	4.0	2.0	4.0
Phase Duration, s		23.5		22.6	16.8	132.1	11.8	127.1
Change Period, ($Y+R_c$), s		7.9		7.6	9.4	9.4	9.4	9.4
Max Allow Headway (MAH), s		4.1		4.1	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s		14.9		14.8	7.1		3.4	
Green Extension Time (g_e), s		0.7		0.3	0.3	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.99		0.49	
Max Out Probability		0.00		0.00	0.00		0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	121	7	79		112		95	1044	519	13	755	346
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1470	1347		1643		1730	1870	1857	1697	1870	1706
Queue Service Time (g_s), s	12.9	0.9	5.3		12.8		5.1	26.1	26.1	1.4	18.3	18.4
Cycle Queue Clearance Time (g_c), s	12.9	0.9	5.3		12.8		5.1	26.1	26.1	1.4	18.3	18.4
Green Ratio (g/C)	0.08	0.08	0.08		0.08		0.04	0.65	0.65	0.01	0.62	0.62
Capacity (c), veh/h	144	121	221		130		134	2415	1199	22	2318	1057
Volume-to-Capacity Ratio (X)	0.840	0.061	0.357		0.861		0.707	0.432	0.432	0.581	0.326	0.327
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	10.4	0.6	3.3		9.9		4.4	16.7	16.8	1.4	12.6	11.9
Queue Storage Ratio (RQ) (95 th percentile)	1.42	0.00	0.46		0.00		0.21	0.00	0.00	0.25	0.00	0.00
Uniform Delay (d_1), s/veh	86.0	80.4	82.4		86.5		90.3	16.5	16.5	93.3	17.2	17.2
Incremental Delay (d_2), s/veh	12.1	0.2	1.0		15.0		6.7	0.6	1.1	22.2	0.4	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	98.1	80.6	83.4		101.5		96.9	17.1	17.7	115.5	17.6	18.1
Level of Service (LOS)	F	F	F		F		F	B	B	F	B	B
Approach Delay, s/veh / LOS	91.9		F	101.5		F	21.9		C	18.8		B
Intersection Delay, s/veh / LOS	28.3						C					

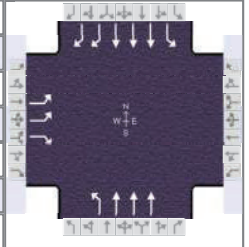
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.76		C	2.63		C	1.67		B	2.42		B
Bicycle LOS Score / LOS	0.83		A	0.67		A	1.40		A	1.10		A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Jun 14, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	Existing AM	PHF	0.94
Urban Street	US 1	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	US 1 at RJ Conlan Blvd	File Name	9. US-1 at RJ Conlan - Existing AM Peak-Hour.xus		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	454		33				66	1161		0	589	438

Signal Information

Cycle, s	73.7	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	3.8	35.6	13.9	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.8	4.4	0.0	0.0	0.0		
				Red	2.5	2.0	2.7	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			1	6	5	2
Case Number		9.0			1.1	4.0	1.1	3.0
Phase Duration, s		21.0			10.3	52.7	0.0	42.4
Change Period, ($Y+R_c$), s		7.1			6.5	6.8	7.9	6.8
Max Allow Headway (MAH), s		4.0			3.5	4.9	0.0	4.9
Queue Clearance Time (g_s), s		11.7			3.4	10.9		9.4
Green Extension Time (g_e), s		2.2			0.1	25.8	0.0	26.1
Phase Call Probability		1.00			0.76	1.00		1.00
Max Out Probability		0.00			0.00	0.29		0.28

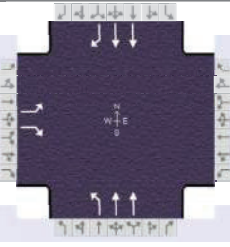
Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				1	6		5	2	12
Adjusted Flow Rate (v), veh/h	483		35				70	1235		0	627	466
Adjusted Saturation Flow Rate (s), veh/h/ln	1730						1697	1698		1781	1671	
Queue Service Time (g_s), s	9.7						1.4	8.9		0.0	5.4	
Cycle Queue Clearance Time (g_c), s	9.7						1.4	8.9		0.0	5.4	
Green Ratio (g/C)	0.19						0.56	0.62		0.38	0.48	
Capacity (c), veh/h	652						497	3174		314	2422	
Volume-to-Capacity Ratio (X)	0.741						0.141	0.389		0.000	0.259	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	6.9						0.7	4.1		0.0	3.1	
Queue Storage Ratio (RQ) (95 th percentile)	0.83						0.09	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	28.2						7.8	6.9		0.0	11.3	
Incremental Delay (d_2), s/veh	1.7						0.1	0.1		0.0	0.1	
Initial Queue Delay (d_3), s/veh	0.0						0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	29.9		0.0				7.9	7.0		0.0	11.4	0.0
Level of Service (LOS)	C		A				A	A			B	A
Approach Delay, s/veh / LOS	27.9		C		0.0		7.0	A		6.5		A
Intersection Delay, s/veh / LOS	10.5						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.60		C	2.85		C	1.35		A	2.25		B
Bicycle LOS Score / LOS			F				1.21		A	1.09		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG, Inc.			Duration, h	0.250	
Analyst	BNH	Analysis Date	Jun 20, 2022	Area Type	Other	
Jurisdiction	Brevard County	Time Period	A.M. Peak Existing	PHF	0.86	
Urban Street	US 1	Analysis Year	2022	Analysis Period	1> 7:00	
Intersection	US 1 at Palm Bay Rd	File Name	14. US 1 at Palm Bay Rd - Existing A.M..xus			
Project Description	5657.02 Lipscomb Street Townhomes					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	120		273				324	1207			454	197

Signal Information											
Cycle, s	62.8	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On	Green	12.5	13.9	15.5	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	4.8	4.8	0.0	0.0	0.0	
				Red	2.5	2.0	2.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		22.3			19.8	40.5		20.7
Change Period, ($Y+R_c$), s		6.8			7.3	6.8		6.8
Max Allow Headway (MAH), s		4.2			4.0	4.0		4.0
Queue Clearance Time (g_s), s		13.9			11.2	20.9		10.5
Green Extension Time (g_e), s		1.6			1.2	6.1		3.4
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		0.01			0.00	0.72		0.37

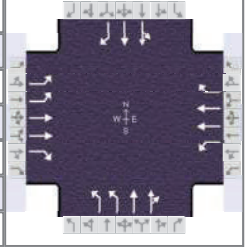
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6		2		12
Adjusted Flow Rate (v), veh/h	140		317				377	1403		528		229
Adjusted Saturation Flow Rate (s), veh/h/ln	1781		1585				1781	1781		1781		1585
Queue Service Time (g_s), s	4.0		11.9				9.2	18.9		8.5		8.3
Cycle Queue Clearance Time (g_c), s	4.0		11.9				9.2	18.9		8.5		8.3
Green Ratio (g/C)	0.25		0.25				0.45	0.54		0.22		0.22
Capacity (c), veh/h	439		391				545	1913		791		352
Volume-to-Capacity Ratio (X)	0.318		0.812				0.691	0.734		0.667		0.651
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	2.7		7.6				5.6	9.5		5.8		5.2
Queue Storage Ratio (RQ) (95 th percentile)	0.00		0.00				0.49	0.00		0.00		0.49
Uniform Delay (d_1), s/veh	19.4		22.3				13.4	11.1		22.3		22.2
Incremental Delay (d_2), s/veh	0.4		4.1				1.6	1.5		1.0		2.0
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay (d), s/veh	19.8		26.4				15.0	12.6		23.3		24.3
Level of Service (LOS)	B		C				B	B		C		C
Approach Delay, s/veh / LOS	24.4		C	0.0			13.1	B		23.6		C
Intersection Delay, s/veh / LOS	17.5						B					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.30		B	2.30		B	0.68		A	1.92		B
Bicycle LOS Score / LOS			F				1.96		B	1.11		A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Jun 14, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	Existing AM	PHF	0.95
Urban Street	Palm Bay Rd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Palm Bay Rd at RJ Conl...	File Name	13. Palm Bay Rd at RJ Conlan Blvd - Existing AM...		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	442	468	103	35	896	81	16	15	21	72	81	317

Signal Information

Cycle, s	170.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.7	13.6	69.2	6.5	37.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.8	4.0	3.4	4.8	0.0		
				Red	3.0	3.6	2.8	5.4	3.2	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		11.0
Phase Duration, s	33.7	98.0	11.7	76.0		15.3		45.0
Change Period, ($Y+R_c$), s	8.4	6.8	7.0	6.8		8.8		8.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.2		3.3
Queue Clearance Time (g_s), s	24.3		5.7			4.4		36.8
Green Extension Time (g_e), s	0.9	0.0	0.0	0.0		0.1		0.3
Phase Call Probability	1.00		0.82			0.92		1.00
Max Out Probability	0.00		0.00			0.00		1.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	465	493	108	37	943	85	17	16	22	161	0	334
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1781	1572	1682	1781		1579	1796	1522	1827	1870	
Queue Service Time (g_s), s	22.3	8.2	3.7	3.7	31.8		0.9	1.5	2.4	12.9	0.0	
Cycle Queue Clearance Time (g_c), s	22.3	8.2	3.7	3.7	31.8		0.9	1.5	2.4	12.9	0.0	
Green Ratio (g/C)	0.15	0.54	0.54	0.03	0.41		0.04	0.04	0.04	0.22	0.22	
Capacity (c), veh/h	514	1910	843	47	1450		120	68	58	398	408	
Volume-to-Capacity Ratio (X)	0.905	0.258	0.129	0.790	0.650		0.140	0.231	0.381	0.405	0.000	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	15.5	5.7	2.5	3.1	19.1		0.7	1.2	1.8	10.0	0.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.97	0.00	0.21	0.31	0.00		0.08	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	67.0	12.4	11.8	81.4	30.3		79.1	79.3	79.8	57.0	0.0	
Incremental Delay (d_2), s/veh	9.6	0.3	0.3	10.5	2.3		0.2	0.6	1.5	0.2	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	76.6	12.7	12.1	91.9	32.6	0.0	79.3	80.0	81.3	57.3	0.0	0.0
Level of Service (LOS)	E	B	B	F	C	A	E	E	F	E		A
Approach Delay, s/veh / LOS	40.5		D	32.0		C	80.3		F	18.6		B
Intersection Delay, s/veh / LOS	33.9						C					

Multimodal Results

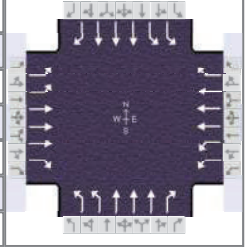
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.43		B	2.29		B	2.47		B	2.63		C
Bicycle LOS Score / LOS	1.37		A	1.37		A	0.53		A	0.90		A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG		
Analyst	BNH	Analysis Date	Jul 28, 2022
Jurisdiction	Brevard County	Time Period	Existing AM
Urban Street	Palm Bay Road (PBR)	Analysis Year	2022
Intersection	PBR at Babcock Street	File Name	15 & 16- Palm Bay
Project Description	5657.02 Lipscomb Street Townhomes		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	405	1184	408	240	881	448	317	928	395	189	637	508

Signal Information

Cycle, s	110.0	Reference Phase	2
Offset, s	88	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.0	39.1	17.9	33.0	21.8	29.0	24.0	31.2
Change Period, ($Y+R_c$), s	9.5	9.5	9.6	7.6	9.1	7.5	9.8	9.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.0	3.0	3.1	3.1
Queue Clearance Time (g_s), s	15.4		8.1		12.4	23.5	7.8	23.4
Green Extension Time (g_e), s	0.0	0.0	0.2	0.0	0.3	0.0	2.0	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.02		0.25	1.00	0.39	1.00

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	426	1246	346	197	723	329	334	977	353	199	671	428
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1685	1585	1730	1685	1585	1730	1698	1585
Queue Service Time (g_s), s	13.4	25.6	21.7	6.1	13.7	22.0	10.4	21.2	21.5	5.8	13.4	21.4
Cycle Queue Clearance Time (g_c), s	13.4	25.6	21.7	6.1	13.7	22.0	10.4	21.2	21.5	5.8	13.4	21.4
Green Ratio (g/C)	0.13	0.27	0.27	0.08	0.23	0.23	0.12	0.20	0.20	0.13	0.19	0.19
Capacity (c), veh/h	456	1371	427	261	1167	366	400	988	310	446	990	308
Volume-to-Capacity Ratio (X)	0.935	0.909	0.812	0.755	0.620	0.899	0.834	0.989	1.138	0.446	0.677	1.391
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	11.2	15.8	14.0	4.6	9.1	15.4	8.2	16.2	18.9	4.4	9.4	32.6
Queue Storage Ratio (RQ) (95 th percentile)	0.49	0.00	0.50	0.21	0.00	0.28	0.50	0.00	1.17	0.31	0.00	1.17
Uniform Delay (d_1), s/veh	44.9	34.0	32.7	48.7	35.3	38.1	47.6	44.1	14.1	44.3	41.1	14.7
Incremental Delay (d_2), s/veh	26.3	10.4	15.4	1.5	2.3	25.7	6.5	25.8	93.9	0.3	1.5	194.8
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	71.2	44.4	48.1	50.2	37.6	63.7	54.1	69.9	108.0	44.5	42.7	209.5
Level of Service (LOS)	E	D	D	D	D	E	D	E	F	D	D	F
Approach Delay, s/veh / LOS	50.7	D		46.5	D		74.8	E		98.0	F	
Intersection Delay, s/veh / LOS	66.1						E					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.93	C		3.00	C		2.92	C		2.96	C	
Bicycle LOS Score / LOS	1.60	B		1.37	A		1.40	A		1.20	A	

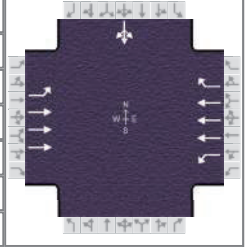
HCS7 Signalized Intersection Results Summary

General Information

Agency	LTG		
Analyst	BNH	Analysis Date	Jul 28, 2022
Jurisdiction	Brevard County	Time Period	Existing AM
Urban Street	Palm Bay Road (PBR)	Analysis Year	2022
Intersection	PBR at Pinewood Drive	File Name	15 & 16- Palm Bay
Project Description	5657.02 Lipscomb Street Townhomes		

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.95
Analysis Period	1> 7:30
Road Existing AM.xus	



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	112	1650		6	1134	26				83	0	100

Signal Information

Cycle, s	110.0	Reference Phase	6										
Offset, s	57	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	1.1	3.9	68.9	14.6	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.8	0.0	4.8	3.4	0.0	0.0			
				Red	2.0	0.0	2.0	4.4	0.0	0.0			

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2				8
Case Number	1.1	4.0	2.0	3.0				12.0
Phase Duration, s	11.8	79.6	7.9	75.7				22.4
Change Period, ($Y+R_c$), s	7.0	6.8	6.8	6.8				7.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0				3.4
Queue Clearance Time (g_s), s	4.7		2.6					14.4
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0				0.2
Phase Call Probability	0.97		0.23					1.00
Max Out Probability	0.00		0.00					0.02

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6		5	2	12				3	8	18
Adjusted Flow Rate (v), veh/h	112	1644		8	1606	37				193		
Adjusted Saturation Flow Rate (s), veh/h/ln	1570	1698		1570	1698	1560				1668		
Queue Service Time (g_s), s	2.7	9.9		0.6	26.5	1.9				12.4		
Cycle Queue Clearance Time (g_c), s	2.7	9.9		0.6	26.5	1.9				12.4		
Green Ratio (g/C)	0.67	0.66		0.01	0.63	0.63				0.13		
Capacity (c), veh/h	242	3372		16	3192	977				222		
Volume-to-Capacity Ratio (X)	0.462	0.487		0.521	0.503	0.038				0.867		
Back of Queue (Q), ft/ln (95 th percentile)	35.8	73		12.8	397.3	27.7				247		
Back of Queue (Q), veh/ln (95 th percentile)	1.3	2.9		0.5	15.6	1.1				9.7		
Queue Storage Ratio (RQ) (95 th percentile)	0.15	0.00		0.05	0.00	0.11				0.00		
Uniform Delay (d_1), s/veh	12.5	3.9		53.0	20.9	15.4				46.7		
Incremental Delay (d_2), s/veh	0.0	0.0		6.2	0.4	0.0				9.7		
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0				0.0		
Control Delay (d), s/veh	12.5	3.9		59.1	21.3	15.5				56.4		
Level of Service (LOS)	B	A		E	C	B				E		
Approach Delay, s/veh / LOS	4.5	A		21.3	C		0.0			56.4	E	
Intersection Delay, s/veh / LOS	15.0						B					

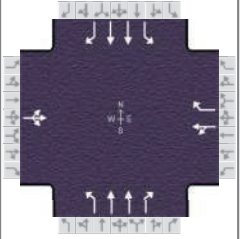
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.35	A		1.65	B		2.75	C		2.62	C	
Bicycle LOS Score / LOS	1.51	B		1.16	A					0.81	A	

HCS7 Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Jul 27, 2022	Area Type	Other
Jurisdiction	Brevard County	Time Period	AM Existing	PHF	0.89
Urban Street	RJ Conlan Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	RJ Conlan Blvd at North...	File Name	18. RJ Conlan Blvd at Northview St - AM Existing...		
Project Description	5657.02 Lipscomb Street Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	20	1	23	25	5	36	32	474	10	10	500	25

Signal Information

Cycle, s	42.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.1	1.3	2.5	2.6	3.5	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	4.0	0.0		
				Red	2.0	2.0	2.0	2.0	2.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		12.0		11.0	1.2	3.0	1.3	3.0
Phase Duration, s		8.6		9.5	8.1	15.3	8.5	15.8
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s		3.8		3.9	3.5	3.4	3.4	3.4
Queue Clearance Time (g_s), s		3.2		3.0	2.7	7.7	2.0	8.0
Green Extension Time (g_e), s		0.1		0.1	0.1	1.6	1.8	1.7
Phase Call Probability		0.44		0.58	0.34	1.00	0.12	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		49			34	40	36	533	11	11	562	28
Adjusted Saturation Flow Rate (s), veh/h/ln		1675			1796	1585	1668	1781	1585	1781	1781	
Queue Service Time (g_s), s		1.2			0.7	1.0	0.7	5.7	0.2	0.0	6.0	
Cycle Queue Clearance Time (g_c), s		1.2			0.7	1.0	0.7	5.7	0.2	0.0	6.0	
Green Ratio (g/C)		0.06			0.08	0.08	0.28	0.22	0.22	0.28	0.23	
Capacity (c), veh/h		106			149	132	326	794	353	354	831	
Volume-to-Capacity Ratio (X)		0.469			0.226	0.307	0.110	0.671	0.032	0.032	0.676	
Back of Queue (Q), ft/ln (95 th percentile)		21.9			13.7	16.8	9	82.2	3	3.4	85.9	
Back of Queue (Q), veh/ln (95 th percentile)		0.9			0.5	0.7	0.3	3.2	0.1	0.1	3.4	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00	0.00	0.04	0.00	0.02	0.01	0.00	
Uniform Delay (d_1), s/veh		19.0			18.0	18.1	11.5	14.9	12.8	15.5	14.7	
Incremental Delay (d_2), s/veh		2.4			0.6	1.0	0.1	0.7	0.0	0.0	0.7	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		21.4			18.6	19.1	11.6	15.7	12.8	15.5	15.4	0.0
Level of Service (LOS)		C			B	B	B	B	B	B	B	A
Approach Delay, s/veh / LOS	21.4	C		18.8	B		15.3	B		14.7	B	
Intersection Delay, s/veh / LOS	15.5						B					

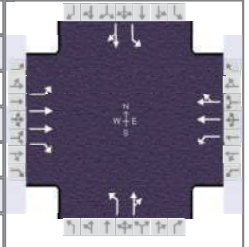
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.43	B		2.44	B		1.91	B		1.67	B	
Bicycle LOS Score / LOS	0.57	A		0.61	A		0.97	A		0.98	A	

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Jun 20, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	PM Existing	PHF	0.95
Urban Street	Lipscomb Street	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	University Blvd at Lipsco...	File Name	1. Lipscomb Street at University Blvd- Existing P...		
Project Description	5657.02 Lipscomb St Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	66	175	120	101	157	18	77	92	83	33	100	46

Signal Information

Cycle, s	58.6	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	3.4	0.7	20.0	2.2	1.8	8.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.7	0.0	3.7	3.4	0.0	3.7		
				Red	2.0	0.0	2.0	2.0	0.0	2.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.1	25.7	9.8	26.4	9.4	15.5	7.6	13.7
Change Period, ($Y+R_c$), s	5.7	5.7	5.7	5.7	5.7	5.7	5.4	5.7
Max Allow Headway (MAH), s	4.1	7.1	4.1	7.1	4.1	4.2	4.1	4.2
Queue Clearance Time (g_s), s	3.4	5.3	4.2	4.0	4.2	7.8	3.0	6.8
Green Extension Time (g_e), s	0.1	6.3	0.2	6.3	0.1	1.2	0.0	1.2
Phase Call Probability	0.68	1.00	0.82	1.00	0.73	1.00	0.43	1.00
Max Out Probability	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	69	184	126	106	93	92	81	184		35	154	
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1766	1585	1781	1856	1789	1781	1723		1725	1770	
Queue Service Time (g_s), s	1.4	2.1	3.3	2.2	2.0	2.0	2.2	5.8		1.0	4.8	
Cycle Queue Clearance Time (g_c), s	1.4	2.1	3.3	2.2	2.0	2.0	2.2	5.8		1.0	4.8	
Green Ratio (g/C)	0.40	0.34	0.34	0.41	0.35	0.35	0.20	0.17		0.17	0.14	
Capacity (c), veh/h	564	1206	541	614	656	633	302	289		226	242	
Volume-to-Capacity Ratio (X)	0.123	0.153	0.233	0.173	0.141	0.145	0.268	0.638		0.154	0.635	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.9	1.4	2.1	1.3	1.4	1.4	1.6	4.2		0.7	3.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.15	0.00	0.00	0.13	0.00	0.00	0.57	0.00		0.16	0.00	
Uniform Delay (d_1), s/veh	11.1	13.4	13.8	10.8	12.9	12.9	19.9	22.7		20.7	23.9	
Incremental Delay (d_2), s/veh	0.1	0.2	0.8	0.1	0.4	0.4	0.5	2.3		0.3	2.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	11.2	13.6	14.6	11.0	13.2	13.3	20.4	25.1		21.0	26.7	
Level of Service (LOS)	B	B	B	B	B	B	C	C		C	C	
Approach Delay, s/veh / LOS	13.5	B		12.4	B		23.6	C		25.6	C	
Intersection Delay, s/veh / LOS	17.6						B					

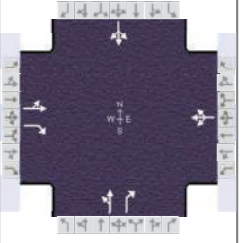
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.90	B		1.90	B		2.28	B		2.43	B	
Bicycle LOS Score / LOS	0.80	A		0.73	A		0.93	A		0.80	A	

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Jun 14, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	PM Existing	PHF	0.95
Urban Street	Lipscomb Street	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Florida Avenue at Lipsc...	File Name	2. Lipscomb Street at Florida Avenue - Existing P...		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	64	78	82	91	78	45	108	228	78	52	330	77

Signal Information

Cycle, s	37.5	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On	Green	9.3	16.2	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
				Red	2.0	2.0	0.0	0.0	0.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4		8
Case Number		7.0		8.0		7.0		8.0
Phase Duration, s		15.3		15.3		22.2		22.2
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		5.2		5.2		5.2		5.2
Queue Clearance Time (g_s), s		4.7		6.8		7.4		9.8
Green Extension Time (g_e), s		2.6		2.5		6.5		6.3
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.01		0.03		0.06		0.08

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h		149	86		225			354	82		483	
Adjusted Saturation Flow Rate (s), veh/h/ln		1541			1495			1540			1747	
Queue Service Time (g_s), s		0.0			2.2			0.0			1.0	
Cycle Queue Clearance Time (g_c), s		2.7			4.8			5.4			7.8	
Green Ratio (g/C)		0.25			0.25			0.43			0.43	
Capacity (c), veh/h		523			509			791			860	
Volume-to-Capacity Ratio (X)		0.286			0.443			0.447			0.562	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		1.6			2.4			2.2			3.7	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		11.6			12.3			7.5			8.3	
Incremental Delay (d_2), s/veh		0.4			0.9			0.6			0.8	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (d), s/veh		12.0	0.0		13.2			8.1	0.0		9.1	
Level of Service (LOS)		B	A		B			A	A		A	
Approach Delay, s/veh / LOS	7.6		A	13.2		B	6.5		A	9.1		A
Intersection Delay, s/veh / LOS	8.7						A					

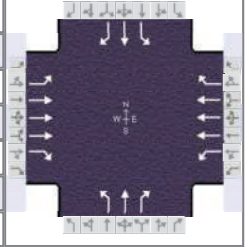
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.67	B	1.64	B	1.87	B
Bicycle LOS Score / LOS	0.88	A	0.86	A	1.21	A	1.28	A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Jun 14, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	PM Existing	PHF	0.95
Urban Street	Palm Bay Road	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Palm Bay Rd at Lipsco...	File Name	7. Palm Bay Road at Lipscomb St. - Existing PM...		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	141	976	127	76	893	79	522	175	84	139	136	183

Signal Information

Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	8.1	5.3	63.5	13.0	7.0	13.2		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	0.0	4.8	4.1	0.0	4.1		
				Red	3.4	0.0	2.0	3.9	0.0	2.7		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.7	75.6	16.3	70.3	28.0	27.0	21.0	20.0
Change Period, ($Y+R_c$), s	8.1	6.9	8.2	6.9	7.7	6.8	8.0	6.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	13.4		8.4		22.3	15.3	13.4	12.5
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	0.8	0.0	0.7
Phase Call Probability	1.00		0.96		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.00	1.00	0.03

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	148	1027	0	80	940	9	549	184	48	146	143	118
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1698	1585	1711	1671	1547	1781	1841	1535	1781	1870	1572
Queue Service Time (g_s), s	11.4	13.3	0.0	6.4	13.9	0.3	20.3	13.3	3.9	11.4	10.5	10.3
Cycle Queue Clearance Time (g_c), s	11.4	13.3	0.0	6.4	13.9	0.3	20.3	13.3	3.9	11.4	10.5	10.3
Green Ratio (g/C)	0.10	0.49	0.49	0.06	0.45	0.45	0.15	0.14	0.14	0.09	0.09	0.09
Capacity (c), veh/h	173	2502	778	99	2271	701	258	266	222	165	177	148
Volume-to-Capacity Ratio (X)	0.859	0.411	0.000	0.804	0.414	0.014	2.127	0.693	0.218	0.885	0.811	0.794
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	8.9	7.9	0.0	5.2	8.3	0.2	72.5	10.4	2.7	11.2	8.9	7.6
Queue Storage Ratio (RQ) (95 th percentile)	0.64	0.00	0.00	0.65	0.00	0.02	7.83	0.00	0.30	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	60.0	14.6	0.0	63.8	17.9	15.2	59.9	56.9	52.9	62.8	62.2	62.1
Incremental Delay (d_2), s/veh	4.7	0.5	0.0	5.6	0.6	0.0	520.1	1.2	0.2	38.0	3.8	3.6
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	64.7	15.1	0.0	69.4	18.5	15.3	580.0	58.2	53.1	100.7	65.9	65.7
Level of Service (LOS)	E	B		E	B	B	F	E	D	F	E	E
Approach Delay, s/veh / LOS	21.4		C	22.4		C	424.5		F	78.4		E
Intersection Delay, s/veh / LOS	121.4						F					

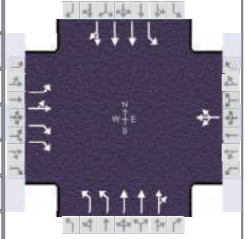
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.16		B	2.21		B	2.84		C	2.93		C
Bicycle LOS Score / LOS	1.13		A	1.05		A	1.78		B	1.16		A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Jun 14, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	Existing PM	PHF	0.93
Urban Street	US 1	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	US 1 at Univeristy Blvd	File Name	8. US-1 at University Blvd - Existing PM Conditio...		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	163	22	75	22	20	4	67	1292	30	33	1592	144

Signal Information

Cycle, s	190.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.1	0.9	121.9	21.0	6.8	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	0.0	4.8	3.7	3.4	0.0		
				Red	4.6	0.0	4.6	4.2	4.2	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		12.0	2.0	4.0	2.0	4.0
Phase Duration, s		28.9		14.4	15.4	132.2	14.5	131.3
Change Period, ($Y+R_c$), s		7.9		7.6	9.4	9.4	9.4	9.4
Max Allow Headway (MAH), s		4.1		4.0	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s		20.6		7.3	6.0		6.0	
Green Extension Time (g_e), s		0.4		0.0	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		0.93	0.98		0.85	
Max Out Probability		0.78		0.00	0.00		0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	175	24	81		49		72	952	470	35	1262	605
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1693	1392		1756		1689	1870	1848	1682	1870	1788
Queue Service Time (g_s), s	18.6	2.4	5.0		5.3		4.0	22.9	22.9	4.0	34.7	34.8
Cycle Queue Clearance Time (g_c), s	18.6	2.4	5.0		5.3		4.0	22.9	22.9	4.0	34.7	34.8
Green Ratio (g/C)	0.11	0.11	0.11		0.04		0.03	0.65	0.65	0.03	0.64	0.64
Capacity (c), veh/h	195	187	308		63		107	2417	1194	45	2400	1147
Volume-to-Capacity Ratio (X)	0.897	0.126	0.262		0.785		0.675	0.394	0.394	0.786	0.526	0.528
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	15.3	1.9	3.3		4.9		3.3	14.9	15.0	3.7	21.2	20.9
Queue Storage Ratio (RQ) (95 th percentile)	2.06	0.00	0.44		0.00		0.17	0.00	0.00	0.69	0.00	0.00
Uniform Delay (d_1), s/veh	83.4	76.2	77.4		90.9		91.0	15.9	15.9	91.9	18.4	18.5
Incremental Delay (d_2), s/veh	29.8	0.3	0.4		18.9		7.2	0.5	1.0	25.2	0.8	1.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	113.2	76.5	77.8		109.7		98.3	16.4	16.9	117.1	19.3	20.2
Level of Service (LOS)	F	E	E		F		F	B	B	F	B	C
Approach Delay, s/veh / LOS	99.9		F	109.7		F	20.5		C	21.4		C
Intersection Delay, s/veh / LOS	28.1						C					

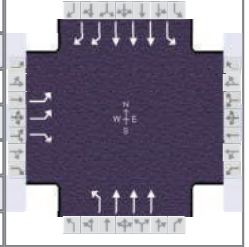
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.76		C	2.63		C	1.67		B	2.41		B
Bicycle LOS Score / LOS	0.95		A	0.57		A	1.31		A	1.53		B

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Jun 14, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	Existing PM	PHF	0.95
Urban Street	US 1	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	US 1 at RJ Conlan Blvd	File Name	9. US-1 at RJ Conlan - Existing PM Peak-Hour.xus		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	508		75				80	897		0	1366	459

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.8	80.4	24.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.8	4.4	0.0	0.0	0.0		
				Red	2.5	2.0	2.7	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			1	6	5	2
Case Number		9.0			1.1	4.0	1.1	3.0
Phase Duration, s		31.5			11.3	98.5	0.0	87.2
Change Period, ($Y+R_c$), s		7.1			6.5	6.8	7.9	6.8
Max Allow Headway (MAH), s		4.0			3.5	0.0	0.0	0.0
Queue Clearance Time (g_s), s		22.5			4.1			
Green Extension Time (g_e), s		1.9			0.2	0.0	0.0	0.0
Phase Call Probability		1.00			0.95			
Max Out Probability		0.10			0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				1	6		5	2	12
Adjusted Flow Rate (v), veh/h	535		79				84	944		0	1438	483
Adjusted Saturation Flow Rate (s), veh/h/ln	1643						1767	1698		1781	1698	
Queue Service Time (g_s), s	20.5						2.1	8.7		0.0	19.5	
Cycle Queue Clearance Time (g_c), s	20.5						2.1	8.7		0.0	19.5	
Green Ratio (g/C)	0.19						0.67	0.71		0.56	0.62	
Capacity (c), veh/h	618						293	3592		424	3151	
Volume-to-Capacity Ratio (X)	0.865						0.288	0.263		0.000	0.456	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	13.7						1.4	5.0		0.0	11.3	
Queue Storage Ratio (RQ) (95 th percentile)	1.66						0.16	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	51.2						9.7	6.9		0.0	13.2	
Incremental Delay (d_2), s/veh	7.4						0.4	0.2		0.0	0.5	
Initial Queue Delay (d_3), s/veh	0.0						0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	58.5		0.0				10.1	7.1		0.0	13.7	0.0
Level of Service (LOS)	E		A				B	A			B	A
Approach Delay, s/veh / LOS	51.0		D	0.0			7.4	A		10.2		B
Intersection Delay, s/veh / LOS	16.4						B					

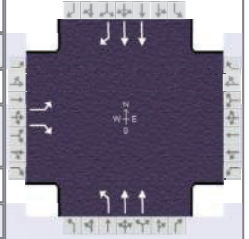
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.62		C	2.87		C	1.35		A	2.25		B
Bicycle LOS Score / LOS			F				1.05		A	1.54		B

HCS Signalized Intersection Results Summary

General Information

Agency	LTG, Inc.		
Analyst	BNH	Analysis Date	Jun 20, 2022
Jurisdiction	Brevard County	Time Period	P.M. Peak Existing
Urban Street	US 1	Analysis Year	2022
Intersection	US 1 at Palm Bay Rd	File Name	14. US 1 at Plam
Project Description	5657.02 Lipscomb Street Townhomes		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	166		403				267	812			1263	228

Signal Information

Cycle, s	114.1	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	14.3	48.9	30.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	4.8	4.8	0.0	0.0	0.0		
				Red	2.5	2.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		36.8			21.6	77.3		55.7
Change Period, ($Y+R_c$), s		6.8			7.3	6.8		6.8
Max Allow Headway (MAH), s		4.2			4.0	4.0		4.0
Queue Clearance Time (g_s), s		32.0			13.6	16.0		41.5
Green Extension Time (g_e), s		0.0			0.7	0.0		7.3
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		1.00			0.02	1.00		0.50

Movement Group Results

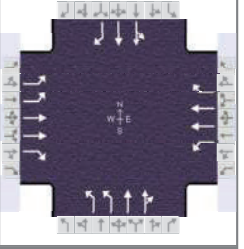
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6		2		12
Adjusted Flow Rate (v), veh/h	177		429				284	864		1344		243
Adjusted Saturation Flow Rate (s), veh/h/ln	1781		1585				1781	1781		1781		1585
Queue Service Time (g_s), s	9.3		30.0				11.6	14.0		39.5		11.8
Cycle Queue Clearance Time (g_c), s	9.3		30.0				11.6	14.0		39.5		11.8
Green Ratio (g/C)	0.26		0.26				0.57	0.62		0.43		0.43
Capacity (c), veh/h	468		416				320	2202		1527		680
Volume-to-Capacity Ratio (X)	0.377		1.030				0.887	0.392		0.880		0.357
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	7.1		24.4				9.6	8.5		23.4		7.6
Queue Storage Ratio (RQ) (95 th percentile)	0.00		0.00				0.85	0.00		0.00		0.72
Uniform Delay (d_1), s/veh	34.5		42.1				29.6	11.0		29.9		22.0
Incremental Delay (d_2), s/veh	0.5		52.0				13.2	0.1		4.5		0.3
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay (d), s/veh	35.0		94.1				42.8	11.1		34.4		22.3
Level of Service (LOS)	C		F				D	B		C		C
Approach Delay, s/veh / LOS	76.9		E	0.0			19.0	B		32.5		C
Intersection Delay, s/veh / LOS	35.9						D					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.32		B	2.32		B	0.68		A	1.91		B
Bicycle LOS Score / LOS			F				1.43		A	1.80		B

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Jun 14, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	Existing PM	PHF	0.95
Urban Street	Palm Bay Rd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Palm Bay Rd at RJ Conl...	File Name	13. Palm Bay Rd at RJ Conlan Blvd - Existing PM...		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	383	661	70	28	484	63	85	96	18	72	18	545

Signal Information											
Cycle, s	170.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		11.0
Phase Duration, s	30.8	104.2	10.8	84.2		16.8		38.2
Change Period, ($Y+R_c$), s	8.4	6.8	7.0	6.8		8.8		8.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.1		3.3
Queue Clearance Time (g_s), s	21.5		5.1			7.7		32.1
Green Extension Time (g_e), s	0.9	0.0	0.0	0.0		0.3		0.0
Phase Call Probability	1.00		0.75			1.00		1.00
Max Out Probability	0.00		0.00			0.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	403	696	74	29	509	66	89	60	60	95	0	574
Adjusted Saturation Flow Rate (s), veh/h/ln	1716	1781	1585	1612	1781		1730	1856	1755	1670	1737	
Queue Service Time (g_s), s	19.5	10.6	2.0	3.1	11.8		4.3	5.4	5.7	8.4	0.0	
Cycle Queue Clearance Time (g_c), s	19.5	10.6	2.0	3.1	11.8		4.3	5.4	5.7	8.4	0.0	
Green Ratio (g/C)	0.13	0.57	0.57	0.02	0.46		0.05	0.05	0.05	0.18	0.18	
Capacity (c), veh/h	452	2041	908	36	1623		163	88	83	296	308	
Volume-to-Capacity Ratio (X)	0.891	0.341	0.081	0.810	0.314		0.548	0.690	0.720	0.320	0.000	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	13.4	6.8	1.4	2.6	8.3		3.5	4.9	4.8	6.5	0.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.85	0.00	0.11	0.26	0.00		0.41	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	68.9	9.8	8.8	82.1	20.5		79.2	79.8	79.9	61.0	0.0	
Incremental Delay (d_2), s/veh	4.0	0.5	0.2	14.4	0.5		1.1	3.6	4.3	0.2	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	72.9	10.3	9.0	96.5	21.0	0.0	80.3	83.3	84.2	61.2	0.0	0.0
Level of Service (LOS)	E	B	A	F	C	A	F	F	F	E		A
Approach Delay, s/veh / LOS	31.7	C		22.4	C		82.3	F		8.7	A	
Intersection Delay, s/veh / LOS	27.8						C					

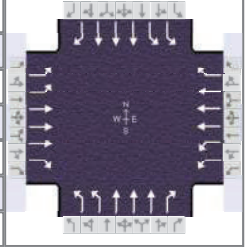
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.29	B	2.47	B	2.63	C
Bicycle LOS Score / LOS	1.46	A	0.99	A	0.66	A	1.04	A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG		
Analyst	BNH	Analysis Date	Jul 28, 2022
Jurisdiction	Brevard County	Time Period	Existing PM
Urban Street	Palm Bay Road (PBR)	Analysis Year	2022
Intersection	PBR at Babcock Street	File Name	15 & 16- Palm Bay
Project Description	5657.02 Lipscomb Street Townhomes		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	534	881	331	485	1135	207	317	727	269	445	1404	455

Signal Information

Cycle, s	140.0	Reference Phase	6									
Offset, s	31	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	17.4	26.4	18.5	15.6	2.3	14.2		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	4.8	4.8	4.8	0.0	4.8		
				Red	4.8	2.8	4.7	4.3	0.0	5.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	28.0	62.0	27.0	61.0	24.7	27.0	24.0	26.3
Change Period, ($Y+R_c$), s	9.5	9.5	9.6	7.6	9.1	7.5	9.8	9.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	20.5		19.4		15.4	21.5	16.2	18.5
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	1.00	1.00	1.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	562	927	157	520	1217	103	334	765	156	468	1478	338
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1698	1585	1716	1685	1585	1730	1698	1585
Queue Service Time (g_s), s	18.5	16.8	8.0	17.4	29.8	7.2	13.4	19.5	13.1	14.2	16.5	16.5
Cycle Queue Clearance Time (g_c), s	18.5	16.8	8.0	17.4	29.8	7.2	13.4	19.5	13.1	14.2	16.5	16.5
Green Ratio (g/C)	0.13	0.38	0.38	0.12	0.38	0.38	0.11	0.14	0.14	0.10	0.12	0.12
Capacity (c), veh/h	457	1911	594	430	1943	605	383	704	221	351	600	187
Volume-to-Capacity Ratio (X)	1.230	0.485	0.264	1.210	0.626	0.170	0.872	1.087	0.706	1.335	2.463	1.810
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	23.6	10.2	0.3	22.5	18.7	7.3	10.7	18.4	9.2	22.8	68.5	41.3
Queue Storage Ratio (RQ) (95 th percentile)	1.03	0.00	0.01	1.04	0.00	0.13	0.66	0.00	0.57	1.61	0.00	1.48
Uniform Delay (d_1), s/veh	57.7	26.1	23.9	69.5	44.0	35.6	61.2	60.3	11.5	62.9	61.8	10.9
Incremental Delay (d_2), s/veh	121.3	0.9	1.1	111.4	1.3	0.5	14.3	60.0	8.4	169.0	663.4	385.0
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	179.0	27.0	25.0	180.9	45.3	36.1	75.5	120.2	20.0	231.9	725.2	395.9
Level of Service (LOS)	F	C	C	F	D	D	E	F	B	F	F	F
Approach Delay, s/veh / LOS	78.7	E		83.1	F		95.9	F		575.3	F	
Intersection Delay, s/veh / LOS	244.4						F					

Multimodal Results

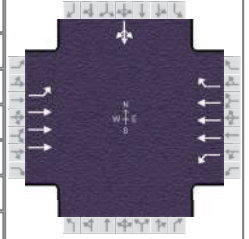
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	3.01	C		3.05	C		3.02	C		3.12	C	
Bicycle LOS Score / LOS	1.39	A		1.48	A		1.18	A		1.74	B	

HCS7 Signalized Intersection Results Summary

General Information

Agency	LTG		
Analyst	BNH	Analysis Date	Jul 28, 2022
Jurisdiction	Brevard County	Time Period	Existing PM
Urban Street	Palm Bay Road (PBR)	Analysis Year	2022
Intersection	PBR at Pinewood Drive	File Name	15 & 16- Palm Bay
Project Description	5657.02 Lipscomb Street Townhomes		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	80	1679		9	1754	50				32	0	105

Signal Information

Cycle, s	140.0	Reference Phase	2										
Offset, s	52	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	1.5	3.4	99.3	14.4	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.8	0.0	4.8	3.4	0.0	0.0			
				Red	2.0	0.0	2.0	4.4	0.0	0.0			

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2				8
Case Number	1.1	4.0	2.0	3.0				12.0
Phase Duration, s	11.6	109.5	8.3	106.1				22.2
Change Period, ($Y+R_c$), s	7.0	6.8	6.8	6.8				7.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0				3.4
Queue Clearance Time (g_s), s	3.4		2.7					14.2
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0				0.3
Phase Call Probability	0.93		0.29					1.00
Max Out Probability	0.00		0.00					0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6		5	2	12				3	8	18
Adjusted Flow Rate (v), veh/h	68	1431		9	1738	50				144		
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1698		1781	1698	1585				1627		
Queue Service Time (g_s), s	1.4	10.5		0.7	32.2	3.0				12.2		
Cycle Queue Clearance Time (g_c), s	1.4	10.5		0.7	32.2	3.0				12.2		
Green Ratio (g/C)	0.74	0.73		0.01	0.71	0.71				0.10		
Capacity (c), veh/h	244	3737		19	3614	1124				168		
Volume-to-Capacity Ratio (X)	0.280	0.383		0.478	0.481	0.044				0.859		
Back of Queue (Q), ft/ln (95 th percentile)	23	116.1		14.7	445.9	43.7				231.3		
Back of Queue (Q), veh/ln (95 th percentile)	0.9	4.6		0.6	17.6	1.7				9.1		
Queue Storage Ratio (RQ) (95 th percentile)	0.09	0.00		0.06	0.00	0.17				0.00		
Uniform Delay (d_1), s/veh	9.9	4.4		67.2	18.9	14.5				61.8		
Incremental Delay (d_2), s/veh	0.1	0.1		3.3	0.2	0.0				4.9		
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0				0.0		
Control Delay (d), s/veh	10.0	4.5		70.5	19.1	14.5				66.7		
Level of Service (LOS)	A	A		E	B	B				E		
Approach Delay, s/veh / LOS	4.8		A	19.2		B	0.0			66.7		E
Intersection Delay, s/veh / LOS	14.9						B					

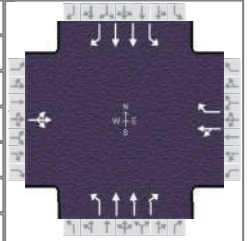
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.35		A	1.64		B	2.76		C	2.63		C
Bicycle LOS Score / LOS	1.51		B	1.54		B				0.73		A

HCS7 Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Jul 27, 2022	Area Type	Other
Jurisdiction	Brevard County	Time Period	PM Existing	PHF	0.92
Urban Street	RJ Conlan Blvd	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	RJ Conlan Blvd at North...	File Name	18. RJ Conlan Blvd at Northview St - PM Existing...		
Project Description	5657.02 Lipscomb Street Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	31	9	52	26	3	19	52	545	19	41	519	57

Signal Information

Cycle, s	44.5	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	3.0	1.6	2.8	4.3	2.9	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	4.0	4.0	0.0		
				Red	2.0	2.0	2.0	2.0	2.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		12.0		11.0	1.2	3.0	1.3	3.0
Phase Duration, s		10.3		8.9	9.0	16.6	8.8	16.4
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s		3.8		3.8	3.5	3.4	3.5	3.5
Queue Clearance Time (g_s), s		4.9		2.7	3.2	8.8	2.0	8.4
Green Extension Time (g_e), s		0.1		0.1	0.1	1.8	2.0	1.9
Phase Call Probability		0.71		0.48	0.50	1.00	0.42	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		100			32	21	57	592	21	45	564	62
Adjusted Saturation Flow Rate (s), veh/h/ln		1505			1790	1585	1499	1781	1585	1767	1781	
Queue Service Time (g_s), s		2.9			0.7	0.6	1.2	6.8	0.4	0.0	6.4	
Cycle Queue Clearance Time (g_c), s		2.9			0.7	0.6	1.2	6.8	0.4	0.0	6.4	
Green Ratio (g/C)		0.10			0.06	0.06	0.30	0.24	0.24	0.30	0.23	
Capacity (c), veh/h		144			115	102	327	849	378	344	830	
Volume-to-Capacity Ratio (X)		0.692			0.273	0.202	0.173	0.698	0.055	0.130	0.680	
Back of Queue (Q), ft/ln (95 th percentile)		48.8			14.5	9.5	16.7	99.7	5.8	15.7	94.8	
Back of Queue (Q), veh/ln (95 th percentile)		1.9			0.6	0.4	0.6	3.9	0.2	0.6	3.7	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00	0.00	0.08	0.00	0.03	0.04	0.00	
Uniform Delay (d_1), s/veh		19.5			19.9	19.8	11.8	15.5	13.1	17.0	15.6	
Incremental Delay (d_2), s/veh		4.4			0.9	0.7	0.2	0.8	0.0	0.1	0.7	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		23.9			20.8	20.5	12.0	16.3	13.2	17.2	16.3	0.0
Level of Service (LOS)		C			C	C	B	B	B	B	B	A
Approach Delay, s/veh / LOS	23.9	C		20.7	C		15.8	B		14.9	B	
Intersection Delay, s/veh / LOS	16.1						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.43	B		2.45	B		1.92	B		1.68	B	
Bicycle LOS Score / LOS	0.65	A		0.57	A		1.04	A		1.04	A	

APPENDIX F

SIGNAL TIMINGS

Controller Database Timing Sheet

Station: 8049 - UNIVERSITY & LIPSCOMB (Standard-4/27/2022 8:43:02 AM)

Type: NTCIP 76.x ATC Ethernet

Firmware: 76.15g

Created By: tmc

Modified By:

Reviewed By:

Channels Assignments																																	
	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																																	
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	9	9	9	9	1	3	5	7	0	0	0	0	0	0	0	0	0	0	0	0	
Type	VE H	VE H	VE H	VE H	VE H	VE H	VE H	VE H	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VE H	VE H	VE H	VE H	VE	.	.	.	.	.	.	.
Flash	RE D	RE YEL	RE D	RE D	RE D	RE YEL	RE D	RE D	RE D	RE D	RE D	RE D	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR	
Alt Hz
Dimming Green
Dimming Yellow
Dimming Red
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	

Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Table - 1																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector Parm's																
	Value															
Table - 1																
Vol/Occ Period Seconds	0															
Vol/Occ Period Minutes	15															
TS2 Det Faults	.															

General Comm Parm	
Table - 1	
Backup Time	900
Station ID	8049
Master ID	0
Group ID	0
Tele1	0
Tele2	0
Tele3	0
Tele4	0
Tele5	0
Tele6	0
Tele7	0
Tele8	0
Tele9	0
Tele10	0
Tele11	0
Tele12	0
Alt Tel1	0
Alt Tel2	0
Alt Tel3	0
Alt Tel4	0
Alt Tel5	0
Alt Tel6	0
Alt Tel7	0
Alt Tel8	0
Alt Tel9	0
Alt Tel10	0
Alt Tel11	0
Alt Tel12	0
Dial Time	0
Idle Time	0
Modem Enable	.
IP Parameters	
Table - 1	
IP Address 1	10

IP Parameters	
	Value
IP Address 2	34
IP Address 3	151
IP Address 4	149
IP Mask 1	255
IP Mask 2	255
IP Mask 3	255
IP Mask 4	0
IP Broadcast 1	0
IP Broadcast 2	0
IP Broadcast 3	0
IP Broadcast 4	0
IP Gateway 1	10
IP Gateway 2	34
IP Gateway 3	151
IP Gateway 4	1
IP Port	5067
Use DHCP	.
Use Grat Arp	.
Speed	AUTO
IP Address Host 1-1	0
IP Address Host 1-2	0
IP Address Host 1-3	0
IP Address Host 1-4	0
IP Address Host 2-1	0
IP Address Host 2-2	0
IP Address Host 2-3	0
IP Address Host 2-4	0
MMU Permissives	
	Value
Table - 1	
Channel 2	.
Channel 3	.
Channel 4	.
Channel 5	X
Channel 6	X
Channel 7	.

MMU Permissives																
	Value															
Channel 8	.															
Channel 9	.															
Channel 10	.															
Channel 11	.															
Channel 12	.															
Channel 13	.															
Channel 14	.															
Channel 15	.															
Channel 16	.															
Ped Dets																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Table - 1																
Call Phase	0	9	0	9	0	9	0	9	0	9	0	9	0	9	0	9
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Parm																
	Value															
Table - 1																
AudioPedTime	0															
Phase Times and Options																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Table - 1																
Walk	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0
Min Green	5	20	5	7	5	20	5	7	0	0	0	0	0	0	0	0
Gap Ext	3	6	3	3	3	6	3	3	0	0	0	0	0	0	0	0
Max1	15	45	15	35	20	45	15	35	0	0	0	0	0	0	0	0
Max2	15	45	15	35	20	45	15	35	0	0	0	0	0	0	0	0
Yellow Clr	3.7	3.7	3.4	3.7	3.7	3.7	3.7	3.7	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	0	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8049	5/13															6/15/2022 9:23:11 AM

Phase Times and Options																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	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
Enable	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.
Auto Flash Entry	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non-Actuated 1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non-Actuated 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lock Call	.	.	.	X	.	.	.	X	X	.	.	.	.	.	.	.
Min Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Sim Gap Enable	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Guar Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Add Init Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring	1	1	1	1	2	2	2	2	1	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Port Bindings																
Value																
Table - 1																
TS2CVM Channel																ASYNC3

Port Bindings												
	Value											
MMU Channel	NONE											
OPTICOM Channel	NONE											
Loop Det Channel	NONE											
GPS Channel	NONE											
System Up Channel	NONE											
System Up Modem Enable	NONE											
System Up Idle Time	0											
System Up Dial Time	0											
System Down Channel	NONE											
Shell Channel	NONE											
Port Parameters												
	1	2	3	4	5	6	7	8				
Table - 1												
Baud	9600	9600	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
FCM	6	6	0	0	0	0	0	0	0	0	0	0
Ring Input Map												
	1	2	3	4	5	6	7	8				
Table - 1												
Input Map	1	2	2	1	2							2
Ring Sequences												
	1	2	3	4	5	6	7	8				
Table - 1												
Ring P1	1	5	0					0				0
Ring P2	2	6	0					0				0
Ring P3	3	7	0					0				0
Ring P4	4	8	0					0				0
Ring P5	9	0	0					0				0
Ring P6	0	0	0					0				0
Ring P7	0	0	0					0				0
Ring P8	0	0	0					0				0
Table - 2												
Ring P1	1	6	0					0				0
Ring P2	2	5	0					0				0
Ring P3	3	7	0					0				0

Ring Sequences							
	1	2	3	4			
Ring P4	4	8	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 3							
Ring P1	2	5	0	0			
Ring P2	1	6	0	0			
Ring P3	3	7	0	0			
Ring P4	4	8	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 4							
Ring P1	2	6	0	0			
Ring P2	1	5	0	0			
Ring P3	3	7	0	0			
Ring P4	4	8	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 5							
Ring P1	1	5	0	0			
Ring P2	2	6	0	0			
Ring P3	3	8	0	0			
Ring P4	4	7	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 6							
Ring P1	1	6	0	0			
Ring P2	2	5	0	0			
Ring P3	3	8	0	0			

Ring Sequences						
	1	2	3	4		
Ring P4	4	7	0	0		
Ring P5	0	0	0	0		
Ring P6	0	0	0	0		
Ring P7	0	0	0	0		
Ring P8	0	0	0	0		
Table - 7						
Ring P1	2	5	0	0		
Ring P2	1	6	0	0		
Ring P3	3	8	0	0		
Ring P4	4	7	0	0		
Ring P5	0	0	0	0		
Ring P6	0	0	0	0		
Ring P7	0	0	0	0		
Ring P8	0	0	0	0		
Table - 8						
Ring P1	2	6	0	0		
Ring P2	1	5	0	0		
Ring P3	3	8	0	0		
Ring P4	4	7	0	0		
Ring P5	0	0	0	0		
Ring P6	0	0	0	0		
Ring P7	0	0	0	0		
Ring P8	0	0	0	0		
Table - 9						
Ring P1	1	5	0	0		
Ring P2	2	6	0	0		
Ring P3	4	7	0	0		
Ring P4	3	8	0	0		
Ring P5	0	0	0	0		
Ring P6	0	0	0	0		
Ring P7	0	0	0	0		
Ring P8	0	0	0	0		
Table - 10						
Ring P1	1	6	0	0		
Ring P2	2	5	0	0		
Ring P3	4	7	0	0		

Ring Sequences						
	1	2	3	4		
Ring P4	3	8	0	0		
Ring P5	0	0	0	0		
Ring P6	0	0	0	0		
Ring P7	0	0	0	0		
Ring P8	0	0	0	0		
Table - 11						
Ring P1	2	5	0	0		
Ring P2	1	6	0	0		
Ring P3	4	7	0	0		
Ring P4	3	8	0	0		
Ring P5	0	0	0	0		
Ring P6	0	0	0	0		
Ring P7	0	0	0	0		
Ring P8	0	0	0	0		
Table - 12						
Ring P1	2	6	0	0		
Ring P2	1	5	0	0		
Ring P3	4	7	0	0		
Ring P4	3	8	0	0		
Ring P5	0	0	0	0		
Ring P6	0	0	0	0		
Ring P7	0	0	0	0		
Ring P8	0	0	0	0		
Table - 13						
Ring P1	1	5	0	0		
Ring P2	2	6	0	0		
Ring P3	4	8	0	0		
Ring P4	3	7	0	0		
Ring P5	0	0	0	0		
Ring P6	0	0	0	0		
Ring P7	0	0	0	0		
Ring P8	0	0	0	0		
Table - 14						
Ring P1	1	6	0	0		
Ring P2	2	5	0	0		
Ring P3	4	8	0	0		

Ring Sequences																		
	1		2		3		4											
Ring P4	3		7		0												0	
Ring P5	0		0		0												0	
Ring P6	0		0		0												0	
Ring P7	0		0		0												0	
Ring P8	0		0		0												0	
Table - 15																		
Ring P1	2		5		0												0	
Ring P2	1		6		0												0	
Ring P3	4		8		0												0	
Ring P4	3		7		0												0	
Ring P5	0		0		0												0	
Ring P6	0		0		0												0	
Ring P7	0		0		0												0	
Ring P8	0		0		0												0	
Table - 16																		
Ring P1	2		6		0												0	
Ring P2	1		5		0												0	
Ring P3	4		8		0												0	
Ring P4	3		7		0												0	
Ring P5	0		0		0												0	
Ring P6	0		0		0												0	
Ring P7	0		0		0												0	
Ring P8	0		0		0												0	
SDLC Devices																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Dev Present	X	X	.	.	.	.	.	.	X	.	.	.	.	.	.	.	X	.
Peer to Peer	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
SDLC Params																		
	Value																	
Table - 1																		
Retry Time	0																	
Enable Msg0	.																	
Enable TOD	.																	
SlowMsgOvrd	.																	

Unit Parm		Value															
Table - 1																	
StartUp Flash		0															
Auto Ped Clear		.															
Red Revert		3															
Local Flash Start		.															
Allow < 3 sec Yel		.															
Allow Skip Yel		.															
MCE Timeout		0															
Enable Run		X															
Start Red Time		0															
Phase Mode		USER															
Startup Calls		.															
Diamond Mode		4PH															
Stop Time Over Preempt		.															
Free Ring Sequence		1															
Clearance Decide		.															
Min Ped Clear Time		.															
RingAlgo		0															

Vehicle Dets																	
Table - 1		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock	.	X	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.
Extend	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.
Added Initial	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.
Call Phase	7	4	5	2	3	8	1	6	0	0	0	0	0	0	0	0	0
Switch Phase	4	0	2	0	8	0	6	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Dets																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Controller Database Timing Sheet

Station: 8029 - LIPSCOMB & FLORIDA (Standard-6/15/2022 8:32:33 AM)

Type: NTCIP 76.x ATC Ethernet

Firmware: 76.15g

Created By: tmc

Modified By:

Reviewed By:

Channels Assignments																																
	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																																
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7	0	0	0	0	0	0	0	0	0	0	0	0
Type	VE H	VE H	VE H	VE H	VE H	VE H	VE H	VE H	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VE H	VE H	VE H	VE H	VE H	.	.	.	.	.	.	.
Flash	RE D	RE YEL	RE D	RE D	RE D	RE YEL	RE D	RE D	RE D	RE D	RE D	RE D	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	DR K	
Alt Hz	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dimming Green	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dimming Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dimming Red	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Table - 1																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector Parm's																
	Value															
Table - 1																
Vol/Occ Period Seconds	0															
Vol/Occ Period Minutes	15															
TS2 Det Faults	.															

Enable Alarms		
Table - 1		Alarm Enable
1		X
2		X
3		.
4		X
5		X
6		.
7		.
8		.
9		.
10		.
11		.
12		X
13		X
14		X
15		X
16		.
17		X
18		.
19		.
20		X
21		.
22		X
23		X
24		.
25		.
26		X
27		.
28		.
29		X
30		X
31		.
32		.
33		.
34		.
35		.
36		.

Enable Alarms		
Table - 1		Alarm Enable
37		.
38		.
39		.
40		.
41		.
42		.
43		.
44		.
45		.
46		.
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65		.
66		.
67		.
68		.
69		.
70		.
71		.
72		.

Enable Alarms		
Table - 1		Alarm Enable
73		X
74		.
75		.
76		.
77		.
78		.
79		.
80		.
81		.
82		.
83		.
84		.
85		.
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100		.
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102		.
103		.
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105		.
106		.
107		.
108		.

Enable Alarms		
Table - 1		Alarm Enable
109		.
110		.
111		.
112		.
113		.
114		.
115		.
116		.
117		.
118		.
119		.
120		.
121		.
122		.
123		.
124		.
125		.
126		.
127		.
128		.
General Comm Parm		
		Value
Table - 1		
Backup Time		900
Station ID		8029
Master ID		0
Group ID		0
Tele1		0
Tele2		0
Tele3		0
Tele4		0
Tele5		0
Tele6		0
Tele7		0
Tele8		0
Tele9		0

General Comm Parmns	
	Value
Tele10	0
Tele11	0
Tele12	0
Alt Tel1	0
Alt Tel2	0
Alt Tel3	0
Alt Tel4	0
Alt Tel5	0
Alt Tel6	0
Alt Tel7	0
Alt Tel8	0
Alt Tel9	0
Alt Tel10	0
Alt Tel11	0
Alt Tel12	0
Dial Time	0
Idle Time	0
Modem Enable	.
IP Parameters	
	Value
Table - 1	
IP Address 1	10
IP Address 2	34
IP Address 3	151
IP Address 4	129
IP Mask 1	255
IP Mask 2	255
IP Mask 3	255
IP Mask 4	0
IP Broadcast 1	0
IP Broadcast 2	0
IP Broadcast 3	0
IP Broadcast 4	0
IP Gateway 1	10
IP Gateway 2	34
IP Gateway 3	151

IP Parameters									
	Value								
IP Gateway 4	1								
IP Port	5063								
Use DHCP	.								
Use Grate Arp	.								
Speed	AUTO								
IP Address Host 1-1	0								
IP Address Host 1-2	0								
IP Address Host 1-3	0								
IP Address Host 1-4	0								
IP Address Host 2-1	0								
IP Address Host 2-2	0								
IP Address Host 2-3	0								
IP Address Host 2-4	0								
MMU Permissives									
	Value								
Table - 1									
Channel 2	.								
Channel 3	.								
Channel 4	.								
Channel 5	.								
Channel 6	.								
Channel 7	.								
Channel 8	.								
Channel 9	.								
Channel 10	.								
Channel 11	.								
Channel 12	.								
Channel 13	.								
Channel 14	.								
Channel 15	.								
Channel 16	.								
Ped Dets									
	1	2	3	4	5	6	7	8	
Table - 1									
Call Phase	0	2	0	4	0	6	0	8	

Ped Dets																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Parm																
	Value															
Table - 1																
AudioPedTime	0															
Phase Times and Options																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Table - 1																
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0
Gap Ext	0	4	0	4	0	4	0	4	0	0	0	0	0	0	0	0
Max1	0	25	0	35	0	25	0	35	0	0	0	0	0	0	0	0
Max2	0	35	0	35	0	35	0	35	0	0	0	0	0	0	0	0
Yellow Clr	3.5	4	3.5	4	3.5	4	3.5	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	0	2	0	2	0	2	0	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	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
Enable	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Auto Flash Entry	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Auto Flash Exit	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non-Actuated 1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non-Actuated 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lock Call	.	X	.	X	.	X	.	X	X	X	X	X	X	X	X	X

Phase Times and Options																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Max Recall	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Sim Gap Enable	.	X	.	X	.	X	.	X	X	X	X	X	X	X	X	X
Guar Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Add Init Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Port Bindings																
	Value															
Table - 1																
TS2CVM Channel	ASYNC3															
MMU Channel	NONE															
OPTICOM Channel	NONE															
Loop Det Channel	NONE															
GPS Channel	NONE															
System Up Channel	NONE															
System Up Modem Enable	NONE															
System Up Idle Time	0															
System Up Dial Time	0															
System Down Channel	NONE															
Shell Channel	NONE															
Port Parameters																

	1	2	3	4	5	6	7	8
Table - 1								
Baud	9600	9600	1200	1200	1200	1200	1200	1200
FCM	6	6	0	0	0	0	0	0
Ring Input Map								
	1			2	3		4	
Table - 1								
Input Map	1		2		1		2	
Ring Sequences								
	1		2		3		4	
Table - 1								
Ring P1	1		5		0		0	
Ring P2	2		6		0		0	
Ring P3	3		7		0		0	
Ring P4	4		8		0		0	
Ring P5	0		0		0		0	
Ring P6	0		0		0		0	
Ring P7	0		0		0		0	
Ring P8	0		0		0		0	
Table - 2								
Ring P1	1		6		0		0	
Ring P2	2		5		0		0	
Ring P3	3		7		0		0	
Ring P4	4		8		0		0	
Ring P5	0		0		0		0	
Ring P6	0		0		0		0	
Ring P7	0		0		0		0	
Ring P8	0		0		0		0	
Table - 3								
Ring P1	2		5		0		0	
Ring P2	1		6		0		0	
Ring P3	3		7		0		0	
Ring P4	4		8		0		0	
Ring P5	0		0		0		0	
Ring P6	0		0		0		0	
Ring P7	0		0		0		0	
Ring P8	0		0		0		0	
Table - 4								
Ring P1	2		5		0		0	
Ring P2	1		6		0		0	
Ring P3	3		7		0		0	
Ring P4	4		8		0		0	
Ring P5	0		0		0		0	
Ring P6	0		0		0		0	
Ring P7	0		0		0		0	
Ring P8	0		0		0		0	

Ring Sequences							
	1	2	3	4			
Ring P1	2	6	0	0			
Ring P2	1	5	0	0			
Ring P3	3	7	0	0			
Ring P4	4	8	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 5							
Ring P1	1	5	0	0			
Ring P2	2	6	0	0			
Ring P3	3	8	0	0			
Ring P4	4	7	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 6							
Ring P1	1	6	0	0			
Ring P2	2	5	0	0			
Ring P3	3	8	0	0			
Ring P4	4	7	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 7							
Ring P1	2	5	0	0			
Ring P2	1	6	0	0			
Ring P3	3	8	0	0			
Ring P4	4	7	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 8							
Ring P1	2	5	0	0			
Ring P2	1	6	0	0			
Ring P3	3	8	0	0			
Ring P4	4	7	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			

Ring Sequences							
	1	2	3	4			
Ring P1	2	6	0	0			
Ring P2	1	5	0	0			
Ring P3	3	8	0	0			
Ring P4	4	7	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 9							
Ring P1	1	5	0	0			
Ring P2	2	6	0	0			
Ring P3	4	7	0	0			
Ring P4	3	8	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 10							
Ring P1	1	6	0	0			
Ring P2	2	5	0	0			
Ring P3	4	7	0	0			
Ring P4	3	8	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 11							
Ring P1	2	5	0	0			
Ring P2	1	6	0	0			
Ring P3	4	7	0	0			
Ring P4	3	8	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 12							
Ring P1	2	5	0	0			
Ring P2	1	6	0	0			
Ring P3	4	7	0	0			
Ring P4	3	8	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			

Ring Sequences							
	1	2	3	4			
Ring P1	2	6	0	0			
Ring P2	1	5	0	0			
Ring P3	4	7	0	0			
Ring P4	3	8	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 13							
Ring P1	1	5	0	0			
Ring P2	2	6	0	0			
Ring P3	4	8	0	0			
Ring P4	3	7	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 14							
Ring P1	1	6	0	0			
Ring P2	2	5	0	0			
Ring P3	4	8	0	0			
Ring P4	3	7	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 15							
Ring P1	2	5	0	0			
Ring P2	1	6	0	0			
Ring P3	4	8	0	0			
Ring P4	3	7	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			
Table - 16							
Ring P1	2	5	0	0			
Ring P2	1	6	0	0			
Ring P3	4	8	0	0			
Ring P4	3	7	0	0			
Ring P5	0	0	0	0			
Ring P6	0	0	0	0			
Ring P7	0	0	0	0			
Ring P8	0	0	0	0			

Ring Sequences																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Ring P1	2	6	0													4	
Ring P2	1	5	0													0	
Ring P3	4	8	0													0	
Ring P4	3	7	0													0	
Ring P5	0	0	0													0	
Ring P6	0	0	0													0	
Ring P7	0	0	0													0	
Ring P8	0	0	0													0	
SDLC Devices																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Table - 1																	
Dev Present	X	X	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
Peer to Peer	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
SDLC Parmrs																	
	Value																
Table - 1																	
Retry Time									0								
Enable Msg0									.								
Enable TOD									.								
SlowMsgOvrd									.								
Unit Parmrs																	
	Value																
Table - 1																	
StartUp Flash									0								
Auto Ped Clear									.								
Red Revert									3								
Local Flash Start									.								
Allow < 3 sec Yel									.								
Allow Skip Yel									.								
MCE Timeout									0								
Enable Run									X								
Start Red Time									0								
Phase Mode									STD8								
Startup Calls									.								
Diamond Mode									4PH								

Unit Parm																	
	Value																
Stop Time Over Preempt	.																
Free Ring Sequence	1																
Clearance Decide	.																
Min Ped Clear Time	.																
RingAlgo	0																
Vehicle Dets																	
Table - 1																	
Volume	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.
Occupancy	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Extend	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.
Added Initial	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Call	X	X	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.
Call Phase	2	6	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	60	60	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	255	255	255	255	2	2	2	2	2	2	2	2	2	2	2	2	2

Phase [1.1.1]

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Prepared By	Date Implemented	Reviewed By	Traffic Engineer
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Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow ~3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	Ring Algo
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OFF	5	OFF	OFF	OFF	1	ON	STD8	OFF	4PH	OFF	2	OFF	OFF
-----	---	-----	-----	-----	---	----	------	-----	-----	-----	---	-----	-----

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
56								

Port Parameters [6.2]

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Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap Program Parameters [Hz]												
Overlap	Included Phases				Modifier Phases				Type	Green	Yellow	Red
Overlap 1									NORMAL		3.5	1.5
Overlap 2									NORMAL		3.5	1.5
Overlap 3									NORMAL		3.5	1.5
Overlap 4									NORMAL		3.5	1.5
Overlap 5									NORMAL		3.5	1.5
Overlap 6									NORMAL		3.5	1.5
Overlap 7									NORMAL		3.5	1.5
Overlap 8									NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap Conflicting Parameters (Table 2)															
Overlap	Conflicting Phases					Conflicting Overlaps					Conflicting Peds				
Overlap 1															
Overlap 2															
Overlap 3															
Overlap 4															
Overlap 5															
Overlap 6															
Overlap 7															
Overlap 8															

Detector, Vehicle Parameters 1-16 [5.1]

[illegible]

Detector, Vehicle Parameters 17-32 [5.1]

[illegible]

1/18/2022 11:44:38 AM

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

[illegible][illegible]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

[illegible]

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Channel/SDLC, Permissive [1.3.7]

SDLC Device		Term/Fac		Detector								MMU								Diag
BIU#		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8			
Dev Present		ON	ON								ON	ON	ON						ON	
Peer to Peer																				

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	
Override Auto Flash	ON	ON				
Override Higher Preempt	ON	ON				
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration			20	20	20	20
Min Green			5	5	5	5
Min Walk						
Ped Clear						
Track Green						
Min Dwell			20	20	20	20
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1			2	4		3
Dwell Cyc Veh 2					6	8
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1			4	8	2	2
Exit 2					6	6
Exit 3						
Exit 4						

Auto Flash Parameter

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	ON

[illegible]

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow			4	4	4	4
Red			2	2	2	2
Return Max						

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Off	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
RESERVED	TIMED	TIMED	P3478 INH	ON	OFF	ON	OFF	OFF	0	+	ON

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Coordination, Splits [2.7.1]

[illegible]

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[illegible][illegible][illegible][illegible][illegible]

TB Coor, Advanced Scheduler [4.3]

TB Coor, Day Plan [4.4][illegible]

Brevard County Timing Sheet
Station : 56 - Palm Bay Rd & Clearmont St/Lipscomb St (Standard File)

Timing Sheet

1/18/2022 11:44:38 AM

Station : 56 - Palm Bay Rd & Clearmont St/Lipscomb St (Standard File)

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Station : 56 - Palm Bay Rd & Clearmont St/Lipscomb St (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	26				0	0						
27	27				0	0						
28	28				0	0						
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33	33				0	0						
34	34				0	0						
35	35				0	0						
36	36				0	0						
37	37				0	0						
38	38				0	0						
39	39				0	0						
40	40				0	0						
41	41				0	0						
42	42				0	0						
43	43				0	0						
44	44				0	0						
45	45				0	0						
46	46				0	0						
47	47				0	0						
48	48				0	0						
49					0	0						
50					0	0						
51	1				0	0						
52	2				0	0						
53	3				0	0						
54	4				0	0						
55	5				0	0						
56	6				0	0						
57	7				0	0						
58	8				0	0						
59	9				0	0						
60	10				0	0						
61	11				0	0						
62	12				0	0						
63	13				0	0						
64	14				0	0						
99	255				0	0						
100	254				0	0						

Controller Database Timing Sheet

Station: 4064 - US-1 & UNIVERSITY (Standard-6/13/2022 3:01:29 AM)

Type: Scout Ethernet v85.2

Firmware: 85.2.194

Created By: tmc

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	5	15	7	7	5	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	
Gap Ext	3	4	3	3	3	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	
MAX 1	20	85	30	35	25	90	0	0	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	20	85	30	35	25	90	0	0	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	4.8	4.8	3.4	3.7	4.8	4.8	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	
Red Clr	4.6	4.6	4.2	4.2	4.6	4.6	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	
Walk	0	7	7	0	0	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	
Ped Clr	0	22	48	0	0	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	
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	X	X
Min Recall	.	X	.	.	.	X
Max Recall
Ped Recall
Soft Recall
Lock Calls	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
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 Params(1.2.1.1)	
	Value
Table - 1	
Screen Size	8
StartUp Flash(s)	0
MCE Timeout	0
Local Flash Start	.
Allow < 3 sec Yel	X
Allow Skip Yel	.
Start Red Time	0
StartupCalls	.
Stop Time Over preempt	.
Feature Profile	1
Aux Switch Function	UNUSED
InFYARedStart	.
TestMods	0
ASC (Local)	.
ADA Button Time	0
Metric	.
MAS (Master)	.
TSP (Transit)	.
Red Revert	3
DCS	.
Auto Ped Clear	.
Display Time	10
NAD (Naztec Adaptive)	.
Tone Disable	.
SGN (Synchro Green)	.
ENW (Emergency)	.
Phase Mode	STD8
PSI	.
Diamond Mode	4PH
LCU	.
Free Ring Sequence	1
DSRC	.
Clearance Decide	.
Security Delay	0

Unit Parm's(1.2.1)		
		Value
InetdRestart		0
Web		.
Ped Parm's(1.2.1.1.Ped)		
		Value
Table - 1		
AudioPedTime		0

Channel Parm's(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	
22	0	0	0	0	0	0	0	0	
23	0	0	0	0	0	0	0	0	
24	0	0	0	0	0	0	0	0	
25	0	0	0	0	0	0	0	0	
26	0	0	0	0	0	0	0	0	
27	0	0	0	0	0	0	0	0	
28	0	0	0	0	0	0	0	0	
29	0	0	0	0	0	0	0	0	
30	0	0	0	0	0	0	0	0	

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Ring Sequences(1.2.4)																		
	1	2	3	4	5	6	7	8										
31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ring Input Map(1.2.5)																		
	1	2	3	4	5	6	7	8										
Table - 1																		
Use Ring Inputs	1	2	1	2	1	1	2	1	1	1	1	1	1	1	1	1	1	
SDLC Devices(1.3.1)																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Table - 1																		
Dev Present	X	X	.	.	.	.	.	.	X	X	.	.	.	.	.	.	X	.
Peer to Peer	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
MMU Permissives(1.3.3)																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Table - 1																		
Channel 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Channel 3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Channel 4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Channel 5	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Channel 6	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Channel 7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Channel 8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Channel 9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Channel 10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Channel 11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Channel 12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Channel 13	.	X	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
Channel 14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Channel 15	X	X	.	.	.	.	X	.	.	.	.	.	.	.	X	.	.	.
Channel 16	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
MMU to Controller Mapping(1.3.5)																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Table - 1																		
MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Auto Flash Params(1.4.1)																		

	Value
Table - 1	
Flash Mode	CHANNEL
Input Source (Type 2)	D-CONN
General Overlap Parameters(1.5.1)	
Table - 1	Value
Lock Inhibit	.
Conflict Lock Enable	.
Parent P ClrnCs	X
InhibitLockInterval	ALWAYS
Overlap Programming(1.5.2.X.1)	
Table - 1	Value
Inc 1	0
Inc 2	0
Inc 3	0
Inc 4	0
Inc 5	0
Inc 6	0
Inc 7	0
Inc 8	0
Inc 9	0
Inc 10	0
Inc 11	0
Inc 12	0
Inc 13	0
Inc 14	0
Inc 15	0
Inc 16	0
Inc 17	0
Inc 18	0
Inc 19	0
Inc 20	0
Inc 21	0
Inc 22	0
Inc 23	0
Inc 24	0

Overlap Programming(1.5.2.X.1)	
	Value
Inc 25	0
Inc 26	0
Inc 27	0
Inc 28	0
Inc 29	0
Inc 30	0
Inc 31	0
Inc 32	0
Mod 1	0
Mod 2	0
Mod 3	0
Mod 4	0
Mod 5	0
Mod 6	0
Mod 7	0
Mod 8	0
Mod 9	0
Mod 10	0
Mod 11	0
Mod 12	0
Mod 13	0
Mod 14	0
Mod 15	0
Mod 16	0
Mod 17	0
Mod 18	0
Mod 19	0
Mod 20	0
Mod 21	0
Mod 22	0
Mod 23	0
Mod 24	0
Mod 25	0
Mod 26	0
Mod 27	0
Mod 28	0

Overlap Programming(1.5.2.X.1)	
Mod 29	Value 0
Mod 30	0
Mod 31	0
Mod 32	0
Type	NORMAL
Green	0
Yellow	3.5
Red	1.5
Overlap Confl Prog+(1.5.2.X.2)	
Table - 1	Value
Phs 01	0
Phs 02	0
Phs 03	0
Phs 04	0
Phs 05	0
Phs 06	0
Phs 07	0
Phs 08	0
Phs 09	0
Phs 10	0
Phs 11	0
Phs 12	0
Phs 13	0
Phs 14	0
Phs 15	0
Phs 16	0
Phs 17	0
Phs 18	0
Phs 19	0
Phs 20	0
Phs 21	0
Phs 22	0
Phs 23	0
Phs 24	0
Phs 25	0

Overlap Confl Prog+(1.5.2.X.2)	
	Value
Phs 26	0
Phs 27	0
Phs 28	0
Phs 29	0
Phs 30	0
Phs 31	0
Phs 32	0
Olp 1	0
Olp 2	0
Olp 3	0
Olp 4	0
Olp 5	0
Olp 6	0
Olp 7	0
Olp 8	0
Olp 9	0
Olp 10	0
Olp 11	0
Olp 12	0
Olp 13	0
Olp 14	0
Olp 15	0
Olp 16	0
Olp 17	0
Olp 18	0
Olp 19	0
Olp 20	0
Olp 21	0
Olp 22	0
Olp 23	0
Olp 24	0
Olp 25	0
Olp 26	0
Olp 27	0
Olp 28	0
Olp 29	0

Overlap Confl Prog+(1.5.2.X.2)	
	Value
Olp 30	0
Olp 31	0
Olp 32	0
Ped 1	0
Ped 2	0
Ped 3	0
Ped 4	0
Ped 5	0
Ped 6	0
Ped 7	0
Ped 8	0
Ped 9	0
Ped 10	0
Ped 11	0
Ped 12	0
Ped 13	0
Ped 14	0
Ped 15	0
Ped 16	0
Ped 17	0
Ped 18	0
Ped 19	0
Ped 20	0
Ped 21	0
Ped 22	0
Ped 23	0
Ped 24	0
Ped 25	0
Ped 26	0
Ped 27	0
Ped 28	0
Ped 29	0
Ped 30	0
Ped 31	0
Ped 32	0
Enable Events(1.6.1)	

Coordination Modes/Plus(2.1/1.4.1)												
	Value											
ForceOffMode	FIXED											
CorrectionMode	SHRT/LNG											
MaximumMode	MAX INH											
Force-Off Plus	PERM_FRC											
Closed Loop	.											
External	.											
Latch Sec Frc	.											
Stop In Walk	X											
Walk Recycle	P3478_INH											
FreeOnSeqChang	X											
ExtPattern	.											
DynShortway	.											
SyncPulsetime	0											
Plan A	0											
Plan C	0											
Easy Float	.											
Auto Err Reset	X											
NTCIP Yield Sign	+											
NTCIP Yield	0											
Leave Walk Before	TIMED											
Leave Walk After	TIMED											
NoAddedInit	.											
PedCallInh	.											
ExtFailPattern	0											
ExtOnCommFail	.											
Plan B	0											
Plan D	0											
Coord External IO(2.2)												
	Value											
Table - 1												
Offset	1											
Plan	1											
Patterns(2.4)												
	1	2	3	4	5	6	7	8	9	10	11	12
Table - 1												

Patterns(2.4)												
	1	2	3	4	5	6	7	8	9	10	11	12
Cycle	190	150	190	130	0	140	0	0	0	0	0	0
Offset	150	98	109	1	0	8	0	0	0	0	0	0
Split	1	2	3	4	5	6	7	8	9	10	11	12
seqnc	3	3	3	2	1	2	1	1	1	1	1	1
Pattern Tran/CoorPhs(2.5/2.6)												
	Value											
Table - 1												
Sht	12											
Lng	22											
Dwl	0											
Ely Yld	0											
Off Ref	ENDGRN											
Ret Hld	X											
Flt	.											
MinV	.											
MinP	X											
Percentage	.											
MI	.											
Sh Way 1	.											
Sh Way 2	.											
Sh Way 3	.											
Sh Way 4	.											
Sh Way 5	.											
Sh Way 6	.											
Sh Way 7	.											
Sh Way 8	.											
Sh Way 9	.											
Sh Way 10	.											
Sh Way 11	.											
Sh Way 12	.											
Sh Way 13	.											
Sh Way 14	.											
Sh Way 15	.											
Sh Way 16	.											
Sh Way 17	.											
Sh Way 18	.											

Splits Expanded(2.7.X.1)

	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	
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Coord Phase
Mode	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	
	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	

Table - 10																																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Mode	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N

Table - 11																																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Mode	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N

Table - 12																																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Mode	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N

Adv Schedule(4.3)

	1	2	3
Table - 1	.	.	.
Sun	.	.	X
Mon	X	.	.
Tue	X	.	.
Wed	X	.	.
Thu	X	.	.
Fri	.	.	.
Sat	.	X	.
Jan	X	X	X
Feb	X	X	X
Mar	X	X	X
Apr	X	X	X
May	X	X	X
Jun	X	X	X
Jul	X	X	X
Aug	X	X	X

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Adv Schedule(4.3)			
	1	2	3
Sep	X	X	X
Oct	X	X	X
Nov	X	X	X
Dec	X	X	X
01	X	X	X
02	X	X	X
03	X	X	X
04	X	X	X
05	X	X	X
06	X	X	X
07	X	X	X
08	X	X	X
09	X	X	X
10	X	X	X
11	X	X	X
12	X	X	X
13	X	X	X
14	X	X	X
15	X	X	X
16	X	X	X
17	X	X	X
18	X	X	X
19	X	X	X
20	X	X	X
21	X	X	X
22	X	X	X
23	X	X	X
24	X	X	X
25	X	X	X
26	X	X	X
27	X	X	X
28	X	X	X
29	X	X	X
30	X	X	X
31	X	X	X
Plan	1	2	3

Day Plan(4.4)																																
	1		2	3	4	5	6	7	8	9	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Table - 1																																
Hour	0	6	9	14	18	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
Minute	0	30	30	30	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
Action	99	1	2	3	4	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan Link(4.4_)		
	Table - 1	Link
1		0
2		0
3		0
4		0
5		0
6		0
7		0
8		0
9		0
10		0
11		0
12		0
13		0
14		0
15		0
16		0
17		0
18		0
19		0
20		0
21		0
22		0
23		0
24		0
25		0
26		0
27		0
28		0
29		0

Day Plan Link(4.4_)		
	Table - 1	Link
30		0
31		0
32		0
33		0
34		0
35		0
36		0
37		0
38		0
39		0
40		0
41		0
42		0
43		0
44		0
45		0
46		0
47		0
48		0
49		0
50		0
51		0
52		0
53		0
54		0
55		0
56		0
57		0
58		0
59		0
60		0
61		0
62		0
63		0
64		0
Actions(4.5)		

	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8	Pre1	Pre2
1		1	.	.	.	.	.	.	.	.	.	.	.	0	0
2		2	.	.	.	.	.	.	.	.	.	.	.	0	0
3		3	.	.	.	.	.	.	.	.	.	.	.	0	0
4		4	.	.	.	.	.	.	.	.	.	.	.	0	0
5		5	.	.	.	.	.	.	.	.	.	.	.	0	0
6		6	.	.	.	.	.	.	.	.	.	.	.	0	0
7		7	.	.	.	.	.	.	.	.	.	.	.	0	0
8		8	.	.	.	.	.	.	.	.	.	.	.	0	0
9		9	.	.	.	.	.	.	.	.	.	.	.	0	0
10		10	.	.	.	.	.	.	.	.	.	.	.	0	0
11		11	.	.	.	.	.	.	.	.	.	.	.	0	0
12		12	.	.	.	.	.	.	.	.	.	.	.	0	0
13		13	.	.	.	.	.	.	.	.	.	.	.	0	0
14		14	.	.	.	.	.	.	.	.	.	.	.	0	0
15		15	.	.	.	.	.	.	.	.	.	.	.	0	0
16		16	.	.	.	.	.	.	.	.	.	.	.	0	0
17		17	.	.	.	.	.	.	.	.	.	.	.	0	0
18		18	.	.	.	.	.	.	.	.	.	.	.	0	0
19		19	.	.	.	.	.	.	.	.	.	.	.	0	0
20		20	.	.	.	.	.	.	.	.	.	.	.	0	0
21		21	.	.	.	.	.	.	.	.	.	.	.	0	0
22		22	.	.	.	.	.	.	.	.	.	.	.	0	0
23		23	.	.	.	.	.	.	.	.	.	.	.	0	0
24		24	.	.	.	.	.	.	.	.	.	.	.	0	0
25		25	.	.	.	.	.	.	.	.	.	.	.	0	0
26		26	.	.	.	.	.	.	.	.	.	.	.	0	0
27		27	.	.	.	.	.	.	.	.	.	.	.	0	0
28		28	.	.	.	.	.	.	.	.	.	.	.	0	0
29		29	.	.	.	.	.	.	.	.	.	.	.	0	0
30		30	.	.	.	.	.	.	.	.	.	.	.	0	0
31		31	.	.	.	.	.	.	.	.	.	.	.	0	0
32		32	.	.	.	.	.	.	.	.	.	.	.	0	0
33		33	.	.	.	.	.	.	.	.	.	.	.	0	0
34		34	.	.	.	.	.	.	.	.	.	.	.	0	0
35		35	.	.	.	.	.	.	.	.	.	.	.	0	0
36		36	.	.	.	.	.	.	.	.	.	.	.	0	0
37		37	.	.	.	.	.	.	.	.	.	.	.	0	0

Actions(4.5)															
	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8	Pre1	Pre2
38		38	.	.	.	.	.	.	.	.	.	.	.	0	0
39		39	.	.	.	.	.	.	.	.	.	.	.	0	0
40		40	.	.	.	.	.	.	.	.	.	.	.	0	0
41		41	.	.	.	.	.	.	.	.	.	.	.	0	0
42		42	.	.	.	.	.	.	.	.	.	.	.	0	0
43		43	.	.	.	.	.	.	.	.	.	.	.	0	0
44		44	.	.	.	.	.	.	.	.	.	.	.	0	0
45		45	.	.	.	.	.	.	.	.	.	.	.	0	0
46		46	.	.	.	.	.	.	.	.	.	.	.	0	0
47		47	.	.	.	.	.	.	.	.	.	.	.	0	0
48		48	.	.	.	.	.	.	.	.	.	.	.	0	0
49		49	.	.	.	.	.	.	.	.	.	.	.	0	0
50		50	.	.	.	.	.	.	.	.	.	.	.	0	0
51		51	.	.	.	.	.	.	.	.	.	.	.	0	0
52		52	.	.	.	.	.	.	.	.	.	.	.	0	0
53		53	.	.	.	.	.	.	.	.	.	.	.	0	0
54		54	.	.	.	.	.	.	.	.	.	.	.	0	0
55		55	.	.	.	.	.	.	.	.	.	.	.	0	0
56		56	.	.	.	.	.	.	.	.	.	.	.	0	0
57		57	.	.	.	.	.	.	.	.	.	.	.	0	0
58		58	.	.	.	.	.	.	.	.	.	.	.	0	0
59		59	.	.	.	.	.	.	.	.	.	.	.	0	0
60		60	.	.	.	.	.	.	.	.	.	.	.	0	0
61		61	.	.	.	.	.	.	.	.	.	.	.	0	0
62		62	.	.	.	.	.	.	.	.	.	.	.	0	0
63		63	.	.	.	.	.	.	.	.	.	.	.	0	0
64		64	.	.	.	.	.	.	.	.	.	.	.	0	0
65		65	.	.	.	.	.	.	.	.	.	.	.	0	0
66		66	.	.	.	.	.	.	.	.	.	.	.	0	0
67		67	.	.	.	.	.	.	.	.	.	.	.	0	0
68		68	.	.	.	.	.	.	.	.	.	.	.	0	0
69		69	.	.	.	.	.	.	.	.	.	.	.	0	0
70		70	.	.	.	.	.	.	.	.	.	.	.	0	0
71		71	.	.	.	.	.	.	.	.	.	.	.	0	0
72		72	.	.	.	.	.	.	.	.	.	.	.	0	0

Actions(4.5)															
	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8	Pre1	Pre2
73		73	.	.	.	.	.	.	.	.	.	.	.	0	0
74		74	.	.	.	.	.	.	.	.	.	.	.	0	0
75		75	.	.	.	.	.	.	.	.	.	.	.	0	0
76		76	.	.	.	.	.	.	.	.	.	.	.	0	0
77		77	.	.	.	.	.	.	.	.	.	.	.	0	0
78		78	.	.	.	.	.	.	.	.	.	.	.	0	0
79		79	.	.	.	.	.	.	.	.	.	.	.	0	0
80		80	.	.	.	.	.	.	.	.	.	.	.	0	0
81		81	.	.	.	.	.	.	.	.	.	.	.	0	0
82		82	.	.	.	.	.	.	.	.	.	.	.	0	0
83		83	.	.	.	.	.	.	.	.	.	.	.	0	0
84		84	.	.	.	.	.	.	.	.	.	.	.	0	0
85		85	.	.	.	.	.	.	.	.	.	.	.	0	0
86		86	.	.	.	.	.	.	.	.	.	.	.	0	0
87		87	.	.	.	.	.	.	.	.	.	.	.	0	0
88		88	.	.	.	.	.	.	.	.	.	.	.	0	0
89		89	.	.	.	.	.	.	.	.	.	.	.	0	0
90		90	.	.	.	.	.	.	.	.	.	.	.	0	0
91		91	.	.	.	.	.	.	.	.	.	.	.	0	0
92		92	.	.	.	.	.	.	.	.	.	.	.	0	0
93		93	.	.	.	.	.	.	.	.	.	.	.	0	0
94		94	.	.	.	.	.	.	.	.	.	.	.	0	0
95		95	.	.	.	.	.	.	.	.	.	.	.	0	0
96		96	.	.	.	.	.	.	.	.	.	.	.	0	0
97		97	.	.	.	.	.	.	.	.	.	.	.	0	0
98		98	.	.	.	.	.	.	.	.	.	.	.	0	0
99		254	.	.	.	.	.	.	.	.	.	.	.	0	0
100		255	.	.	.	.	.	.	.	.	.	.	.	0	0
101		101	.	.	.	.	.	.	.	.	.	.	.	0	0
102		102	.	.	.	.	.	.	.	.	.	.	.	0	0
103		103	.	.	.	.	.	.	.	.	.	.	.	0	0
104		104	.	.	.	.	.	.	.	.	.	.	.	0	0
105		105	.	.	.	.	.	.	.	.	.	.	.	0	0
106		106	.	.	.	.	.	.	.	.	.	.	.	0	0
107		107	.	.	.	.	.	.	.	.	.	.	.	0	0

Actions(4.5)															
	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8	Pre1	Pre2
108		108	.	.	.	.	.	.	.	.	.	.	.	0	0
109		109	.	.	.	.	.	.	.	.	.	.	.	0	0
110		110	.	.	.	.	.	.	.	.	.	.	.	0	0
111		111	.	.	.	.	.	.	.	.	.	.	.	0	0
112		112	.	.	.	.	.	.	.	.	.	.	.	0	0
113		113	.	.	.	.	.	.	.	.	.	.	.	0	0
114		114	.	.	.	.	.	.	.	.	.	.	.	0	0
115		115	.	.	.	.	.	.	.	.	.	.	.	0	0
116		116	.	.	.	.	.	.	.	.	.	.	.	0	0
117		117	.	.	.	.	.	.	.	.	.	.	.	0	0
118		118	.	.	.	.	.	.	.	.	.	.	.	0	0
119		119	.	.	.	.	.	.	.	.	.	.	.	0	0
120		120	.	.	.	.	.	.	.	.	.	.	.	0	0
121		121	.	.	.	.	.	.	.	.	.	.	.	0	0
122		122	.	.	.	.	.	.	.	.	.	.	.	0	0
123		123	.	.	.	.	.	.	.	.	.	.	.	0	0
124		124	.	.	.	.	.	.	.	.	.	.	.	0	0
125		125	.	.	.	.	.	.	.	.	.	.	.	0	0
126		126	.	.	.	.	.	.	.	.	.	.	.	0	0
127		127	.	.	.	.	.	.	.	.	.	.	.	0	0
128		128	.	.	.	.	.	.	.	.	.	.	.	0	0
129		129	.	.	.	.	.	.	.	.	.	.	.	0	0
130		130	.	.	.	.	.	.	.	.	.	.	.	0	0
131		131	.	.	.	.	.	.	.	.	.	.	.	0	0
132		132	.	.	.	.	.	.	.	.	.	.	.	0	0
133		133	.	.	.	.	.	.	.	.	.	.	.	0	0
134		134	.	.	.	.	.	.	.	.	.	.	.	0	0
135		135	.	.	.	.	.	.	.	.	.	.	.	0	0
136		136	.	.	.	.	.	.	.	.	.	.	.	0	0
137		137	.	.	.	.	.	.	.	.	.	.	.	0	0
138		138	.	.	.	.	.	.	.	.	.	.	.	0	0
139		139	.	.	.	.	.	.	.	.	.	.	.	0	0
140		140	.	.	.	.	.	.	.	.	.	.	.	0	0
141		141	.	.	.	.	.	.	.	.	.	.	.	0	0
142		142	.	.	.	.	.	.	.	.	.	.	.	0	0

Actions(4.5)															
	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8	Pre1	Pre2
143		143	.	.	.	.	.	.	.	.	.	.	.	0	0
144		144	.	.	.	.	.	.	.	.	.	.	.	0	0
145		145	.	.	.	.	.	.	.	.	.	.	.	0	0
146		146	.	.	.	.	.	.	.	.	.	.	.	0	0
147		147	.	.	.	.	.	.	.	.	.	.	.	0	0
148		148	.	.	.	.	.	.	.	.	.	.	.	0	0
149		149	.	.	.	.	.	.	.	.	.	.	.	0	0
150		150	.	.	.	.	.	.	.	.	.	.	.	0	0
151		151	.	.	.	.	.	.	.	.	.	.	.	0	0
152		152	.	.	.	.	.	.	.	.	.	.	.	0	0
153		153	.	.	.	.	.	.	.	.	.	.	.	0	0
154		154	.	.	.	.	.	.	.	.	.	.	.	0	0
155		155	.	.	.	.	.	.	.	.	.	.	.	0	0
156		156	.	.	.	.	.	.	.	.	.	.	.	0	0
157		157	.	.	.	.	.	.	.	.	.	.	.	0	0
158		158	.	.	.	.	.	.	.	.	.	.	.	0	0
159		159	.	.	.	.	.	.	.	.	.	.	.	0	0
160		160	.	.	.	.	.	.	.	.	.	.	.	0	0
161		161	.	.	.	.	.	.	.	.	.	.	.	0	0
162		162	.	.	.	.	.	.	.	.	.	.	.	0	0
163		163	.	.	.	.	.	.	.	.	.	.	.	0	0
164		164	.	.	.	.	.	.	.	.	.	.	.	0	0
165		165	.	.	.	.	.	.	.	.	.	.	.	0	0
166		166	.	.	.	.	.	.	.	.	.	.	.	0	0
167		167	.	.	.	.	.	.	.	.	.	.	.	0	0
168		168	.	.	.	.	.	.	.	.	.	.	.	0	0
169		169	.	.	.	.	.	.	.	.	.	.	.	0	0
170		170	.	.	.	.	.	.	.	.	.	.	.	0	0
171		171	.	.	.	.	.	.	.	.	.	.	.	0	0
172		172	.	.	.	.	.	.	.	.	.	.	.	0	0
173		173	.	.	.	.	.	.	.	.	.	.	.	0	0
174		174	.	.	.	.	.	.	.	.	.	.	.	0	0
175		175	.	.	.	.	.	.	.	.	.	.	.	0	0
176		176	.	.	.	.	.	.	.	.	.	.	.	0	0
177		177	.	.	.	.	.	.	.	.	.	.	.	0	0

Actions(4.5)															
	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8	Pre1	Pre2
178		178	.	.	.	.	.	.	.	.	.	.	.	0	0
179		179	.	.	.	.	.	.	.	.	.	.	.	0	0
180		180	.	.	.	.	.	.	.	.	.	.	.	0	0
181		181	.	.	.	.	.	.	.	.	.	.	.	0	0
182		182	.	.	.	.	.	.	.	.	.	.	.	0	0
183		183	.	.	.	.	.	.	.	.	.	.	.	0	0
184		184	.	.	.	.	.	.	.	.	.	.	.	0	0
185		185	.	.	.	.	.	.	.	.	.	.	.	0	0
186		186	.	.	.	.	.	.	.	.	.	.	.	0	0
187		187	.	.	.	.	.	.	.	.	.	.	.	0	0
188		188	.	.	.	.	.	.	.	.	.	.	.	0	0
189		189	.	.	.	.	.	.	.	.	.	.	.	0	0
190		190	.	.	.	.	.	.	.	.	.	.	.	0	0
191		191	.	.	.	.	.	.	.	.	.	.	.	0	0
192		192	.	.	.	.	.	.	.	.	.	.	.	0	0
193		193	.	.	.	.	.	.	.	.	.	.	.	0	0
194		194	.	.	.	.	.	.	.	.	.	.	.	0	0
195		195	.	.	.	.	.	.	.	.	.	.	.	0	0
196		196	.	.	.	.	.	.	.	.	.	.	.	0	0
197		197	.	.	.	.	.	.	.	.	.	.	.	0	0
198		198	.	.	.	.	.	.	.	.	.	.	.	0	0
199		199	.	.	.	.	.	.	.	.	.	.	.	0	0
200		200	.	.	.	.	.	.	.	.	.	.	.	0	0
201		201	.	.	.	.	.	.	.	.	.	.	.	0	0
202		202	.	.	.	.	.	.	.	.	.	.	.	0	0
203		203	.	.	.	.	.	.	.	.	.	.	.	0	0
204		204	.	.	.	.	.	.	.	.	.	.	.	0	0
205		205	.	.	.	.	.	.	.	.	.	.	.	0	0
206		206	.	.	.	.	.	.	.	.	.	.	.	0	0
207		207	.	.	.	.	.	.	.	.	.	.	.	0	0
208		208	.	.	.	.	.	.	.	.	.	.	.	0	0
209		209	.	.	.	.	.	.	.	.	.	.	.	0	0
210		210	.	.	.	.	.	.	.	.	.	.	.	0	0
211		211	.	.	.	.	.	.	.	.	.	.	.	0	0
212		212	.	.	.	.	.	.	.	.	.	.	.	0	0

Actions(4.5)															
	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8	Pre1	Pre2
213		213	.	.	.	.	.	.	.	.	.	.	.	0	0
214		214	.	.	.	.	.	.	.	.	.	.	.	0	0
215		215	.	.	.	.	.	.	.	.	.	.	.	0	0
216		216	.	.	.	.	.	.	.	.	.	.	.	0	0
217		217	.	.	.	.	.	.	.	.	.	.	.	0	0
218		218	.	.	.	.	.	.	.	.	.	.	.	0	0
219		219	.	.	.	.	.	.	.	.	.	.	.	0	0
220		220	.	.	.	.	.	.	.	.	.	.	.	0	0
221		221	.	.	.	.	.	.	.	.	.	.	.	0	0
222		222	.	.	.	.	.	.	.	.	.	.	.	0	0
223		223	.	.	.	.	.	.	.	.	.	.	.	0	0
224		224	.	.	.	.	.	.	.	.	.	.	.	0	0
225		225	.	.	.	.	.	.	.	.	.	.	.	0	0
226		226	.	.	.	.	.	.	.	.	.	.	.	0	0
227		227	.	.	.	.	.	.	.	.	.	.	.	0	0
228		228	.	.	.	.	.	.	.	.	.	.	.	0	0
229		229	.	.	.	.	.	.	.	.	.	.	.	0	0
230		230	.	.	.	.	.	.	.	.	.	.	.	0	0
231		231	.	.	.	.	.	.	.	.	.	.	.	0	0
232		232	.	.	.	.	.	.	.	.	.	.	.	0	0
233		233	.	.	.	.	.	.	.	.	.	.	.	0	0
234		234	.	.	.	.	.	.	.	.	.	.	.	0	0
235		235	.	.	.	.	.	.	.	.	.	.	.	0	0
236		236	.	.	.	.	.	.	.	.	.	.	.	0	0
237		237	.	.	.	.	.	.	.	.	.	.	.	0	0
238		238	.	.	.	.	.	.	.	.	.	.	.	0	0
239		239	.	.	.	.	.	.	.	.	.	.	.	0	0
240		240	.	.	.	.	.	.	.	.	.	.	.	0	0
241		241	.	.	.	.	.	.	.	.	.	.	.	0	0
242		242	.	.	.	.	.	.	.	.	.	.	.	0	0
243		243	.	.	.	.	.	.	.	.	.	.	.	0	0
244		244	.	.	.	.	.	.	.	.	.	.	.	0	0
245		245	.	.	.	.	.	.	.	.	.	.	.	0	0
246		246	.	.	.	.	.	.	.	.	.	.	.	0	0
247		247	.	.	.	.	.	.	.	.	.	.	.	0	0

Actions(4.5)																		
	Table - 1	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8	Pre1	Pre2			
248		248	.	.	.	.	.	.	.	.	.	.	.	0	0			
249		249	.	.	.	.	.	.	.	.	.	.	.	0	0			
250		250	.	.	.	.	.	.	.	.	.	.	.	0	0			
251		251	.	.	.	.	.	.	.	.	.	.	.	0	0			
252		252	.	.	.	.	.	.	.	.	.	.	.	0	0			
253		253	.	.	.	.	.	.	.	.	.	.	.	0	0			
254		254	.	.	.	.	.	.	.	.	.	.	.	0	0			
255		255	.	.	.	.	.	.	.	.	.	.	.	0	0			
TOD Parameters(4.6)																		
	Value																	
Table - 1																		
Daylight Savings																		
Time Base Sync Reference																		
0																		
GMT Offset Sign																		
+																		
GMT Offset Time																		
0																		
DST Spring Month																		
0																		
DST Spring Week																		
1																		
DST Fall Month																		
0																		
DST Fall Week																		
1																		
Clocksource																		
LINESYNC																		
Vehicle Dets(5.1/2)																		
	Table - 1	Call Phase	Switch Phase	Delay	Extended.	Queue.	No Activity	MaxPr es	ErrCnt	Fail Time	Call	Extended	Queue	Added Init	Red Lock	Yellow Lock	Occup	Volume
1		1	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
2		1	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
3		2	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
4		2	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
5		2	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
6		2	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
7		2	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
8		2	0	0	0	0	0	15	0	255	X	X	.	X	.	.	X	X
9		2	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
10		2	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
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Vehicle Dets(5.1/2)

Table - 1	Call Phase	Switch Phase	Delay	Exten d.	Queue .	No Activit y	MaxPr es	ErrCnt	Fail Time	Call	Exten d	Queue	Added Init	Red Lock	Yellow Lock	Occup	Volum e
11	2	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
12	4	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
13	4	0	4	0	0	0	60	0	255	X	X	.	X	.	.	X	X
14	4	0	4	0	0	0	60	0	255	X	X	.	X	.	.	X	X
15	5	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
16	6	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
17	6	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
18	6	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
19	6	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
20	6	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
21	6	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
22	6	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
23	6	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
24	6	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
25	4	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
26	3	0	0	0	0	0	60	0	255	X	X	.	X	.	.	X	X
27	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
28	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
29	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
30	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
31	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
32	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
33	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
34	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
35	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
36	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
37	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
38	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
39	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
40	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
41	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
42	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
43	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
44	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.

Vehicle Dets(5.1/2)																		
	Table - 1	Call Phase	Switch Phase	Delay	Exten d.	Queue .	No Activit y	MaxPr es	ErrCnt	Fail Time	Call	Exten d	Queue	Added Init	Red Lock	Yellow Lock	Occup	Volum e
45		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
46		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
47		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
48		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
49		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
50		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
51		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
52		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
53		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
54		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
55		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
56		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
57		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
58		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
59		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
60		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
61		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
62		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
63		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
64		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
65		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
66		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
67		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
68		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
69		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
70		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
71		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
72		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
73		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
74		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
75		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
76		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
77		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
78		0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.

Vehicle Dets(5.1/2)

Table - 1	Call Phase	Switch Phase	Delay	Exten d.	Queue .	No Activit y	MaxPr es	ErrCnt	Fail Time	Call	Exten d	Queue	Added Init	Red Lock	Yellow Lock	Occup	Volum e
79	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
80	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
81	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
82	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
83	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
84	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
85	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
86	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
87	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
88	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
89	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
90	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
91	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
92	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
93	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
94	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
95	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
96	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
97	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
98	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
99	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
100	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
101	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
102	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
103	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
104	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
105	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
106	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
107	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
108	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
109	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
110	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
111	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.
112	0	0	0	0	0	0	0	0	0	.	.	.	.	.	.	.	.

Vehicle Dets(5.1/2)																																
	Table - 1	Call Phase	Switch Phase	Delay	Exten d.	Queue .	No Activit y	MaxPr es	ErrCnt	Fail Time	Call	Exten d	Queue	Added Init	Red Lock	Yellow Lock	Occup	Volum e														
113		0	0	0	0	0	0	0	0	0														
114		0	0	0	0	0	0	0	0	0														
115		0	0	0	0	0	0	0	0	0														
116		0	0	0	0	0	0	0	0	0														
117		0	0	0	0	0	0	0	0	0														
118		0	0	0	0	0	0	0	0	0														
119		0	0	0	0	0	0	0	0	0														
120		0	0	0	0	0	0	0	0	0														
121		0	0	0	0	0	0	0	0	0														
122		0	0	0	0	0	0	0	0	0														
123		0	0	0	0	0	0	0	0	0														
124		0	0	0	0	0	0	0	0	0														
125		0	0	0	0	0	0	0	0	0														
126		0	0	0	0	0	0	0	0	0														
127		0	0	0	0	0	0	0	0	0														
128		0	0	0	0	0	0	0	0	0														
Ped Dets(5.4/5.9.4)																																
	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																																
Call	0	2	0	0	0	6	0	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
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MaxPres	0	5	0	0	0	5	0	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
ErrCnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OLP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Dets Alt(5.5.X.1/2/3)																																
	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																																
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Act	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4064																	6/15/2022 11:08:50 AM															
33/45																																

Vehicle Dets Alt(5.5.X.1/2/3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MaxPres	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ErrCnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Call	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Extend	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Queue	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
AddInit	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Lock	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Lock	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Occup	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Volume	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Green Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Yellow Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Red Occupancy	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Dets Alt(5.5.X.4)																
	1	2	3	4	5	6	8	9	10	11	12	13	14	15	16	
Table - 1																
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Call	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NoAct	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MaxPres	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ErrCnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector Parmns(5.8.1/1.3.4)																
	Value															
Table - 1																
Vol/Occ Period Seconds	0															
Vol/Occ Period Minutes	15															
TS2 Det Faults	.															
General Comm Parmns(6.1)																
	Value															
Table - 1																
4064																
34/45																
6/15/2022 11:08:50 AM																

General Comm Parms(6.1)										
	Value									
Station ID	4064									
Group ID	0									
Master ID	0									
Backup Time	900									
Fail Time	0									
Port Parameters(6.2)										
	1	2	3	4	5	6	7	8		
Table - 1										
Baud	9600	9600	1200	1200	1200	1200	1200	1200	1200	
FCM	6	6	0	0	0	0	0	0	0	0
IP Parameters(6.5)										
	Value									
Table - 1										
IP Address 1	10									
IP Address 2	34									
IP Address 3	151									
IP Address 4	164									
IP Mask 1	255									
IP Mask 2	255									
IP Mask 3	255									
IP Mask 4	0									
IP Broadcast 1	0									
IP Broadcast 2	0									
IP Broadcast 3	0									
IP Broadcast 4	0									
IP Gateway 1	10									
IP Gateway 2	34									
IP Gateway 3	151									
IP Gateway 4	1									
IP Port	5041									
Use DHCP	.									
Use Grt Arp	.									
IP Host1 1	0									
IP Host1 2	0									
IP Host1 3	0									

Splits Plus 1-50 (2.7.X.2)																																	
	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	
HoldToMax 14
HoldToMax 15
HoldToMax 16
HoldToMax 17
HoldToMax 18
HoldToMax 19
HoldToMax 20
HoldToMax 21
HoldToMax 22
HoldToMax 23
HoldToMax 24
HoldToMax 25
HoldToMax 26
HoldToMax 27
HoldToMax 28
HoldToMax 29
HoldToMax 30
HoldToMax 31
HoldToMax 32
OlpPedRcl 1
OlpPedRcl 2
OlpPedRcl 3
OlpPedRcl 4
OlpPedRcl 5
OlpPedRcl 6
OlpPedRcl 7
OlpPedRcl 8
OlpPedRcl 9
OlpPedRcl 10
OlpPedRcl 11
OlpPedRcl 12
OlpPedRcl 13
OlpPedRcl 14
OlpPedRcl 15
OlpPedRcl 16
OlpPedRcl 17

Splits Plus 1-50 (2.7.X.2)																																	
	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	
OlpPedRcl 18
OlpPedRcl 19
OlpPedRcl 20
OlpPedRcl 21
OlpPedRcl 22
OlpPedRcl 23
OlpPedRcl 24
OlpPedRcl 25
OlpPedRcl 26
OlpPedRcl 27
OlpPedRcl 28
OlpPedRcl 29
OlpPedRcl 30
OlpPedRcl 31
OlpPedRcl 32
PriFrc 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PriFrc 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	0	0	0	0	0	0	0	0	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	
PriFrc 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	

Splits Plus 1-50 (2.7.X.2)

	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
VehApply 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
VehApply 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
VehApply 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
VehApply 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
VehApply 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
VehApply 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
VehApply 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
VehYid 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VehYid 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	0	0	0	0	0	0	0	0
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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
VehYid 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

Splits Plus 1-50 (2.7.X.2)																																	
	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	
Perm3 Enable 14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 17	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 18	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 19	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 20	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 21	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 22	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 23	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 24	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 26	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 27	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 28	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 29	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 31	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm3 Enable 32	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Perm1 Beg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Perm1 End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Perm2 Beg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Perm2 End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Perm3 Beg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Perm3 End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FrcAll	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PedRcy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

City of Palm Bay Signal Timing Sheet

INTERSECTION NAME:

Robert J Conlon and US-1

INTSALLATION/INSPECTION DATE:

1/29/2019

PROGRAMMED BY

PROGRAM DATE:

CONTROLLER SERIAL #

SECURITY CODE:

INTERVAL	PHASE (ON/OFF)							
	1	2	3	4	5	6	7	8
MEMORY								
EXT RECALL		ON				ON		
MAX RECALL								
PED RECALL								
CAN I								
CAN II								
FL WALK								
SOFT RECALL								
WALK REST								
COND PED								
FWTPCL								

Xped	Yes	No	Walk	Ped Clr

PHASES USED								
	1	2	3	4	5	6	7	8
ON/OFF	x	x		x	x	x		
SEQUENCE		2	1=SEG,2=DUAL RING,3-7=SPEC, 8=LEAD/LAG					
LEAD/LAG CODES (ONLY USED IF "8" WAS ENTERED FOR SQUENCE)								
PAIRS								

INTERVAL	PHASE TIMINGS							
	1	2	3	4	5	6	7	8
Min Green	5.0	8.0		5.0	5.0	8.0		
PASSAGE	2.5	5.0		3.0	2.5	3.0		
YELLOW	4.0	4.8		4.4	4.8	4.8		
RED	2.5	2.0		2.7	3.1	2.0		
MAX I	30.0	60.0		40.0	30.0	60.0		
MAX II								
WALK		7.0		7.0	7.0	7.0		
PED CLEAR		25.0		25.0	7.0	25.0		
S/A								
TBK								
TTR								
MIN GAP								
MAX VI								
MAX EXT								
AUTO MAX								
AMR								

INITIALIZE/FLASH				
	INITIALIZE	ENTER FLASH	EXIT FLASH	INTERVAL CODES 1=RED 2=YELLOW 3=GREEN
RING 1 PHASE	2	4	2	
RING 2 PHASE	6	8	6	
INTERVAL	3	1	3	
POWER UP/RESTART TIMINGS				
MINIMUM FLASH	7		(0-9 OR 127 SEC)	
1ST ALL RED AFTER FLASH	0		(0-9 OR 127 SEC)	

Station : 54 - Palm Bay Rd & R J Conlin Blvd (Standard File)

Phase [1.1.1]

[illegible]

Phase Option [1.1.2]

[illegible]

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

[illegible]

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

[illegible]

Alternate Phase Program 1, Interval Times [1.1.6.1]

[illegible]

Alternate Phase Program 2, Interval Times [1.1.6.1]

[illegible]

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 54 - Palm Bay Rd & R J Conlin Blvd (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow ~3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	Ring Algo
------------------	-------------------	---------------	----------------------	---------------------	-------------------	----------------	---------------	-------------------	---------------	------------------	-----------------	---------------------------	-----------------------	---------------------	-----------------------	-----------

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
54								

Port Parameters [6.2]

[illegible]

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases							Modifier Phases							Type	Green	Yellow	Red
Overlap 1															NORMAL		3.5	1.5
Overlap 2															NORMAL		3.5	1.5
Overlap 3															NORMAL		3.5	1.5
Overlap 4															NORMAL		3.5	1.5
Overlap 5															NORMAL		3.5	1.5
Overlap 6															NORMAL		3.5	1.5
Overlap 7															NORMAL		3.5	1.5
Overlap 8															NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

[illegible]

Detector, Vehicle Parameters 1-16 [5.1]

[illegible]

Detector, Vehicle Parameters 17-32 [5.1]

[illegible]

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

[illegible][illegible]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

[illegible]

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Channel/SDLC, Permissive [1.3.7]

SDLC Device		Term/Fac		Detector								MMU								Diag
BIU#		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8			
Dev Present		ON	ON								ON	ON	ON						ON	
Peer to Peer																				

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	4	3				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Auto Flash Parameter

Alarms, Parameters [1.6.7]

Alarms, Phases/Overlaps [1.4.2]

[illegible]

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Modes

Operational	Correct	Maximum	Force-Off
254	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Off	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
RESERVED	TIMED	TIMED	P3478 INH	ON	OFF	ON	OFF	OFF	0	+	ON

[illegible][illegible]

Coordination, Splits [2.7.1]

[illegible]

[illegible]

[illegible][illegible][illegible][illegible][illegible]

TB Coor, Advanced Scheduler [4.3]

[illegible][illegible][illegible][illegible][illegible][illegible][illegible]

Brevard County Timing Sheet

Timing Sheet 1/18/2022 10:40:31 AM

1/18/2022 10:40:31 AM

Station : 54 - Palm Bay Rd & R J Conlin Blvd (Standard File)[illegible][illegible][illegible][illegible][illegible][illegible]

Station : 54 - Palm Bay Rd & R J Conlin Blvd (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	26				0	0						
27	27				0	0						
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30	30				0	0						
31	31				0	0						
32	32				0	0						
33	33				0	0						
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36	36				0	0						
37	37				0	0						
38	38				0	0						
39	39				0	0						
40	40				0	0						
41	41				0	0						
42	42				0	0						
43	43				0	0						
44	44				0	0						
45	45				0	0						
46	46				0	0						
47	47				0	0						
48	48				0	0						
49					0	0						
50					0	0						
51	1				0	0						
52	2				0	0						
53	3				0	0						
54	4				0	0						
55	5				0	0						
56	6				0	0						
57	7				0	0						
58	8				0	0						
59	9				0	0						
60	10				0	0						
61	11				0	0						
62	12				0	0						
63	13				0	0						
64	14				0	0						
99	255				0	0						
100	254				0	0						

City of Palm Bay Signal Timing Sheet

INTERSECTION NAME:

INTSALLATION/INSPECTION DATE:

1/29/2019

PROGRAMMED BY

PROGRAM DATE:

CONTROLLER SERIAL #

SECURITY CODE:

INTERVAL	PHASE (ON/OFF)							
	1	2	3	4	5	6	7	8
MEMORY								
EXT RECALL		ON				ON		
MAX RECALL								
PED RECALL								
CAN I								
CAN II								
FL WALK								
SOFT RECALL								
WALK REST								
COND PED								
FWTPCL								

Xped	Yes	No	Walk	Ped Clr
	x		10	14

PHASES USED								
	1	2	3	4	5	6	7	8
ON/OFF	x	x				x		x
SEQUENCE		2	1=SEG,2=DUAL RING,3-7=SPEC, 8=LEAD/LAG					
LEAD/LAG CODES (ONLY USED IF "8" WAS ENTERED FOR SQUENCE)								
PAIRS								

INTERVAL	PHASE TIMINGS							
	1	2	3	4	5	6	7	8
Min Green	8.0	10.0				10.0		8.0
PASSAGE	3.0	3.0				3.0		3.0
YELLOW	4.8	4.8				4.8		4.8
RED	2.5	2.0				2.0		2.0
MAX I	30.0	30.0				30.0		30.0
MAX II								
WALK	10.0							
PED CLEAR	14.0							
S/A								
TBK								
TTR								
MIN GAP								
MAX VI								
MAX EXT								
AUTO MAX								
AMR								

INITIALIZE/FLASH					INTERVAL		
	INITIALIZE	ENTER FLASH	EXIT FLASH		CODES	1=RED	
RING 1 PHASE	2	4	2		2=YELLOW		
RING 2 PHASE	6	8	6		3=GREEN		
INTERVAL	3	1	3				
POWER UP/RESTART TIMINGS							
MINIMUM FLASH		7			(0-9 OR 127 SEC)		
1ST ALL RED AFTER FLASH		0			(0-9 OR 127 SEC)		

Station : 53 - Palm Bay Rd & Babcock St (Standard File)

Phase [1.1.1]

[illegible]

Phase Option [1.1.2]

[illegible]

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

[illegible]

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

[illegible]

Alternate Phase Program 1, Interval Times [1.1.6.1]

[illegible]

Alternate Phase Program 2, Interval Times [1.1.6.1]

[illegible]

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 53 - Palm Bay Rd & Babcock St (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	Ring Algo
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OFF	3	OFF	OFF	OFF	1	ON	STD8	OFF	4PH	OFF	1	OFF	OFF
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Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
53								

Port Parameters [6.2]

[illegible]

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap Program Parameters [Hz]													Type	Green	Yellow	Red
Overlap	Included Phases				Modifier Phases											
Overlap 1	1	3											NORMAL		3.5	1.5
Overlap 2													NORMAL		3.5	1.5
Overlap 3													NORMAL		3.5	1.5
Overlap 4													NORMAL		3.5	1.5
Overlap 5													NORMAL		3.5	1.5
Overlap 6													NORMAL		3.5	1.5
Overlap 7													NORMAL		3.5	1.5
Overlap 8													NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap Conflicting Parameters (Table 2)															
Overlap	Conflicting Phases					Conflicting Overlaps					Conflicting Peds				
Overlap 1															
Overlap 2															
Overlap 3															
Overlap 4															
Overlap 5															
Overlap 6															
Overlap 7															
Overlap 8															

Detector, Vehicle Parameters 1-16 [5.1]

[illegible]

Detector, Vehicle Parameters 17-32 [5.1]

[illegible]

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

[illegible][illegible]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

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Channel/SDLC, Permissive [1.3.7]

SDLC Device		Term/Fac		Detector								MMU								Diag
BIU#		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8			
Dev Present		ON	ON								ON	ON	ON						ON	
Peer to Peer																				

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Auto Flash Parameter

Preempt Event Enabled	Pattern Event Enabled
OFF	ON

[illegible]

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Off	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
RESERVED	TIMED	TIMED	P3478 INH	ON	OFF	ON	OFF	OFF	0	+	ON

[illegible][illegible]

Coordination, Splits [2.7.1]

[illegible]

[illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible]

[illegible][illegible][illegible][illegible][illegible]

TB Coor, Advanced Scheduler [4.3]

TB Coor, Day Plan [4.4][illegible]

Brevard County Timing Sheet

Timing Sheet 6/15/2022 7:51:32 AM

6/15/2022 7:51:32 AM

Station : 53 - Palm Bay Rd & Babcock St (Standard File)

[illegible][illegible][illegible][illegible][illegible][illegible]

Station : 53 - Palm Bay Rd & Babcock St (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
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41	41				0	0						
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43	43				0	0						
44	44				0	0						
45	45				0	0						
46	46				0	0						
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48	48				0	0						
49					0	0						
50					0	0						
51	1				0	0						
52	2				0	0						
53	3				0	0						
54	4				0	0						
55	5				0	0						
56	6				0	0						
57	7				0	0						
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59	9				0	0						
60	10				0	0						
61	11				0	0						
62	12				0	0						
63	13				0	0						
64	14				0	0						
99	255				0	0						
100	254				0	0						

Station : 299 - Palm Bay Rd & Pinewood Dr (Standard File)

Phase [1.1.1]

[illegible]

Phase Option [1.1.2]

[illegible]

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

[illegible]

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

[illegible]

Alternate Phase Program 1, Interval Times [1.1.6.1]

[illegible]

Alternate Phase Program 2, Interval Times [1.1.6.1]

[illegible]

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 299 - Palm Bay Rd & Pinewood Dr (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow <3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
------------------	-------------------	---------------	----------------------	---------------------	-------------------	----------------	---------------	-------------------	---------------	------------------	-----------------	---------------------------	-----------------------	---------------------	-----------------------	----------

	OFF		OFF	OFF	OFF	1	ON		STD8	OFF	4PH	OFF	1	OFF	OFF		
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Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
299								

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifier Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	1	2	0	0	5	6	0	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

[illegible][illegible]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

[illegible]

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Channel/SDLC, Permissive [1.3.7]

SDLC Device		Term/Fac		Detector								MMU								Diag
BIU#		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8			
Dev Present		ON	ON								ON	ON							ON	
Peer to Peer																				

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Yellow	Red	Mode	Source
45	30		

Preempt Event Enabled	Pattern Event Enabled
OFF	ON

[illegible]

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Off	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	P3478 INH	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

[illegible][illegible]

Coordination, Splits [2.7.1]

[illegible]

6/15/2022 7:51:00 AM

[illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible]

[illegible][illegible][illegible][illegible][illegible]

TB Coor, Advanced Scheduler [4.3]

TB Coor, Day Plan [4.4][illegible]

Brevard County Timing Sheet

Timing Sheet 6/15/2022 7:51:00 AM

6/15/2022 7:51:00 AM

Station : 299 - Palm Bay Rd & Pinewood Dr (Standard File)

[illegible][illegible][illegible][illegible][illegible][illegible]

Station : 299 - Palm Bay Rd & Pinewood Dr (Standard File)

TB Coor, Action Table [4.5]

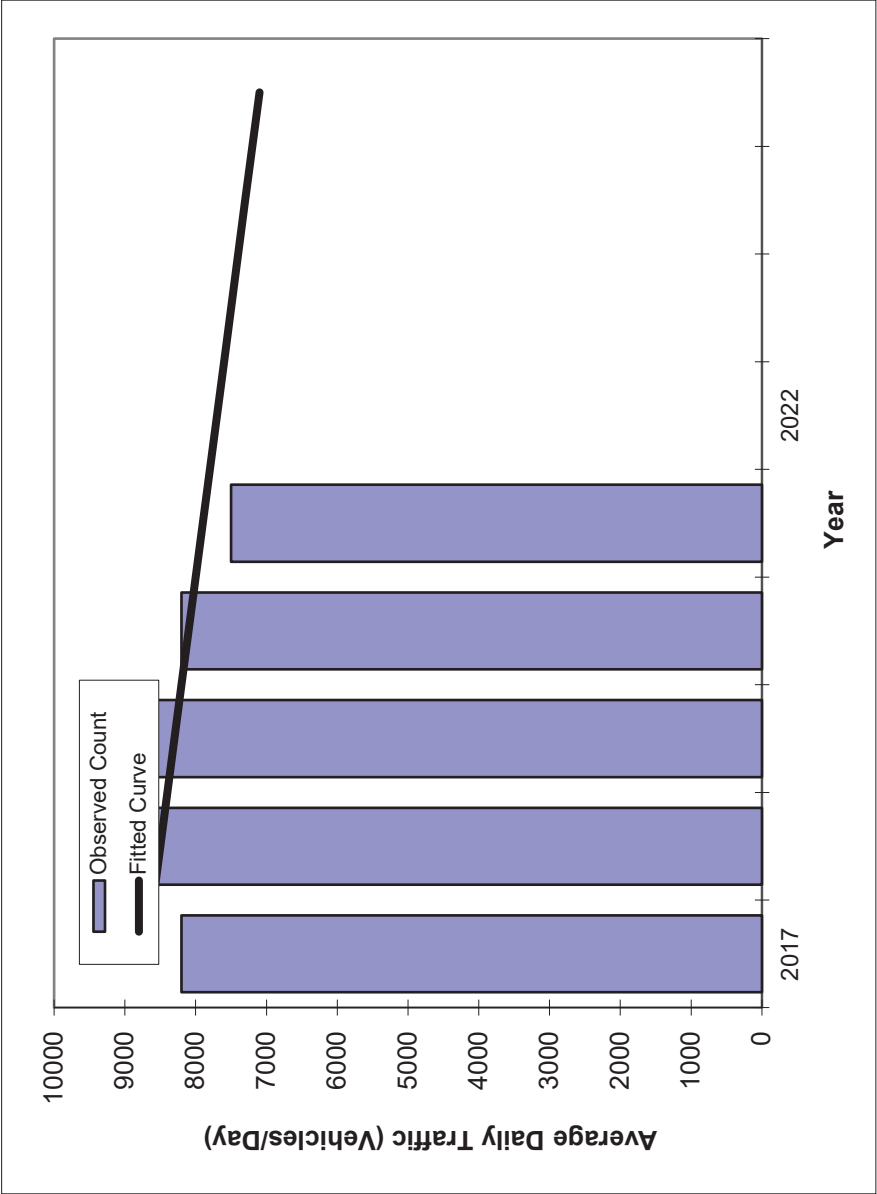
Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
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26	26				0	0						
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37	37				0	0						
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49					0	0						
50					0	0						
51	1				0	0						
52	2				0	0						
53	3				0	0						
54	4				0	0						
55	5				0	0						
56	6				0	0						
57	7				0	0						
58	8				0	0						
59	9				0	0						
60	10				0	0						
61	11				0	0						
62	12				0	0						
63	13				0	0						
64	14				0	0						
99	255				0	0						
100	254				0	0						

APPENDIX G
TRAFFIC TRENDS SHEETS

TRAFFIC TRENDS

Lipscomb St -- Palm Bay Rd to University Blvd

County:	Brevard
Station #:	70
Highway:	Lipscomb St



** Annual Trend Increase:	-200
Trend R-squared:	34.5%
Trend Annual Historic Growth Rate:	-2.30%
Trend Growth Rate (2021 to Design Year):	-2.53%
Printed:	23-Jun-22

Straight Line Growth Option

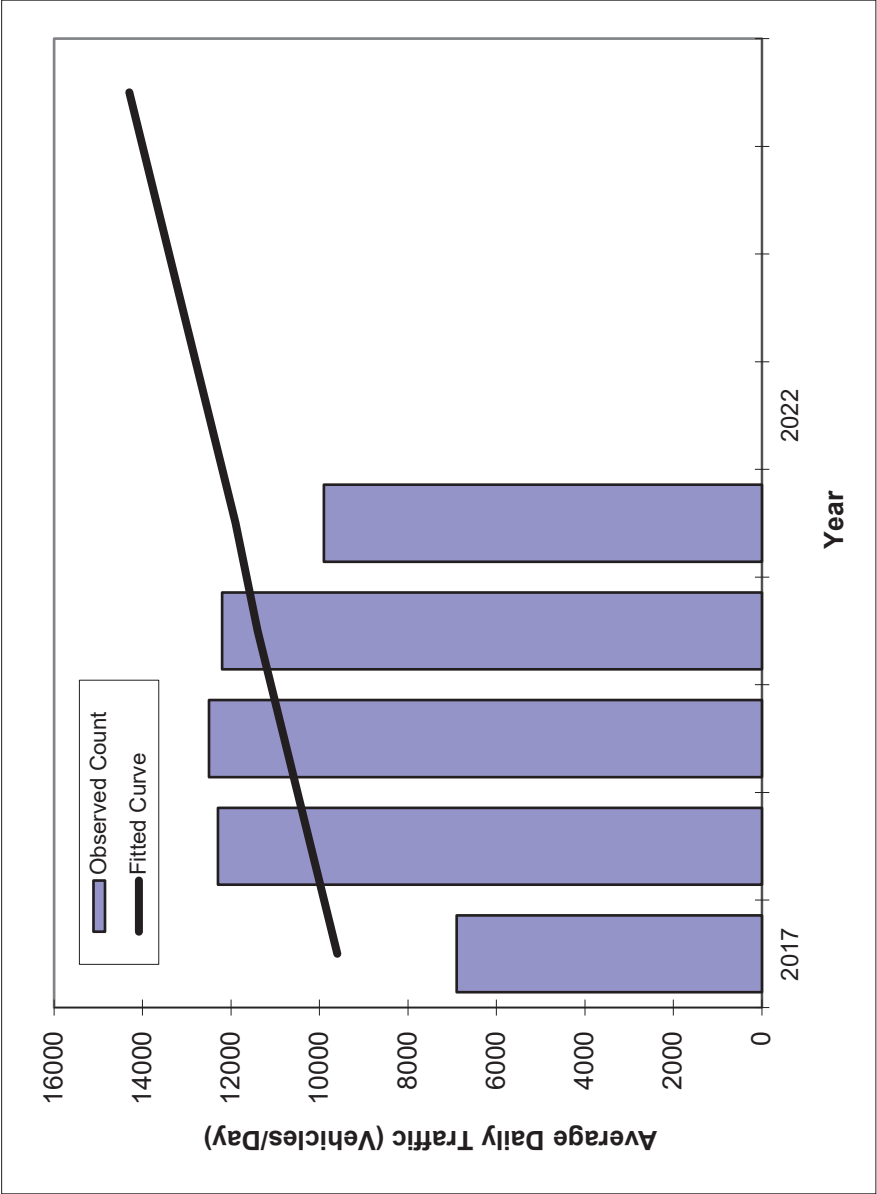
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	8200	8700
2018	8800	8500
2019	8800	8300
2020	8200	8100
2021	7500	7900
2022 Opening Year Trend		
2022	N/A	7700
2023 Mid-Year Trend		
2023	N/A	7500
2024 Design Year Trend		
2024	N/A	7300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS

Clearmont St -- Port Malabar Blvd to Palm Bay Rd

County:	Brevard
Station #:	70
Highway:	Clearmont St



** Annual Trend Increase:		590
Trend R-squared:		15.1%
Trend Annual Historic Growth Rate:		5.99%
Trend Growth Rate (2021 to Design Year):		5.04%
Printed:		23-Jun-22
Straight Line Growth Option		

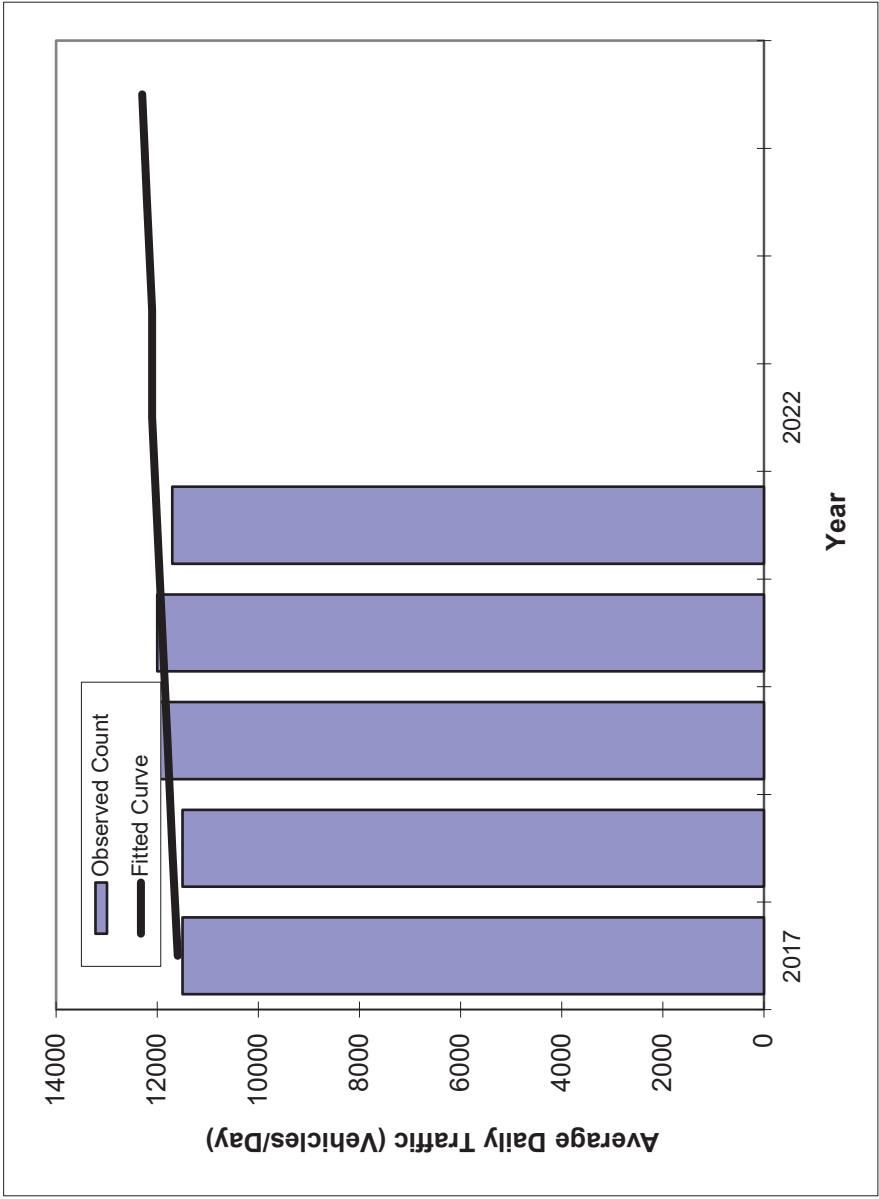
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	6900	9600
2018	12300	10200
2019	12500	10800
2020	12200	11400
2021	9900	11900
2022 Opening Year Trend		
2022	N/A	12500
2023 Mid-Year Trend		
2023	N/A	13100
2024 Design Year Trend		
2024	N/A	13700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS

Robert J Conlan Blvd -- Palm Bay Rd to Commerce Park Dr

County:	Brevard
Station #:	562
Highway:	Robert J Conlan Blvd



** Annual Trend Increase:	90
Trend R-squared:	20.9%
Trend Annual Historic Growth Rate:	0.86%
Trend Growth Rate (2021 to Design Year):	0.56%
Printed:	23-Jun-22

Straight Line Growth Option

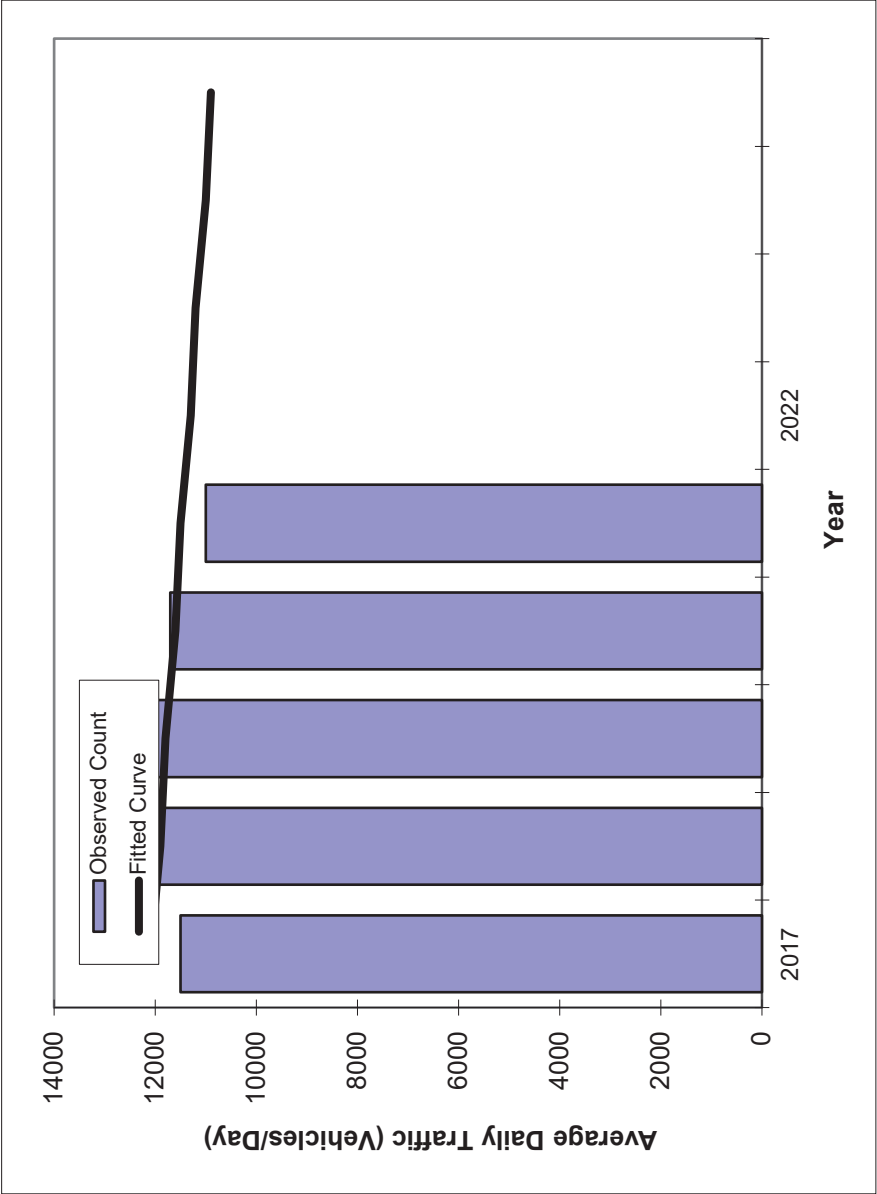
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	11500	11600
2018	11500	11700
2019	12200	11800
2020	12000	11900
2021	11700	12000
2022 Opening Year Trend		
2022	N/A	12100
2023 Mid-Year Trend		
2023	N/A	12100
2024 Design Year Trend		
2024	N/A	12200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS

Robert J Conlan Blvd -- Commerce Park Dr to US 1

County:	Brevard
Station #:	563
Highway:	Robert J Conlan Blvd



** Annual Trend Increase:	-150
Trend R-squared:	18.0%
Trend Annual Historic Growth Rate:	-1.24%
Trend Growth Rate (2021 to Design Year):	-1.45%
Printed:	23-Jun-22

Straight Line Growth Option

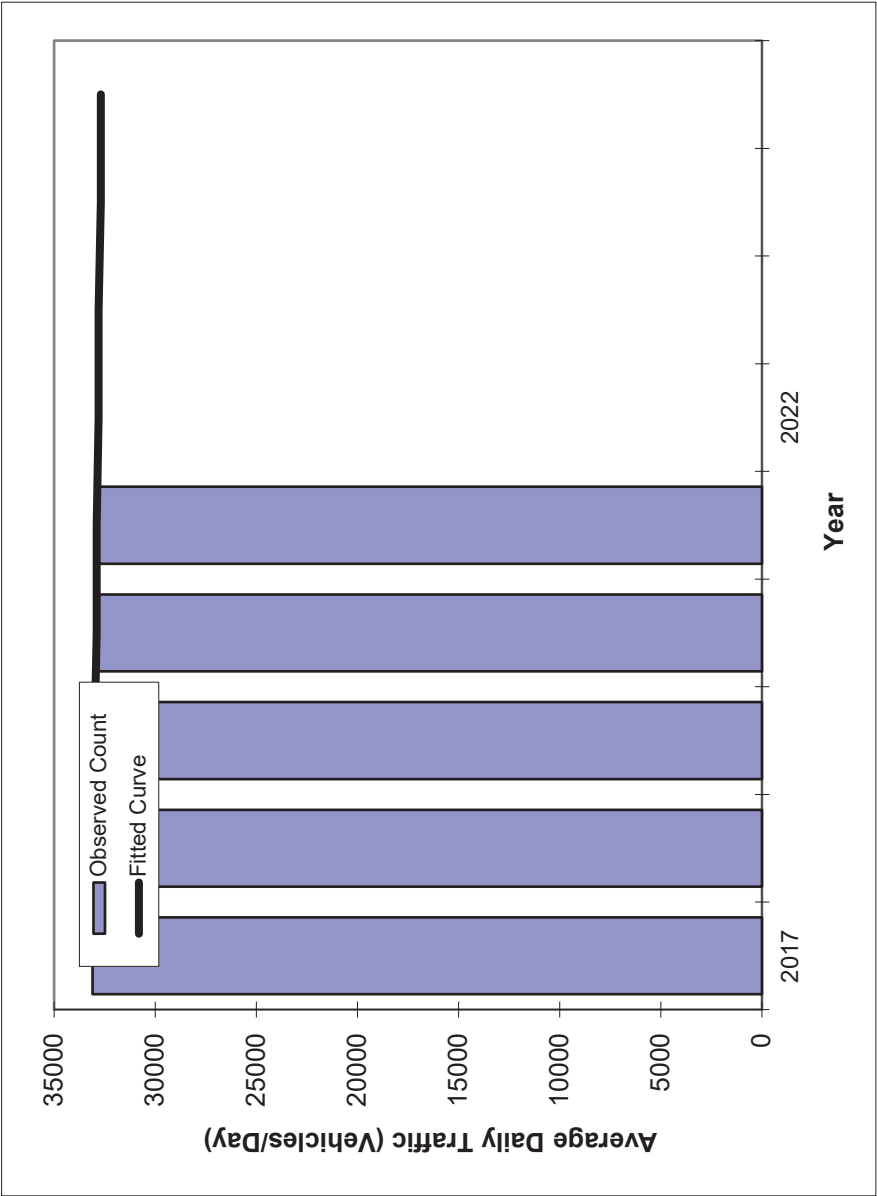
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	11500	12100
2018	12200	11900
2019	12400	11800
2020	11700	11600
2021	11000	11500
2022 Opening Year Trend		
2022	N/A	11300
2023 Mid-Year Trend		
2023	N/A	11200
2024 Design Year Trend		
2024	N/A	11000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS

Babcock St -- Palm Bay Rd to Eber Blvd

County:	Brevard
Station #:	444
Highway:	Babcock St



** Annual Trend Increase:	-50
Trend R-squared:	78.1%
Trend Annual Historic Growth Rate:	-0.15%
Trend Growth Rate (2021 to Design Year):	-0.20%
Printed:	23-Jun-22

Straight Line Growth Option

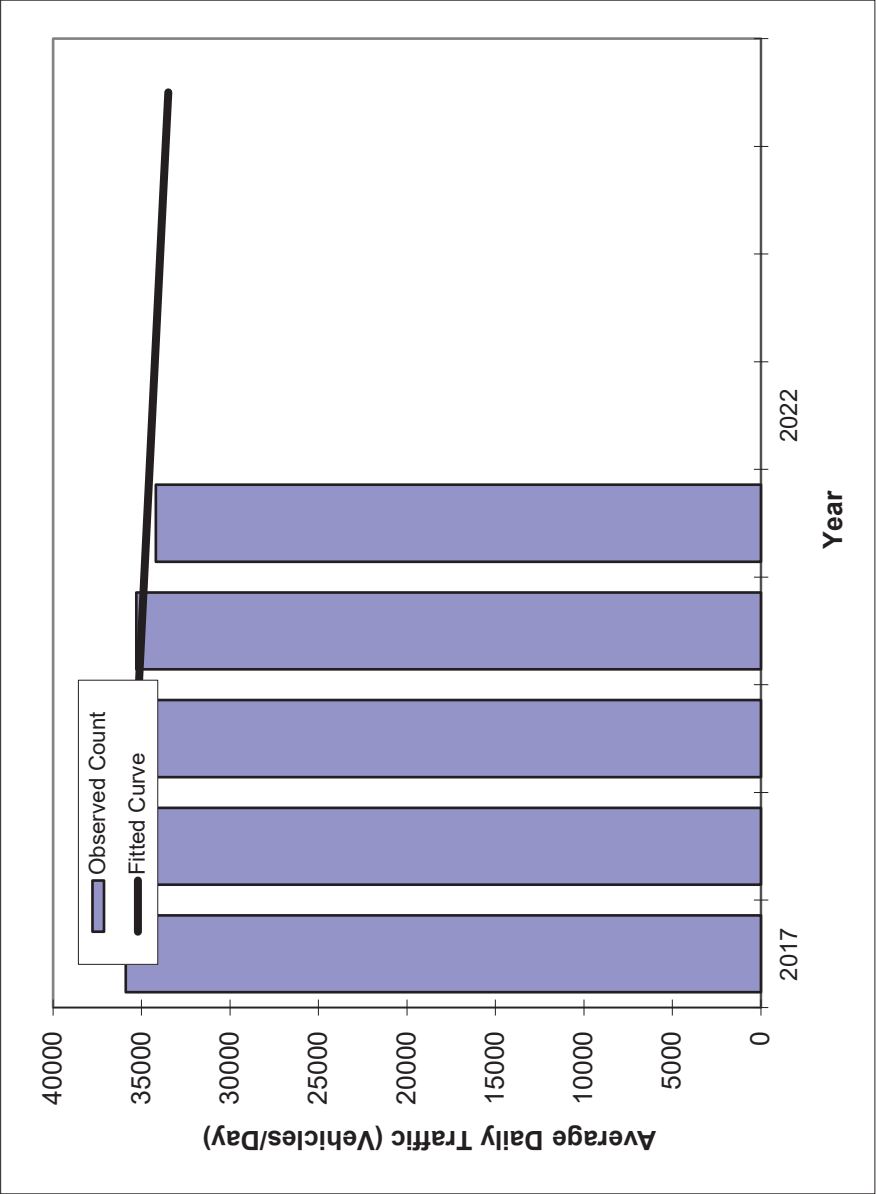
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	33100	33100
2018	33000	33000
2019	32900	33000
2020	32900	32900
2021	32900	32900
2022 Opening Year Trend		
2022	N/A	32800
2023 Mid-Year Trend		
2023	N/A	32800
2024 Design Year Trend		
2024	N/A	32700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS

Babcock St -- Eber Blvd to Florida Ave

County:	Brevard
Station #:	367
Highway:	Babcock St



** Annual Trend Increase:	-300
Trend R-squared:	30.7%
Trend Annual Historic Growth Rate:	-0.84%
Trend Growth Rate (2021 to Design Year):	-0.86%
Printed:	23-Jun-22

Straight Line Growth Option

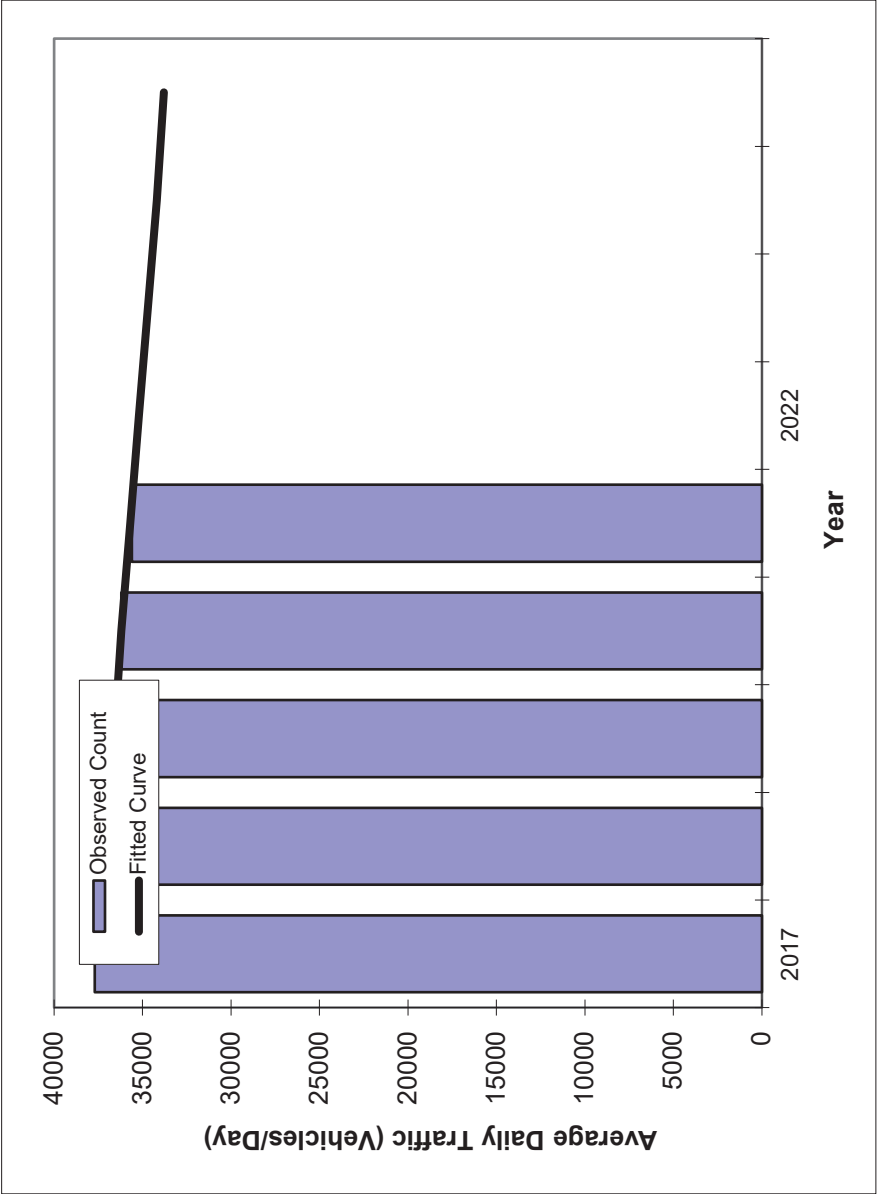
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	35900	35900
2018	34900	35600
2019	36400	35300
2020	35300	35000
2021	34200	34700
2022 Opening Year Trend		
2022	N/A	34400
2023 Mid-Year Trend		
2023	N/A	34100
2024 Design Year Trend		
2024	N/A	33800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS

Babcock St -- Florida Ave to University Blvd

County:	Brevard
Station #:	445
Highway:	Babcock St



** Annual Trend Increase:	-480
Trend R-squared:	92.5%
Trend Annual Historic Growth Rate:	-1.26%
Trend Growth Rate (2021 to Design Year):	-1.40%
Printed:	23-Jun-22

Straight Line Growth Option

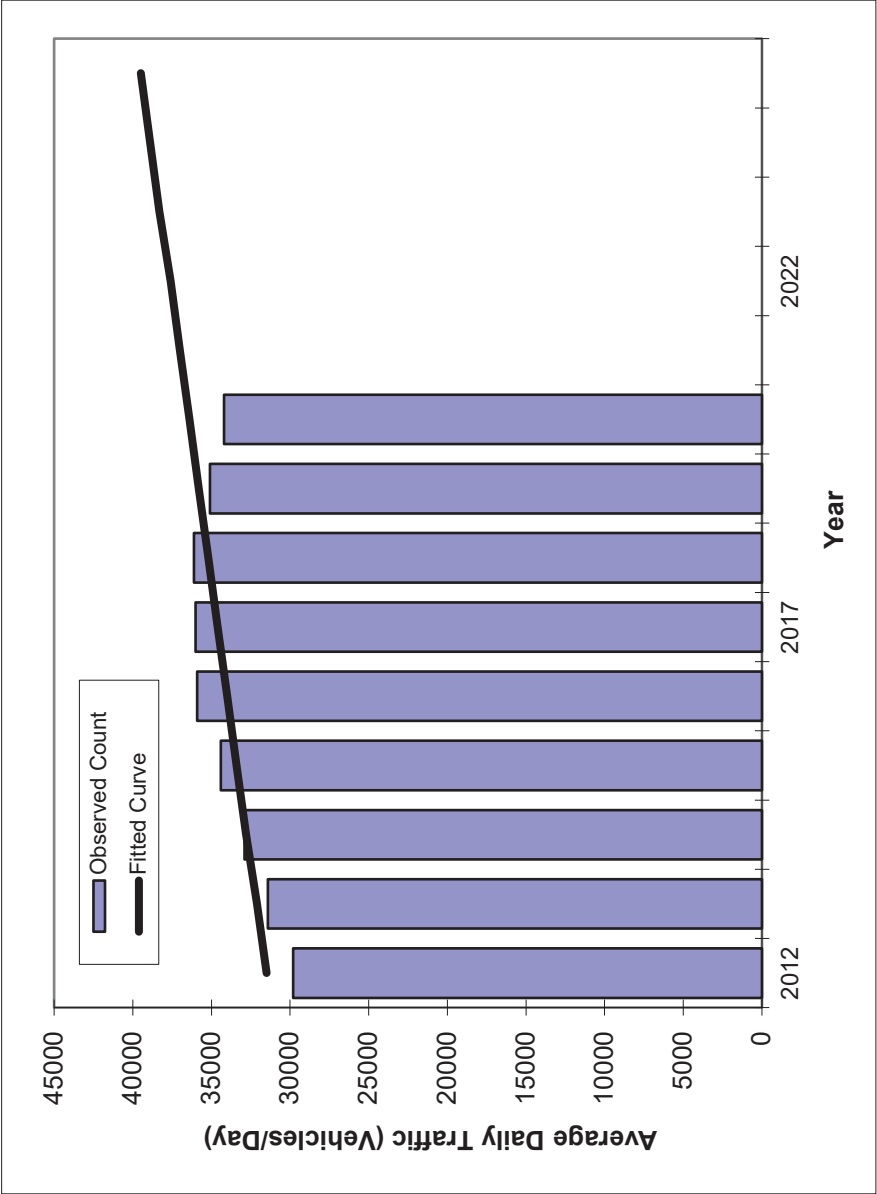
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	37700	37600
2018	36800	37100
2019	36900	36600
2020	36200	36200
2021	35600	35700
2022 Opening Year Trend		
2022	N/A	35200
2023 Mid-Year Trend		
2023	N/A	34700
2024 Design Year Trend		
2024	N/A	34200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS

Palm Bay Rd -- Riviera Dr to Babcock St.

County:	Brevard
Station #:	470
Highway:	Palm Bay Rd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	29800	31500
2013	31400	32100
2014	32900	32800
2015	34400	33400
2016	35900	34000
2017	36000	34600
2018	36100	35200
2019	35100	35800
2020	34200	36400
2022 Opening Year Trend		
2022	N/A	37600
2023 Mid-Year Trend		
2023	N/A	38300
2024 Design Year Trend		
2024	N/A	38900
TRANPLAN Forecasts/Trends		

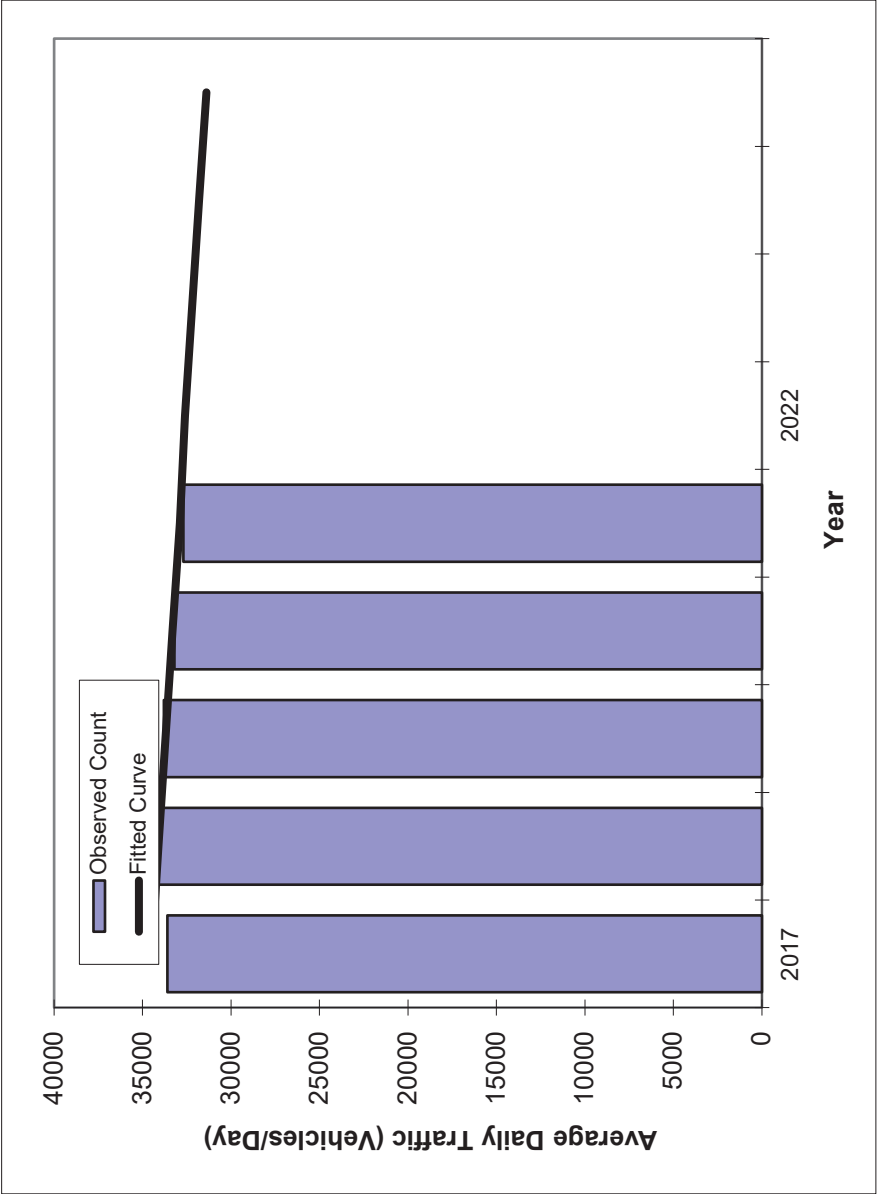
*Axle-Adjusted

** Annual Trend Increase:	612
Trend R-squared:	57.5%
Trend Annual Historic Growth Rate:	1.94%
Trend Growth Rate (2020 to Design Year):	1.72%
Printed:	23-Jun-22
Straight Line Growth Option	

TRAFFIC TRENDS

Palm Bay Rd -- Babcock St. to Knecht Rd

County:	Brevard
Station #:	480
Highway:	Palm Bay Rd



** Annual Trend Increase:	-390
Trend R-squared:	39.7%
Trend Annual Historic Growth Rate:	-1.16%
Trend Growth Rate (2021 to Design Year):	-1.11%
Printed:	23-Jun-22

Straight Line Growth Option

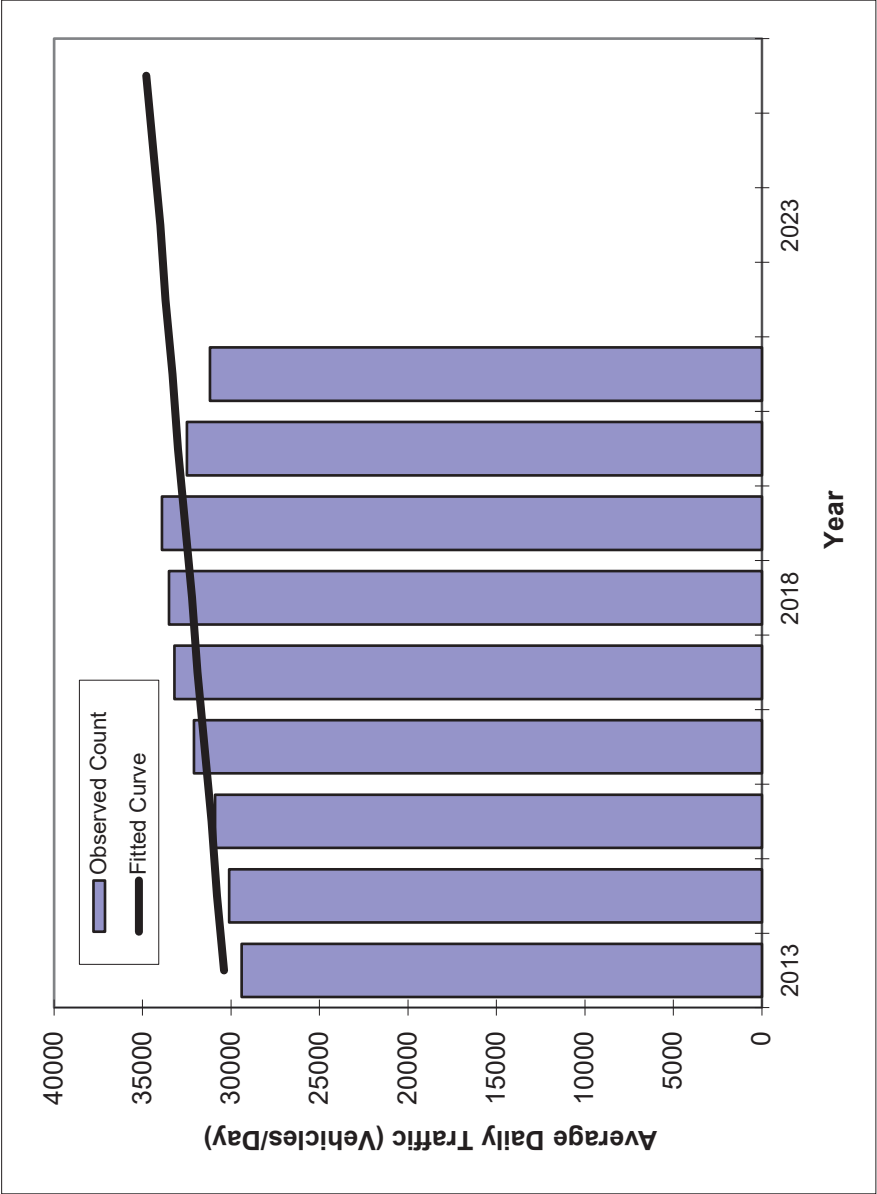
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	33600	34500
2018	35300	34100
2019	33800	33700
2020	33200	33300
2021	32700	32900
2022 Opening Year Trend		
2022	N/A	32600
2023 Mid-Year Trend		
2023	N/A	32200
2024 Design Year Trend		
2024	N/A	31800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS

Palm Bay Rd -- Knecht Rd to Lipscomb St

County:	Brevard
Station #:	475
Highway:	Palm Bay Rd



** Annual Trend Increase:	363
Trend R-squared:	40.4%
Trend Annual Historic Growth Rate:	1.19%
Trend Growth Rate (2021 to Design Year):	1.10%
Printed:	23-Jun-22

Straight Line Growth Option

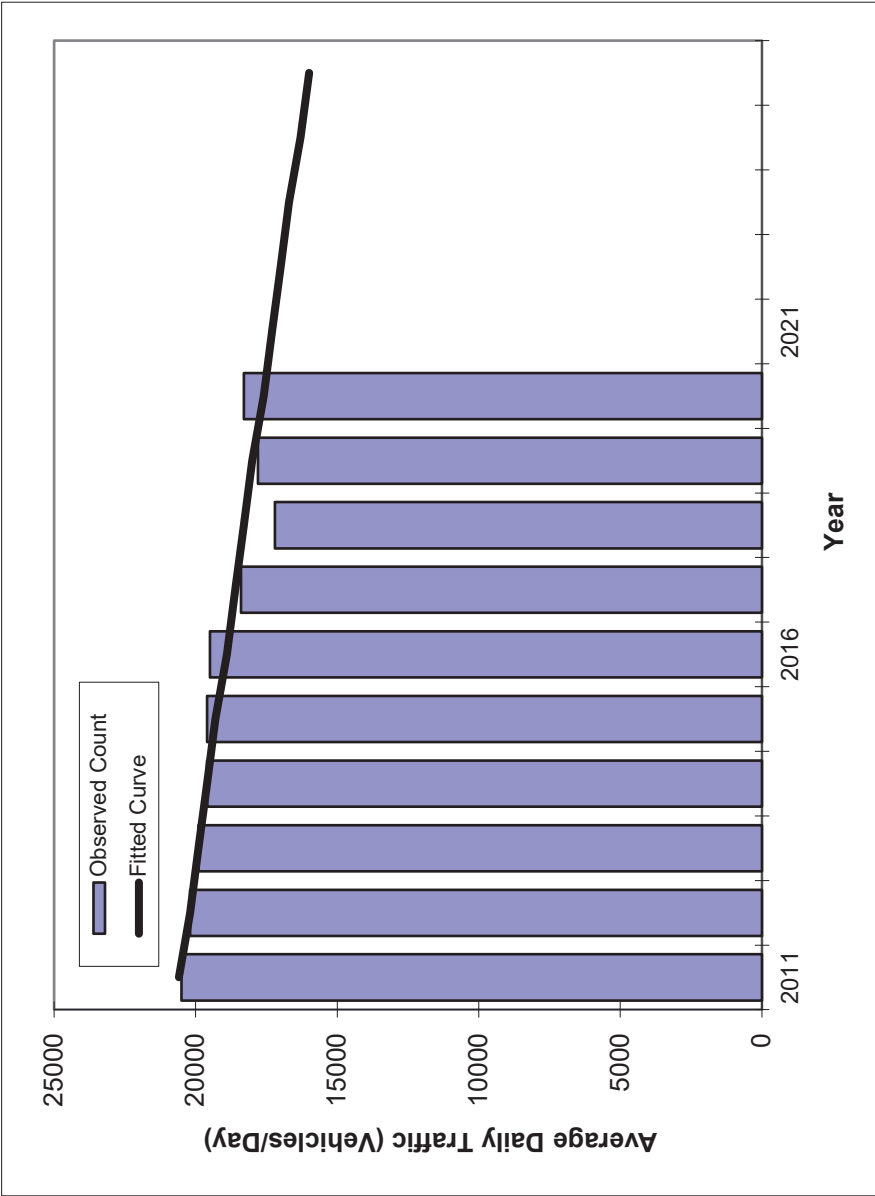
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	29400	30400
2014	30100	30800
2015	30900	31100
2016	32100	31500
2017	33200	31900
2018	33500	32200
2019	33900	32600
2020	32500	33000
2021	31200	33300
2022 Opening Year Trend		
2022	N/A	33700
2023 Mid-Year Trend		
2023	N/A	34000
2024 Design Year Trend		
2024	N/A	34400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS

Palm Bay Rd -- Lipscomb St to Troutman Blvd

County:	Brevard
Station #:	476
Highway:	Palm Bay Rd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2011	20500	20600
2012	20200	20200
2013	19900	19900
2014	19600	19600
2015	19600	19300
2016	19500	18900
2017	18400	18600
2018	17200	18300
2019	17800	18000
2020	18300	17600
2022 Opening Year Trend		
2022	N/A	17000
2023 Mid-Year Trend		
2023	N/A	16700
2024 Design Year Trend		
2024	N/A	16300
TRANPLAN Forecasts/Trends		

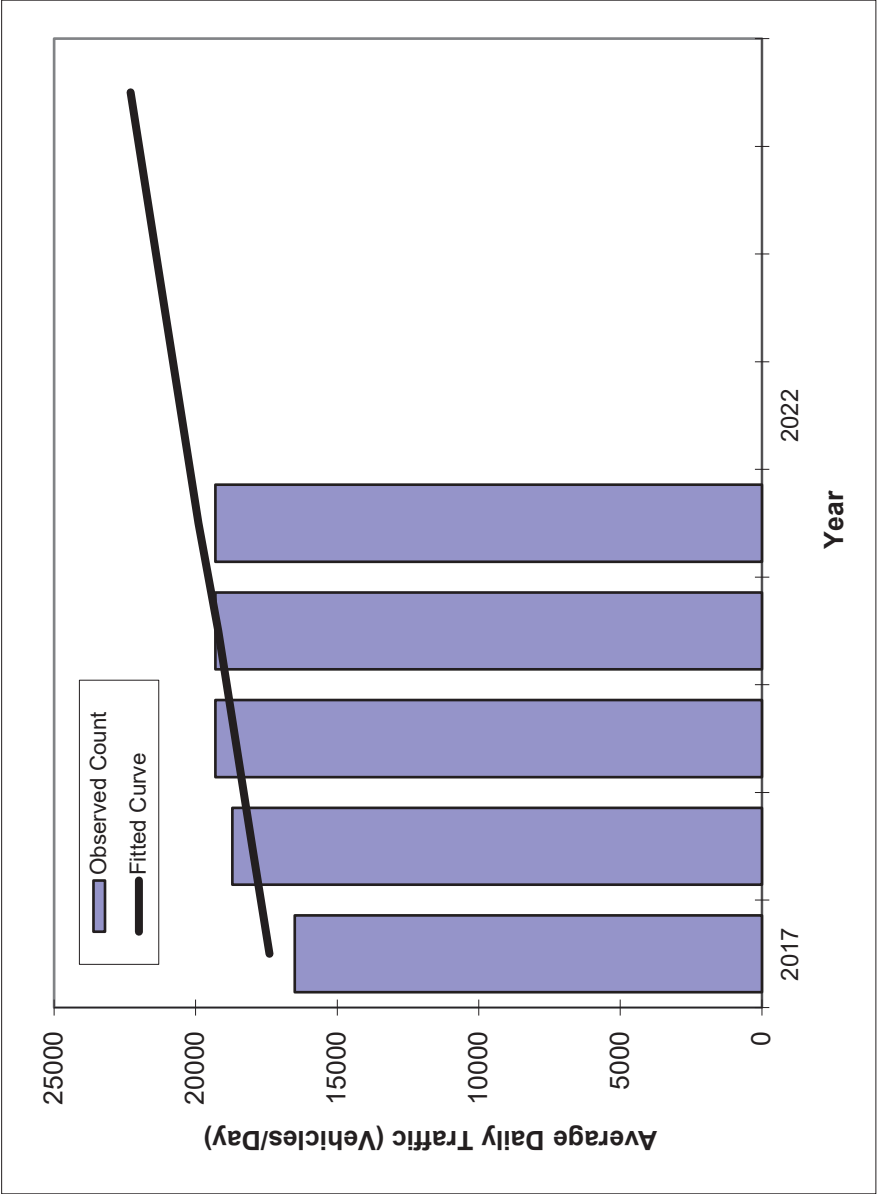
*Axle-Adjusted

** Annual Trend Increase:	-326
Trend R-squared:	80.5%
Trend Annual Historic Growth Rate:	-1.62%
Trend Growth Rate (2020 to Design Year):	-1.85%
Printed:	23-Jun-22
Straight Line Growth Option	

TRAFFIC TRENDS

Palm Bay Rd -- Troutman Blvd to RJ Conlan Blvd

County:	Brevard
Station #:	471
Highway:	Palm Bay Rd



** Annual Trend Increase:	620
Trend R-squared:	65.3%
Trend Annual Historic Growth Rate:	3.59%
Trend Growth Rate (2021 to Design Year):	3.02%
Printed:	23-Jun-22

Straight Line Growth Option

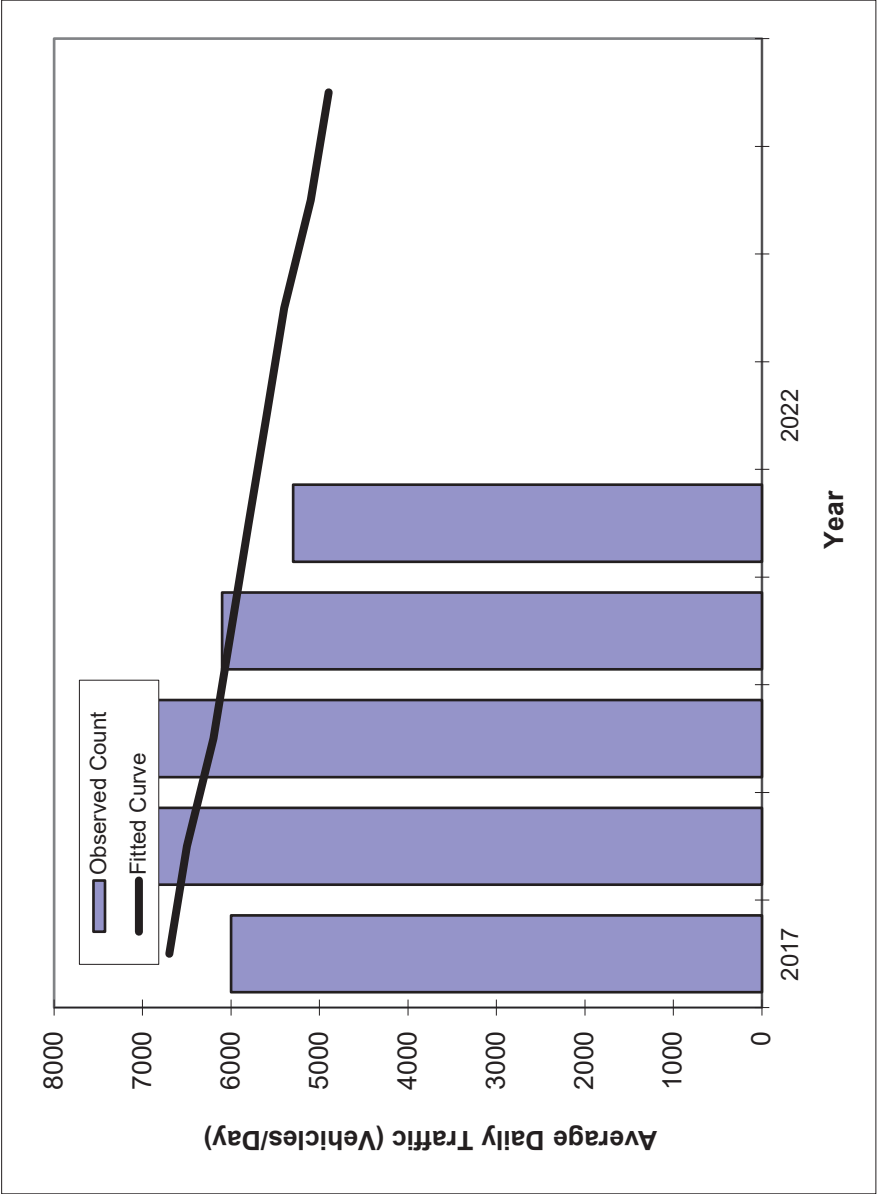
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	16500	17400
2018	18700	18000
2019	19300	18600
2020	19300	19200
2021	19300	19900
2022 Opening Year Trend		
2022	N/A	20500
2023 Mid-Year Trend		
2023	N/A	21100
2024 Design Year Trend		
2024	N/A	21700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS

Pirate Lane -- Babcock St to Lipscomb

County:	Brevard
Station #:	70
Highway:	Pirate Lane



** Annual Trend Increase:	-220
Trend R-squared:	26.4%
Trend Annual Historic Growth Rate:	-3.36%
Trend Growth Rate (2021 to Design Year):	-4.02%
Printed:	23-Jun-22

Straight Line Growth Option

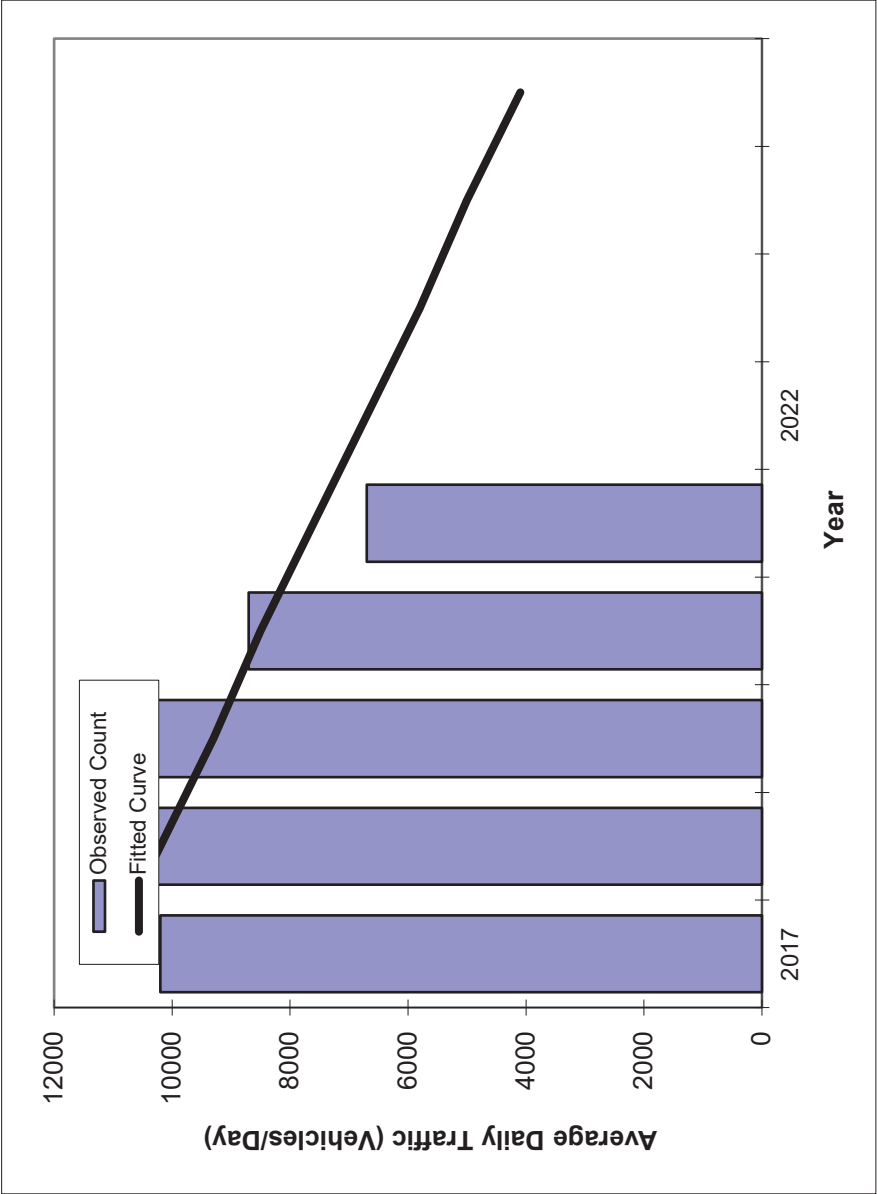
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	6000	6700
2018	6900	6500
2019	6900	6200
2020	6100	6000
2021	5300	5800
2022 Opening Year Trend		
2022	N/A	5600
2023 Mid-Year Trend		
2023	N/A	5400
2024 Design Year Trend		
2024	N/A	5100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS

Florida Ave -- Babcock St to Lipscomb

County:	Brevard
Station #:	70
Highway:	Florida Ave



** Annual Trend Increase:	-870
Trend R-squared:	69.9%
Trend Annual Historic Growth Rate:	-7.88%
Trend Growth Rate (2021 to Design Year):	-11.40%
Printed:	23-Jun-22

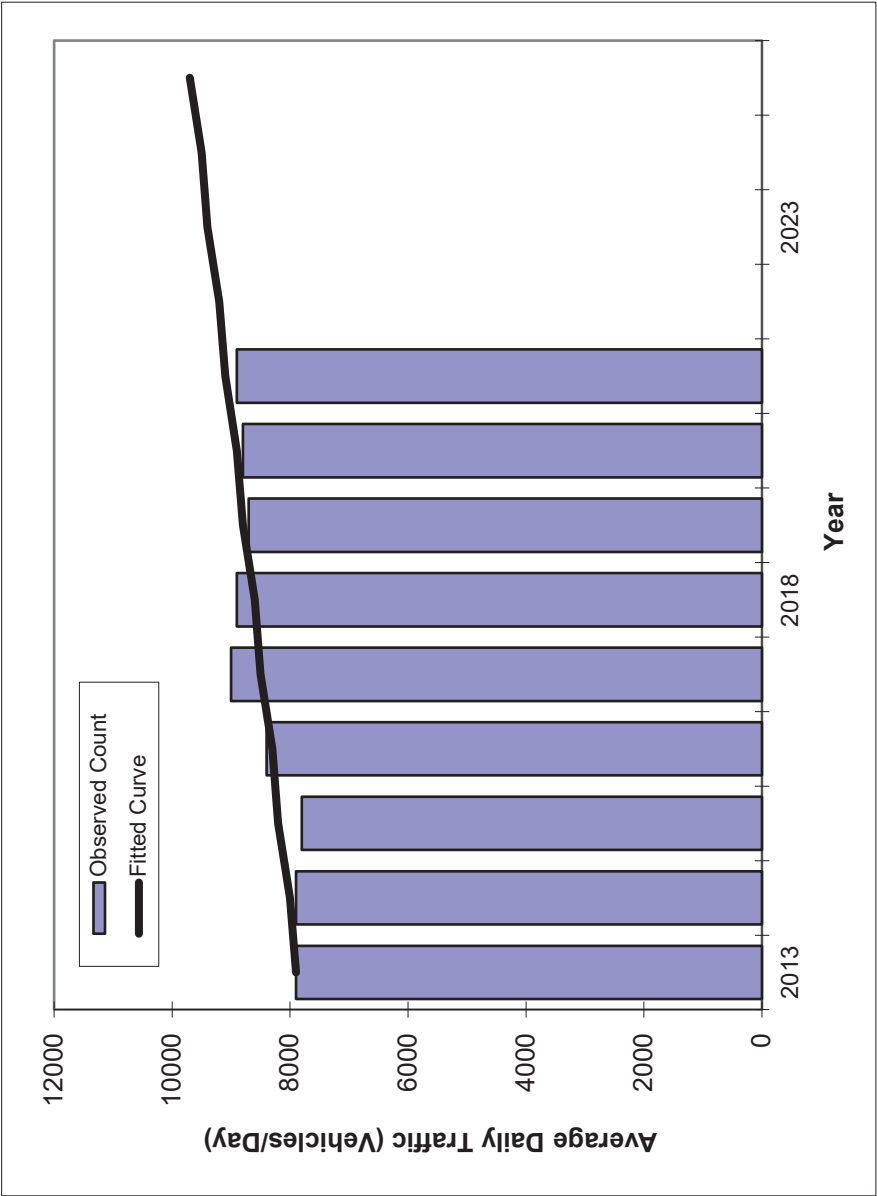
Straight Line Growth Option

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	10200	11100
2018	10400	10200
2019	10600	9300
2020	8700	8500
2021	6700	7600
2022 Opening Year Trend		
2022	N/A	6700
2023 Mid-Year Trend		
2023	N/A	5800
2024 Design Year Trend		
2024	N/A	5000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS University Blvd -- Babcock St to Lipscomb

County:	Brevard
Station #:	70
Highway:	University Blvd



** Annual Trend Increase:	150
Trend R-squared:	70.5%
Trend Annual Historic Growth Rate:	1.90%
Trend Growth Rate (2021 to Design Year):	1.47%
Printed:	23-Jun-22

Straight Line Growth Option

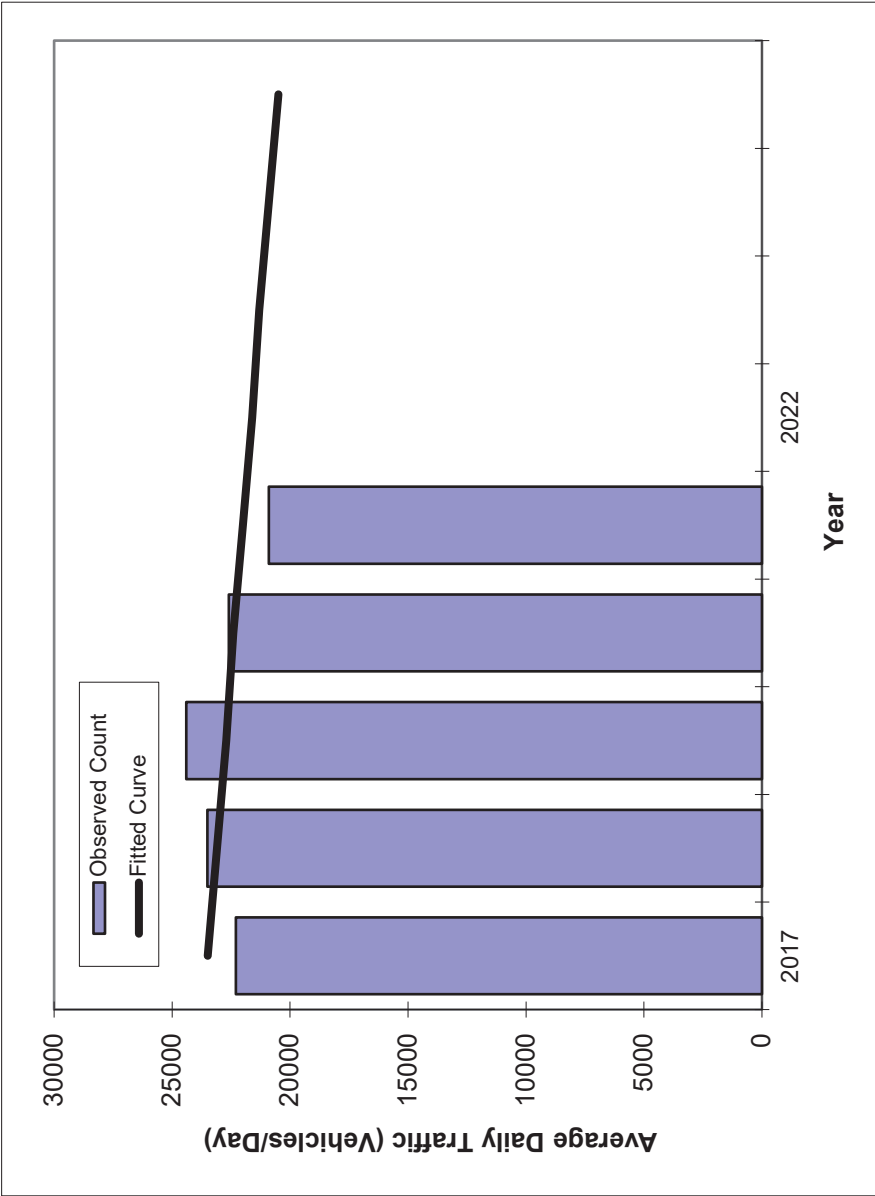
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	7900	7900
2014	7900	8000
2015	7800	8200
2016	8400	8300
2017	9000	8500
2018	8900	8600
2019	8700	8800
2020	8800	8900
2021	8900	9100
2022 Opening Year Trend		
2022	N/A	9200
2023 Mid-Year Trend		
2023	N/A	9400
2024 Design Year Trend		
2024	N/A	9500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS

US 1 -- Palm Bay Rd to RJ Conlan Blvd

County:	Brevard
Station #:	539
Highway:	US 1



** Annual Trend Increase:	-370
Trend R-squared:	19.7%
Trend Annual Historic Growth Rate:	-1.60%
Trend Growth Rate (2021 to Design Year):	-1.67%
Printed:	24-Jun-22

Straight Line Growth Option

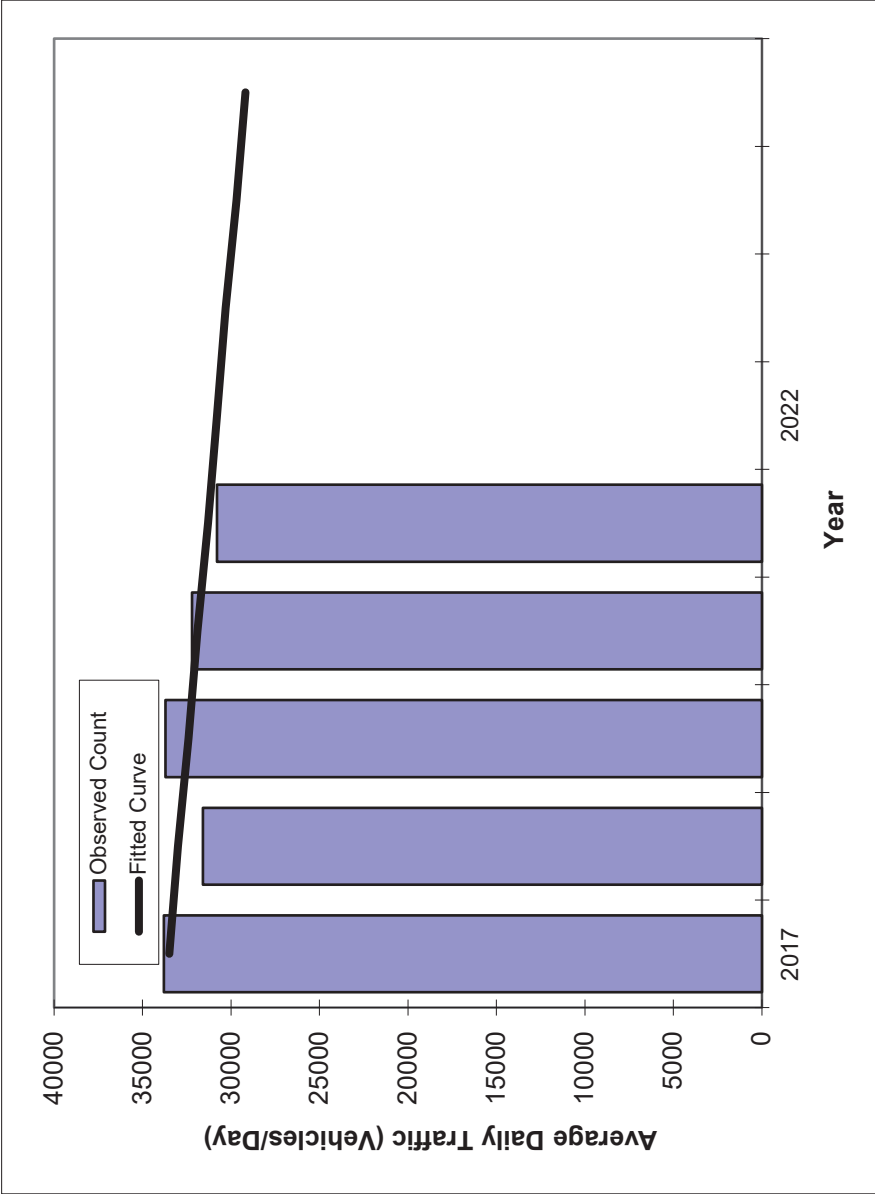
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	22300	23500
2018	23500	23100
2019	24400	22700
2020	22600	22400
2021	20900	22000
2022 Opening Year Trend		
2022	N/A	21600
2023 Mid-Year Trend		
2023	N/A	21300
2024 Design Year Trend		
2024	N/A	20900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS

US 1 -- RJ Conlan Blvd to University Blvd

County:	Brevard
Station #:	343
Highway:	US 1



** Annual Trend Increase:	-540
Trend R-squared:	42.3%
Trend Annual Historic Growth Rate:	-1.64%
Trend Growth Rate (2021 to Design Year):	-1.70%
Printed:	24-Jun-22

Straight Line Growth Option

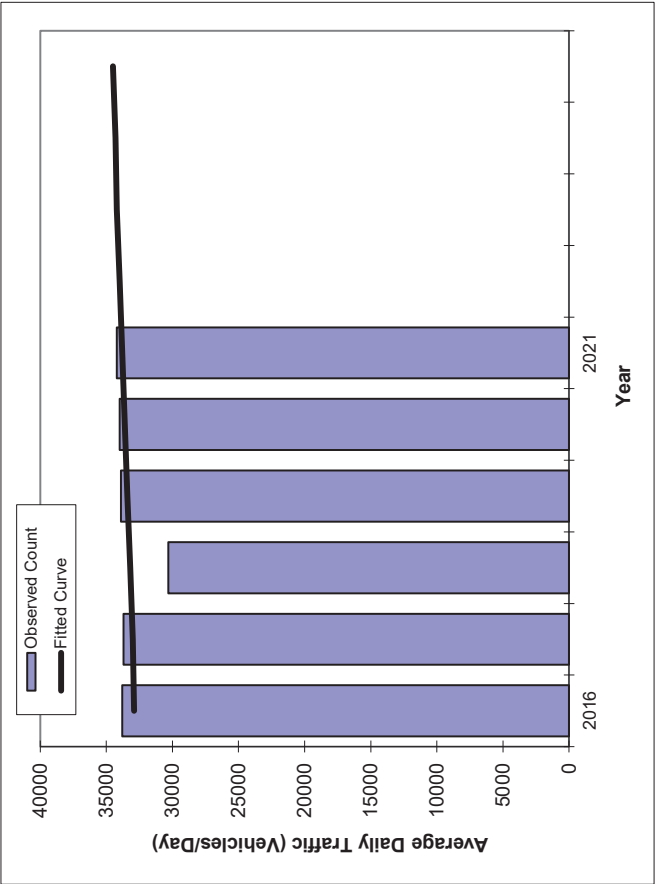
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2017	33800	33500
2018	31600	33000
2019	33700	32400
2020	32200	31900
2021	30800	31300
2022 Opening Year Trend		
2022	N/A	30800
2023 Mid-Year Trend		
2023	N/A	30300
2024 Design Year Trend		
2024	N/A	29700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

TRAFFIC TRENDS

Babcock Street -- Port Malabar Road to Palm Bay Road

County:	Brevard
Station #:	443
Highway:	Babcock Street



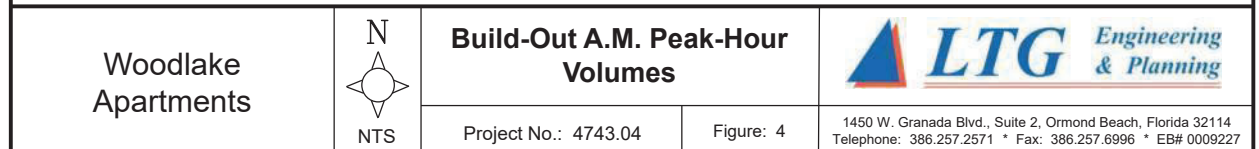
** Annual Trend Increase:	186
Trend R-squared:	5.5%
Trend Annual Historic Growth Rate:	0.55%
Trend Growth Rate (2021 to Design Year):	0.49%
Printed:	27-Jul-22
Straight Line Growth Option	

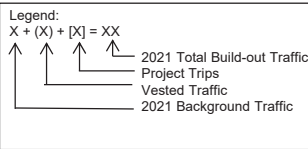
Traffic (ADT/AADT)	
Year	Trend**
2016	32900
2017	33000
2018	33200
2019	33400
2020	33600
2021	33800
2022 Opening Year Trend	
2022	N/A
2023 Mid-Year Trend	
2023	N/A
2024 Design Year Trend	
2024	N/A
TRANPLAN Forecasts/Trends	

*Axle-Adjusted

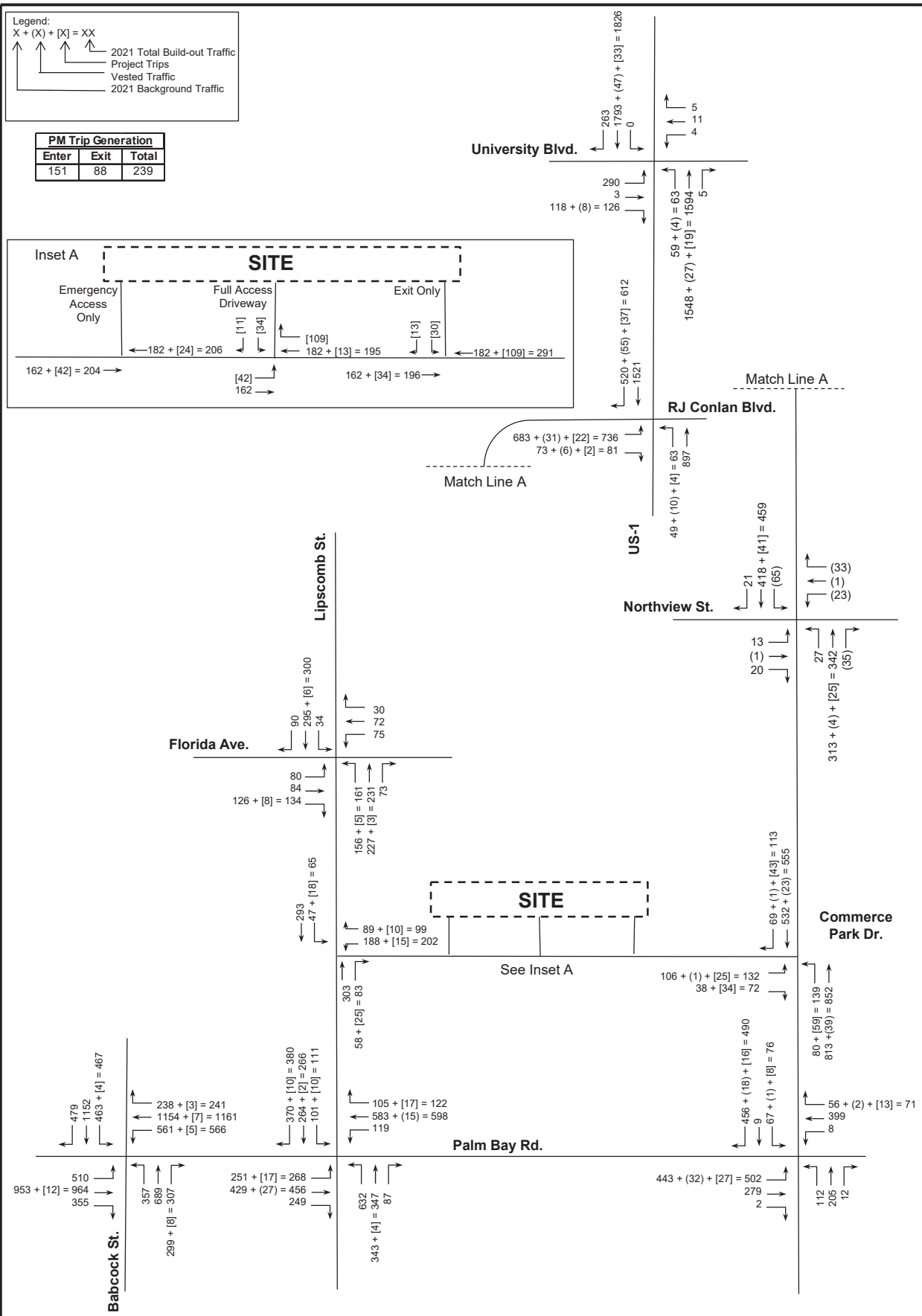
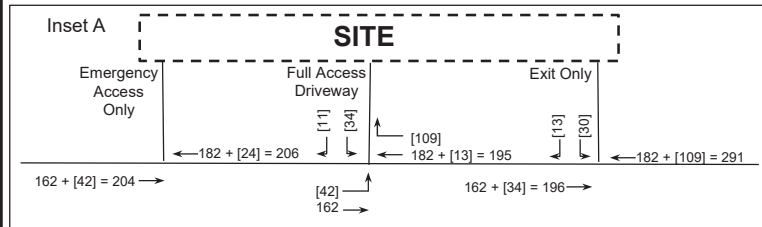
APPENDIX H

Vested Trips Data





PM Trip Generation		
Enter	Exit	Total
151	88	239



Woodlake
Apartments



Build-Out P.M. Peak-Hour Volumes

Project No.: 4743.04

Figure: 5



1450 W. Granada Blvd., Suite 2, Ormond Beach, Florida 32114
 Telephone: 386.257.2571 * Fax: 386.257.6996 * EB# 0009227

Table 9
Build-Out PM Peak-Hour Two-Way LOS - Roadway Segments
Woodlake Apartments

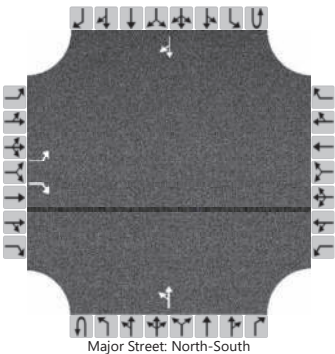
Roadway	Segment		No. of Lanes	Adopted LOS	Current MAV	Peak-Hour Two-Way Capacity at Adopted LOS	Existing PM Peak-Hour Two-Way Volume	2021 Growth Factor	2021 Background Traffic	Project Distribution	Project Trips	2021 Build-Out Traffic	Volume to Capacity Ratio	LOS
RJ Conlan Blvd.	Palm Bay Rd.	Commerce Park Dr.	4	C	39,800	3,582	1,208	1.10	1,385	39%	93	1,478	0.41	C
	Commerce Park Dr.	US 1	4	C	39,800	3,582	1,236	1.12	1,488	27%	65	1,553	0.43	C
Palm Bay Rd.	Babcock Rd.	Knecht Rd.	6	E	59,900	5,391	2,712	1.08	2,929	8%	18	2,947	0.55	C
	Knecht Rd.	Lipscomb St.	6	E	59,900	5,391	2,703	1.11	3,013	11%	26	3,039	0.56	C
	Lipscomb St.	Troutman Blvd.	6	E	59,900	5,391	1,669	1.10	1,836	11%	27	1,863	0.35	C
	Troutman Blvd.	RJ Conlan Blvd.	6	E	59,900	5,391	1,595	1.08	1,773	18%	42	1,815	0.34	C
US 1	Palm Bay Rd.	RJ Conlan Blvd.	4	D	39,800	3,582	2,303	1.08	2,508	3%	6	2,514	0.70	C
	RJ Conlan Blvd.	University Blvd.	6	D	59,800	5,582	3,225	1.13	3,726	24%	58	3,784	0.70	C
Commerce Park Dr.	Lipscomb St.	RJ Conlan Blvd.	2	C	7,300	657	344	1.08	372	68%	162	534	0.81	C

APPENDIX I
UNSIGNALIZED INTERSECTIONS
HCS SUMMARY WORKSHEETS
BACKGROUND CONDITIONS

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Pirate Ln
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	9/22/2022	East/West Street	Pirate Ln
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	A.M. Peak Hour Background	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	(5657.02) Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R						LT						TR
Volume (veh/h)		140		178						142	267				198	149
Percent Heavy Vehicles (%)		5		2						1						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.45		6.22						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.55		3.32						2.21						

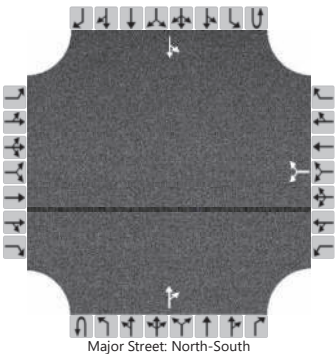
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		154		196						156						
Capacity, c (veh/h)		255		740						1183						
v/c Ratio		0.60		0.26						0.13						
95% Queue Length, Q ₉₅ (veh)		3.6		1.1						0.5						
Control Delay (s/veh)		38.4		11.6						8.5	1.3					
Level of Service (LOS)		E		B						A	A					
Approach Delay (s/veh)	23.4								3.8							
Approach LOS	C								A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Huckleberr
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	9/22/2022	East/West Street	Huckleberry Lane
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	A.M. Peak Hour Background	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		14			412	9		10	346	
Percent Heavy Vehicles (%)						2		23						10		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.43						4.20		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.51						2.29		

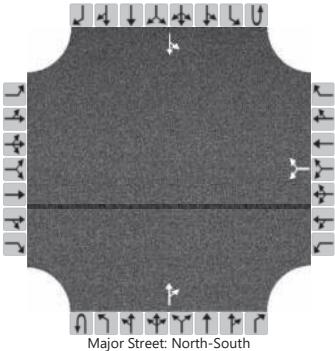
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						19								11		
Capacity, c (veh/h)						490								1067		
v/c Ratio						0.04								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						12.6								8.4	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					12.6								0.3			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Ersoff
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	9/22/2022	East/West Street	Ersoff Blvd
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	A.M. Peak Hour Background	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						18		21			367	27		9	345	
Percent Heavy Vehicles (%)						12		5						22		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.52		6.25						4.32		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.61		3.35						2.40		

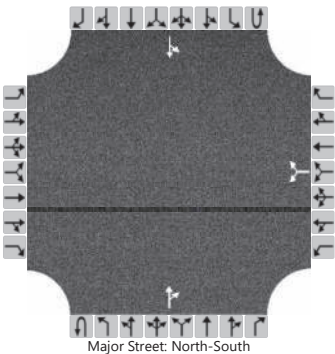
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						41								10		
Capacity, c (veh/h)						455								1040		
v/c Ratio						0.09								0.01		
95% Queue Length, Q ₉₅ (veh)						0.3								0.0		
Control Delay (s/veh)						13.7								8.5	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					13.7								0.3			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Silktree
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	9/22/2022	East/West Street	Silktree Ln
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	A.M. Peak Hour Background	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		5			338	7		6	320	
Percent Heavy Vehicles (%)						25		2						17		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.65		6.22						4.27		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.73		3.32						2.35		

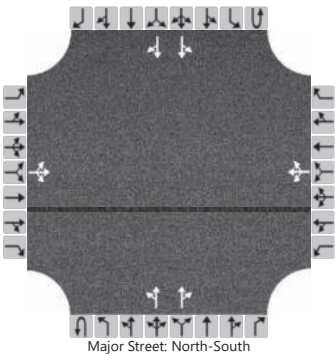
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						10								6		
Capacity, c (veh/h)						485								1110		
v/c Ratio						0.02								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						12.6								8.3	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					12.6								0.2			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	RJC at Guava Ln
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	9/23/2022	East/West Street	Guava Ln
Analysis Year	2024	North/South Street	Robert J Conlan Blvd
Time Analyzed	A.M. Peak Hour Background	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		5	1	1		4	1	8		2	542	1		3	494	6
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				33		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.54	6.94		7.54	6.54	6.94		4.14				4.76		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.53		

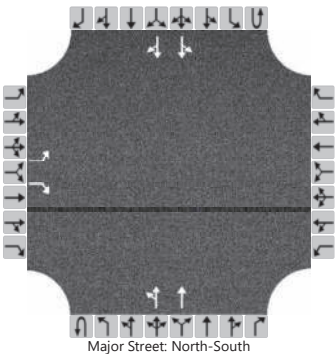
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			7				14			2				3		
Capacity, c (veh/h)			396				515			1037				811		
v/c Ratio			0.02				0.03			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			14.3				12.2			8.5	0.0			9.5	0.0	
Level of Service (LOS)			B				B			A	A			A	A	
Approach Delay (s/veh)	14.3				12.2				0.1				0.1			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	RJC at Ersoff Blvd
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	9/23/2022	East/West Street	Ersoff Blvd
Analysis Year	2024	North/South Street	Robert J Conlan Blvd
Time Analyzed	A.M. Peak Hour Background	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration		L		R						LT	T			LT		TR
Volume (veh/h)		14		5						1	483			0	502	7
Percent Heavy Vehicles (%)		2		2						2				2		
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1				4.1		
Critical Headway (sec)		7.54		6.94						4.14				4.14		
Base Follow-Up Headway (sec)		3.5		3.3						2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32						2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15		5						1				0		
Capacity, c (veh/h)		380		721						1013				1038		
v/c Ratio		0.04		0.01						0.00				0.00		
95% Queue Length, Q ₉₅ (veh)		0.1		0.0						0.0				0.0		
Control Delay (s/veh)		14.9		10.0						8.6	0.0			8.5	0.0	
Level of Service (LOS)		B		B						A	A			A	A	
Approach Delay (s/veh)	13.6								0.0				0.0			
Approach LOS	B								A				A			

HCS Two-Way Stop-Control Report

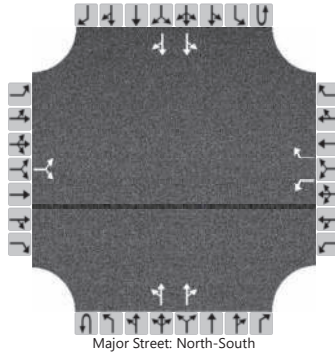
General Information

Analyst	BNH
Agency/Co.	LTG, Inc.
Date Performed	9/23/2022
Analysis Year	2024
Time Analyzed	A.M. Peak Hour Background
Intersection Orientation	North-South
Project Description	Lipscomb Street Townhomes

Site Information

Intersection	RJC at Lemon Tree St
Jurisdiction	Palm Bay
East/West Street	Lemon Tree St
North/South Street	Robert J Conlan Blvd
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	0	1	0	0	2	0	0	0	2	0
Configuration			LR			L		R		LT		TR		LT		TR
Volume (veh/h)		0		4		0		1		2	484	2		3	519	1
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized					No											
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.54		6.94		7.54		6.94		4.14				4.14		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

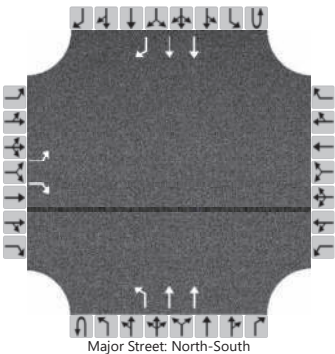
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			4			0		1		2				3		
Capacity, c (veh/h)			708			371		728		992				1025		
v/c Ratio			0.01			0.00		0.00		0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.0			0.0		0.0		0.0				0.0		
Control Delay (s/veh)			10.1			14.7		10.0		8.6	0.0			8.5	0.0	
Level of Service (LOS)			B			B		A		A	A			A	A	
Approach Delay (s/veh)	10.1				10.0				0.1				0.1			
Approach LOS	B				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	RJ Conlan Blvd at Commerce Park Dr
Agency/Co.	LTG	Jurisdiction	Brevard County
Date Performed	9/23/2022	East/West Street	Commerce Park Drive
Analysis Year	2024	North/South Street	RJ Conlan Boulevard
Time Analyzed	AM Background	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		124		124					0	92	452				526	97
Percent Heavy Vehicles (%)		2		2					2	2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.84		6.94						4.14						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

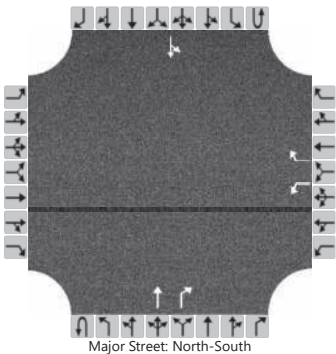
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		132		132						98						
Capacity, c (veh/h)		413		717						922						
v/c Ratio		0.32		0.18						0.11						
95% Queue Length, Q ₉₅ (veh)		1.4		0.7						0.4						
Control Delay (s/veh)		17.8		11.1						9.4	0.6					
Level of Service (LOS)		C		B						A	A					
Approach Delay (s/veh)	14.5								2.1							
Approach LOS	B								A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb Street at Commerce Park Dr
Agency/Co.	LTG, Inc.	Jurisdiction	Brevard County
Date Performed	9/22/2022	East/West Street	Lipscomb Street
Analysis Year	2024	North/South Street	
Time Analyzed	A.M. Peak Background	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	0	1	0
Configuration						L		R			T	R		LT		
Volume (veh/h)						108		68			383	126		93	302	
Percent Heavy Vehicles (%)						3		2						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.22						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.32						2.23		

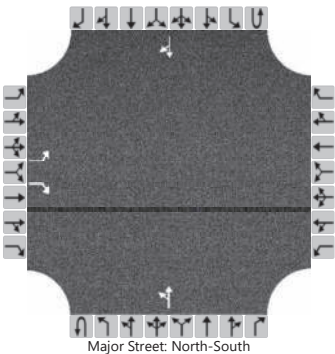
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						121		76						104		
Capacity, c (veh/h)						241		625						996		
v/c Ratio						0.50		0.12						0.10		
95% Queue Length, Q ₉₅ (veh)						2.6		0.4						0.4		
Control Delay (s/veh)						34.3		11.6						9.0	1.2	
Level of Service (LOS)						D		B						A	A	
Approach Delay (s/veh)					25.5								3.0			
Approach LOS					D								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Pirate Ln
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	09/26/2022	East/West Street	Pirate Ln
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	P.M. Peak Hour Background	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	(5657.02) Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R						LT						TR
Volume (veh/h)		106		94						93	373				250	333
Percent Heavy Vehicles (%)		2		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.33						2.23						

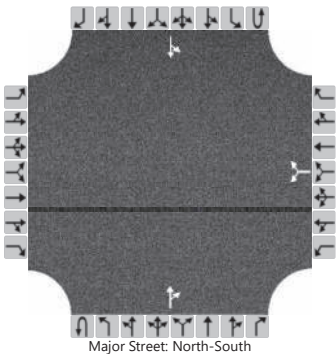
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		113		100						99						
Capacity, c (veh/h)		222		613						955						
v/c Ratio		0.51		0.16						0.10						
95% Queue Length, Q ₉₅ (veh)		2.6		0.6						0.3						
Control Delay (s/veh)		36.9		12.0						9.2	1.2					
Level of Service (LOS)		E		B						A	A					
Approach Delay (s/veh)	25.2								2.8							
Approach LOS	D								A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Huckleberr
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	09/26/2022	East/West Street	Huckleberry Lane
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	P.M. Peak Hour Background	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						7		9			451	18		8	346	
Percent Heavy Vehicles (%)						14		2						25		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.54		6.22						4.35		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.63		3.32						2.43		

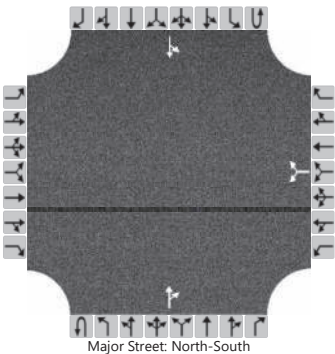
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17								9		
Capacity, c (veh/h)						413								957		
v/c Ratio						0.04								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						14.1								8.8	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					14.1								0.3			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Ersoff
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	09/26/2022	East/West Street	Ersoff Blvd
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	P.M. Peak Hour Background	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						7		17			422	41		7	340	
Percent Heavy Vehicles (%)						2		6						14		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.26						4.24		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.35						2.33		

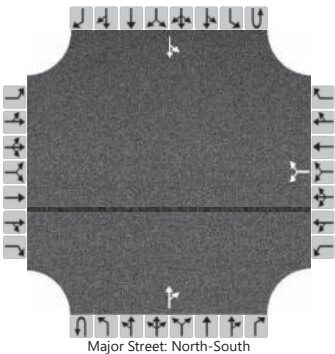
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						26								8		
Capacity, c (veh/h)						468								1002		
v/c Ratio						0.06								0.01		
95% Queue Length, Q ₉₅ (veh)						0.2								0.0		
Control Delay (s/veh)						13.1								8.6	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					13.1								0.3			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Silktree
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	9/26/2022	East/West Street	Silktree Ln
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	P.M. Peak Hour Background	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						3		6			399	12		5	349	
Percent Heavy Vehicles (%)						2		17						20		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.37						4.30		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.45						2.38		

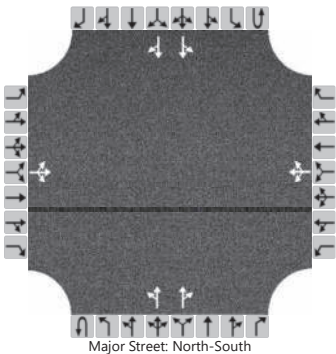
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						9								5		
Capacity, c (veh/h)						483								1037		
v/c Ratio						0.02								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						12.6								8.5	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					12.6								0.2			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	RJC at Guava Ln
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	09/26/2022	East/West Street	Guava Ln
Analysis Year	2024	North/South Street	Robert J Conlan Blvd
Time Analyzed	P.M. Peak Hour Background	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		4	1	3		1	1	2		5	493	4		1	532	25
Percent Heavy Vehicles (%)		25	2	33		2	2	50		20				100		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		8.00	6.54	7.56		7.54	6.54	7.90		4.50				6.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.75	4.02	3.63		3.52	4.02	3.80		2.40				3.20		

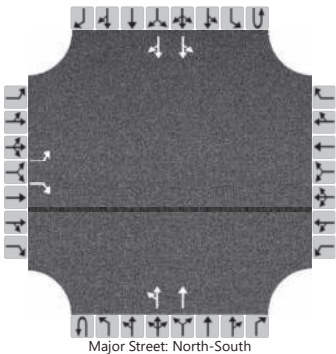
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				4			5				1		
Capacity, c (veh/h)			383				433			855				567		
v/c Ratio			0.02				0.01			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			14.6				13.4			9.2	0.1			11.4	0.0	
Level of Service (LOS)			B				B			A	A			B	A	
Approach Delay (s/veh)	14.6				13.4				0.2				0.0			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	RJC at Ersoff Blvd
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	09/26/2022	East/West Street	Ersoff Blvd
Analysis Year	2024	North/South Street	Robert J Conlan Blvd
Time Analyzed	P.M. Peak Hour Background	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration		L		R						LT	T			LT		TR
Volume (veh/h)		9		4						4	496			0	545	2
Percent Heavy Vehicles (%)		2		2						2				2		
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1				4.1		
Critical Headway (sec)		7.54		6.94						4.14				4.14		
Base Follow-Up Headway (sec)		3.5		3.3						2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32						2.22				2.22		

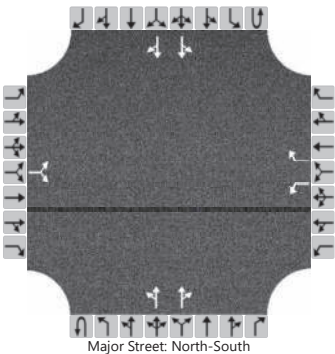
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10		4						4				0		
Capacity, c (veh/h)		356		699						978				1025		
v/c Ratio		0.03		0.01						0.00				0.00		
95% Queue Length, Q ₉₅ (veh)		0.1		0.0						0.0				0.0		
Control Delay (s/veh)		15.4		10.2						8.7	0.0			8.5	0.0	
Level of Service (LOS)		C		B						A	A			A	A	
Approach Delay (s/veh)	13.8								0.1				0.0			
Approach LOS	B								A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	RJC at Lemon Tree St
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	09/26/2022	East/West Street	Lemon Tree St
Analysis Year	2024	North/South Street	Robert J Conlan Blvd
Time Analyzed	P.M. Peak Hour Background	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	0	1	0	0	2	0	0	0	2	0
Configuration			LR			L		R		LT		TR		LT		TR
Volume (veh/h)		4		6		3		3		3	530	4		3	530	3
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized					No											
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.54		6.94		7.54		6.94		4.14				4.14		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

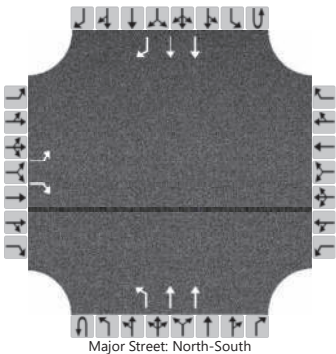
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11			3		3		3				3		
Capacity, c (veh/h)			509			356		710		996				995		
v/c Ratio			0.02			0.01		0.00		0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1			0.0		0.0		0.0				0.0		
Control Delay (s/veh)			12.2			15.2		10.1		8.6	0.0			8.6	0.0	
Level of Service (LOS)			B			C		B		A	A			A	A	
Approach Delay (s/veh)	12.2				12.6				0.1				0.1			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	RJ Conlan Blvd at Commerce Park Dr
Agency/Co.	LTG	Jurisdiction	Brevard County
Date Performed	09/26/2022	East/West Street	Commerce Park Drive
Analysis Year	2024	North/South Street	RJ Conlan Boulevard
Time Analyzed	PM Background	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		154		97					0	144	525				540	125
Percent Heavy Vehicles (%)		2		2					2	2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.84		6.94						4.14						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

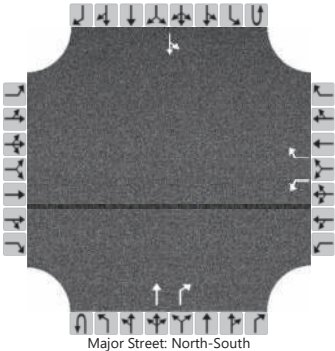
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		169		107						158						
Capacity, c (veh/h)		334		700						869						
v/c Ratio		0.51		0.15						0.18						
95% Queue Length, Q ₉₅ (veh)		2.7		0.5						0.7						
Control Delay (s/veh)		26.4		11.1						10.1	1.0					
Level of Service (LOS)		D		B						B	A					
Approach Delay (s/veh)	20.5								3.0							
Approach LOS	C								A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb Street at Commerce Park Dr
Agency/Co.	LTG, Inc.	Jurisdiction	Brevard County
Date Performed	9/26/2022	East/West Street	Lipscomb Street
Analysis Year	2024	North/South Street	
Time Analyzed	P.M. Peak Background	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	0	1	0
Configuration						L		R			T	R		LT		
Volume (veh/h)						195		102			341	82		68	322	
Percent Heavy Vehicles (%)						3		3						4		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.14		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.24		

Delay, Queue Length, and Level of Service

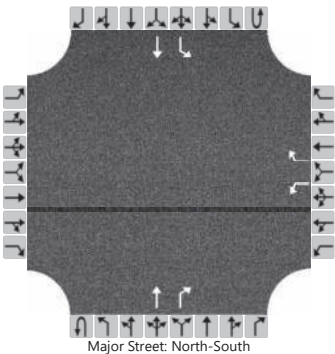
Flow Rate, v (veh/h)						217		113						76		
Capacity, c (veh/h)						286		666						1081		
v/c Ratio						0.76		0.17						0.07		
95% Queue Length, Q ₉₅ (veh)						5.7		0.6						0.2		
Control Delay (s/veh)						48.4		11.5						8.6	0.7	
Level of Service (LOS)						E		B						A	A	
Approach Delay (s/veh)					35.7								2.1			
Approach LOS					E								A			

APPENDIX J
UNSIGNALIZED INTERSECTIONS
HCS SUMMARY WORKSHEETS
BACKGROUND CONDITIONS
IMPROVED

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb Street at Commerce Park Dr
Agency/Co.	LTG, Inc.	Jurisdiction	Brevard County
Date Performed	9/26/2022	East/West Street	Lipscomb Street
Analysis Year	2024	North/South Street	
Time Analyzed	P.M. Background Improv.	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						195		102			341	82		68	322	
Percent Heavy Vehicles (%)						3		3						4		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No				No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.14		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.24		

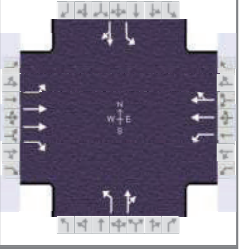
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						217		113						76		
Capacity, c (veh/h)						412		666						1081		
v/c Ratio						0.53		0.17						0.07		
95% Queue Length, Q ₉₅ (veh)						3.0		0.6						0.2		
Control Delay (s/veh)						23.0		11.5						8.6		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)					19.1								1.5			
Approach LOS					C								A			

APPENDIX K
SIGNALIZED INTERSECTIONS
HCS SUMMARY WORKSHEETS
BACKGROUND CONDITIONS















HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Sep 22, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	AM Background	PHF	0.95
Urban Street	Lipscomb Street	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	University Blvd at Lipsco...	File Name	1. Lipscomb Street at University Blvd- AM Peak-H...		
Project Description	5657.02 Lipscomb St Townhomes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	41	90	114	80	164	76	71	88	82	66	57	80

Signal Information												
Cycle, s	58.5	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.5	1.2	20.0	3.4	0.4	8.5		
				Yellow	3.7	0.0	3.7	3.4	0.0	3.7		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	0.0	2.0	2.0	0.0	2.0		

													
1	2	3	4	5	6	7	8	9	10	11	12	13	14

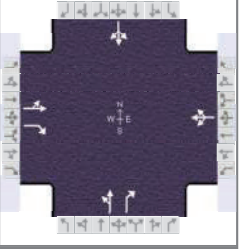
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	8.2	25.7	9.4	26.9	9.2	14.6	8.8	14.2
Change Period, ($Y+R_c$), s	5.7	5.7	5.7	5.7	5.7	5.7	5.4	5.7
Max Allow Headway (MAH), s	4.1	7.2	4.1	7.2	4.1	4.2	4.1	4.2
Queue Clearance Time (g_s), s	2.9	5.2	3.7	5.0	4.0	7.8	3.9	6.7
Green Extension Time (g_e), s	0.1	5.9	0.1	5.9	0.1	1.2	0.1	1.2
Phase Call Probability	0.50	1.00	0.75	1.00	0.70	1.00	0.68	1.00
Max Out Probability	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	43	95	120	84	130	123	75	179		69	144	
Adjusted Saturation Flow Rate (s), veh/h/ln	1697	1738	1572	1781	1826	1635	1781	1721		1781	1692	
Queue Service Time (g_s), s	0.9	1.1	3.2	1.7	2.9	3.0	2.0	5.8		1.9	4.7	
Cycle Queue Clearance Time (g_c), s	0.9	1.1	3.2	1.7	2.9	3.0	2.0	5.8		1.9	4.7	
Green Ratio (g/C)	0.38	0.34	0.34	0.41	0.36	0.36	0.21	0.15		0.20	0.15	
Capacity (c), veh/h	493	1187	537	657	661	592	312	263		251	246	
Volume-to-Capacity Ratio (X)	0.088	0.080	0.223	0.128	0.196	0.208	0.239	0.682		0.277	0.587	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.6	0.7	2.0	1.1	2.0	1.9	1.4	4.2		1.4	3.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.10	0.00	0.00	0.11	0.00	0.00	0.52	0.00		0.30	0.00	
Uniform Delay (d_1), s/veh	11.5	13.0	13.7	10.9	12.8	12.9	19.5	23.5		19.8	23.4	
Incremental Delay (d_2), s/veh	0.1	0.1	0.8	0.1	0.5	0.6	0.4	3.1		0.6	2.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	11.6	13.2	14.5	11.0	13.3	13.5	19.9	26.6		20.4	25.6	
Level of Service (LOS)	B	B	B	B	B	B	B	C		C	C	
Approach Delay, s/veh / LOS	13.5	B		12.8	B		24.6	C		23.9	C	
Intersection Delay, s/veh / LOS	18.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	2.28	B	2.43	B
Bicycle LOS Score / LOS	0.70	A	0.77	A	0.91	A	0.84	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Sep 22, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	AM Background	PHF	0.90
Urban Street	Lipscomb Street	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Florida Avenue at Lipsc...	File Name	2. Lipscomb Street at Florida Avenue - AM Peak-...		
Project Description	5657.02 Lipscomb St Townhomes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	53	43	149	31	64	25	89	242	45	20	157	144

Signal Information											
Cycle, s	32.6	Reference Phase	2		8.0	12.6	0.0	0.0	0.0	0.0	
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4		8
Case Number		7.0		8.0		7.0		8.0
Phase Duration, s		14.0		14.0		18.6		18.6
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		5.2		5.2		5.3		5.3
Queue Clearance Time (g_s), s		4.8		4.1		7.3		7.4
Green Extension Time (g_e), s		2.2		2.3		5.3		5.3
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.01		0.01		0.03		0.03

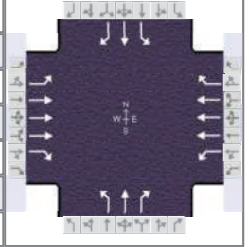
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h		107	166		133			368	50		357	
Adjusted Saturation Flow Rate (s), veh/h/ln		1450			1603			1636			1662	
Queue Service Time (g_s), s		0.0			0.0			0.0			0.0	
Cycle Queue Clearance Time (g_c), s		1.6			2.1			5.3			5.4	
Green Ratio (g/C)		0.25			0.25			0.39			0.39	
Capacity (c), veh/h		527			532			773			760	
Volume-to-Capacity Ratio (X)		0.202			0.250			0.476			0.469	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		0.8			1.1			2.3			2.2	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		9.9			10.1			7.7			7.8	
Incremental Delay (d_2), s/veh		0.3			0.3			0.6			0.6	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (d), s/veh		10.2	0.0		10.4			8.3	0.0		8.4	
Level of Service (LOS)		B	A		B			A	A		A	
Approach Delay, s/veh / LOS	4.0	A		10.4	B		7.3	A		8.4	A	
Intersection Delay, s/veh / LOS	7.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.66	B	1.64	B	1.87	B
Bicycle LOS Score / LOS	0.94	A	0.71	A	1.18	A	1.08	A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Sep 22, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	AM Background	PHF	0.95
Urban Street	Palm Bay Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Bay Rd at Lipsco...	File Name	7. Palm Bay Rd at Lipscomb St. - AM Peak-Hour...		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	173	1072	230	97	990	171	170	190	109	178	187	164

Signal Information

Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	11.6	4.5	61.2	13.0	2.7	17.2		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	0.0	4.8	4.1	0.0	4.1		
				Red	3.4	0.0	2.0	3.9	0.0	2.7		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.3	72.5	19.8	68.0	23.7	26.7	21.0	24.0
Change Period, ($Y+R_c$), s	8.1	6.9	8.2	6.9	7.7	6.8	8.0	6.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	16.0		11.7		15.9	16.4	15.0	16.4
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.1	0.9	0.0	0.8
Phase Call Probability	1.00		0.98		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.25	0.01	1.00	0.03

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	182	1128	153	102	1042	86	179	200	63	187	197	81
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1698	1585	1443	1671	1560	1781	1870	1585	1781	1870	1560
Queue Service Time (g_s), s	14.0	16.5	5.8	9.7	16.8	3.5	13.9	14.4	5.0	13.0	14.4	6.7
Cycle Queue Clearance Time (g_c), s	14.0	16.5	5.8	9.7	16.8	3.5	13.9	14.4	5.0	13.0	14.4	6.7
Green Ratio (g/C)	0.12	0.47	0.47	0.08	0.44	0.44	0.11	0.14	0.14	0.09	0.12	0.12
Capacity (c), veh/h	207	2387	743	120	2187	680	203	266	225	165	230	192
Volume-to-Capacity Ratio (X)	0.881	0.473	0.205	0.854	0.476	0.127	0.881	0.753	0.280	1.133	0.855	0.422
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	10.3	9.4	3.8	6.5	9.7	2.3	11.9	11.3	3.6	17.1	11.9	4.8
Queue Storage Ratio (RQ) (95 th percentile)	0.75	0.00	0.33	0.94	0.00	0.16	1.28	0.00	0.39	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	58.2	17.1	15.0	61.4	20.0	17.2	61.1	57.7	53.7	63.5	60.2	56.8
Incremental Delay (d_2), s/veh	4.8	0.7	0.6	6.4	0.7	0.4	20.6	2.8	0.2	110.1	9.0	0.5
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	63.0	17.7	15.7	67.9	20.8	17.6	81.7	60.4	53.9	173.6	69.2	57.3
Level of Service (LOS)	E	B	B	E	C	B	F	E	D	F	E	E
Approach Delay, s/veh / LOS	23.1	C		24.5	C		68.1	E		109.2	F	
Intersection Delay, s/veh / LOS	40.2						D					

Multimodal Results

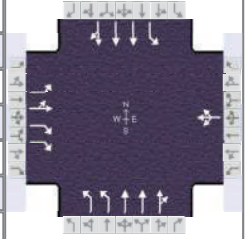
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.18	B		2.24	B		2.87	C		2.86	C	
Bicycle LOS Score / LOS	1.29	A		1.16	A		1.22	A		1.26	A	

HCS Signalized Intersection Results Summary

General Information

Agency	LTG		
Analyst	BNH	Analysis Date	Sep 23, 2022
Jurisdiction	Palm Bay	Time Period	Background AM
Urban Street	US 1	Analysis Year	2024
Intersection	US 1 at Univeristy Blvd	File Name	8. US-1 at Univers
Project Description	5657.02 Lipscomb St. Townhomes		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	120	7	78	38	36	35	94	1561	20	12	916	183

Signal Information

Cycle, s	190.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	2.4	5.2	116.6	16.2	15.3	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	0.0	4.8	3.7	3.4	0.0		
				Red	4.6	0.0	4.6	4.2	4.2	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		12.0	2.0	4.0	2.0	4.0
Phase Duration, s		24.1		22.9	17.0	131.1	11.8	126.0
Change Period, ($Y+R_c$), s		7.9		7.6	9.4	9.4	9.4	9.4
Max Allow Headway (MAH), s		4.1		4.1	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s		15.5		15.1	7.4		3.4	
Green Extension Time (g_e), s		0.7		0.3	0.3	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.99		0.49	
Max Out Probability		0.00		0.00	0.00		0.00	

Movement Group Results

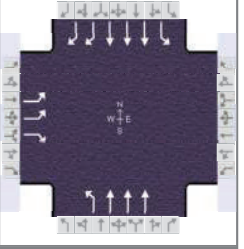
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	126	7	82		115		99	1112	552	13	793	363
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1470	1347		1643		1730	1870	1858	1697	1870	1707
Queue Service Time (g_s), s	13.5	0.9	5.5		13.1		5.4	28.9	28.9	1.4	19.8	19.9
Cycle Queue Clearance Time (g_c), s	13.5	0.9	5.5		13.1		5.4	28.9	28.9	1.4	19.8	19.9
Green Ratio (g/C)	0.09	0.09	0.09		0.08		0.04	0.64	0.64	0.01	0.61	0.61
Capacity (c), veh/h	149	125	230		133		138	2396	1190	22	2295	1047
Volume-to-Capacity Ratio (X)	0.845	0.059	0.357		0.865		0.715	0.464	0.464	0.581	0.346	0.347
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	10.8	0.6	3.5		10.1		4.5	18.2	18.3	1.4	13.4	12.7
Queue Storage Ratio (RQ) (95 th percentile)	1.47	0.00	0.48		0.00		0.22	0.00	0.00	0.25	0.00	0.00
Uniform Delay (d_1), s/veh	85.7	79.9	82.0		86.3		90.1	17.5	17.5	93.3	18.0	18.0
Incremental Delay (d_2), s/veh	12.1	0.2	0.9		15.0		6.7	0.6	1.3	22.2	0.4	0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	97.7	80.1	82.9		101.3		96.8	18.1	18.8	115.5	18.4	18.9
Level of Service (LOS)	F	F	F		F		F	B	B	F	B	B
Approach Delay, s/veh / LOS	91.5		F	101.3		F	22.7		C	19.6		B
Intersection Delay, s/veh / LOS	28.9						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.76		C	2.63		C	1.67		B	2.42		B
Bicycle LOS Score / LOS	0.84		A	0.68		A	1.46		A	1.13		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Sep 23, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	Background AM	PHF	0.94
Urban Street	US 1	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	US 1 at RJ Conlan Blvd	File Name	9. US-1 at RJ Conlan - AM Peak-Hour.xus		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	512		38				70	1207		0	613	468

Signal Information											
Cycle, s	78.9	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On	Green	4.0	38.3	16.2	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.8	4.4	0.0	0.0	0.0	
				Red	2.5	2.0	2.7	0.0	0.0	0.0	

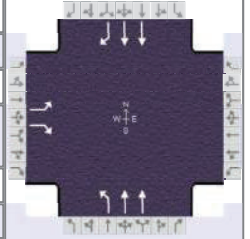
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			1	6	5	2
Case Number		9.0			1.1	4.0	1.1	3.0
Phase Duration, s		23.3			10.5	55.6	0.0	45.1
Change Period, ($Y+R_c$), s		7.1			6.5	6.8	7.9	6.8
Max Allow Headway (MAH), s		4.0			3.5	4.9	0.0	4.9
Queue Clearance Time (g_s), s		13.7			3.6	12.1		10.6
Green Extension Time (g_e), s		2.5			0.1	27.2	0.0	27.6
Phase Call Probability		1.00			0.80	1.00		1.00
Max Out Probability		0.00			0.00	0.35		0.34

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				1	6		5	2	12
Adjusted Flow Rate (v), veh/h	545		40				74	1284		0	652	498
Adjusted Saturation Flow Rate (s), veh/h/ln	1730						1697	1698		1781	1671	
Queue Service Time (g_s), s	11.7						1.6	10.1		0.0	6.1	
Cycle Queue Clearance Time (g_c), s	11.7						1.6	10.1		0.0	6.1	
Green Ratio (g/C)	0.21						0.56	0.62		0.39	0.49	
Capacity (c), veh/h	710						481	3151		293	2432	
Volume-to-Capacity Ratio (X)	0.767						0.155	0.407		0.000	0.268	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	8.2						0.9	5.0		0.0	3.5	
Queue Storage Ratio (RQ) (95 th percentile)	0.99						0.10	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	29.6						8.4	7.7		0.0	12.0	
Incremental Delay (d_2), s/veh	1.8						0.1	0.1		0.0	0.1	
Initial Queue Delay (d_3), s/veh	0.0						0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	31.3		0.0				8.5	7.8		0.0	12.1	0.0
Level of Service (LOS)	C		A				A	A			B	A
Approach Delay, s/veh / LOS	29.2		C		0.0		7.8	A		6.9		A
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.60		C	2.85		C	1.35		A	2.25		B
Bicycle LOS Score / LOS			F				1.23		A	1.12		A

HCS Signalized Intersection Results Summary

General Information					Intersection Information	
Agency	LTG, Inc.			Duration, h	0.250	
Analyst	BNH		Analysis Date	Sep 26, 2022	Area Type	Other
Jurisdiction	Brevard County		Time Period	A.M. Peak Background	PHF	0.86
Urban Street	US 1		Analysis Year	2024	Analysis Period	1> 7:00
Intersection	US 1 at Palm Bay Rd		File Name	14. US 1 at Palm Bay Rd - A.M..xus		
Project Description	5657.02 Lipscomb Street Townhomes					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	127		289				337	1255			472	205

Signal Information											
Cycle, s	66.1	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On	Green	13.4	14.8	16.9	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	4.8	4.8	0.0	0.0	0.0	
				Red	2.5	2.0	2.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		23.7			20.7	42.4		21.6
Change Period, ($Y+R_c$), s		6.8			7.3	6.8		6.8
Max Allow Headway (MAH), s		4.2			4.0	4.0		4.0
Queue Clearance Time (g_s), s		15.3			12.1	23.2		11.4
Green Extension Time (g_e), s		1.6			1.3	5.0		3.5
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		0.02			0.00	0.85		0.43

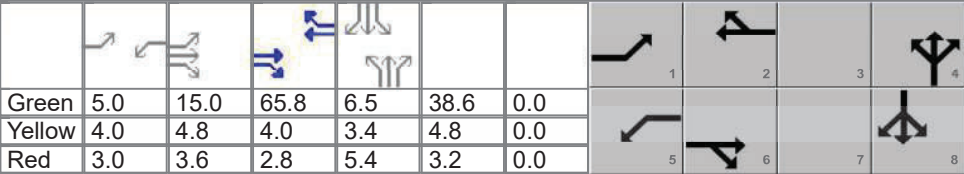














Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6		2		12
Adjusted Flow Rate (v), veh/h	148		336				392	1459		549		238
Adjusted Saturation Flow Rate (s), veh/h/ln	1781		1585				1781	1781		1781		1585
Queue Service Time (g_s), s	4.5		13.3				10.1	21.2		9.4		9.1
Cycle Queue Clearance Time (g_c), s	4.5		13.3				10.1	21.2		9.4		9.1
Green Ratio (g/C)	0.26		0.26				0.46	0.54		0.22		0.22
Capacity (c), veh/h	456		406				543	1917		800		356
Volume-to-Capacity Ratio (X)	0.324		0.828				0.722	0.761		0.686		0.669
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	3.0		8.4				6.3	10.8		6.5		5.8
Queue Storage Ratio (RQ) (95 th percentile)	0.00		0.00				0.56	0.00		0.00		0.55
Uniform Delay (d_1), s/veh	20.0		23.2				14.1	12.0		23.5		23.4
Incremental Delay (d_2), s/veh	0.4		4.4				1.8	1.8		1.1		2.2
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay (d), s/veh	20.4		27.6				15.9	13.8		24.6		25.6
Level of Service (LOS)	C		C				B	B		C		C
Approach Delay, s/veh / LOS	25.4		C	0.0			14.2	B		24.9		C
Intersection Delay, s/veh / LOS	18.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	0.68	A	1.92	B
Bicycle LOS Score / LOS		F			2.01	B	1.14	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG			Duration, h	0.250	
Analyst	BNH	Analysis Date	Sep 23, 2022	Area Type	Other	
Jurisdiction	Palm Bay	Time Period	Background AM	PHF	0.95	
Urban Street	Palm Bay Rd	Analysis Year	2024	Analysis Period	1> 7:00	
Intersection	Palm Bay Rd at RJ Conl...	File Name	13. Palm Bay Rd at RJ Conlan Blvd - AM Peak-H...			
Project Description	5657.02 Lipscomb St. Townhomes					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	478	496	109	37	950	90	17	16	22	89	84	359

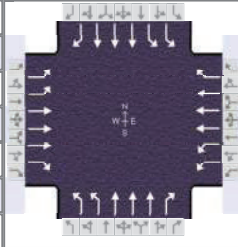
Signal Information												
Cycle, s	170.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	5.0	15.0	65.8	6.5	38.6	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.8	4.0	3.4	4.8	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.0	3.6	2.8	5.4	3.2	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		11.0
Phase Duration, s	35.4	96.0	12.0	72.6		15.3		46.6
Change Period, ($Y+R_c$), s	8.4	6.8	7.0	6.8		8.8		8.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.2		3.3
Queue Clearance Time (g_s), s	26.2		5.9			4.5		40.6
Green Extension Time (g_e), s	0.8	0.0	0.0	0.0		0.1		0.0
Phase Call Probability	1.00		0.84			0.94		1.00
Max Out Probability	0.05		0.00			0.00		1.00

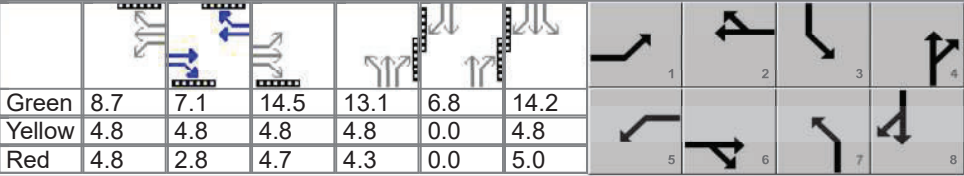
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	503	522	115	39	1000	95	18	17	23	182	0	378
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1781	1572	1682	1781		1579	1796	1522	1823	1870	
Queue Service Time (g_s), s	24.2	9.3	4.1	3.9	36.9		0.9	1.5	2.5	14.6	0.0	
Cycle Queue Clearance Time (g_c), s	24.2	9.3	4.1	3.9	36.9		0.9	1.5	2.5	14.6	0.0	
Green Ratio (g/C)	0.16	0.52	0.52	0.03	0.39		0.04	0.04	0.04	0.23	0.23	
Capacity (c), veh/h	550	1870	826	49	1379		122	69	59	414	425	
Volume-to-Capacity Ratio (X)	0.915	0.279	0.139	0.790	0.725		0.147	0.244	0.395	0.440	0.000	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	16.9	6.5	2.8	3.3	22.1		0.7	1.3	1.8	11.1	0.0	
Queue Storage Ratio (RQ) (95 th percentile)	1.06	0.00	0.23	0.32	0.00		0.09	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	65.9	13.5	12.7	81.2	34.1		79.0	79.3	79.8	56.4	0.0	
Incremental Delay (d_2), s/veh	13.4	0.4	0.4	10.0	3.4		0.2	0.7	1.6	0.3	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	79.2	13.9	13.1	91.2	37.5	0.0	79.2	80.0	81.4	56.7	0.0	0.0
Level of Service (LOS)	E	B	B	F	D	A	E	E	F	E		A
Approach Delay, s/veh / LOS	42.6		D	36.2		D	80.3		F	18.4		B
Intersection Delay, s/veh / LOS	36.2						D					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.43		B	2.30		B	2.47		B	2.63		C
Bicycle LOS Score / LOS	1.43		A	1.42		A	0.54		A	0.95		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG			Duration, h	0.250	
Analyst	BNH	Analysis Date	Sep 26, 2022	Area Type	Other	
Jurisdiction	Brevard County	Time Period	Background AM	PHF	0.95	
Urban Street	Palm Bay Road (PBR)	Analysis Year	2024	Analysis Period	1> 7:30	
Intersection	PBR at Babcock Street	File Name	15 & 16- Palm Bay Road AM.xus			
Project Description	5657.02 Lipscomb Street Townhomes					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	421	1235	424	259	929	471	330	965	414	198	662	528

Signal Information											
Cycle, s	110.0	Reference Phase	2		Green	8.7	7.1	14.5	13.1	6.8	14.2
Offset, s	88	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Yellow	4.8	4.8	4.8	4.8	0.0	4.8	
				Red	4.8	2.8	4.7	4.3	0.0	5.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.0	38.7	18.3	33.0	22.2	29.0	24.0	30.8
Change Period, ($Y+R_c$), s	9.5	9.5	9.6	7.6	9.1	7.5	9.8	9.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.0	3.0	3.1	3.1
Queue Clearance Time (g_s), s	16.0		8.5		12.8	23.5	8.1	23.0
Green Extension Time (g_e), s	0.0	0.0	0.2	0.0	0.3	0.0	2.1	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.03		0.38	1.00	0.44	1.00

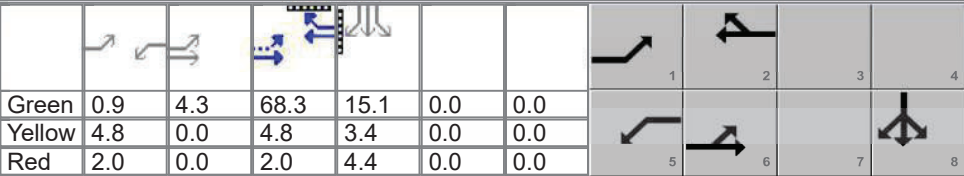






Movement Group Results	EB			WB			NB			SB						
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18				
Adjusted Flow Rate (v), veh/h	443	1300	337	209	749	340	347	1016	367	208	697	445				
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1685	1585	1730	1685	1585	1730	1698	1585				
Queue Service Time (g_s), s	14.0	27.5	21.1	6.5	14.3	22.9	10.8	21.5	21.5	6.1	14.1	21.0				
Cycle Queue Clearance Time (g_c), s	14.0	27.5	21.1	6.5	14.3	22.9	10.8	21.5	21.5	6.1	14.1	21.0				
Green Ratio (g/C)	0.13	0.27	0.27	0.08	0.23	0.23	0.12	0.20	0.20	0.13	0.19	0.19				
Capacity (c), veh/h	456	1353	421	273	1167	366	413	988	310	447	970	302				
Volume-to-Capacity Ratio (X)	0.972	0.961	0.800	0.765	0.642	0.928	0.840	1.028	1.186	0.467	0.718	1.475				
Back of Queue (Q), ft/ln (95 th percentile)																
Back of Queue (Q), veh/ln (95 th percentile)	12.2	17.6	13.6	4.9	9.3	16.3	8.6	17.8	21.3	4.6	9.9	36.8				
Queue Storage Ratio (RQ) (95 th percentile)	0.53	0.00	0.49	0.23	0.00	0.30	0.52	0.00	1.32	0.33	0.00	1.32				
Uniform Delay (d_1), s/veh	45.1	35.0	32.9	48.6	35.2	38.1	47.4	44.3	14.1	44.4	41.8	14.6				
Incremental Delay (d_2), s/veh	34.6	16.7	14.7	1.5	2.5	29.8	7.5	36.1	111.4	0.3	2.2	230.8				
Initial Queue Delay (d_3), 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				
Control Delay (d), s/veh	79.7	51.7	47.6	50.1	37.7	67.9	54.9	80.3	125.6	44.7	44.0	245.4				
Level of Service (LOS)	E	D	D	D	D	E	D	F	F	D	D	F				
Approach Delay, s/veh / LOS	57.0		E		47.6		D		84.8		F		110.5		F	
Intersection Delay, s/veh / LOS	73.8						E									

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.93	C	3.00	C	2.93	C	3.00	C
Bicycle LOS Score / LOS	1.63	B	1.42	A	1.44	A	1.23	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG			Duration, h	0.250	
Analyst	BNH	Analysis Date	Sep 26, 2022	Area Type	Other	
Jurisdiction	Brevard County	Time Period	Background AM	PHF	0.95	
Urban Street	Palm Bay Road (PBR)	Analysis Year	2024	Analysis Period	1> 7:30	
Intersection	PBR at Pinewood Drive	File Name	15 & 16- Palm Bay Road AM.xus			
Project Description	5657.02 Lipscomb Street Townhomes					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	116	1716		6	1179	27				86	0	104

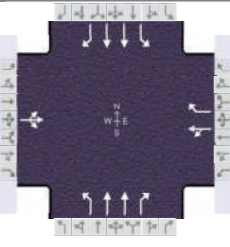
Signal Information														
Cycle, s	110.0	Reference Phase	6											
Offset, s	57	Reference Point	End	Green	0.9	4.3	68.3	15.1	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.8	0.0	4.8	3.4	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	Off	Red	2.0	0.0	2.0	4.4	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2				8
Case Number	1.1	4.0	2.0	3.0				12.0
Phase Duration, s	11.9	79.4	7.7	75.1				22.9
Change Period, ($Y+R_c$), s	7.0	6.8	6.8	6.8				7.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0				3.4
Queue Clearance Time (g_s), s	4.9		2.4					14.9
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0				0.2
Phase Call Probability	0.97		0.18					1.00
Max Out Probability	0.00		0.00					0.03



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6		5	2	12				3	8	18
Adjusted Flow Rate (v), veh/h	119	1762		6	1241	28				200		
Adjusted Saturation Flow Rate (s), veh/h/ln	1570	1698		1570	1698	1560				1668		
Queue Service Time (g_s), s	2.9	11.6		0.4	6.8	0.4				12.9		
Cycle Queue Clearance Time (g_c), s	2.9	11.6		0.4	6.8	0.4				12.9		
Green Ratio (g/C)	0.67	0.66		0.01	0.62	0.62				0.14		
Capacity (c), veh/h	357	3362		13	3165	969				230		
Volume-to-Capacity Ratio (X)	0.334	0.524		0.504	0.392	0.029				0.871		
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	1.6	3.7		0.4	3.2	0.2				10.2		
Queue Storage Ratio (RQ) (95 th percentile)	0.18	0.00		0.04	0.00	0.02				0.00		
Uniform Delay (d_1), s/veh	7.3	4.3		54.2	4.2	3.6				46.5		
Incremental Delay (d_2), s/veh	0.0	0.1		11.2	0.4	0.1				11.3		
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0				0.0		
Control Delay (d), s/veh	7.3	4.4		65.4	4.5	3.7				57.7		
Level of Service (LOS)	A	A		E	A	A				E		
Approach Delay, s/veh / LOS	4.6		A	4.8		A	0.0			57.7		E
Intersection Delay, s/veh / LOS	7.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.35	A	1.66	B	2.74	C	2.61	C
Bicycle LOS Score / LOS	1.55	B	1.19	A			0.82	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG			Duration, h	0.250	
Analyst	BNH	Analysis Date	Sep 23, 2022	Area Type	Other	
Jurisdiction	Brevard County	Time Period	AM Background	PHF	0.89	
Urban Street	RJ Conlan Blvd	Analysis Year	2024	Analysis Period	1> 7:00	
Intersection	RJ Conlan Blvd at North...	File Name	18. RJ Conlan Blvd at Northview St - AM.xus			
Project Description	5657.02 Lipscomb Street Townhomes					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	21	1	24	26	5	37	33	540	10	10	533	26

Signal Information											
Cycle, s	43.0	Reference Phase	2	Green	2.2	2.4	2.1	2.8	3.6	0.0	
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	4.0	4.0	4.0	0.0	
Uncoordinated	Yes	Simult. Gap E/W	On	Red	2.0	2.0	2.0	2.0	2.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On								

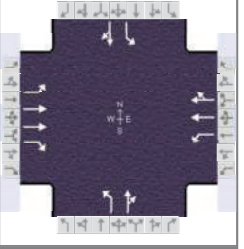
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		12.0		11.0	1.2	3.0	1.3	3.0
Phase Duration, s		8.8		9.6	8.2	16.5	8.1	16.4
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s		3.8		3.9	3.5	3.4	3.4	3.4
Queue Clearance Time (g_s), s		3.3		3.1	2.7	8.7	2.0	8.6
Green Extension Time (g_e), s		0.1		0.1	0.1	1.8	2.0	1.8
Phase Call Probability		0.46		0.60	0.36	1.00	0.13	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		52			35	42	37	607	11	11	599	29
Adjusted Saturation Flow Rate (s), veh/h/ln		1675			1795	1585	1668	1781	1585	1781	1781	
Queue Service Time (g_s), s		1.3			0.8	1.1	0.7	6.7	0.2	0.0	6.6	
Cycle Queue Clearance Time (g_c), s		1.3			0.8	1.1	0.7	6.7	0.2	0.0	6.6	
Green Ratio (g/C)		0.06			0.08	0.08	0.29	0.24	0.24	0.29	0.24	
Capacity (c), veh/h		108			151	133	321	872	388	328	867	
Volume-to-Capacity Ratio (X)		0.477			0.231	0.313	0.115	0.696	0.029	0.034	0.691	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		0.9			0.6	0.7	0.3	3.7	0.1	0.1	3.7	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00	0.00	0.04	0.00	0.02	0.01	0.00	
Uniform Delay (d_1), s/veh		19.4			18.4	18.5	11.5	14.8	12.4	16.2	14.8	
Incremental Delay (d_2), s/veh		2.4			0.6	1.0	0.1	0.8	0.0	0.0	0.7	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		21.8			19.0	19.5	11.6	15.5	12.4	16.2	15.5	0.0
Level of Service (LOS)		C			B	B	B	B	B	B	B	A
Approach Delay, s/veh / LOS	21.8	C		19.3	B		15.3	B		14.8	B	
Intersection Delay, s/veh / LOS	15.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.43	B	1.92	B	1.67	B
Bicycle LOS Score / LOS	0.57	A	0.61	A	1.03	A	1.02	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Sep 26, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	PM Background	PHF	0.95
Urban Street	Lipscomb Street	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	University Blvd at Lipsco...	File Name	1. Lipscomb Street at University Blvd- PM Peak-...		
Project Description	5657.02 Lipscomb St Townhomes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	69	182	125	105	163	19	80	96	86	34	104	48

Signal Information											
Cycle, s	59.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.2	25.7	9.9	26.4	9.4	15.8	7.6	14.0
Change Period, ($Y+R_c$), s	5.7	5.7	5.7	5.7	5.7	5.7	5.4	5.7
Max Allow Headway (MAH), s	4.1	7.1	4.1	7.1	4.1	4.2	4.1	4.2
Queue Clearance Time (g_s), s	3.5	5.5	4.3	4.2	4.3	8.1	3.0	7.0
Green Extension Time (g_e), s	0.2	6.6	0.2	6.6	0.1	1.3	0.0	1.3
Phase Call Probability	0.70	1.00	0.84	1.00	0.75	1.00	0.44	1.00
Max Out Probability	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00

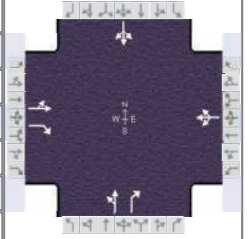
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	73	192	132	111	96	95	84	192		36	160	
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1766	1585	1781	1856	1788	1781	1724		1725	1770	
Queue Service Time (g_s), s	1.5	2.2	3.5	2.3	2.1	2.2	2.3	6.1		1.0	5.0	
Cycle Queue Clearance Time (g_c), s	1.5	2.2	3.5	2.3	2.1	2.2	2.3	6.1		1.0	5.0	
Green Ratio (g/C)	0.40	0.34	0.34	0.41	0.35	0.35	0.20	0.17		0.18	0.14	
Capacity (c), veh/h	558	1197	537	607	651	627	303	296		227	249	
Volume-to-Capacity Ratio (X)	0.130	0.160	0.245	0.182	0.148	0.152	0.278	0.648		0.158	0.643	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.9	1.5	2.2	1.4	1.5	1.5	1.6	4.4		0.7	3.8	
Queue Storage Ratio (RQ) (95 th percentile)	0.15	0.00	0.00	0.14	0.00	0.00	0.60	0.00		0.16	0.00	
Uniform Delay (d_1), s/veh	11.3	13.6	14.1	11.0	13.1	13.1	19.9	22.8		20.7	24.0	
Incremental Delay (d_2), s/veh	0.1	0.2	0.9	0.1	0.4	0.4	0.5	2.4		0.3	2.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	11.4	13.9	14.9	11.2	13.5	13.6	20.3	25.2		21.0	26.7	
Level of Service (LOS)	B	B	B	B	B	B	C	C		C	C	
Approach Delay, s/veh / LOS	13.8	B		12.7	B		23.7	C		25.7	C	
Intersection Delay, s/veh / LOS	17.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	2.28	B	2.43	B
Bicycle LOS Score / LOS	0.81	A	0.74	A	0.94	A	0.81	A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Sep 26, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	PM Background	PHF	0.95
Urban Street	Lipscomb Street	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Florida Avenue at Lipsc...	File Name	2. Lipscomb Street at Florida Avenue - PM Peak-...		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	67	81	93	95	81	47	117	240	81	54	349	80

Signal Information

Cycle, s	39.4	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On	Green	10.0	17.4	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
				Red	2.0	2.0	0.0	0.0	0.0	0.0	

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4		8
Case Number		7.0		8.0		7.0		8.0
Phase Duration, s		16.0		16.0		23.4		23.4
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		5.2		5.2		5.3		5.3
Queue Clearance Time (g_s), s		5.0		7.3		8.3		10.7
Green Extension Time (g_e), s		2.8		2.7		6.9		6.8
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.02		0.04		0.08		0.11

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h		156	98		235			376	85		508	
Adjusted Saturation Flow Rate (s), veh/h/ln		1532			1492			1513			1745	
Queue Service Time (g_s), s		0.0			2.4			0.0			1.5	
Cycle Queue Clearance Time (g_c), s		3.0			5.3			6.3			8.7	
Green Ratio (g/C)		0.25			0.25			0.44			0.44	
Capacity (c), veh/h		520			508			791			874	
Volume-to-Capacity Ratio (X)		0.299			0.462			0.475			0.582	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		1.7			2.7			2.6			4.2	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		12.1			12.9			7.7			8.5	
Incremental Delay (d_2), s/veh		0.5			0.9			0.6			0.9	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (d), s/veh		12.5	0.0		13.8			8.4	0.0		9.4	
Level of Service (LOS)		B	A		B			A	A		A	
Approach Delay, s/veh / LOS	7.7	A		13.8	B		6.8	A		9.4	A	
Intersection Delay, s/veh / LOS	9.0						A					

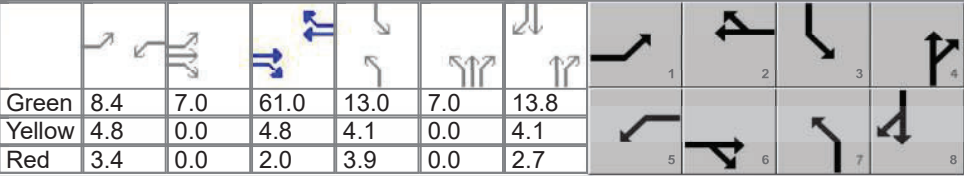
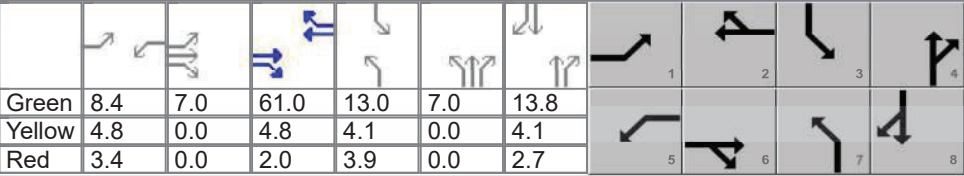
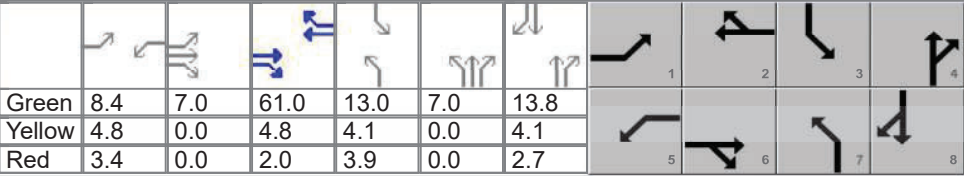
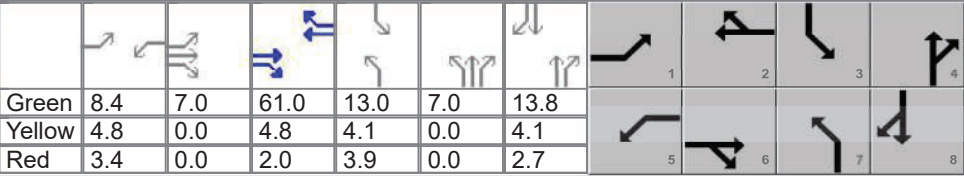
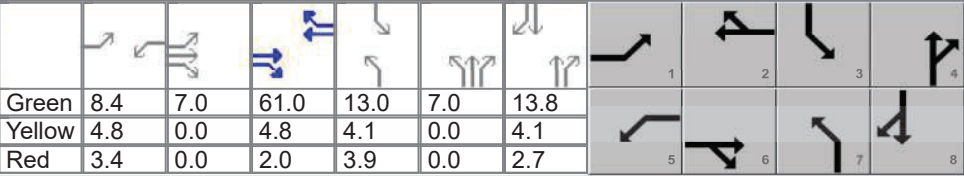
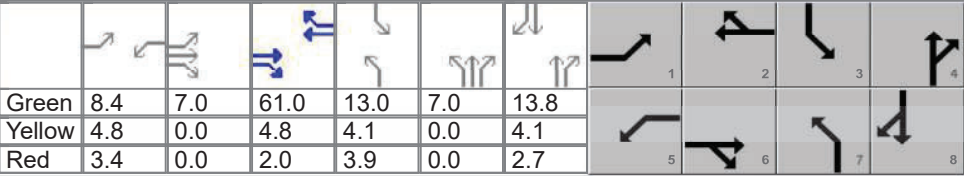
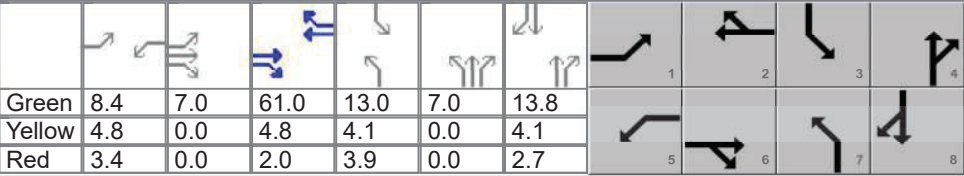
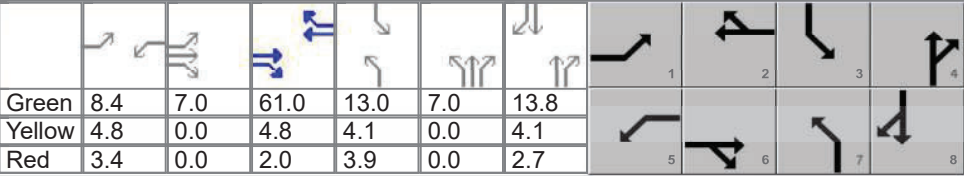
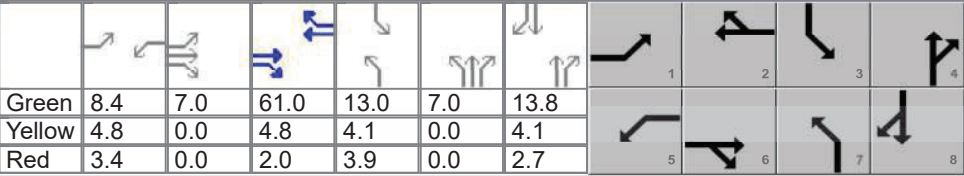
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.89	B		1.67	B		1.64	B		1.87	B	
Bicycle LOS Score / LOS	0.91	A		0.87	A		1.25	A		1.33	A	

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG			Duration, h	0.250	
Analyst	BNH	Analysis Date	Sep 26, 2022	Area Type	Other	
Jurisdiction	Palm Bay	Time Period	PM Background	PHF	0.95	
Urban Street	Palm Bay Road	Analysis Year	2024	Analysis Period	1> 7:00	
Intersection	Palm Bay Rd at Lipsco...	File Name	7. Palm Bay Road at Lipscomb St. - PM Peak-H...			
Project Description	5657.02 Lipscomb St. Townhomes					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	164	1015	132	79	929	99	575	197	92	155	143	200

Signal Information											
Cycle, s	140.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Green	8.4	7.0	61.0	13.0	7.0	13.8	
				Yellow	4.8	0.0	4.8	4.1	0.0	4.1	
				Red	3.4	0.0	2.0	3.9	0.0	2.7	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	23.6	74.8	16.6	67.8	28.0	27.6	21.0	20.6
Change Period, ($Y+R_c$), s	8.1	6.9	8.2	6.9	7.7	6.8	8.0	6.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	15.3		8.7		22.3	17.1	14.8	13.0
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.0	0.9	0.0	0.8
Phase Call Probability	1.00		0.96		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		1.00	0.01	1.00	0.06

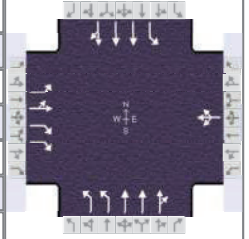
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	173	1068	0	83	978	22	605	207	55	163	151	124
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1698	1585	1711	1671	1547	1781	1841	1535	1781	1870	1572
Queue Service Time (g_s), s	13.3	14.4	0.0	6.7	15.5	0.9	20.3	15.1	4.4	12.8	11.0	10.8
Cycle Queue Clearance Time (g_c), s	13.3	14.4	0.0	6.7	15.5	0.9	20.3	15.1	4.4	12.8	11.0	10.8
Green Ratio (g/C)	0.11	0.48	0.48	0.06	0.44	0.44	0.15	0.15	0.15	0.09	0.10	0.10
Capacity (c), veh/h	197	2470	768	103	2181	673	258	274	228	165	184	155
Volume-to-Capacity Ratio (X)	0.876	0.433	0.000	0.808	0.448	0.033	2.343	0.758	0.240	0.986	0.816	0.801
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	9.9	8.4	0.0	5.4	9.1	0.6	83.1	11.7	3.1	13.7	9.4	8.0
Queue Storage Ratio (RQ) (95 th percentile)	0.72	0.00	0.00	0.67	0.00	0.04	8.98	0.00	0.34	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	58.7	15.3	0.0	63.6	19.9	16.8	59.9	57.2	52.6	63.4	61.9	61.8
Incremental Delay (d_2), s/veh	4.8	0.6	0.0	5.5	0.7	0.1	616.4	3.8	0.2	65.6	5.6	5.3
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	63.5	15.9	0.0	69.1	20.5	16.9	676.3	61.0	52.8	129.0	67.5	67.1
Level of Service (LOS)	E	B		E	C	B	F	E	D	F	E	E
Approach Delay, s/veh / LOS	22.5	C		24.2	C		489.8	F		90.3	F	
Intersection Delay, s/veh / LOS	142.9						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.23	B	2.85	C	2.93	C
Bicycle LOS Score / LOS	1.17	A	1.08	A	1.92	B	1.21	A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Sep 26, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	Background PM	PHF	0.93
Urban Street	US 1	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	US 1 at Univeristy Blvd	File Name	8. US-1 at University Blvd - PM Conditions.xus		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	170	23	78	23	21	4	70	1363	31	34	1689	150

Signal Information

Cycle, s	190.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	5.2	0.9	120.6	21.8	7.1	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.8	0.0	4.8	3.7	3.4	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	4.6	0.0	4.6	4.2	4.2	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		12.0	2.0	4.0	2.0	4.0
Phase Duration, s		29.7		14.7	15.6	131.0	14.6	130.0
Change Period, ($Y+R_c$), s		7.9		7.6	9.4	9.4	9.4	9.4
Max Allow Headway (MAH), s		4.1		4.0	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s		21.4		7.5	6.2		6.1	
Green Extension Time (g_e), s		0.4		0.0	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		0.93	0.98		0.85	
Max Out Probability		1.00		0.02	0.00		0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	183	25	84		52		75	1003	496	37	1335	642
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1693	1392		1757		1689	1870	1848	1682	1870	1789
Queue Service Time (g_s), s	19.4	2.5	5.2		5.5		4.2	25.1	25.1	4.1	38.5	38.8
Cycle Queue Clearance Time (g_c), s	19.4	2.5	5.2		5.5		4.2	25.1	25.1	4.1	38.5	38.8
Green Ratio (g/C)	0.11	0.11	0.11		0.04		0.03	0.64	0.64	0.03	0.63	0.63
Capacity (c), veh/h	202	194	319		66		110	2394	1183	46	2375	1136
Volume-to-Capacity Ratio (X)	0.903	0.128	0.263		0.788		0.683	0.419	0.419	0.787	0.562	0.565
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	15.9	2.0	3.4		5.1		3.5	16.2	16.2	3.8	23.3	23.0
Queue Storage Ratio (RQ) (95 th percentile)	2.14	0.00	0.46		0.00		0.18	0.00	0.00	0.70	0.00	0.00
Uniform Delay (d_1), s/veh	83.1	75.6	76.8		90.7		90.9	16.8	16.8	91.8	19.7	19.7
Incremental Delay (d_2), s/veh	31.6	0.3	0.4		18.5		7.3	0.5	1.1	24.6	1.0	2.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	114.7	75.9	77.2		109.2		98.2	17.4	17.9	116.4	20.6	21.8
Level of Service (LOS)	F	E	E		F		F	B	B	F	C	C
Approach Delay, s/veh / LOS	100.6		F	109.2		F	21.4		C	22.7		C
Intersection Delay, s/veh / LOS	29.1						C					

Multimodal Results

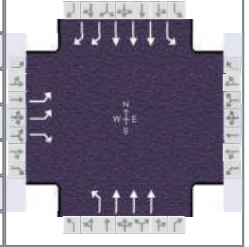
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.76		C	2.63		C	1.67		B	2.41		B
Bicycle LOS Score / LOS	0.97		A	0.57		A	1.35		A	1.60		B

HCS Signalized Intersection Results Summary

General Information

Agency	LTG		
Analyst	BNH	Analysis Date	Sep 26, 2022
Jurisdiction	Palm Bay	Time Period	Background PM
Urban Street	US 1	Analysis Year	2024
Intersection	US 1 at RJ Conlan Blvd	File Name	9. US-1 at RJ Con
Project Description	5657.02 Lipscomb St. Townhomes		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	550		80				87	933		0	1421	514

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.8	78.7	26.1	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.8	4.4	0.0	0.0	0.0		
				Red	2.5	2.0	2.7	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			1	6	5	2
Case Number		9.0			1.1	4.0	1.1	3.0
Phase Duration, s		33.2			11.3	96.8	0.0	85.5
Change Period, ($Y+R_c$), s		7.1			6.5	6.8	7.9	6.8
Max Allow Headway (MAH), s		4.0			3.5	0.0	0.0	0.0
Queue Clearance Time (g_s), s		24.2			4.4			
Green Extension Time (g_e), s		1.9			0.2	0.0	0.0	0.0
Phase Call Probability		1.00			0.96			
Max Out Probability		0.21			0.00			

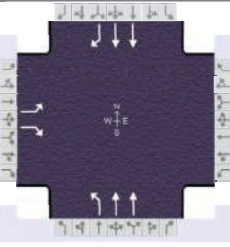
Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				1	6		5	2	12
Adjusted Flow Rate (v), veh/h	579		84				92	982		0	1496	541
Adjusted Saturation Flow Rate (s), veh/h/ln	1643						1767	1698		1781	1698	
Queue Service Time (g_s), s	22.2						2.4	9.6		0.0	21.3	
Cycle Queue Clearance Time (g_c), s	22.2						2.4	9.6		0.0	21.3	
Green Ratio (g/C)	0.20						0.66	0.69		0.54	0.61	
Capacity (c), veh/h	661						274	3526		402	3082	
Volume-to-Capacity Ratio (X)	0.876						0.334	0.279		0.000	0.485	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	14.8						1.6	5.6		0.0	12.3	
Queue Storage Ratio (RQ) (95 th percentile)	1.79						0.18	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	50.4						10.9	7.6		0.0	14.4	
Incremental Delay (d_2), s/veh	8.7						0.5	0.2		0.0	0.5	
Initial Queue Delay (d_3), s/veh	0.0						0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	59.1		0.0				11.4	7.8		0.0	14.9	0.0
Level of Service (LOS)	E		A				B	A			B	A
Approach Delay, s/veh / LOS	51.6		D	0.0			8.1	A		10.9		B
Intersection Delay, s/veh / LOS	17.3						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.62		C	2.87		C	1.35		A	2.25		B
Bicycle LOS Score / LOS			F				1.08		A	1.61		B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG, Inc.			Duration, h	0.250	
Analyst	BNH	Analysis Date	Sep 26, 2022	Area Type	Other	
Jurisdiction	Brevard County	Time Period	P.M. Peak Background	PHF	0.94	
Urban Street	US 1	Analysis Year	2024	Analysis Period	1> 7:00	
Intersection	US 1 at Palm Bay Rd	File Name	14. US 1 at Plam Bay Rd - P.M..xus			
Project Description	5657.02 Lipscomb Street Townhomes					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	176		427				278	844			1314	237

Signal Information											
Cycle, s	118.9	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On	Green	16.1	51.9	30.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	4.8	4.8	0.0	0.0	0.0	
				Red	2.5	2.0	2.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		36.8			23.4	82.1		58.7
Change Period, (Y+R _c), s		6.8			7.3	6.8		6.8
Max Allow Headway (MAH), s		4.2			4.0	4.0		4.0
Queue Clearance Time (g _s), s		32.0			15.4	16.7		45.3
Green Extension Time (g _e), s		0.0			0.7	0.0		6.5
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		1.00			0.07	1.00		0.63

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6		2		12
Adjusted Flow Rate (v), veh/h	187		454				296	898		1398		252
Adjusted Saturation Flow Rate (s), veh/h/ln	1781		1585				1781	1781		1781		1585
Queue Service Time (g _s), s	10.5		30.0				13.4	14.7		43.3		12.7
Cycle Queue Clearance Time (g _c), s	10.5		30.0				13.4	14.7		43.3		12.7
Green Ratio (g/C)	0.25		0.25				0.59	0.63		0.44		0.44
Capacity (c), veh/h	449		400				330	2256		1555		692
Volume-to-Capacity Ratio (X)	0.417		1.137				0.897	0.398		0.899		0.364
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	8.0		30.7				14.9	8.9		25.7		8.1
Queue Storage Ratio (RQ) (95 th percentile)	0.00		0.00				1.33	0.00		0.00		0.77
Uniform Delay (d ₁), s/veh	37.2		44.5				33.2	10.7		31.1		22.5
Incremental Delay (d ₂), s/veh	0.6		87.7				16.4	0.1		5.9		0.3
Initial Queue Delay (d ₃), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay (d), s/veh	37.8		132.2				49.6	10.8		37.0		22.8
Level of Service (LOS)	D		F				D	B		D		C
Approach Delay, s/veh / LOS	104.7		F		0.0		20.4	C		34.9		C
Intersection Delay, s/veh / LOS	42.8						D					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.32		B	2.32		B	0.68		A	1.92		B
Bicycle LOS Score / LOS			F				1.47		A	1.85		B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG			Duration, h	0.250	
Analyst	BNH	Analysis Date	Sep 26, 2022	Area Type	Other	
Jurisdiction	Palm Bay	Time Period	Background PM	PHF	0.95	
Urban Street	Palm Bay Rd	Analysis Year	2024	Analysis Period	1> 7:00	
Intersection	Palm Bay Rd at RJ Conl...	File Name	13. Palm Bay Rd at RJ Conlan Blvd - PM Peak-H...			
Project Description	5657.02 Lipscomb St. Townhomes					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	433	701	74	30	513	80	88	100	19	83	19	583

Signal Information											
Cycle, s	170.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		11.0
Phase Duration, s	33.4	103.9	11.1	81.6		17.1		37.9
Change Period, ($Y+R_c$), s	8.4	6.8	7.0	6.8		8.8		8.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.1		3.3
Queue Clearance Time (g_s), s	24.1		5.3			7.9		31.9
Green Extension Time (g_e), s	1.0	0.0	0.0	0.0		0.3		0.0
Phase Call Probability	1.00		0.77			1.00		1.00
Max Out Probability	0.00		0.00			0.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	456	738	78	32	540	84	93	63	62	107	0	614
Adjusted Saturation Flow Rate (s), veh/h/ln	1716	1781	1585	1612	1781		1730	1856	1754	1669	1737	
Queue Service Time (g_s), s	22.1	11.6	2.1	3.3	13.3		4.4	5.7	5.9	9.6	0.0	
Cycle Queue Clearance Time (g_c), s	22.1	11.6	2.1	3.3	13.3		4.4	5.7	5.9	9.6	0.0	
Green Ratio (g/C)	0.15	0.57	0.57	0.02	0.44		0.05	0.05	0.05	0.18	0.18	
Capacity (c), veh/h	505	2035	906	39	1567		169	90	85	293	305	
Volume-to-Capacity Ratio (X)	0.902	0.363	0.086	0.806	0.345		0.550	0.698	0.728	0.366	0.000	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	15.0	7.4	1.5	2.7	9.2		3.6	5.1	5.0	7.4	0.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.95	0.00	0.12	0.28	0.00		0.42	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	67.1	10.1	8.9	81.8	22.4		79.0	79.6	79.7	61.7	0.0	
Incremental Delay (d_2), s/veh	7.4	0.5	0.2	13.3	0.6		1.0	3.6	4.4	0.3	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	74.5	10.6	9.1	95.2	23.0	0.0	80.1	83.2	84.1	62.0	0.0	0.0
Level of Service (LOS)	E	B	A	F	C	A	F	F	F	E		A
Approach Delay, s/veh / LOS	33.4	C		23.5	C		82.1	F		9.2	A	
Intersection Delay, s/veh / LOS	28.8						C					

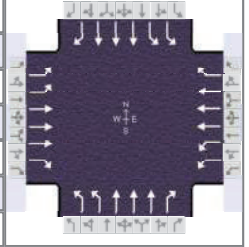
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.29	B	2.47	B	2.63	C
Bicycle LOS Score / LOS	1.54	B	1.03	A	0.67	A	1.08	A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG		
Analyst	BNH	Analysis Date	Sep 26, 2022
Jurisdiction	Brevard County	Time Period	Background PM
Urban Street	Palm Bay Road (PBR)	Analysis Year	2024
Intersection	PBR at Babcock Street	File Name	15 & 16- Palm Bay
Project Description	5657.02 Lipscomb Street Townhomes		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	555	928	344	509	1187	218	330	756	288	467	1460	473

Signal Information

Cycle, s	140.0	Reference Phase	6									
Offset, s	31	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	17.4	26.4	18.5	16.1	1.8	14.2		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	4.8	4.8	4.8	0.0	4.8		
				Red	4.8	2.8	4.7	4.3	0.0	5.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	28.0	62.0	27.0	61.0	25.2	27.0	24.0	25.8
Change Period, ($Y+R_c$), s	9.5	9.5	9.6	7.6	9.1	7.5	9.8	9.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	20.5		19.4		15.9	21.5	16.2	18.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	1.00	1.00	1.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	584	977	275	541	1263	107	347	796	169	492	1537	352
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1698	1585	1716	1685	1585	1730	1698	1585
Queue Service Time (g_s), s	18.5	18.0	15.8	17.4	31.0	7.4	13.9	19.5	14.4	14.2	16.0	16.0
Cycle Queue Clearance Time (g_c), s	18.5	18.0	15.8	17.4	31.0	7.4	13.9	19.5	14.4	14.2	16.0	16.0
Green Ratio (g/C)	0.13	0.38	0.38	0.12	0.38	0.38	0.12	0.14	0.14	0.10	0.11	0.11
Capacity (c), veh/h	457	1911	594	430	1943	605	395	704	221	351	581	181
Volume-to-Capacity Ratio (X)	1.278	0.511	0.462	1.259	0.650	0.178	0.878	1.130	0.768	1.401	2.645	1.945
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	25.6	10.8	9.6	24.3	19.1	7.4	11.1	20.1	10.2	25.0	73.0	44.8
Queue Storage Ratio (RQ) (95 th percentile)	1.11	0.00	0.34	1.12	0.00	0.13	0.69	0.00	0.63	1.76	0.00	1.60
Uniform Delay (d_1), s/veh	57.7	26.4	25.8	69.5	43.8	35.2	61.0	60.3	11.7	62.9	62.0	10.9
Incremental Delay (d_2), s/veh	141.2	1.0	2.6	131.4	1.4	0.5	15.7	75.8	13.6	196.9	745.2	444.8
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	198.8	27.4	28.4	200.9	45.1	35.7	76.7	136.1	25.3	259.8	807.2	455.7
Level of Service (LOS)	F	C	C	F	D	D	E	F	C	F	F	F
Approach Delay, s/veh / LOS	82.1		F	88.7		F	106.1		F	642.2		F
Intersection Delay, s/veh / LOS	267.2						F					

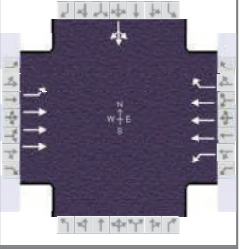
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.02	C	3.06	C	3.03	C	2.98	C
Bicycle LOS Score / LOS	1.50	A	1.53	B	1.21	A	1.80	B

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Sep 26, 2022	Area Type	Other
Jurisdiction	Brevard County	Time Period	Background PM	PHF	0.95
Urban Street	Palm Bay Road (PBR)	Analysis Year	2024	Analysis Period	1> 4:30
Intersection	PBR at Pinewood Drive	File Name	15 & 16- Palm Bay Road PM.xus		
Project Description	5657.02 Lipscomb Street Townhomes				





Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	83	1746		9	1824	52				33	0	109

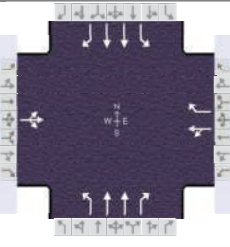
Signal Information											
Cycle, s	140.0	Reference Phase	2								
Offset, s	52	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	Off								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2				8
Case Number	1.1	4.0	2.0	3.0				12.0
Phase Duration, s	11.7	109.0	8.3	105.6				22.7
Change Period, ($Y+R_c$), s	7.0	6.8	6.8	6.8				7.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0				3.4
Queue Clearance Time (g_s), s	3.5		2.7					14.7
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0				0.3
Phase Call Probability	0.93		0.31					1.00
Max Out Probability	0.00		0.00					0.00

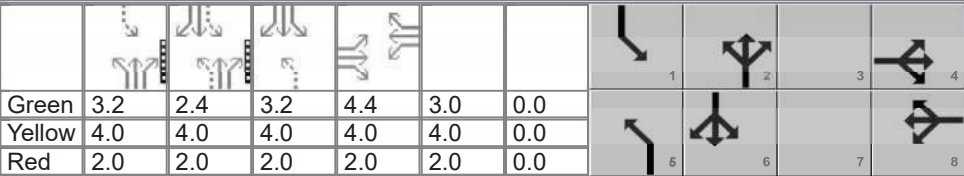
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6		5	2	12				3	8	18
Adjusted Flow Rate (v), veh/h	70	1478		9	1920	55				149		
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1698		1781	1698	1585				1627		
Queue Service Time (g_s), s	1.5	11.3		0.7	6.2	0.3				12.7		
Cycle Queue Clearance Time (g_c), s	1.5	11.3		0.7	6.2	0.3				12.7		
Green Ratio (g/C)	0.74	0.73		0.01	0.71	0.71				0.11		
Capacity (c), veh/h	265	3717		20	3596	1119				173		
Volume-to-Capacity Ratio (X)	0.265	0.398		0.483	0.534	0.049				0.863		
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.9	4.6		0.7	2.3	0.2				9.4		
Queue Storage Ratio (RQ) (95 th percentile)	0.09	0.00		0.07	0.00	0.02				0.00		
Uniform Delay (d_1), s/veh	5.2	4.6		68.6	1.4	1.2				61.5		
Incremental Delay (d_2), s/veh	0.1	0.1		6.7	0.6	0.1				4.9		
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0				0.0		
Control Delay (d), s/veh	5.3	4.7		75.3	2.0	1.3				66.4		
Level of Service (LOS)	A	A		E	A	A				E		
Approach Delay, s/veh / LOS	4.7	A		2.3	A		0.0			66.4	E	
Intersection Delay, s/veh / LOS	5.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.35	A	1.64	B	2.75	C	2.62	C
Bicycle LOS Score / LOS	1.55	B	1.58	B			0.73	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG			Duration, h	0.250	
Analyst	BNH	Analysis Date	Sep 26, 2022	Area Type	Other	
Jurisdiction	Brevard County	Time Period	PM Background	PHF	0.92	
Urban Street	RJ Conlan Blvd	Analysis Year	2024	Analysis Period	1> 7:00	
Intersection	RJ Conlan Blvd at North...	File Name	18. RJ Conlan Blvd at Northview St - PM.xus			
Project Description	5657.02 Lipscomb Street Townhomes					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	32	9	54	27	3	20	54	592	20	43	581	59

Signal Information												
Cycle, s	46.3	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	3.2	2.4	3.2	4.4	3.0	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	4.0	4.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	2.0	2.0	0.0		

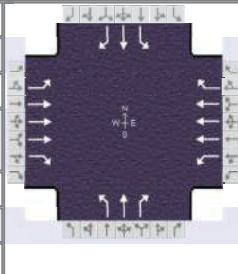
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		12.0		11.0	1.2	3.0	1.3	3.0
Phase Duration, s		10.4		9.0	9.2	17.6	9.2	17.6
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s		3.8		3.8	3.5	3.4	3.5	3.5
Queue Clearance Time (g_s), s		5.1		2.8	3.3	9.6	2.0	9.5
Green Extension Time (g_e), s		0.1		0.1	0.1	2.0	2.3	2.1
Phase Call Probability		0.74		0.50	0.53	1.00	0.45	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		103			33	22	59	643	22	47	632	64
Adjusted Saturation Flow Rate (s), veh/h/ln		1504			1790	1585	1499	1781	1585	1767	1781	
Queue Service Time (g_s), s		3.1			0.8	0.6	1.3	7.6	0.5	0.0	7.5	
Cycle Queue Clearance Time (g_c), s		3.1			0.8	0.6	1.3	7.6	0.5	0.0	7.5	
Green Ratio (g/C)		0.10			0.07	0.07	0.32	0.25	0.25	0.32	0.25	
Capacity (c), veh/h		144			117	104	320	896	399	346	896	
Volume-to-Capacity Ratio (X)		0.718			0.278	0.209	0.183	0.718	0.054	0.135	0.705	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		2.1			0.6	0.4	0.6	4.5	0.2	0.7	4.4	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00	0.00	0.08	0.00	0.04	0.04	0.00	
Uniform Delay (d_1), s/veh		20.3			20.6	20.5	11.8	15.8	13.1	17.5	15.8	
Incremental Delay (d_2), s/veh		4.9			0.9	0.7	0.2	0.8	0.0	0.1	0.8	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		25.3			21.5	21.2	12.0	16.6	13.2	17.7	16.5	0.0
Level of Service (LOS)		C			C	C	B	B	B	B	B	A
Approach Delay, s/veh / LOS	25.3	C		21.4	C		16.2	B		15.2	B	
Intersection Delay, s/veh / LOS	16.5						B					

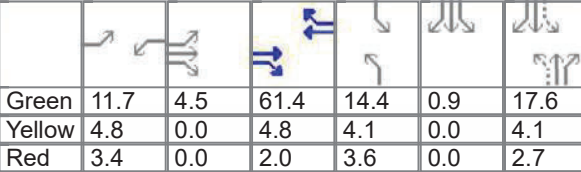
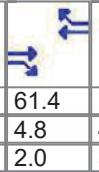
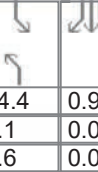
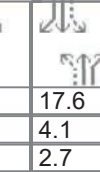



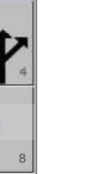
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.44	B	1.92	B	1.67	B
Bicycle LOS Score / LOS	0.66	A	0.58	A	1.08	A	1.10	A

APPENDIX L
SIGNALIZED INTERSECTIONS
HCS SUMMARY WORKSHEETS
BACKGROUND CONDITIONS
IMPROVED

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG			Duration, h	0.250	
Analyst	BNH	Analysis Date	Sep 22, 2022	Area Type	Other	
Jurisdiction	Palm Bay	Time Period	AM Background Improved	PHF	0.95	
Urban Street	Palm Bay Road	Analysis Year	2024	Analysis Period	1> 7:00	
Intersection	Palm Bay Rd at Lipsco...	File Name	7. Palm Bay Rd at Lipscomb St. - AM Peak-Hour....			
Project Description	5657.02 Lipscomb St. Townhomes					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	173	1072	230	97	990	171	170	190	109	178	187	164

Signal Information											
Cycle, s	140.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Green	11.7	4.5	61.4	14.4	0.9	17.6	
				Yellow	4.8	0.0	4.8	4.1	0.0	4.1	
				Red	3.4	0.0	2.0	3.6	0.0	2.7	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	24.4	72.8	19.9	68.2	22.1	24.4	22.9	25.3
Change Period, ($Y+R_c$), s	8.1	6.9	8.2	6.9	7.7	6.8	8.0	6.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	16.0		11.7		14.1	16.6	14.6	16.3
Green Extension Time (g_e), s	0.3	0.0	0.2	0.0	0.3	1.0	0.3	1.0
Phase Call Probability	1.00		0.98		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	182	1128	153	102	1042	86	179	200	63	187	197	81
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1698	1585	1443	1671	1560	1781	1870	1585	1781	1870	1560
Queue Service Time (g_s), s	14.0	16.4	5.8	9.7	16.7	3.5	12.1	14.6	5.1	12.6	14.3	6.7
Cycle Queue Clearance Time (g_c), s	14.0	16.4	5.8	9.7	16.7	3.5	12.1	14.6	5.1	12.6	14.3	6.7
Green Ratio (g/C)	0.12	0.47	0.47	0.08	0.44	0.44	0.23	0.13	0.13	0.23	0.13	0.13
Capacity (c), veh/h	207	2397	746	120	2197	683	253	236	200	267	247	206
Volume-to-Capacity Ratio (X)	0.879	0.471	0.205	0.849	0.474	0.126	0.707	0.848	0.316	0.702	0.796	0.393
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	10.3	9.3	3.8	6.5	9.6	2.3	9.3	11.5	3.7	9.6	11.2	4.8
Queue Storage Ratio (RQ) (95 th percentile)	0.75	0.00	0.33	0.94	0.00	0.16	1.00	0.00	0.40	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	58.2	16.9	14.9	61.4	19.8	17.1	47.3	59.9	55.7	47.0	58.9	55.6
Incremental Delay (d_2), s/veh	4.6	0.7	0.6	6.2	0.7	0.4	1.4	3.3	0.3	1.3	2.2	0.5
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	62.8	17.5	15.5	67.6	20.6	17.5	48.7	63.1	56.0	48.2	61.1	56.0
Level of Service (LOS)	E	B	B	E	C	B	D	E	E	D	E	E
Approach Delay, s/veh / LOS	23.0		C	24.3		C	56.3		E	55.0		E
Intersection Delay, s/veh / LOS	31.6						C					

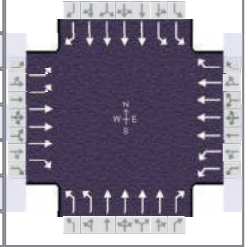
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.18	B	2.24	B	2.87	C	2.86	C
Bicycle LOS Score / LOS	1.29	A	1.16	A	1.22	A	1.26	A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG		
Analyst	BNH	Analysis Date	Sep 26, 2022
Jurisdiction	Brevard County	Time Period	Background AM
Urban Street	Palm Bay Road (PBR)	Analysis Year	2024
Intersection	PBR at Babcock Street	File Name	15 & 16- Palm Bay
Project Description	5657.02 Lipscomb Street Townhomes		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	421	1235	424	259	929	471	330	965	414	198	662	528

Signal Information

Cycle, s	110.0	Reference Phase	2									
Offset, s	88	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	8.7	7.1	14.5	13.1	6.8	14.2		
				Yellow	4.8	4.8	4.8	4.8	0.0	4.8		
				Red	4.8	2.8	4.7	4.3	0.0	5.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.0	38.7	18.3	33.0	22.2	29.0	24.0	30.8
Change Period, ($Y+R_c$), s	9.5	9.5	9.6	7.6	9.1	7.5	9.8	9.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.0	3.0	3.1	3.1
Queue Clearance Time (g_s), s	16.0		8.5		12.8	23.5	8.1	23.0
Green Extension Time (g_e), s	0.0	0.0	0.2	0.0	0.3	0.0	2.1	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.03		0.38	1.00	0.44	1.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	443	1300	359	209	749	340	347	1016	367	208	697	445
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1685	1585	1730	1685	1585	1730	1698	1585
Queue Service Time (g_s), s	14.0	27.5	19.3	6.5	10.2	19.1	10.8	15.7	21.5	6.1	10.2	21.0
Cycle Queue Clearance Time (g_c), s	14.0	27.5	19.3	6.5	10.2	19.1	10.8	15.7	21.5	6.1	10.2	21.0
Green Ratio (g/C)	0.13	0.27	0.39	0.08	0.23	0.36	0.12	0.20	0.27	0.13	0.19	0.32
Capacity (c), veh/h	456	1353	610	273	1556	571	413	1317	435	447	1294	511
Volume-to-Capacity Ratio (X)	0.972	0.961	0.588	0.765	0.482	0.595	0.840	0.771	0.845	0.467	0.539	0.872
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	12.2	17.6	11.0	4.9	7.1	11.1	8.6	10.7	10.6	4.6	7.4	11.9
Queue Storage Ratio (RQ) (95 th percentile)	0.53	0.00	0.39	0.23	0.00	0.20	0.52	0.00	0.65	0.33	0.00	0.42
Uniform Delay (d_1), s/veh	45.1	35.0	23.5	48.7	34.1	26.2	47.4	41.9	7.4	44.4	40.2	8.2
Incremental Delay (d_2), s/veh	34.6	16.7	4.1	1.5	1.0	4.1	7.5	2.6	13.5	0.3	0.2	14.6
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	79.7	51.7	27.6	50.2	35.1	30.3	54.9	44.5	20.9	44.7	40.4	22.8
Level of Service (LOS)	E	D	C	D	D	C	D	D	C	D	D	C
Approach Delay, s/veh / LOS	53.5		D	36.3		D	41.6		D	35.3		D
Intersection Delay, s/veh / LOS	43.1						D					

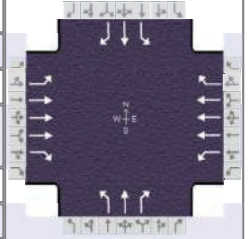
Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.16	C	3.23	C	3.04	C	3.08	C
Bicycle LOS Score / LOS	1.64	B	1.19	A	1.20	A	1.04	A

HCS Signalized Intersection Results Summary

General Information

















































Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Sep 26, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	PM Background Improvement	PHF	0.95
Urban Street	Palm Bay Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Bay Rd at Lipsco...	File Name	7. Palm Bay Road at Lipscomb St. - PM Peak-H...		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	164	1015	132	79	929	99	575	197	92	155	143	200

Signal Information

Cycle, s	140.0	Reference Phase	2																			
Offset, s	0	Reference Point	End	Green	8.5	6.9	36.8	13.5	22.8	14.0												
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.8	0.0	4.8	4.1	4.1	4.1												
Force Mode	Fixed	Simult. Gap N/S	On	Red	3.4	0.0	2.0	3.9	3.6	2.7												

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	23.6	50.6	16.7	43.6	52.0	51.2	21.5	20.8
Change Period, (Y+R _c), s	8.1	6.9	8.2	6.9	7.7	6.8	8.0	6.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g _s), s	15.3		8.7		43.0	14.1	13.3	13.0
Green Extension Time (g _e), s	0.2	0.0	0.1	0.0	1.3	1.0	0.2	0.9
Phase Call Probability	1.00		0.96		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	173	1068	0	83	978	22	605	207	55	163	151	124
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1698	1585	1711	1671	1547	1781	1841	1535	1781	1870	1572
Queue Service Time (g _s), s	13.3	23.8	0.0	6.7	24.0	1.3	41.0	12.1	3.5	11.3	11.0	10.8
Cycle Queue Clearance Time (g _c), s	13.3	23.8	0.0	6.7	24.0	1.3	41.0	12.1	3.5	11.3	11.0	10.8
Green Ratio (g/C)	0.11	0.31	0.31	0.06	0.26	0.26	0.43	0.32	0.32	0.20	0.10	0.10
Capacity (c), veh/h	197	1589	494	103	1316	406	641	584	487	341	187	157
Volume-to-Capacity Ratio (X)	0.877	0.672	0.000	0.805	0.743	0.054	0.944	0.355	0.112	0.478	0.806	0.791
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	9.9	14.2	0.0	5.4	14.6	0.9	26.9	9.3	2.4	8.8	9.2	7.9
Queue Storage Ratio (RQ) (95 th percentile)	0.72	0.00	0.00	0.67	0.00	0.06	2.90	0.00	0.27	0.00	0.00	0.00
Uniform Delay (d ₁), s/veh	58.8	35.1	0.0	63.6	41.4	34.0	35.2	36.8	33.8	49.7	61.7	61.6
Incremental Delay (d ₂), s/veh	4.8	2.3	0.0	5.4	3.8	0.3	12.3	0.1	0.0	0.4	3.1	3.4
Initial Queue Delay (d ₃), 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
Control Delay (d), s/veh	63.6	37.4	0.0	69.0	45.2	34.2	47.5	36.9	33.9	50.1	64.8	65.0
Level of Service (LOS)	E	D		E	D	C	D	D	C	D	E	E
Approach Delay, s/veh / LOS	41.0		D	46.8		D	44.1		D	59.4		E
Intersection Delay, s/veh / LOS	45.7						D					

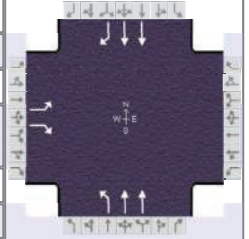
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.19		B	2.25		B	2.83		C	2.93		C
Bicycle LOS Score / LOS	1.17		A	1.08		A	1.92		B	1.21		A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG, Inc.			Duration, h	0.250
Analyst	BNH	Analysis Date	Sep 26, 2022	Area Type	Other
Jurisdiction	Brevard County	Time Period	P.M. Peak Background	PHF	0.94
Urban Street	US 1	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	US 1 at Palm Bay Rd	File Name	14. US 1 at Plam Bay Rd - P.M..xus		
Project Description	5657.02 Lipscomb Street Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	176		427				278	844			1314	237

Signal Information

Cycle, s	118.9	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	16.1	51.9	30.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	4.8	4.8	0.0	0.0	0.0		
				Red	2.5	2.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		36.8			23.4	82.1		58.7
Change Period, (Y+R _c), s		6.8			7.3	6.8		6.8
Max Allow Headway (MAH), s		4.2			4.0	4.0		4.0
Queue Clearance Time (g _s), s		31.3			15.4	16.7		45.3
Green Extension Time (g _e), s		0.0			0.7	0.0		6.5
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		1.00			0.07	1.00		0.63

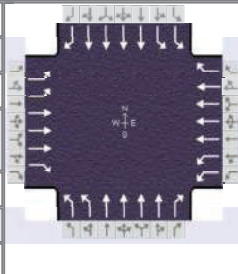
Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6		2		12
Adjusted Flow Rate (v), veh/h	187		454				296	898		1398		252
Adjusted Saturation Flow Rate (s), veh/h/ln	1781		1585				1781	1781		1781		1585
Queue Service Time (g _s), s	10.5		29.3				13.4	14.7		43.3		12.7
Cycle Queue Clearance Time (g _c), s	10.5		29.3				13.4	14.7		43.3		12.7
Green Ratio (g/C)	0.25		0.39				0.59	0.63		0.44		0.44
Capacity (c), veh/h	449		615				330	2256		1555		692
Volume-to-Capacity Ratio (X)	0.417		0.739				0.897	0.398		0.899		0.364
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	8.0		17.0				14.9	8.9		25.7		8.1
Queue Storage Ratio (RQ) (95 th percentile)	0.00		0.00				1.33	0.00		0.00		0.77
Uniform Delay (d ₁), s/veh	37.2		31.3				33.2	10.7		31.1		22.5
Incremental Delay (d ₂), s/veh	0.6		4.7				16.4	0.1		5.9		0.3
Initial Queue Delay (d ₃), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay (d), s/veh	37.8		36.0				49.6	10.8		37.0		22.8
Level of Service (LOS)	D		D				D	B		D		C
Approach Delay, s/veh / LOS	36.5		D	0.0			20.4	C		34.9		C
Intersection Delay, s/veh / LOS	30.2						C					

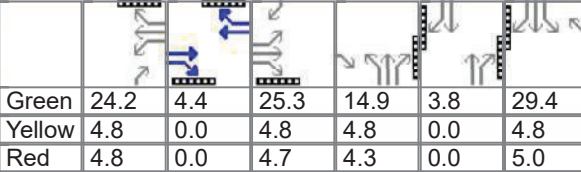
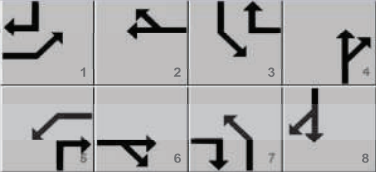
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.32		B	2.32		B	0.68		A	1.92		B
Bicycle LOS Score / LOS			F				1.47		A	1.85		B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG			Duration, h	0.250	
Analyst	BNH	Analysis Date	Sep 26, 2022	Area Type	Other	
Jurisdiction	Brevard County	Time Period	Background Improved PM	PHF	0.95	
Urban Street	Palm Bay Road (PBR)	Analysis Year	2024	Analysis Period	1> 4:30	
Intersection	PBR at Babcock Street	File Name	15 & 16- Palm Bay Road PM.xus			
Project Description	5657.02 Lipscomb Street Townhomes					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	555	928	344	509	1187	218	330	756	288	467	1460	473

Signal Information											
Cycle, s	140.0	Reference Phase	6		24.2	4.4	25.3	14.9	3.8	29.4	
Offset, s	31	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
				Green	24.2	4.4	25.3	14.9	3.8	29.4	
				Yellow	4.8	0.0	4.8	4.8	0.0	4.8	
				Red	4.8	0.0	4.7	4.3	0.0	5.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	34.8	39.2	33.8	38.2	24.0	27.8	39.2	43.0
Change Period, ($Y+R_c$), s	9.5	9.5	9.6	7.6	9.1	7.5	9.8	9.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0
Queue Clearance Time (g_s), s	25.2		23.6		16.1	18.0	20.3	33.2
Green Extension Time (g_e), s	0.1	0.0	0.6	0.0	0.0	2.3	4.7	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.60		1.00	0.00	0.47	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	584	977	275	541	1263	107	347	796	169	492	1537	352
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1698	1585	1716	1685	1585	1730	1698	1585
Queue Service Time (g_s), s	23.2	25.9	19.6	21.6	25.2	6.0	14.1	16.0	11.4	18.3	31.2	23.2
Cycle Queue Clearance Time (g_c), s	23.2	25.9	19.6	21.6	25.2	6.0	14.1	16.0	11.4	18.3	31.2	23.2
Green Ratio (g/C)	0.18	0.21	0.32	0.17	0.22	0.43	0.11	0.15	0.32	0.21	0.24	0.42
Capacity (c), veh/h	625	1081	505	598	1485	679	365	977	504	726	1611	662
Volume-to-Capacity Ratio (X)	0.935	0.903	0.544	0.906	0.850	0.158	0.951	0.814	0.336	0.677	0.954	0.531
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	16.7	16.8	12.0	15.4	16.2	4.2	12.3	11.0	4.0	12.6	20.6	7.0
Queue Storage Ratio (RQ) (95 th percentile)	0.72	0.00	0.43	0.71	0.00	0.08	0.76	0.00	0.25	0.89	0.00	0.25
Uniform Delay (d_1), s/veh	52.3	48.8	35.6	60.0	54.6	25.5	62.2	58.0	7.8	50.9	52.6	15.8
Incremental Delay (d_2), s/veh	21.1	12.2	4.2	11.7	5.2	0.4	34.2	0.6	0.1	2.1	13.0	0.4
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	73.5	61.0	39.8	71.7	59.8	25.9	96.3	58.7	7.9	53.0	65.7	16.3
Level of Service (LOS)	E	E	D	E	E	C	F	E	A	D	E	B
Approach Delay, s/veh / LOS	61.8	E		61.3	E		62.1	E		55.8	E	
Intersection Delay, s/veh / LOS	59.8						E					

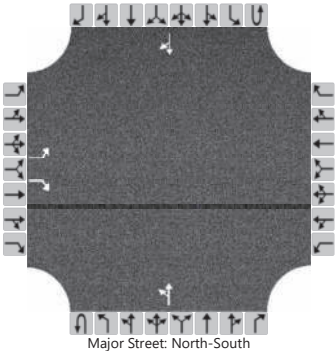
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.27	C	3.29	C	3.14	C	3.09	C
Bicycle LOS Score / LOS	1.50	A	1.27	A	1.03	A	1.47	A

APPENDIX M
UNSIGNALIZED INTERSECTIONS
HCS SUMMARY WORKSHEETS
BUILDOUT CONDITIONS

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Pirate Ln
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	9/22/2022	East/West Street	Pirate Ln
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	A.M. Peak Hour Buildout	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	(5657.02) Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R						LT						TR
Volume (veh/h)		140		184						161	290				205	149
Percent Heavy Vehicles (%)		5		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.45		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.55		3.32						2.22						

Delay, Queue Length, and Level of Service

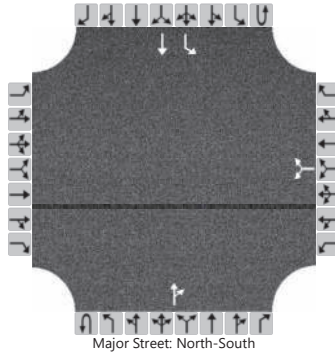
Flow Rate, v (veh/h)		154		202						177						
Capacity, c (veh/h)		223		733						1169						
v/c Ratio		0.69		0.28						0.15						
95% Queue Length, Q ₉₅ (veh)		4.4		1.1						0.5						
Control Delay (s/veh)		50.6		11.8						8.6	1.6					
Level of Service (LOS)		F		B						A	A					
Approach Delay (s/veh)	28.6								4.1							
Approach LOS	D								A							

HCS Two-Way Stop-Control Report

General Information

Analyst	BNH	Intersection	Lipscomb St at Huckleberr
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	9/22/2022	East/West Street	Huckleberry Lane
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	A.M. Peak Hour Buildout	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						12		43			424	12		19	350	
Percent Heavy Vehicles (%)						2		23						10		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.43						4.20		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.51						2.29		

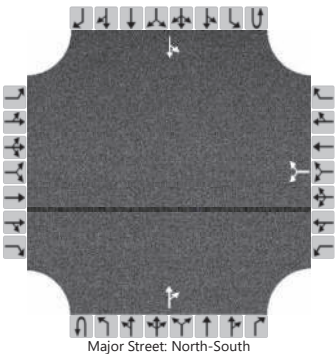
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						59								20		
Capacity, c (veh/h)						526								1052		
v/c Ratio						0.11								0.02		
95% Queue Length, Q ₉₅ (veh)						0.4								0.1		
Control Delay (s/veh)						12.7								8.5		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					12.7								0.4			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Ersoff
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	9/22/2022	East/West Street	Ersoff Blvd
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	A.M. Peak Hour Buildout	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						18		21			382	27		9	353	
Percent Heavy Vehicles (%)						12		5						22		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.52		6.25						4.32		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.61		3.35						2.40		

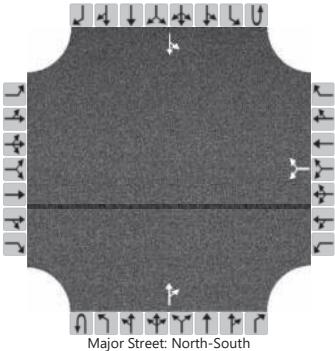
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						41								10		
Capacity, c (veh/h)						442								1026		
v/c Ratio						0.09								0.01		
95% Queue Length, Q ₉₅ (veh)						0.3								0.0		
Control Delay (s/veh)						14.0								8.5	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					14.0								0.3			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Silktree
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	9/22/2022	East/West Street	Silktree Ln
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	A.M. Peak Hour Buildout	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						24		17			341	13		10	328	
Percent Heavy Vehicles (%)						25		2						17		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.65		6.22						4.27		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.73		3.32						2.35		

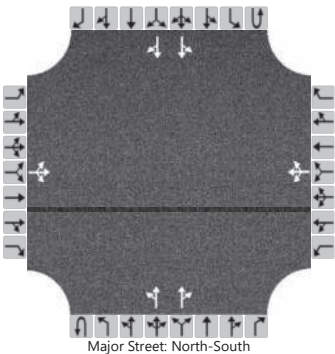
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						44								11		
Capacity, c (veh/h)						432								1100		
v/c Ratio						0.10								0.01		
95% Queue Length, Q ₉₅ (veh)						0.3								0.0		
Control Delay (s/veh)						14.3								8.3	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					14.3								0.3			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	RJC at Guava Ln
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	10/11/2022	East/West Street	Guava Ln
Analysis Year	2024	North/South Street	Robert J Conlan Blvd
Time Analyzed	A.M. Peak Hour Buildout	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		5	1	1		4	1	8		2	543	1		3	494	6
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				33		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.54	6.94		7.54	6.54	6.94		4.14				4.76		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.53		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			7				14			2				3		
Capacity, c (veh/h)			395				514			1037				811		
v/c Ratio			0.02				0.03			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			14.3				12.2			8.5	0.0			9.5	0.0	
Level of Service (LOS)			B				B			A	A			A	A	
Approach Delay (s/veh)	14.3				12.2				0.1				0.1			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

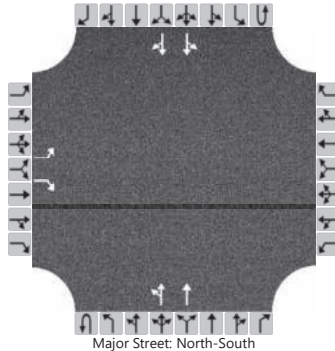
General Information

Analyst	BNH
Agency/Co.	LTG, Inc.
Date Performed	9/23/2022
Analysis Year	2024
Time Analyzed	A.M. Peak Hour Buildout
Intersection Orientation	North-South
Project Description	Lipscomb Street Townhomes

Site Information

Intersection	RJC at Ersoff Blvd
Jurisdiction	Palm Bay
East/West Street	Ersoff Blvd
North/South Street	Robert J Conlan Blvd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration		L		R						LT	T			LT		TR
Volume (veh/h)		14		5						1	484			0	502	7
Percent Heavy Vehicles (%)		2		2						2				2		
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1				4.1		
Critical Headway (sec)		7.54		6.94						4.14				4.14		
Base Follow-Up Headway (sec)		3.5		3.3						2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32						2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15		5						1				0		
Capacity, c (veh/h)		379		721						1013				1037		
v/c Ratio		0.04		0.01						0.00				0.00		
95% Queue Length, Q ₉₅ (veh)		0.1		0.0						0.0				0.0		
Control Delay (s/veh)		14.9		10.0						8.6	0.0			8.5	0.0	
Level of Service (LOS)		B		B						A	A			A	A	
Approach Delay (s/veh)	13.6								0.0				0.0			
Approach LOS	B								A				A			

HCS Two-Way Stop-Control Report

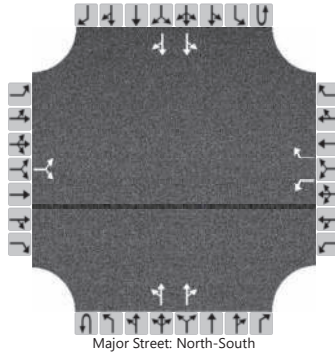
General Information

Analyst	BNH
Agency/Co.	LTG, Inc.
Date Performed	10/11/2022
Analysis Year	2024
Time Analyzed	A.M. Peak Hour Buildout
Intersection Orientation	North-South
Project Description	Lipscomb Street Townhomes

Site Information

Intersection	RJC at Lemon Tree St
Jurisdiction	Palm Bay
East/West Street	Lemon Tree St
North/South Street	Robert J Conlan Blvd
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	0	1	0	0	2	0	0	0	2	0
Configuration			LR			L		R		LT		TR		LT		TR
Volume (veh/h)		0		4		0		1		2	484	2		3	519	1
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized					No											
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.54		6.94		7.54		6.94		4.14				4.14		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

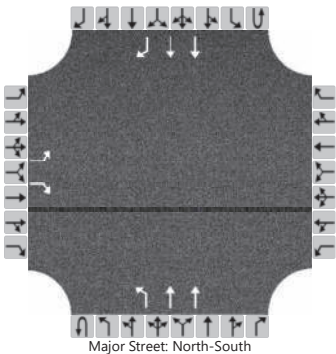
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			4			0		1		2				3		
Capacity, c (veh/h)			708			371		728		992				1025		
v/c Ratio			0.01			0.00		0.00		0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.0			0.0		0.0		0.0				0.0		
Control Delay (s/veh)			10.1			14.7		10.0		8.6	0.0			8.5	0.0	
Level of Service (LOS)			B			B		A		A	A			A	A	
Approach Delay (s/veh)	10.1				10.0				0.1				0.1			
Approach LOS	B				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	RJ Conlan Blvd at Commerce Park Dr
Agency/Co.	LTG	Jurisdiction	Brevard County
Date Performed	9/23/2022	East/West Street	Commerce Park Drive
Analysis Year	2024	North/South Street	RJ Conlan Boulevard
Time Analyzed	AM Buildout	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		124		124					0	92	153				526	97
Percent Heavy Vehicles (%)		2		2					2	2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.84		6.94						4.14						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

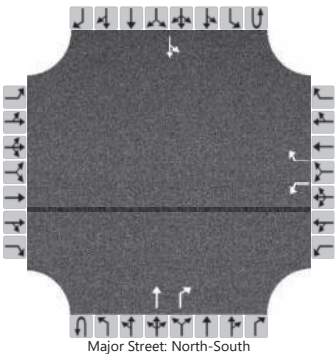
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		132		132						98						
Capacity, c (veh/h)		456		717						922						
v/c Ratio		0.29		0.18						0.11						
95% Queue Length, Q ₉₅ (veh)		1.2		0.7						0.4						
Control Delay (s/veh)		16.1		11.1						9.4	0.4					
Level of Service (LOS)		C		B						A	A					
Approach Delay (s/veh)	13.6								3.7							
Approach LOS	B								A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb Street at Commerce Park Dr
Agency/Co.	LTG, Inc.	Jurisdiction	Brevard County
Date Performed	9/22/2022	East/West Street	Lipscomb Street
Analysis Year	2024	North/South Street	
Time Analyzed	A.M. Peak Buildout	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	0	1	0
Configuration						L		R			T	R		LT		
Volume (veh/h)						108		68			405	127		93	309	
Percent Heavy Vehicles (%)						3		2						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No				No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.22						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.32						2.23		

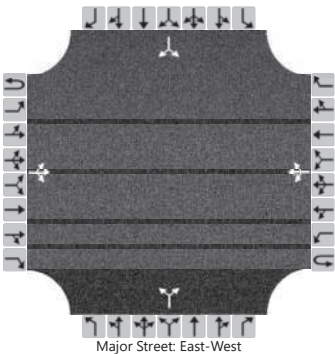
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						121		76						104		
Capacity, c (veh/h)						229		605						974		
v/c Ratio						0.53		0.13						0.11		
95% Queue Length, Q ₉₅ (veh)						2.8		0.4						0.4		
Control Delay (s/veh)						37.1		11.8						9.1	1.2	
Level of Service (LOS)						E		B						A	A	
Approach Delay (s/veh)					27.3								3.0			
Approach LOS					D								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Huckleberry Lane at Proj. Driveway1
Agency/Co.	LTG, Inc.	Jurisdiction	Brevard County
Date Performed	10/11/2022	East/West Street	Huckleberry Lane
Analysis Year	2024	North/South Street	Project Driveway 1
Time Analyzed	A.M. Buildout	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		3	25	3		0	36	0		9		0		0		10
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.13				4.13				7.13		6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

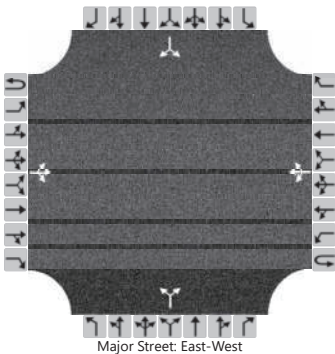
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				0					10				11	
Capacity, c (veh/h)		1564				1576					902				1030	
v/c Ratio		0.00				0.00					0.01				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.3	0.0	0.0			9.0				8.5	
Level of Service (LOS)		A	A	A		A	A	A			A				A	
Approach Delay (s/veh)	0.7				0.0				9.0				8.5			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Huckleberry Lane at Proj. Driveway2
Agency/Co.	LTG, Inc.	Jurisdiction	Brevard County
Date Performed	10/11/2022	East/West Street	Huckleberry Lane
Analysis Year	2024	North/South Street	Project Driveway 2
Time Analyzed	A.M. Buildout	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		3	19	3		0	18	1		9		0		1		9
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.13				4.13				7.13		6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

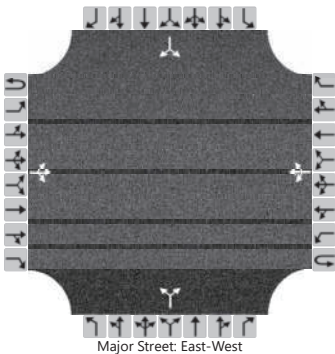
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				0					10				11	
Capacity, c (veh/h)		1589				1584					939				1043	
v/c Ratio		0.00				0.00					0.01				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.3	0.0	0.0			8.9				8.5	
Level of Service (LOS)		A	A	A		A	A	A			A				A	
Approach Delay (s/veh)	0.9				0.0				8.9				8.5			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Silktree Lane at Proj. Driveway3
Agency/Co.	LTG, Inc.	Jurisdiction	Brevard County
Date Performed	10/11/2022	East/West Street	Silktree Lane
Analysis Year	2024	North/South Street	Project Driveway 3
Time Analyzed	A.M. Buildout	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		3	18	2		0	24	0		7		0		0		10
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.13				4.13				7.13		6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

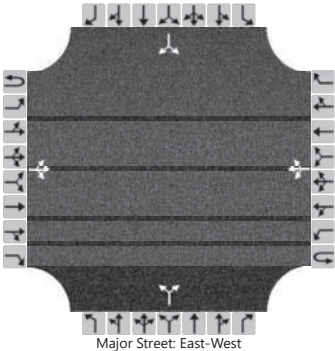
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				0					8				11	
Capacity, c (veh/h)		1582				1587					931				1047	
v/c Ratio		0.00				0.00					0.01				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.3	0.0	0.0			8.9				8.5	
Level of Service (LOS)		A	A	A		A	A	A			A				A	
Approach Delay (s/veh)	1.0				0.0				8.9				8.5			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Silktree Lane at Proj. Driveway4
Agency/Co.	LTG, Inc.	Jurisdiction	Brevard County
Date Performed	10/11/2022	East/West Street	Silktree Lane
Analysis Year	2024	North/South Street	Project Driveway 4
Time Analyzed	A.M. Buildout	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		3	13	2		0	9	0		6		0		1		9
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.13				4.13				7.13		6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

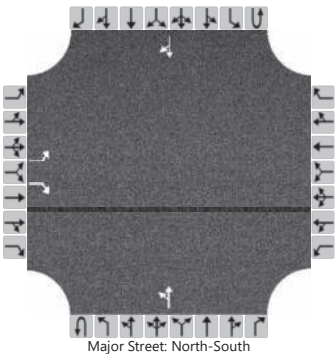
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				0					7				11	
Capacity, c (veh/h)		1603				1595					963				1058	
v/c Ratio		0.00				0.00					0.01				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.0	
Control Delay (s/veh)		7.2	0.0	0.0		7.3	0.0	0.0			8.8				8.4	
Level of Service (LOS)		A	A	A		A	A	A			A				A	
Approach Delay (s/veh)	1.2				0.0				8.8				8.4			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Pirate Ln
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	10/11/2022	East/West Street	Pirate Ln
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	P.M. Peak Hour Buildout	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	(5657.02) Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R						LT						TR
Volume (veh/h)		106		114						105	387				274	333
Percent Heavy Vehicles (%)		2		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.33						2.23						

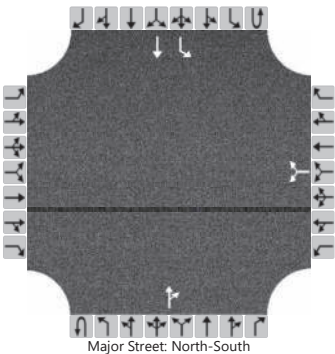
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		113		121						112						
Capacity, c (veh/h)		197		593						935						
v/c Ratio		0.57		0.20						0.12						
95% Queue Length, Q ₉₅ (veh)		3.1		0.8						0.4						
Control Delay (s/veh)		45.0		12.6						9.4	1.5					
Level of Service (LOS)		E		B						A	A					
Approach Delay (s/veh)	28.3								3.1							
Approach LOS	D								A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Huckleberr
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	10/11/2022	East/West Street	Huckleberry Lane
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	P.M. Peak Hour Buildout	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						12		27			459	27		38	359	
Percent Heavy Vehicles (%)						14		2						25		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.54		6.22						4.35		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.63		3.32						2.43		

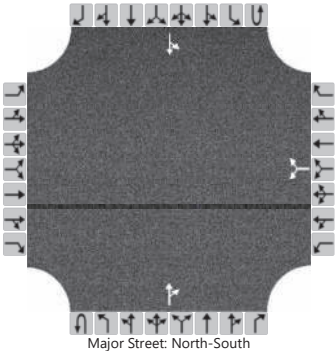
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						41								40		
Capacity, c (veh/h)						495								941		
v/c Ratio						0.08								0.04		
95% Queue Length, Q ₉₅ (veh)						0.3								0.1		
Control Delay (s/veh)						12.9								9.0		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)						12.9								0.9		
Approach LOS						B								A		

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Ersoff
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	10/11/2022	East/West Street	Ersoff Blvd
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	P.M. Peak Hour Buildout	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						7		17			439	41		7	345	
Percent Heavy Vehicles (%)						2		6						14		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.26						4.24		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.35						2.33		

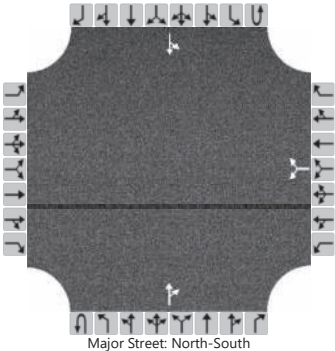
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						26								8		
Capacity, c (veh/h)						455								986		
v/c Ratio						0.06								0.01		
95% Queue Length, Q ₉₅ (veh)						0.2								0.0		
Control Delay (s/veh)						13.4								8.7	0.1	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					13.4								0.3			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb St at Silktree
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	10/11/2022	East/West Street	Silktree Ln
Analysis Year	2024	North/South Street	Lipscomb St
Time Analyzed	P.M. Peak Hour Buildout	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						16		14			408	33		18	354	
Percent Heavy Vehicles (%)						2		17						20		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.37						4.30		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.45						2.38		

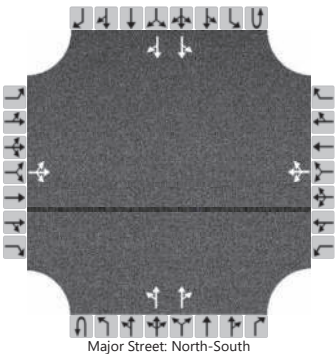
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						32								19		
Capacity, c (veh/h)						405								1009		
v/c Ratio						0.08								0.02		
95% Queue Length, Q ₉₅ (veh)						0.3								0.1		
Control Delay (s/veh)						14.6								8.6	0.2	
Level of Service (LOS)						B								A	A	
Approach Delay (s/veh)					14.6								0.6			
Approach LOS					B								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	RJC at Guava Ln
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	10/11/2022	East/West Street	Guava Ln
Analysis Year	2024	North/South Street	Robert J Conlan Blvd
Time Analyzed	P.M. Peak Hour Buildout	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		4	1	3		1	1	2		5	494	4		1	533	25
Percent Heavy Vehicles (%)		25	2	33		2	2	50		20				100		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		8.00	6.54	7.56		7.54	6.54	7.90		4.50				6.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.75	4.02	3.63		3.52	4.02	3.80		2.40				3.20		

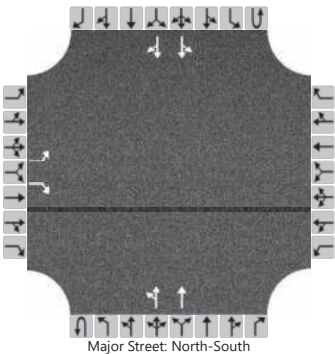
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				4			5				1		
Capacity, c (veh/h)			382				433			854				566		
v/c Ratio			0.02				0.01			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			14.6				13.4			9.2	0.1			11.4	0.0	
Level of Service (LOS)			B				B			A	A			B	A	
Approach Delay (s/veh)	14.6				13.4				0.2				0.0			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	RJC at Ersoff Blvd
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	10/11/2022	East/West Street	Ersoff Blvd
Analysis Year	2024	North/South Street	Robert J Conlan Blvd
Time Analyzed	P.M. Peak Hour Buildout	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration		L		R						LT	T			LT		TR
Volume (veh/h)		9		4						4	496			0	546	2
Percent Heavy Vehicles (%)		2		2						2				2		
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1				4.1		
Critical Headway (sec)		7.54		6.94						4.14				4.14		
Base Follow-Up Headway (sec)		3.5		3.3						2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32						2.22				2.22		

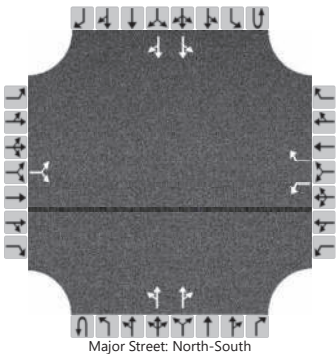
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10		4						4				0		
Capacity, c (veh/h)		355		698						977				1025		
v/c Ratio		0.03		0.01						0.00				0.00		
95% Queue Length, Q ₉₅ (veh)		0.1		0.0						0.0				0.0		
Control Delay (s/veh)		15.4		10.2						8.7	0.0			8.5	0.0	
Level of Service (LOS)		C		B						A	A			A	A	
Approach Delay (s/veh)	13.8								0.1				0.0			
Approach LOS	B								A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	RJC at Lemon Tree St
Agency/Co.	LTG, Inc.	Jurisdiction	Palm Bay
Date Performed	10/11/2022	East/West Street	Lemon Tree St
Analysis Year	2024	North/South Street	Robert J Conlan Blvd
Time Analyzed	P.M. Peak Hour Buildout	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	0	1	0	0	2	0	0	0	2	0
Configuration			LR			L		R		LT		TR		LT		TR
Volume (veh/h)		4		6		3		3		3	530	4		3	530	3
Percent Heavy Vehicles (%)		2		2		2		2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized					No											
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.54		6.94		7.54		6.94		4.14				4.14		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52		3.32		3.52		3.32		2.22				2.22		

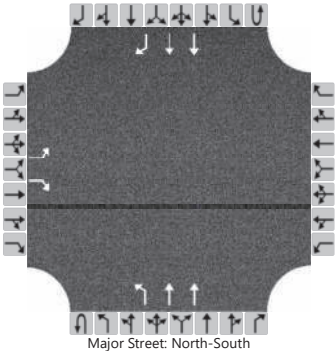
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11			3		3		3				3		
Capacity, c (veh/h)			509			356		710		996				995		
v/c Ratio			0.02			0.01		0.00		0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1			0.0		0.0		0.0				0.0		
Control Delay (s/veh)			12.2			15.2		10.1		8.6	0.0			8.6	0.0	
Level of Service (LOS)			B			C		B		A	A			A	A	
Approach Delay (s/veh)	12.2				12.6				0.1				0.1			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	RJ Conlan Blvd at Commerce Park Dr
Agency/Co.	LTG	Jurisdiction	Brevard County
Date Performed	10/11/2022	East/West Street	Commerce Park Drive
Analysis Year	2024	North/South Street	RJ Conlan Boulevard
Time Analyzed	PM Buildout	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		154		97					0	144	525				541	125
Percent Heavy Vehicles (%)		2		2					2	2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.84		6.94						4.14						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

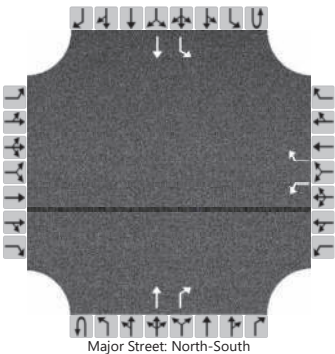
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		169		107						158						
Capacity, c (veh/h)		334		699						868						
v/c Ratio		0.51		0.15						0.18						
95% Queue Length, Q ₉₅ (veh)		2.7		0.5						0.7						
Control Delay (s/veh)		26.4		11.1						10.1	1.0					
Level of Service (LOS)		D		B						B	A					
Approach Delay (s/veh)	20.5								3.0							
Approach LOS	C								A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Lipscomb Street at Commerce Park Dr
Agency/Co.	LTG, Inc.	Jurisdiction	Brevard County
Date Performed	10/11/2022	East/West Street	Lipscomb Street
Analysis Year	2024	North/South Street	
Time Analyzed	P.M. Buildout	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						196		102			355	83		68	345	
Percent Heavy Vehicles (%)						3		3						4		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No				No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.14		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.24		

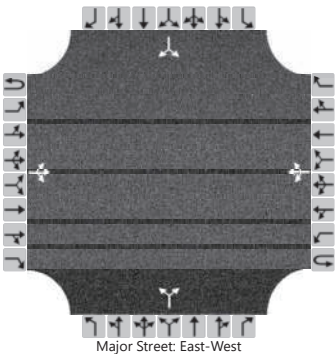
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						218		113						76		
Capacity, c (veh/h)						398		652						1066		
v/c Ratio						0.55		0.17						0.07		
95% Queue Length, Q ₉₅ (veh)						3.2		0.6						0.2		
Control Delay (s/veh)						24.4		11.7						8.6		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)					20.1								1.4			
Approach LOS					C								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Huckleberry Lane at Proj. Driveway1
Agency/Co.	LTG, Inc.	Jurisdiction	Brevard County
Date Performed	10/11/2022	East/West Street	Huckleberry Lane
Analysis Year	2024	North/South Street	Project Driveway 1
Time Analyzed	P.M. Buildout	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		10	45	10		0	27	0		6		0		0		6
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.13				4.13				7.13		6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

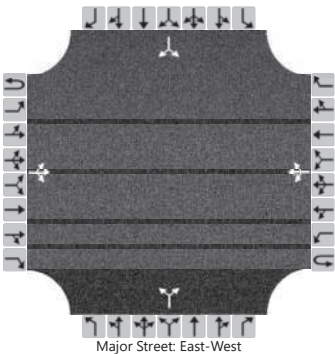
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11				0					7				7	
Capacity, c (veh/h)		1577				1537					860				1042	
v/c Ratio		0.01				0.00					0.01				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.0	
Control Delay (s/veh)		7.3	0.1	0.1		7.3	0.0	0.0			9.2				8.5	
Level of Service (LOS)		A	A	A		A	A	A			A				A	
Approach Delay (s/veh)	1.2				0.0				9.2				8.5			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Huckleberry Lane at Proj. Driveway2
Agency/Co.	LTG, Inc.	Jurisdiction	Brevard County
Date Performed	10/11/2022	East/West Street	Huckleberry Lane
Analysis Year	2024	North/South Street	Project Driveway 2
Time Analyzed	P.M. Buildout	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		9	26	10		0	16	1		6		0		0		5
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.13				4.13				7.13		6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

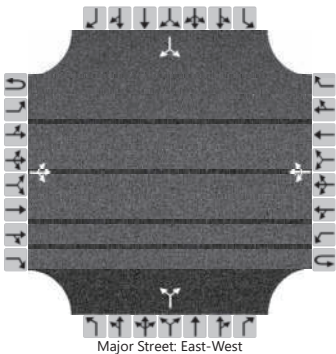
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10				0					7				5	
Capacity, c (veh/h)		1592				1564					908				1058	
v/c Ratio		0.01				0.00					0.01				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.3	0.0	0.0			9.0				8.4	
Level of Service (LOS)		A	A	A		A	A	A			A				A	
Approach Delay (s/veh)	1.5				0.0				9.0				8.4			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Silktree Lane at Proj. Driveway3
Agency/Co.	LTG, Inc.	Jurisdiction	Brevard County
Date Performed	10/11/2022	East/West Street	Silktree Lane
Analysis Year	2024	North/South Street	Project Driveway 3
Time Analyzed	P.M. Buildout	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		9	34	8		0	18	0		6		0		0		6
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.13				4.13				7.13		6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

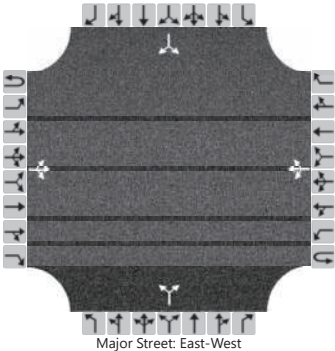
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10				0					7				7	
Capacity, c (veh/h)		1590				1556					894				1056	
v/c Ratio		0.01				0.00					0.01				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.3	0.0	0.0			9.1				8.4	
Level of Service (LOS)		A	A	A		A	A	A			A				A	
Approach Delay (s/veh)	1.3				0.0				9.1				8.4			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BNH	Intersection	Silktree Lane at Proj. Driveway4
Agency/Co.	LTG, Inc.	Jurisdiction	Brevard County
Date Performed	10/11/2022	East/West Street	Silktree Lane
Analysis Year	2024	North/South Street	Project Driveway 4
Time Analyzed	P.M. Buildout	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	5657.02 Lipscomb Street Townhomes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume (veh/h)		9	17	8		0	9	1		4		0		0		5
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.13				4.13				7.13		6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10				0					4				5	
Capacity, c (veh/h)		1602				1580					934				1068	
v/c Ratio		0.01				0.00					0.00				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.0	
Control Delay (s/veh)		7.3	0.0	0.0		7.3	0.0	0.0			8.9				8.4	
Level of Service (LOS)		A	A	A		A	A	A			A				A	
Approach Delay (s/veh)	2.0				0.0				8.9				8.4			
Approach LOS	A				A				A				A			

APPENDIX N

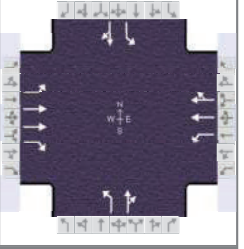
SIGNALIZED INTERSECTIONS

HCS SUMMARY WORKSHEETS

BUILDOUT CONDITIONS















HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Sep 22, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	AM Buildout	PHF	0.95
Urban Street	Lipscomb Street	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	University Blvd at Lipsco...	File Name	1. Lipscomb Street at University Blvd- AM Peak-H...		
Project Description	5657.02 Lipscomb St Townhomes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	41	90	114	80	164	76	71	105	83	66	63	80

Signal Information												
Cycle, s	59.3	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.5	1.2	20.0	3.4	0.4	9.2		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.7	0.0	3.7	3.4	0.0	3.7		
				Red	2.0	0.0	2.0	2.0	0.0	2.0		

													
1	2	3	4	5	6	7	8	9	10	11	12	13	14

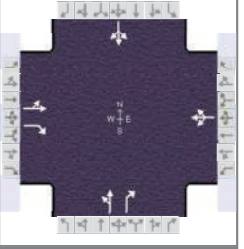
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	8.2	25.7	9.5	26.9	9.2	15.4	8.8	14.9
Change Period, ($Y+R_c$), s	5.7	5.7	5.7	5.7	5.7	5.7	5.4	5.7
Max Allow Headway (MAH), s	4.1	7.2	4.1	7.2	4.1	4.2	4.1	4.2
Queue Clearance Time (g_s), s	3.0	5.3	3.8	5.1	4.0	8.4	3.9	6.9
Green Extension Time (g_e), s	0.1	5.9	0.1	5.9	0.1	1.3	0.1	1.3
Phase Call Probability	0.51	1.00	0.75	1.00	0.71	1.00	0.68	1.00
Max Out Probability	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	43	95	120	84	130	123	75	198		69	151	
Adjusted Saturation Flow Rate (s), veh/h/ln	1697	1738	1572	1781	1826	1635	1781	1733		1781	1699	
Queue Service Time (g_s), s	1.0	1.1	3.3	1.8	2.9	3.1	2.0	6.4		1.9	4.9	
Cycle Queue Clearance Time (g_c), s	1.0	1.1	3.3	1.8	2.9	3.1	2.0	6.4		1.9	4.9	
Green Ratio (g/C)	0.38	0.34	0.34	0.40	0.36	0.36	0.22	0.16		0.21	0.16	
Capacity (c), veh/h	486	1172	530	649	653	584	319	282		250	265	
Volume-to-Capacity Ratio (X)	0.089	0.081	0.226	0.130	0.199	0.211	0.234	0.701		0.278	0.569	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.6	0.7	2.0	1.1	2.1	2.0	1.4	4.7		1.4	3.5	
Queue Storage Ratio (RQ) (95 th percentile)	0.10	0.00	0.00	0.11	0.00	0.00	0.52	0.00		0.30	0.00	
Uniform Delay (d_1), s/veh	11.8	13.4	14.1	11.2	13.2	13.3	19.3	23.5		19.7	23.2	
Incremental Delay (d_2), s/veh	0.1	0.1	0.8	0.1	0.5	0.6	0.4	3.1		0.6	1.9	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	11.9	13.5	14.9	11.3	13.7	13.9	19.6	26.6		20.3	25.1	
Level of Service (LOS)	B	B	B	B	B	B	B	C		C	C	
Approach Delay, s/veh / LOS	13.9	B		13.2	B		24.7	C		23.6	C	
Intersection Delay, s/veh / LOS	18.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	2.28	B	2.43	B
Bicycle LOS Score / LOS	0.70	A	0.77	A	0.94	A	0.85	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Sep 22, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	AM Buildout	PHF	0.90
Urban Street	Lipscomb Street	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Florida Avenue at Lipsc...	File Name	2. Lipscomb Street at Florida Avenue - AM Peak-...		
Project Description	5657.02 Lipscomb St Townhomes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	53	43	150	31	64	25	92	260	45	20	163	144

Signal Information											
Cycle, s	33.2	Reference Phase	2		8.0	13.2	0.0	0.0	0.0	0.0	
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4		8
Case Number		7.0		8.0		7.0		8.0
Phase Duration, s		14.0		14.0		19.2		19.2
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		5.2		5.2		5.3		5.3
Queue Clearance Time (g_s), s		4.9		4.2		7.7		7.5
Green Extension Time (g_e), s		2.2		2.3		5.5		5.5
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.01		0.01		0.04		0.03

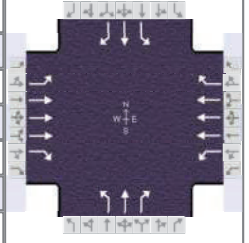
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h		107	167		133			391	50		363	
Adjusted Saturation Flow Rate (s), veh/h/ln		1450			1603			1637			1664	
Queue Service Time (g_s), s		0.0			0.0			0.3			0.0	
Cycle Queue Clearance Time (g_c), s		1.7			2.2			5.7			5.5	
Green Ratio (g/C)		0.24			0.24			0.40			0.40	
Capacity (c), veh/h		517			522			788			778	
Volume-to-Capacity Ratio (X)		0.206			0.255			0.496			0.467	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		0.9			1.1			2.5			2.3	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		10.2			10.4			7.7			7.7	
Incremental Delay (d_2), s/veh		0.3			0.4			0.7			0.6	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (d), s/veh		10.5	0.0		10.8			8.3	0.0		8.3	
Level of Service (LOS)		B	A		B			A	A		A	
Approach Delay, s/veh / LOS	4.1	A		10.8	B		7.4	A		8.3	A	
Intersection Delay, s/veh / LOS	7.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.66	B	1.64	B	1.87	B
Bicycle LOS Score / LOS	0.94	A	0.71	A	1.22	A	1.09	A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Sep 22, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	AM Buildout	PHF	0.95
Urban Street	Palm Bay Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Palm Bay Rd at Lipsco...	File Name	7. Palm Bay Rd at Lipscomb St. - AM Peak-Hour...		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	180	1072	230	97	990	172	170	191	109	182	190	185

Signal Information

Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	11.7	5.1	60.5	14.3	1.2	17.8		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	0.0	4.8	4.1	0.0	4.1		
				Red	3.4	0.0	2.0	3.6	0.0	2.7		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	25.0	72.4	19.9	67.3	22.0	24.6	23.2	25.7
Change Period, ($Y+R_c$), s	8.1	6.9	8.2	6.9	7.7	6.8	8.0	6.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	16.6		11.7		14.0	16.7	14.9	16.5
Green Extension Time (g_e), s	0.3	0.0	0.2	0.0	0.3	1.0	0.3	1.0
Phase Call Probability	1.00		0.98		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results

Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	189	1128	153	102	1042	85	179	201	63	192	200	100
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1698	1585	1443	1671	1560	1781	1870	1585	1781	1870	1560
Queue Service Time (g_s), s	14.6	16.6	5.8	9.7	17.1	3.5	12.0	14.7	5.1	12.9	14.5	8.3
Cycle Queue Clearance Time (g_c), s	14.6	16.6	5.8	9.7	17.1	3.5	12.0	14.7	5.1	12.9	14.5	8.3
Green Ratio (g/C)	0.12	0.47	0.47	0.08	0.43	0.43	0.23	0.13	0.13	0.24	0.14	0.14
Capacity (c), veh/h	215	2382	741	120	2162	672	255	237	201	271	253	211
Volume-to-Capacity Ratio (X)	0.883	0.474	0.206	0.849	0.482	0.127	0.703	0.847	0.314	0.708	0.791	0.474
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	10.6	9.4	3.8	6.5	9.8	2.3	9.2	11.5	3.7	9.8	11.3	5.9
Queue Storage Ratio (RQ) (95 th percentile)	0.77	0.00	0.34	0.94	0.00	0.16	1.00	0.00	0.40	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	57.8	17.2	15.1	61.4	20.6	17.7	47.2	59.8	55.6	46.8	58.6	55.9
Incremental Delay (d_2), s/veh	4.7	0.7	0.6	6.2	0.8	0.4	1.3	3.2	0.3	1.3	2.1	0.6
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	62.4	17.8	15.8	67.6	21.3	18.1	48.5	63.0	55.9	48.0	60.7	56.5
Level of Service (LOS)	E	B	B	E	C	B	D	E	E	D	E	E
Approach Delay, s/veh / LOS	23.4	C		25.0	C		56.1	E		54.9	D	
Intersection Delay, s/veh / LOS	32.2						C					

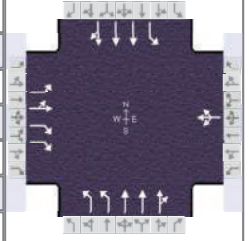
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.18	B		2.24	B		2.87	C		2.86	C	
Bicycle LOS Score / LOS	1.30	A		1.16	A		1.22	A		1.30	A	

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Oct 10, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	Buildout AM	PHF	0.95
Urban Street	US 1	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	US 1 at Univeristy Blvd	File Name	8. US-1 at University Blvd - AM Conditions.xus		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	121	7	78	38	36	35	94	1561	20	12	916	183

Signal Information

Cycle, s	190.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	2.4	5.2	116.4	16.3	15.3	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.8	0.0	4.8	3.7	3.4	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	4.6	0.0	4.6	4.2	4.2	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		12.0	2.0	4.0	2.0	4.0
Phase Duration, s		24.2		22.9	17.0	131.0	11.8	125.8
Change Period, ($Y+R_c$), s		7.9		7.6	9.4	9.4	9.4	9.4
Max Allow Headway (MAH), s		4.1		4.1	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s		15.6		15.1	7.4		3.4	
Green Extension Time (g_e), s		0.7		0.3	0.3	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.99		0.49	
Max Out Probability		0.00		0.00	0.00		0.00	

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	127	7	82		115		99	1112	552	13	793	363
Adjusted Saturation Flow Rate (s), veh/h/ln	1753	1470	1347		1643		1730	1870	1858	1697	1870	1707
Queue Service Time (g_s), s	13.6	0.9	5.5		13.1		5.4	28.9	28.9	1.4	19.8	19.9
Cycle Queue Clearance Time (g_c), s	13.6	0.9	5.5		13.1		5.4	28.9	28.9	1.4	19.8	19.9
Green Ratio (g/C)	0.09	0.09	0.09		0.08		0.04	0.64	0.64	0.01	0.61	0.61
Capacity (c), veh/h	151	126	231		133		138	2394	1189	22	2292	1046
Volume-to-Capacity Ratio (X)	0.846	0.058	0.355		0.865		0.715	0.464	0.465	0.581	0.346	0.347
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	10.9	0.6	3.5		10.1		4.5	18.2	18.4	1.4	13.4	12.7
Queue Storage Ratio (RQ) (95 th percentile)	1.48	0.00	0.48		0.00		0.22	0.00	0.00	0.25	0.00	0.00
Uniform Delay (d_1), s/veh	85.6	79.8	81.9		86.3		90.1	17.5	17.5	93.3	18.1	18.1
Incremental Delay (d_2), s/veh	12.1	0.2	0.9		15.0		6.7	0.7	1.3	22.2	0.4	0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	97.7	80.0	82.8		101.3		96.8	18.2	18.8	115.5	18.5	19.0
Level of Service (LOS)	F	E	F		F		F	B	B	F	B	B
Approach Delay, s/veh / LOS	91.5		F	101.3		F	22.8		C	19.7		B
Intersection Delay, s/veh / LOS	29.0						C					

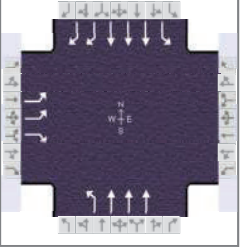
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.76		C	2.63		C	1.67		B	2.42		B
Bicycle LOS Score / LOS	0.85		A	0.68		A	1.46		A	1.13		A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Oct 11, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	Buildout AM	PHF	0.94
Urban Street	US 1	Analysis Year	2024	Analysis Period	1 > 7:00
Intersection	US 1 at RJ Conlan Blvd	File Name	9. US-1 at RJ Conlan - AM Peak-Hour.xus		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	513		38				70	1207		0	613	468

Signal Information

Cycle, s	78.9	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	4.0	38.3	16.2	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.8	4.4	0.0	0.0	0.0		
				Red	2.5	2.0	2.7	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			1	6	5	2
Case Number		9.0			1.1	4.0	1.1	3.0
Phase Duration, s		23.3			10.5	55.6	0.0	45.1
Change Period, ($Y+R_c$), s		7.1			6.5	6.8	7.9	6.8
Max Allow Headway (MAH), s		4.0			3.5	4.9	0.0	4.9
Queue Clearance Time (g_s), s		13.7			3.6	12.2		10.6
Green Extension Time (g_e), s		2.5			0.1	27.2	0.0	27.6
Phase Call Probability		1.00			0.80	1.00		1.00
Max Out Probability		0.00			0.00	0.35		0.34

Movement Group Results

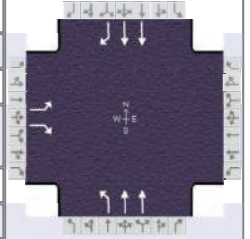
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				1	6		5	2	12
Adjusted Flow Rate (v), veh/h	546		40				74	1284		0	652	498
Adjusted Saturation Flow Rate (s), veh/h/ln	1730						1697	1698		1781	1671	
Queue Service Time (g_s), s	11.7						1.6	10.2		0.0	6.1	
Cycle Queue Clearance Time (g_c), s	11.7						1.6	10.2		0.0	6.1	
Green Ratio (g/C)	0.21						0.56	0.62		0.38	0.48	
Capacity (c), veh/h	711						481	3150		293	2431	
Volume-to-Capacity Ratio (X)	0.767						0.155	0.408		0.000	0.268	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	8.2						0.9	5.0		0.0	3.5	
Queue Storage Ratio (RQ) (95 th percentile)	0.99						0.10	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	29.6						8.4	7.7		0.0	12.0	
Incremental Delay (d_2), s/veh	1.8						0.1	0.1		0.0	0.1	
Initial Queue Delay (d_3), s/veh	0.0						0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	31.3		0.0				8.5	7.8		0.0	12.2	0.0
Level of Service (LOS)	C		A				A	A			B	A
Approach Delay, s/veh / LOS	29.2		C		0.0		7.8	A		6.9		A
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.60		C	2.85		C	1.35		A	2.25		B
Bicycle LOS Score / LOS			F				1.23		A	1.12		A

HCS Signalized Intersection Results Summary

General Information					Intersection Information	
Agency	LTG, Inc.			Duration, h	0.250	
Analyst	BNH	Analysis Date	Oct 11, 2022		Area Type	Other
Jurisdiction	Brevard County	Time Period	A.M. Peak Buildout		PHF	0.86
Urban Street	US 1	Analysis Year	2024		Analysis Period	1> 7:00
Intersection	US 1 at Palm Bay Rd	File Name	14. US 1 at Palm Bay Rd - A.M..xus			
Project Description	5657.02 Lipscomb Street Townhomes					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	127		291				338	1255			472	205

Signal Information											
Cycle, s	66.4	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On	Green	13.5	14.9	17.1	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	4.8	4.8	0.0	0.0	0.0	
				Red	2.5	2.0	2.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		23.9			20.8	42.5		21.7
Change Period, ($Y+R_c$), s		6.8			7.3	6.8		6.8
Max Allow Headway (MAH), s		4.2			4.0	4.0		4.0
Queue Clearance Time (g_s), s		15.4			12.2	23.3		11.4
Green Extension Time (g_e), s		1.6			1.3	4.9		3.5
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		0.02			0.00	0.85		0.43

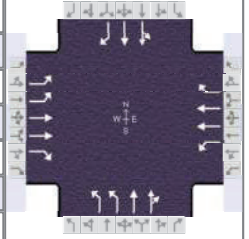
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6		2		12
Adjusted Flow Rate (v), veh/h	148		338				393	1459		549		238
Adjusted Saturation Flow Rate (s), veh/h/ln	1781		1585				1781	1781		1781		1585
Queue Service Time (g_s), s	4.5		13.4				10.2	21.3		9.4		9.1
Cycle Queue Clearance Time (g_c), s	4.5		13.4				10.2	21.3		9.4		9.1
Green Ratio (g/C)	0.26		0.26				0.46	0.54		0.22		0.22
Capacity (c), veh/h	459		408				543	1916		799		356
Volume-to-Capacity Ratio (X)	0.322		0.829				0.724	0.762		0.687		0.670
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	3.0		8.5				6.3	10.9		6.5		5.8
Queue Storage Ratio (RQ) (95 th percentile)	0.00		0.00				0.56	0.00		0.00		0.55
Uniform Delay (d_1), s/veh	20.0		23.3				14.2	12.0		23.6		23.5
Incremental Delay (d_2), s/veh	0.4		4.4				1.9	1.8		1.1		2.2
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay (d), s/veh	20.4		27.7				16.0	13.9		24.7		25.7
Level of Service (LOS)	C		C				B	B		C		C
Approach Delay, s/veh / LOS	25.5		C	0.0			14.3	B		25.0		C
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	0.68	A	1.92	B
Bicycle LOS Score / LOS		F			2.02	B	1.14	A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Oct 11, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	Buildout AM	PHF	0.95
Urban Street	Palm Bay Rd	Analysis Year	2024	Analysis Period	1 > 7:00
Intersection	Palm Bay Rd at RJ Conl...	File Name	13. Palm Bay Rd at RJ Conlan Blvd - AM Peak-H...		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	478	499	109	37	951	90	17	16	22	89	84	359

Signal Information

Cycle, s	170.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		11.0
Phase Duration, s	35.4	96.0	12.0	72.6		15.3		46.6
Change Period, ($Y+R_c$), s	8.4	6.8	7.0	6.8		8.8		8.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.2		3.3
Queue Clearance Time (g_s), s	26.2		5.9			4.8		40.6
Green Extension Time (g_e), s	0.8	0.0	0.0	0.0		0.1		0.0
Phase Call Probability	1.00		0.84			0.94		1.00
Max Out Probability	0.05		0.00			0.00		1.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	503	525	115	39	1001	95	18	17	23	182	0	378
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1781	1572	1682	1781		1579	1796	1370	1823	1870	
Queue Service Time (g_s), s	24.2	9.4	4.1	3.9	37.0		0.9	1.5	2.8	14.6	0.0	
Cycle Queue Clearance Time (g_c), s	24.2	9.4	4.1	3.9	37.0		0.9	1.5	2.8	14.6	0.0	
Green Ratio (g/C)	0.16	0.52	0.52	0.03	0.39		0.04	0.04	0.04	0.23	0.23	
Capacity (c), veh/h	550	1870	826	49	1379		122	69	53	414	425	
Volume-to-Capacity Ratio (X)	0.915	0.281	0.139	0.790	0.726		0.147	0.244	0.439	0.440	0.000	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	16.9	6.5	2.8	3.3	22.1		0.7	1.3	1.8	11.1	0.0	
Queue Storage Ratio (RQ) (95 th percentile)	1.06	0.00	0.23	0.32	0.00		0.09	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	65.9	13.5	12.7	81.2	34.2		79.0	79.3	79.9	56.4	0.0	
Incremental Delay (d_2), s/veh	13.4	0.4	0.4	10.0	3.4		0.2	0.7	2.1	0.3	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	79.2	13.9	13.1	91.2	37.5	0.0	79.2	80.0	82.1	56.7	0.0	0.0
Level of Service (LOS)	E	B	B	F	D	A	E	E	F	E		A
Approach Delay, s/veh / LOS	42.6		D	36.2		D	80.6		F	18.4		B
Intersection Delay, s/veh / LOS	36.2						D					

Multimodal Results

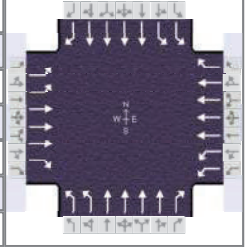
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.43		B	2.30		B	2.47		B	2.63		C
Bicycle LOS Score / LOS	1.43		A	1.42		A	0.54		A	0.95		A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG		
Analyst	BNH	Analysis Date	Oct 11, 2022
Jurisdiction	Brevard County	Time Period	Buildout AM
Urban Street	Palm Bay Road (PBR)	Analysis Year	2024
Intersection	PBR at Babcock Street	File Name	15 & 16- Palm Bay
Project Description	5657.02 Lipscomb Street Townhomes		

Intersection Information



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	421	1239	424	266	941	471	330	965	416	198	662	528

Signal Information

Cycle, s	110.0	Reference Phase	2											
Offset, s	88	Reference Point	End	Green	8.8	7.0	14.5	13.1	6.8	14.2	1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.8	4.8	4.8	4.8	0.0	4.8	5	6	7	8
Force Mode	Fixed	Simult. Gap N/S	On	Red	4.8	2.8	4.7	4.3	0.0	5.0				

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.0	38.6	18.4	33.0	22.2	29.0	24.0	30.8
Change Period, ($Y+R_c$), s	9.5	9.5	9.6	7.6	9.1	7.5	9.8	9.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.0	3.0	3.1	3.1
Queue Clearance Time (g_s), s	16.0		8.6		12.8	23.5	8.1	23.0
Green Extension Time (g_e), s	0.0	0.0	0.2	0.0	0.3	0.0	2.1	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		0.04		0.38	1.00	0.44	1.00

Movement Group Results

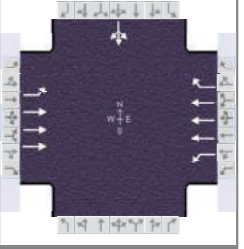
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	443	1304	359	212	750	336	347	1016	367	208	697	445
Adjusted Saturation Flow Rate (s), veh/h/ln	1730	1698	1585	1730	1685	1585	1730	1685	1585	1730	1698	1585
Queue Service Time (g_s), s	14.0	27.7	19.3	6.6	10.2	18.8	10.8	15.7	21.5	6.1	10.2	21.0
Cycle Queue Clearance Time (g_c), s	14.0	27.7	19.3	6.6	10.2	18.8	10.8	15.7	21.5	6.1	10.2	21.0
Green Ratio (g/C)	0.13	0.26	0.38	0.08	0.23	0.36	0.12	0.20	0.28	0.13	0.19	0.32
Capacity (c), veh/h	456	1348	609	276	1556	571	413	1317	436	447	1294	511
Volume-to-Capacity Ratio (X)	0.972	0.967	0.589	0.767	0.482	0.588	0.840	0.771	0.842	0.467	0.539	0.872
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	12.2	17.8	11.0	5.0	7.1	11.0	8.6	10.7	10.5	4.6	7.4	11.9
Queue Storage Ratio (RQ) (95 th percentile)	0.53	0.00	0.40	0.23	0.00	0.20	0.52	0.00	0.65	0.33	0.00	0.42
Uniform Delay (d_1), s/veh	45.1	35.1	23.6	48.7	34.1	26.1	47.4	41.9	7.4	44.4	40.2	8.2
Incremental Delay (d_2), s/veh	34.6	17.8	4.2	1.5	1.0	4.0	7.5	2.6	13.1	0.3	0.2	14.6
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	79.7	52.9	27.7	50.2	35.1	30.1	54.9	44.5	20.5	44.7	40.4	22.8
Level of Service (LOS)	E	D	C	D	D	C	D	D	C	D	D	C
Approach Delay, s/veh / LOS	54.3	D		36.3	D		41.5	D		35.3	D	
Intersection Delay, s/veh / LOS	43.3						D					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.16	C	3.23	C	3.04	C	3.08	C
Bicycle LOS Score / LOS	1.65	B	1.19	A	1.20	A	1.04	A

HCS Signalized Intersection Results Summary

General Information					Intersection Information	
Agency	LTG			Duration, h	0.250	
Analyst	BNH		Analysis Date	Oct 11, 2022	Area Type	Other
Jurisdiction	Brevard County		Time Period	Buildout AM	PHF	0.95
Urban Street	Palm Bay Road (PBR)		Analysis Year	2024	Analysis Period	1> 7:30
Intersection	PBR at Pinewood Drive		File Name	15 & 16- Palm Bay Road AM.xus		
Project Description	5657.02 Lipscomb Street Townhomes					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	116	1722		6	1199	27				86	0	104

Signal Information											
Cycle, s	110.0	Reference Phase	6								
Offset, s	57	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	0.9	4.4	68.2	15.1	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.8	0.0	4.8	3.4	0.0	0.0	
				Red	2.0	0.0	2.0	4.4	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2				8
Case Number	1.1	4.0	2.0	3.0				12.0
Phase Duration, s	12.1	79.4	7.7	75.0				22.9
Change Period, ($Y+R_c$), s	7.0	6.8	6.8	6.8				7.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0				3.4
Queue Clearance Time (g_s), s	5.0		2.4					14.9
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0				0.2
Phase Call Probability	0.98		0.18					1.00
Max Out Probability	0.00		0.00					0.03

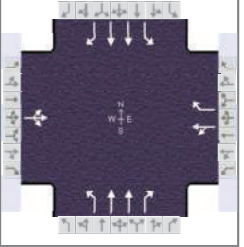
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6		5	2	12				3	8	18
Adjusted Flow Rate (v), veh/h	123	1827		6	1262	28				200		
Adjusted Saturation Flow Rate (s), veh/h/ln	1570	1698		1570	1698	1560				1668		
Queue Service Time (g_s), s	3.0	12.2		0.4	7.0	0.4				12.9		
Cycle Queue Clearance Time (g_c), s	3.0	12.2		0.4	7.0	0.4				12.9		
Green Ratio (g/C)	0.67	0.66		0.01	0.62	0.62				0.14		
Capacity (c), veh/h	353	3362		13	3159	967				230		
Volume-to-Capacity Ratio (X)	0.349	0.544		0.504	0.399	0.029				0.871		
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	1.7	4.1		0.4	3.3	0.2				10.2		
Queue Storage Ratio (RQ) (95 th percentile)	0.20	0.00		0.04	0.00	0.02				0.00		
Uniform Delay (d_1), s/veh	7.3	4.2		54.2	4.2	3.6				46.5		
Incremental Delay (d_2), s/veh	0.1	0.2		11.2	0.4	0.1				11.3		
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0				0.0		
Control Delay (d), s/veh	7.4	4.4		65.4	4.6	3.7				57.7		
Level of Service (LOS)	A	A		E	A	A				E		
Approach Delay, s/veh / LOS	4.6	A		4.9	A		0.0			57.7	E	
Intersection Delay, s/veh / LOS	7.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.35	A	1.66	B	2.74	C	2.61	C
Bicycle LOS Score / LOS	1.55	B	1.20	A			0.82	A

HCS Signalized Intersection Results Summary

General Information








Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Oct 10, 2022	Area Type	Other
Jurisdiction	Brevard County	Time Period	AM Buildout	PHF	0.89
Urban Street	RJ Conlan Blvd	Analysis Year	2024	Analysis Period	1 > 7:00
Intersection	RJ Conlan Blvd at North...	File Name	18. RJ Conlan Blvd at Northview St - AM.xus		
Project Description	5657.02 Lipscomb Street Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	21	1	24	26	5	37	33	541	10	10	534	26

Signal Information

Cycle, s	43.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.2	2.4	2.1	2.8	3.6	0.0				
				Yellow	4.0	4.0	4.0	4.0	4.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	2.0	2.0	0.0				

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		12.0		11.0	1.2	3.0	1.3	3.0
Phase Duration, s		8.8		9.6	8.2	16.5	8.1	16.5
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s		3.8		3.9	3.5	3.4	3.4	3.4
Queue Clearance Time (g_s), s		3.3		3.1	2.7	8.7	2.0	8.6
Green Extension Time (g_e), s		0.1		0.1	0.1	1.8	2.0	1.9
Phase Call Probability		0.46		0.60	0.36	1.00	0.13	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

Movement Group Results

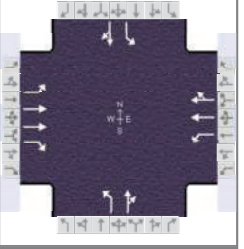
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		52			35	42	37	608	11	11	600	29
Adjusted Saturation Flow Rate (s), veh/h/ln		1675			1795	1585	1668	1781	1585	1781	1781	
Queue Service Time (g_s), s		1.3			0.8	1.1	0.7	6.7	0.2	0.0	6.6	
Cycle Queue Clearance Time (g_c), s		1.3			0.8	1.1	0.7	6.7	0.2	0.0	6.6	
Green Ratio (g/C)		0.06			0.08	0.08	0.29	0.25	0.25	0.29	0.24	
Capacity (c), veh/h		108			151	133	321	873	389	328	868	
Volume-to-Capacity Ratio (X)		0.477			0.231	0.313	0.115	0.696	0.029	0.034	0.691	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		0.9			0.6	0.7	0.3	3.8	0.1	0.1	3.7	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00	0.00	0.04	0.00	0.02	0.01	0.00	
Uniform Delay (d_1), s/veh		19.4			18.4	18.6	11.5	14.8	12.3	16.2	14.8	
Incremental Delay (d_2), s/veh		2.4			0.6	1.0	0.1	0.8	0.0	0.0	0.7	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		21.8			19.0	19.5	11.6	15.5	12.4	16.2	15.6	0.0
Level of Service (LOS)		C			B	B	B	B	B	B	B	A
Approach Delay, s/veh / LOS	21.8	C		19.3	B		15.3	B		14.9	B	
Intersection Delay, s/veh / LOS	15.5						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.43	B		2.43	B		1.92	B		1.67	B	
Bicycle LOS Score / LOS	0.57	A		0.61	A		1.03	A		1.02	A	

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Oct 11, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	PM Buildout	PHF	0.95
Urban Street	Lipscomb Street	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	University Blvd at Lipsco...	File Name	1. Lipscomb Street at University Blvd- PM Peak-...		
Project Description	5657.02 Lipscomb St Townhomes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	69	182	125	106	163	19	80	107	86	34	122	48

Signal Information											
Cycle, s	59.8	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On	Green	3.5	0.7	20.0	2.2	1.8	9.1	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.7	0.0	3.7	3.4	0.0	3.7	
				Red	2.0	0.0	2.0	2.0	0.0	2.0	

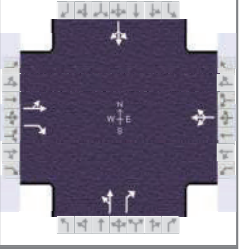
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	7	4	3	8
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.2	25.7	9.9	26.4	9.5	16.6	7.6	14.8
Change Period, ($Y+R_c$), s	5.7	5.7	5.7	5.7	5.7	5.7	5.4	5.7
Max Allow Headway (MAH), s	4.1	7.1	4.1	7.1	4.1	4.2	4.1	4.2
Queue Clearance Time (g_s), s	3.6	5.6	4.4	4.2	4.3	8.5	3.0	7.7
Green Extension Time (g_e), s	0.1	6.6	0.2	6.6	0.1	1.4	0.0	1.4
Phase Call Probability	0.70	1.00	0.84	1.00	0.75	1.00	0.45	1.00
Max Out Probability	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	73	192	132	112	96	95	84	203		36	179	
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1766	1585	1781	1856	1788	1781	1731		1725	1780	
Queue Service Time (g_s), s	1.6	2.3	3.6	2.4	2.1	2.2	2.3	6.5		1.0	5.7	
Cycle Queue Clearance Time (g_c), s	1.6	2.3	3.6	2.4	2.1	2.2	2.3	6.5		1.0	5.7	
Green Ratio (g/C)	0.39	0.33	0.33	0.40	0.35	0.35	0.21	0.18		0.19	0.15	
Capacity (c), veh/h	550	1181	530	599	642	619	301	315		231	269	
Volume-to-Capacity Ratio (X)	0.132	0.162	0.248	0.186	0.150	0.154	0.280	0.645		0.155	0.664	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	1.0	1.5	2.3	1.5	1.5	1.5	1.7	4.7		0.7	4.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.16	0.00	0.00	0.15	0.00	0.00	0.60	0.00		0.16	0.00	
Uniform Delay (d_1), s/veh	11.6	14.0	14.5	11.4	13.5	13.5	19.7	22.7		20.5	24.0	
Incremental Delay (d_2), s/veh	0.1	0.2	0.9	0.1	0.4	0.4	0.5	2.2		0.3	2.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	11.7	14.3	15.3	11.5	13.9	13.9	20.2	24.9		20.8	26.8	
Level of Service (LOS)	B	B	B	B	B	B	C	C		C	C	
Approach Delay, s/veh / LOS	14.2	B		13.0	B		23.5	C		25.8	C	
Intersection Delay, s/veh / LOS	18.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.90	B	2.28	B	2.43	B
Bicycle LOS Score / LOS	0.81	A	0.74	A	0.96	A	0.84	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Oct 11, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	PM Buildout	PHF	0.95
Urban Street	Lipscomb Street	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Florida Avenue at Lipsc...	File Name	2. Lipscomb Street at Florida Avenue - PM Peak-...		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	67	81	97	95	81	47	119	251	81	54	368	80

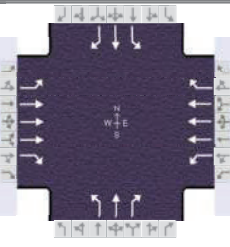
Signal Information											
Cycle, s	40.4	Reference Phase	2		10.1	18.3	0.0	0.0	0.0	0.0	
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		4		8
Case Number		7.0		8.0		7.0		8.0
Phase Duration, s		16.1		16.1		24.3		24.3
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (MAH), s		5.2		5.2		5.3		5.3
Queue Clearance Time (g_s), s		5.0		7.4		8.7		11.2
Green Extension Time (g_e), s		2.8		2.7		7.2		7.0
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.02		0.04		0.10		0.13

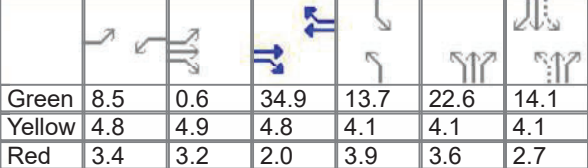
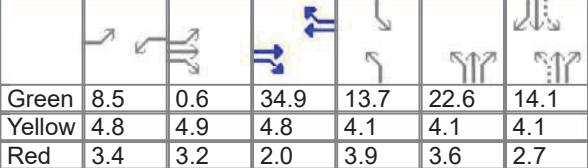
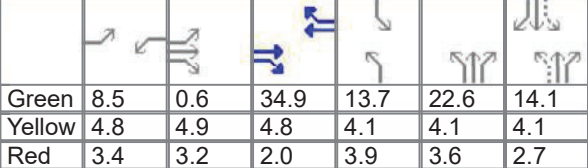
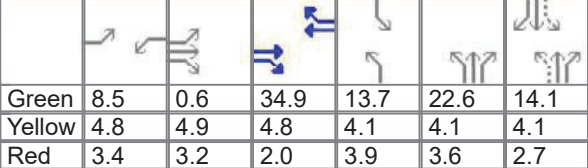
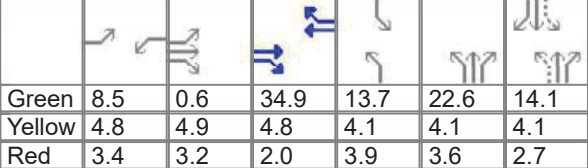
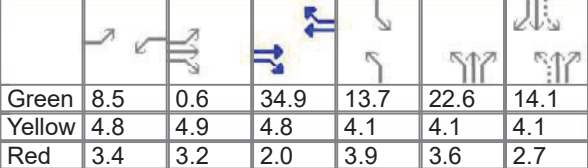
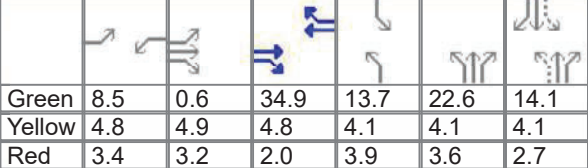
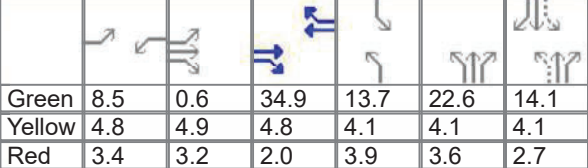
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h		156	102		235			389	85		528	
Adjusted Saturation Flow Rate (s), veh/h/ln		1531			1492			1505			1748	
Queue Service Time (g_s), s		0.0			2.4			0.0			1.7	
Cycle Queue Clearance Time (g_c), s		3.0			5.4			6.7			9.2	
Green Ratio (g/C)		0.25			0.25			0.45			0.45	
Capacity (c), veh/h		514			501			798			889	
Volume-to-Capacity Ratio (X)		0.303			0.468			0.488			0.595	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		1.8			2.9			2.7			4.5	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		12.4			13.3			7.7			8.6	
Incremental Delay (d_2), s/veh		0.5			1.0			0.7			0.9	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (d), s/veh		12.9	0.0		14.3			8.4	0.0		9.5	
Level of Service (LOS)		B	A		B			A	A		A	
Approach Delay, s/veh / LOS	7.8	A		14.3	B		6.9	A		9.5	A	
Intersection Delay, s/veh / LOS	9.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.67	B	1.64	B	1.87	B
Bicycle LOS Score / LOS	0.91	A	0.87	A	1.27	A	1.36	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG			Duration, h	0.250	
Analyst	BNH	Analysis Date	Oct 11, 2022	Area Type	Other	
Jurisdiction	Palm Bay	Time Period	PM Buildout	PHF	0.95	
Urban Street	Palm Bay Road	Analysis Year	2024	Analysis Period	1> 7:00	
Intersection	Palm Bay Rd at Lipsco...	File Name	7. Palm Bay Road at Lipscomb St. - PM Peak-H...			
Project Description	5657.02 Lipscomb St. Townhomes					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	186	1015	132	79	929	103	575	200	92	157	145	213

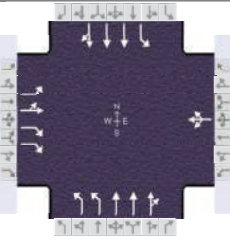
Signal Information											
Cycle, s	140.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								
Green	8.5	0.6	34.9	13.7	22.6	14.1					
Yellow	4.8	4.9	4.8	4.1	4.1	4.1					
Red	3.4	3.2	2.0	3.9	3.6	2.7					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	1.1	3.0	1.1	3.0
Phase Duration, s	25.4	50.5	16.7	41.7	51.9	51.2	21.7	20.9
Change Period, ($Y+R_c$), s	8.1	6.9	8.2	6.9	7.7	6.8	8.0	6.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	17.1		8.7		43.0	14.3	13.5	13.2
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	1.3	1.0	0.2	1.0
Phase Call Probability	1.00		0.96		1.00	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

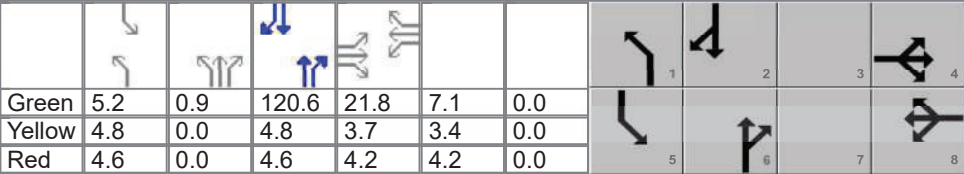
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	196	1068	0	83	978	25	605	211	55	165	153	126
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1698	1585	1711	1671	1547	1781	1841	1535	1781	1870	1572
Queue Service Time (g_s), s	15.1	23.8	0.0	6.7	24.7	1.6	41.0	12.3	3.5	11.5	11.2	11.0
Cycle Queue Clearance Time (g_c), s	15.1	23.8	0.0	6.7	24.7	1.6	41.0	12.3	3.5	11.5	11.2	11.0
Green Ratio (g/C)	0.12	0.31	0.31	0.06	0.25	0.25	0.43	0.32	0.32	0.20	0.10	0.10
Capacity (c), veh/h	220	1585	493	103	1247	385	640	584	487	344	189	159
Volume-to-Capacity Ratio (X)	0.891	0.674	0.000	0.805	0.784	0.066	0.945	0.361	0.112	0.481	0.808	0.795
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	11.4	14.2	0.0	5.4	15.1	1.1	26.9	9.5	2.4	8.9	9.3	8.0
Queue Storage Ratio (RQ) (95 th percentile)	0.83	0.00	0.00	0.67	0.00	0.08	2.90	0.00	0.27	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	57.6	35.2	0.0	63.6	43.4	35.7	35.2	36.9	33.8	49.5	61.6	61.5
Incremental Delay (d_2), s/veh	11.3	2.3	0.0	5.4	5.0	0.3	12.4	0.1	0.0	0.4	3.1	3.4
Initial Queue Delay (d_3), 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
Control Delay (d), s/veh	68.9	37.5	0.0	69.0	48.4	36.0	47.6	37.0	33.9	49.9	64.7	64.9
Level of Service (LOS)	E	D		E	D	D	D	D	C	D	E	E
Approach Delay, s/veh / LOS	42.4		D	49.7		D	44.2		D	59.3		E
Intersection Delay, s/veh / LOS	47.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.19	B	2.27	B	2.83	C	2.93	C
Bicycle LOS Score / LOS	1.18	A	1.09	A	1.92	B	1.22	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG			Duration, h	0.250	
Analyst	BNH	Analysis Date	Oct 11, 2022	Area Type	Other	
Jurisdiction	Palm Bay	Time Period	Buildout PM	PHF	0.93	
Urban Street	US 1	Analysis Year	2024	Analysis Period	1> 7:00	
Intersection	US 1 at Univeristy Blvd	File Name	8. US-1 at University Blvd - PM Conditions.xus			
Project Description	5657.02 Lipscomb St. Townhomes					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	170	23	78	23	21	4	70	1363	31	34	1689	151

Signal Information													
Cycle, s	190.0	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	5.2	0.9	120.6	21.8	7.1	0.0			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.8	0.0	4.8	3.7	3.4	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	4.6	0.0	4.6	4.2	4.2	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		9.0		12.0	2.0	4.0	2.0	4.0
Phase Duration, s		29.7		14.7	15.6	131.0	14.6	130.0
Change Period, ($Y+R_c$), s		7.9		7.6	9.4	9.4	9.4	9.4
Max Allow Headway (MAH), s		4.1		4.0	4.0	0.0	4.0	0.0
Queue Clearance Time (g_s), s		21.4		7.5	6.2		6.1	
Green Extension Time (g_e), s		0.4		0.0	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		0.93	0.98		0.85	
Max Out Probability		1.00		0.02	0.00		0.00	

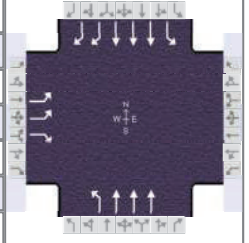
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h	183	25	84		52		75	1003	496	37	1336	642
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1693	1392		1757		1689	1870	1848	1682	1870	1789
Queue Service Time (g_s), s	19.4	2.5	5.2		5.5		4.2	25.1	25.1	4.1	38.5	38.9
Cycle Queue Clearance Time (g_c), s	19.4	2.5	5.2		5.5		4.2	25.1	25.1	4.1	38.5	38.9
Green Ratio (g/C)	0.11	0.11	0.11		0.04		0.03	0.64	0.64	0.03	0.63	0.63
Capacity (c), veh/h	202	194	319		66		110	2394	1183	46	2375	1136
Volume-to-Capacity Ratio (X)	0.903	0.128	0.263		0.788		0.683	0.419	0.419	0.787	0.562	0.566
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	15.9	2.0	3.4		5.1		3.5	16.2	16.2	3.8	23.3	23.0
Queue Storage Ratio (RQ) (95 th percentile)	2.14	0.00	0.46		0.00		0.18	0.00	0.00	0.70	0.00	0.00
Uniform Delay (d_1), s/veh	83.1	75.6	76.8		90.7		90.9	16.8	16.8	91.8	19.7	19.7
Incremental Delay (d_2), s/veh	31.6	0.3	0.4		18.5		7.3	0.5	1.1	24.6	1.0	2.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	114.7	75.9	77.2		109.2		98.2	17.4	17.9	116.4	20.7	21.8
Level of Service (LOS)	F	E	E		F		F	B	B	F	C	C
Approach Delay, s/veh / LOS	100.6		F	109.2		F	21.4		C	22.8		C
Intersection Delay, s/veh / LOS	29.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.76	C	2.63	C	1.67	B	2.41	B
Bicycle LOS Score / LOS	0.97	A	0.57	A	1.35	A	1.60	B

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Oct 11, 2022	Area Type	Other
Jurisdiction	Palm Bay	Time Period	Buildout PM	PHF	0.95
Urban Street	US 1	Analysis Year	2024	Analysis Period	1 > 7:00
Intersection	US 1 at RJ Conlan Blvd	File Name	9. US-1 at RJ Conlan - PM Peak-Hour.xus		
Project Description	5657.02 Lipscomb St. Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	550		80				87	933		0	1421	514

Signal Information

Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.8	78.7	26.1	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.8	4.4	0.0	0.0	0.0		
				Red	2.5	2.0	2.7	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			1	6	5	2
Case Number		9.0			1.1	4.0	1.1	3.0
Phase Duration, s		33.2			11.3	96.8	0.0	85.5
Change Period, ($Y+R_c$), s		7.1			6.5	6.8	7.9	6.8
Max Allow Headway (MAH), s		4.0			3.5	0.0	0.0	0.0
Queue Clearance Time (g_s), s		24.2			4.4			
Green Extension Time (g_e), s		1.9			0.2	0.0	0.0	0.0
Phase Call Probability		1.00			0.96			
Max Out Probability		0.21			0.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				1	6		5	2	12
Adjusted Flow Rate (v), veh/h	579		84				92	982		0	1496	541
Adjusted Saturation Flow Rate (s), veh/h/ln	1643						1767	1698		1781	1698	
Queue Service Time (g_s), s	22.2						2.4	9.6		0.0	21.3	
Cycle Queue Clearance Time (g_c), s	22.2						2.4	9.6		0.0	21.3	
Green Ratio (g/C)	0.20						0.66	0.69		0.54	0.61	
Capacity (c), veh/h	661						274	3526		402	3082	
Volume-to-Capacity Ratio (X)	0.876						0.334	0.279		0.000	0.485	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	14.8						1.6	5.6		0.0	12.3	
Queue Storage Ratio (RQ) (95 th percentile)	1.79						0.18	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	50.4						10.9	7.6		0.0	14.4	
Incremental Delay (d_2), s/veh	8.7						0.5	0.2		0.0	0.5	
Initial Queue Delay (d_3), s/veh	0.0						0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	59.1		0.0				11.4	7.8		0.0	14.9	0.0
Level of Service (LOS)	E		A				B	A			B	A
Approach Delay, s/veh / LOS	51.6		D		0.0		8.1	A		10.9		B
Intersection Delay, s/veh / LOS	17.3						B					

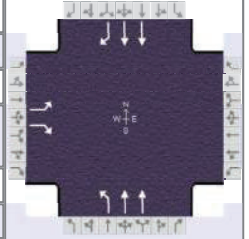
Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.62		C	2.87		C	1.35		A	2.25		B
Bicycle LOS Score / LOS			F				1.08		A	1.61		B

HCS Signalized Intersection Results Summary

General Information

Agency	LTG, Inc.			Duration, h	0.250
Analyst	BNH	Analysis Date	Oct 11, 2022	Area Type	Other
Jurisdiction	Brevard County	Time Period	P.M. Peak Buildout	PHF	0.94
Urban Street	US 1	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	US 1 at Palm Bay Rd	File Name	14. US 1 at Plam Bay Rd - P.M..xus		
Project Description	5657.02 Lipscomb Street Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	176		428				281	844			1314	237

Signal Information

Cycle, s	119.3	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	16.4	52.0	30.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.8	4.8	4.8	0.0	0.0	0.0		
				Red	2.5	2.0	2.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			1.0	4.0		7.3
Phase Duration, s		36.8			23.7	82.5		58.8
Change Period, (Y+R _c), s		6.8			7.3	6.8		6.8
Max Allow Headway (MAH), s		4.2			4.0	4.0		4.0
Queue Clearance Time (g _s), s		31.4			15.7	16.7		45.5
Green Extension Time (g _e), s		0.0			0.6	0.0		6.5
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		1.00			0.09	1.00		0.63

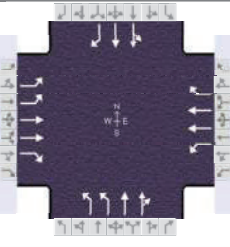
Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6		2		12
Adjusted Flow Rate (v), veh/h	187		455				299	898		1398		252
Adjusted Saturation Flow Rate (s), veh/h/ln	1781		1585				1781	1781		1781		1585
Queue Service Time (g _s), s	10.5		29.4				13.7	14.7		43.5		12.7
Cycle Queue Clearance Time (g _c), s	10.5		29.4				13.7	14.7		43.5		12.7
Green Ratio (g/C)	0.25		0.39				0.59	0.63		0.44		0.44
Capacity (c), veh/h	448		616				333	2261		1553		691
Volume-to-Capacity Ratio (X)	0.418		0.739				0.898	0.397		0.900		0.365
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	8.0		17.0				15.1	8.9		25.8		8.1
Queue Storage Ratio (RQ) (95 th percentile)	0.00		0.00				1.35	0.00		0.00		0.77
Uniform Delay (d ₁), s/veh	37.4		31.3				33.5	10.6		31.2		22.6
Incremental Delay (d ₂), s/veh	0.6		4.7				16.9	0.1		6.0		0.3
Initial Queue Delay (d ₃), s/veh	0.0		0.0				0.0	0.0		0.0		0.0
Control Delay (d), s/veh	38.0		36.0				50.4	10.8		37.3		22.9
Level of Service (LOS)	D		D				D	B		D		C
Approach Delay, s/veh / LOS	36.6		D	0.0			20.7	C		35.1		D
Intersection Delay, s/veh / LOS	30.4						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.32		B	2.32		B	0.68		A	1.92		B
Bicycle LOS Score / LOS			F				1.47		A	1.85		B

HCS Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	LTG			Duration, h	0.250	
Analyst	BNH	Analysis Date	Oct 11, 2022	Area Type	Other	
Jurisdiction	Palm Bay	Time Period	Buildout PM	PHF	0.95	
Urban Street	Palm Bay Rd	Analysis Year	2024	Analysis Period	1> 7:00	
Intersection	Palm Bay Rd at RJ Conl...	File Name	13. Palm Bay Rd at RJ Conlan Blvd - PM Peak-H...			
Project Description	5657.02 Lipscomb St. Townhomes					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	433	703	74	30	516	80	88	100	19	83	19	583

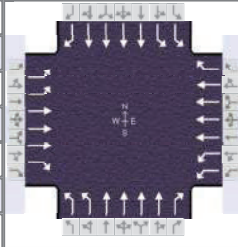
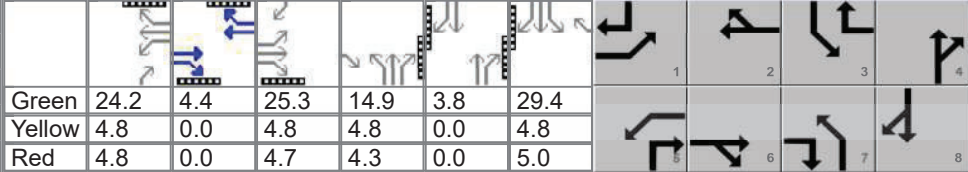
Signal Information										
Cycle, s	170.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		11.0
Phase Duration, s	33.4	103.9	11.1	81.6		17.1		37.9
Change Period, ($Y+R_c$), s	8.4	6.8	7.0	6.8		8.8		8.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0		3.1		3.3
Queue Clearance Time (g_s), s	24.1		5.3			7.9		31.9
Green Extension Time (g_e), s	1.0	0.0	0.0	0.0		0.3		0.0
Phase Call Probability	1.00		0.77			1.00		1.00
Max Out Probability	0.00		0.00			0.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	456	740	78	32	543	84	93	63	62	107	0	614
Adjusted Saturation Flow Rate (s), veh/h/ln	1716	1781	1427	1612	1781		1730	1856	1754	1669	1737	
Queue Service Time (g_s), s	22.1	11.6	2.4	3.3	13.4		4.4	5.7	5.9	9.6	0.0	
Cycle Queue Clearance Time (g_c), s	22.1	11.6	2.4	3.3	13.4		4.4	5.7	5.9	9.6	0.0	
Green Ratio (g/C)	0.15	0.57	0.57	0.02	0.44		0.05	0.05	0.05	0.18	0.18	
Capacity (c), veh/h	505	2035	815	39	1567		169	90	85	293	305	
Volume-to-Capacity Ratio (X)	0.902	0.364	0.096	0.806	0.347		0.550	0.698	0.728	0.366	0.000	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	15.0	7.4	1.5	2.7	9.2		3.6	5.1	5.0	7.4	0.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.95	0.00	0.12	0.28	0.00		0.42	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	67.1	10.1	9.0	81.8	22.4		79.0	79.6	79.7	61.7	0.0	
Incremental Delay (d_2), s/veh	7.4	0.5	0.2	13.3	0.6		1.0	3.6	4.4	0.3	0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh	74.5	10.6	9.2	95.2	23.0	0.0	80.1	83.2	84.1	62.0	0.0	0.0
Level of Service (LOS)	E	B	A	F	C	A	F	F	F	E		A
Approach Delay, s/veh / LOS	33.4	C		23.6	C		82.1	F		9.2	A	
Intersection Delay, s/veh / LOS	28.8						C					

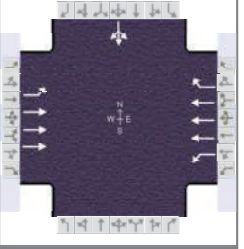
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.29	B	2.47	B	2.63	C
Bicycle LOS Score / LOS	1.54	B	1.03	A	0.67	A	1.08	A

HCS Signalized Intersection Results Summary

General Information						Intersection Information													
Agency		LTG				Duration, h		0.250											
Analyst		BNH		Analysis Date		Oct 11, 2022		Area Type		Other									
Jurisdiction		Brevard County		Time Period		Buildout PM		PHF		0.95									
Urban Street		Palm Bay Road (PBR)		Analysis Year		2024		Analysis Period		1> 4:30									
Intersection		PBR at Babcock Street		File Name		15 & 16- Palm Bay Road PM.xus													
Project Description		5657.02 Lipscomb Street Townhomes																	
Demand Information				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Demand (v), veh/h				555	941	344	513	1195	218	330	756	295	467	1460	473				
Signal Information																			
Cycle, s	140.0	Reference Phase	6																
Offset, s	31	Reference Point	End																
Uncoordinated	No	Simult. Gap E/W	On																
Force Mode	Fixed	Simult. Gap N/S	On																
				Green	24.2	4.4	25.3	14.9	3.8	29.4									
				Yellow	4.8	0.0	4.8	4.8	0.0	4.8									
				Red	4.8	0.0	4.7	4.3	0.0	5.0									
Timer Results				EBL		EBT		WBL		WBT		NBL		NBT		SBL		SBT	
Assigned Phase				1		6		5		2		7		4		3		8	
Case Number				2.0		3.0		2.0		3.0		2.0		3.0		2.0		3.0	
Phase Duration, s				34.8		39.2		33.8		38.2		24.0		27.8		39.2		43.0	
Change Period, (Y+R c), s				9.5		9.5		9.6		7.6		9.1		7.5		9.8		9.8	
Max Allow Headway (MAH), s				3.0		0.0		3.0		0.0		3.0		3.0		3.0		3.0	
Queue Clearance Time (g s), s				25.2				23.6				16.1		18.0		20.3		33.2	
Green Extension Time (g e), s				0.1		0.0		0.6		0.0		0.0		2.3		4.7		0.0	
Phase Call Probability				1.00				1.00				1.00		1.00		1.00		1.00	
Max Out Probability				1.00				0.61				1.00		0.00		0.47		1.00	
Movement Group Results				EB			WB			NB			SB						
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R				
Assigned Movement				1	6	16	5	2	12	7	4	14	3	8	18				
Adjusted Flow Rate (v), veh/h				584	991	275	542	1263	107	347	796	176	492	1537	352				
Adjusted Saturation Flow Rate (s), veh/h/ln				1730	1698	1585	1730	1698	1585	1716	1685	1585	1730	1698	1585				
Queue Service Time (g s), s				23.2	26.4	19.6	21.6	25.2	5.9	14.1	16.0	11.9	18.3	31.2	23.2				
Cycle Queue Clearance Time (g c), s				23.2	26.4	19.6	21.6	25.2	5.9	14.1	16.0	11.9	18.3	31.2	23.2				
Green Ratio (g/C)				0.18	0.21	0.32	0.17	0.22	0.43	0.11	0.15	0.32	0.21	0.24	0.42				
Capacity (c), veh/h				625	1080	505	598	1485	679	365	978	504	726	1611	662				
Volume-to-Capacity Ratio (X)				0.935	0.917	0.544	0.906	0.850	0.157	0.951	0.814	0.349	0.677	0.954	0.531				
Back of Queue (Q), ft/ln (95 th percentile)																			
Back of Queue (Q), veh/ln (95 th percentile)				16.7	17.3	12.0	15.4	16.2	4.1	12.3	11.0	4.2	12.6	20.6	7.0				
Queue Storage Ratio (RQ) (95 th percentile)				0.72	0.00	0.43	0.71	0.00	0.08	0.76	0.00	0.26	0.89	0.00	0.25				
Uniform Delay (d 1), s/veh				52.3	49.0	35.7	60.0	54.7	25.5	62.2	58.0	7.8	50.9	52.6	15.8				
Incremental Delay (d 2), s/veh				21.1	13.5	4.2	11.7	5.2	0.4	34.2	0.6	0.2	2.1	13.0	0.4				
Initial Queue Delay (d 3), 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				
Control Delay (d), s/veh				73.4	62.5	39.8	71.8	59.8	25.9	96.3	58.6	8.0	53.0	65.7	16.2				
Level of Service (LOS)				E	E	D	E	E	C	F	E	A	D	E	B				
Approach Delay, s/veh / LOS				62.6		E		61.3		E		61.8		E		55.8		E	
Intersection Delay, s/veh / LOS				60.0										E					
Multimodal Results				EB			WB			NB			SB						
Pedestrian LOS Score / LOS				3.27		C		3.29		C		3.14		C		3.09		C	
Bicycle LOS Score / LOS				1.50		B		1.27		A		1.03		A		1.47		A	

HCS Signalized Intersection Results Summary

General Information					Intersection Information	
Agency	LTG			Duration, h	0.250	
Analyst	BNH		Analysis Date	Oct 11, 2022	Area Type	Other
Jurisdiction	Brevard County		Time Period	Buildout PM	PHF	0.95
Urban Street	Palm Bay Road (PBR)		Analysis Year	2024	Analysis Period	1> 4:30
Intersection	PBR at Pinewood Drive		File Name	15 & 16- Palm Bay Road PM.xus		
Project Description	5657.02 Lipscomb Street Townhomes					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	83	1767		9	1836	52				33	0	109

Signal Information											
Cycle, s	140.0	Reference Phase	2								
Offset, s	52	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	1.5	3.4	98.7	14.9	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.8	0.0	4.8	3.4	0.0	0.0	
				Red	2.0	0.0	2.0	4.4	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2				8
Case Number	1.1	4.0	2.0	3.0				12.0
Phase Duration, s	11.8	108.9	8.3	105.5				22.7
Change Period, ($Y+R_c$), s	7.0	6.8	6.8	6.8				7.8
Max Allow Headway (MAH), s	3.0	0.0	3.0	0.0				3.4
Queue Clearance Time (g_s), s	3.7		2.7					14.7
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0				0.3
Phase Call Probability	0.96		0.31					1.00
Max Out Probability	0.00		0.00					0.00

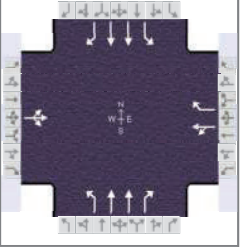
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6		5	2	12				3	8	18
Adjusted Flow Rate (v), veh/h	80	1712		9	1933	55				149		
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1698		1781	1698	1585				1627		
Queue Service Time (g_s), s	1.7	19.5		0.7	6.5	0.3				12.7		
Cycle Queue Clearance Time (g_c), s	1.7	19.5		0.7	6.5	0.3				12.7		
Green Ratio (g/C)	0.74	0.73		0.01	0.70	0.70				0.11		
Capacity (c), veh/h	264	3717		20	3591	1117				173		
Volume-to-Capacity Ratio (X)	0.305	0.461		0.483	0.538	0.049				0.862		
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	1.0	9.2		0.7	2.4	0.2				9.4		
Queue Storage Ratio (RQ) (95 th percentile)	0.11	0.00		0.07	0.00	0.02				0.00		
Uniform Delay (d_1), s/veh	5.4	7.9		68.6	1.4	1.3				61.5		
Incremental Delay (d_2), s/veh	0.1	0.2		6.7	0.6	0.1				4.8		
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0				0.0		
Control Delay (d), s/veh	5.5	8.1		75.2	2.0	1.3				66.3		
Level of Service (LOS)	A	A		E	A	A				E		
Approach Delay, s/veh / LOS	8.0		A	2.3		A	0.0			66.3		E
Intersection Delay, s/veh / LOS	7.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.35	A	1.64	B	2.75	C	2.62	C
Bicycle LOS Score / LOS	1.56	B	1.59	B			0.73	A

HCS Signalized Intersection Results Summary

General Information

Agency	LTG			Duration, h	0.250
Analyst	BNH	Analysis Date	Oct 11, 2022	Area Type	Other
Jurisdiction	Brevard County	Time Period	PM Buildout	PHF	0.92
Urban Street	RJ Conlan Blvd	Analysis Year	2024	Analysis Period	1 > 7:00
Intersection	RJ Conlan Blvd at North...	File Name	18. RJ Conlan Blvd at Northview St - PM.xus		
Project Description	5657.02 Lipscomb Street Townhomes				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	32	9	54	27	3	20	54	592	20	43	582	59

Signal Information

Cycle, s	46.3	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	3.2	2.4	3.2	4.4	3.0	0.0				
				Yellow	4.0	4.0	4.0	4.0	4.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	2.0	2.0	0.0				

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		12.0		11.0	1.2	3.0	1.3	3.0
Phase Duration, s		10.4		9.0	9.2	17.6	9.2	17.6
Change Period, ($Y+R_c$), s		6.0		6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s		3.8		3.8	3.5	3.4	3.5	3.5
Queue Clearance Time (g_s), s		5.1		2.8	3.3	9.6	2.0	9.5
Green Extension Time (g_e), s		0.1		0.1	0.1	2.0	2.3	2.1
Phase Call Probability		0.74		0.50	0.53	1.00	0.45	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h		103			33	22	59	643	22	47	633	64
Adjusted Saturation Flow Rate (s), veh/h/ln		1504			1790	1585	1499	1781	1427	1767	1781	
Queue Service Time (g_s), s		3.1			0.8	0.6	1.3	7.6	0.5	0.0	7.5	
Cycle Queue Clearance Time (g_c), s		3.1			0.8	0.6	1.3	7.6	0.5	0.0	7.5	
Green Ratio (g/C)		0.10			0.07	0.07	0.32	0.25	0.25	0.32	0.25	
Capacity (c), veh/h		144			117	104	320	896	359	346	897	
Volume-to-Capacity Ratio (X)		0.718			0.278	0.209	0.184	0.718	0.061	0.135	0.705	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		2.1			0.6	0.4	0.6	4.5	0.2	0.7	4.4	
Queue Storage Ratio (RQ) (95 th percentile)		0.00			0.00	0.00	0.08	0.00	0.04	0.04	0.00	
Uniform Delay (d_1), s/veh		20.3			20.6	20.5	11.8	15.8	13.2	17.5	15.8	
Incremental Delay (d_2), s/veh		4.9			0.9	0.7	0.2	0.8	0.1	0.1	0.8	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (d), s/veh		25.3			21.6	21.2	12.0	16.7	13.2	17.7	16.5	0.0
Level of Service (LOS)		C			C	C	B	B	B	B	B	A
Approach Delay, s/veh / LOS	25.3	C		21.4	C		16.2	B		15.2	B	
Intersection Delay, s/veh / LOS	16.5						B					

Multimodal Results

	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.44	B	1.92	B	1.67	B
Bicycle LOS Score / LOS	0.66	A	0.58	A	1.08	A	1.10	A

APPENDIX O

TURN LANE ANALYSIS

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

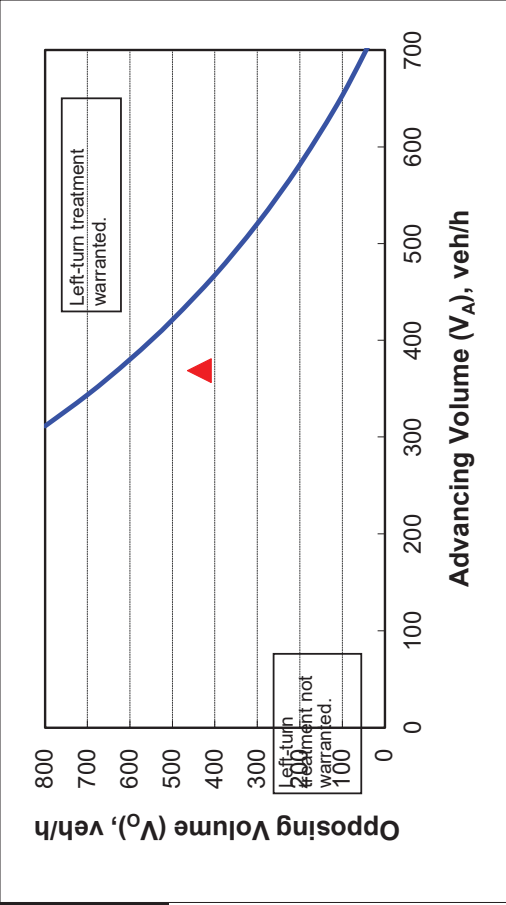
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	369
Opposing volume (V_O), veh/h:	436

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	450
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 roadway	
Variable		Value	
Major-road speed, mph:		45	
Major-road volume (one direction), veh/h:		436	
Right-turn volume, veh/h:		12	

OUTPUT

Variable		Value
Limiting right-turn volume, veh/h:		55
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:		
Do NOT add right-turn bay.		

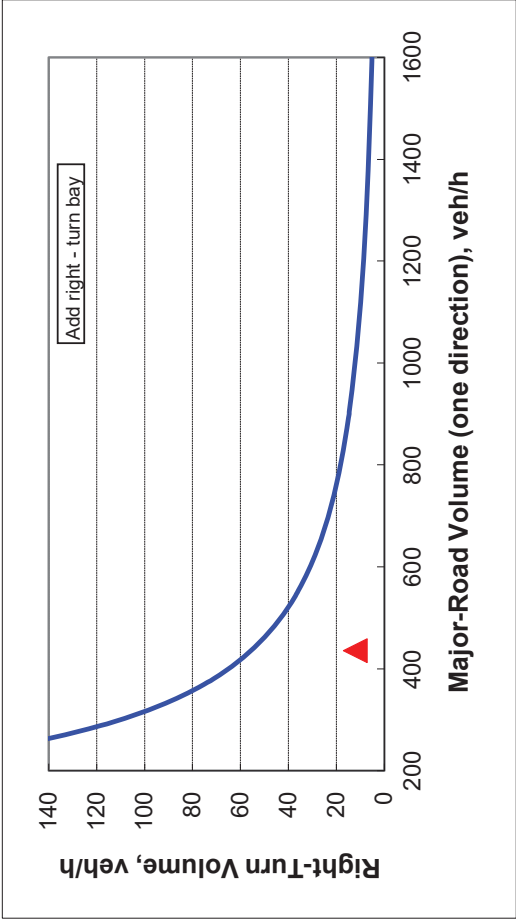


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

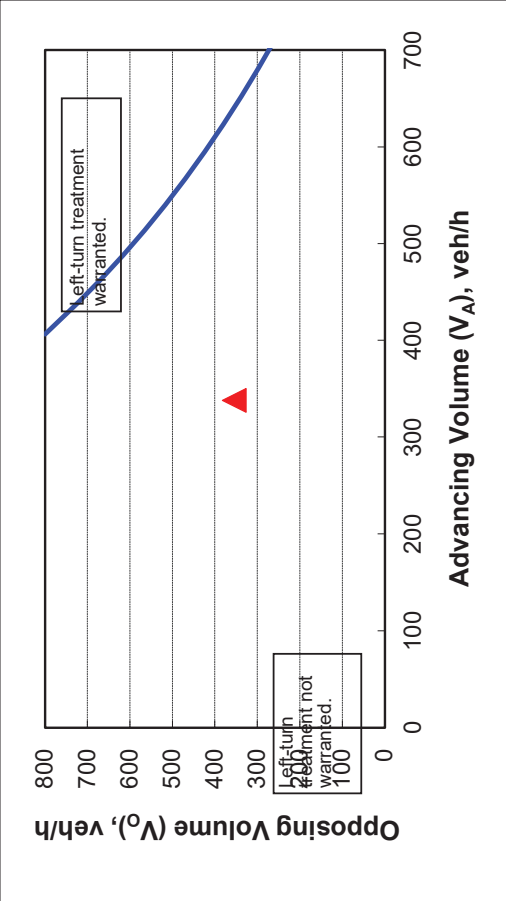
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	338
Opposing volume (V_O), veh/h:	354

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	641
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 roadway	
Variable		Value	
Major-road speed, mph:		45	
Major-road volume (one direction), veh/h:		354	
Right-turn volume, veh/h:		13	

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	81
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

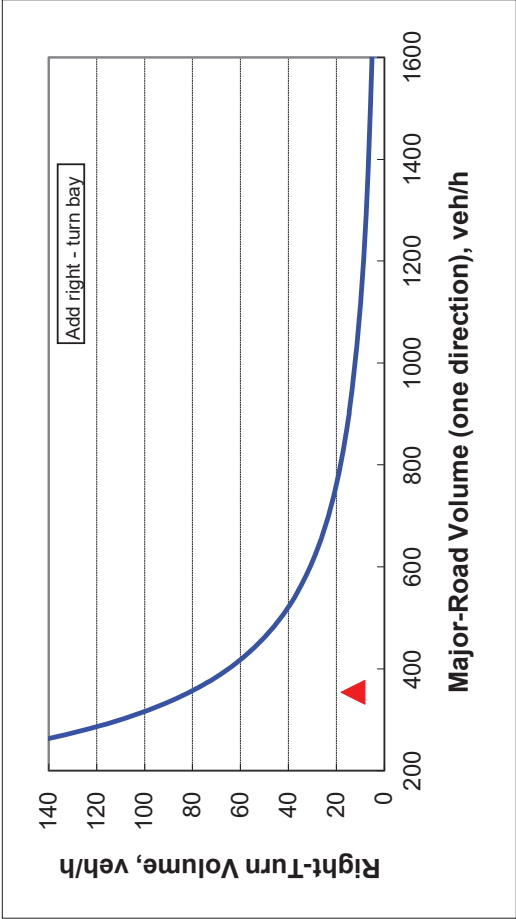


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

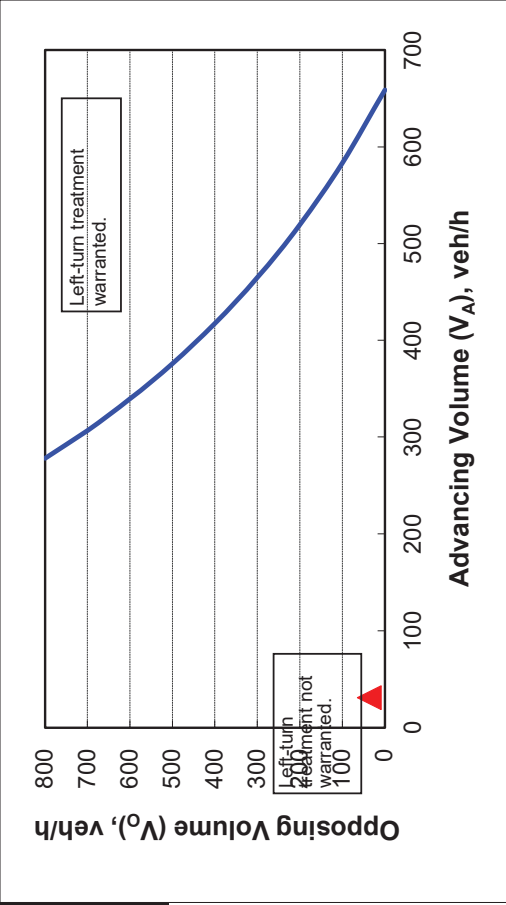
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	10%
Advancing volume (V_A), veh/h:	31
Opposing volume (V_O), veh/h:	36

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	630
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 roadway	
Variable		Value	
Major-road speed, mph:		30	
Major-road volume (one direction), veh/h:		31	
Right-turn volume, veh/h:		3	

OUTPUT

Variable		Value
Limiting right-turn volume, veh/h:		363966116
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:		
Do NOT add right-turn bay.		

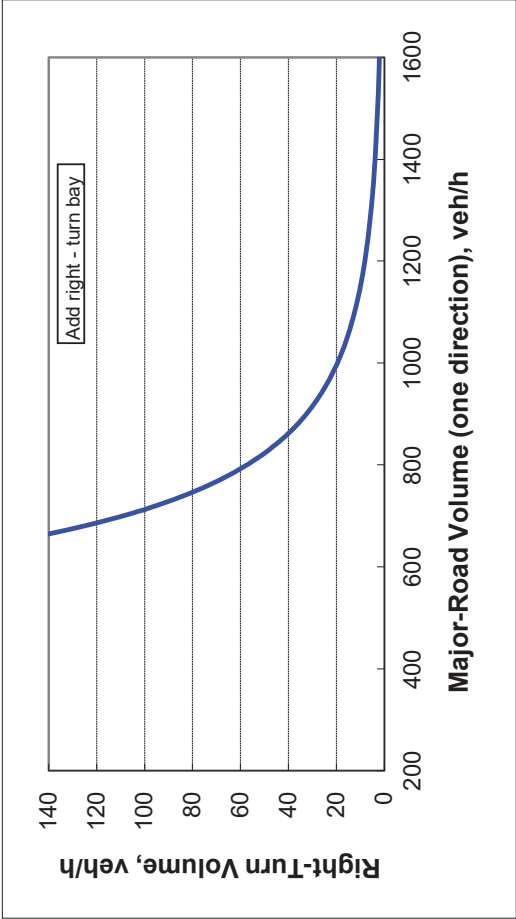


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

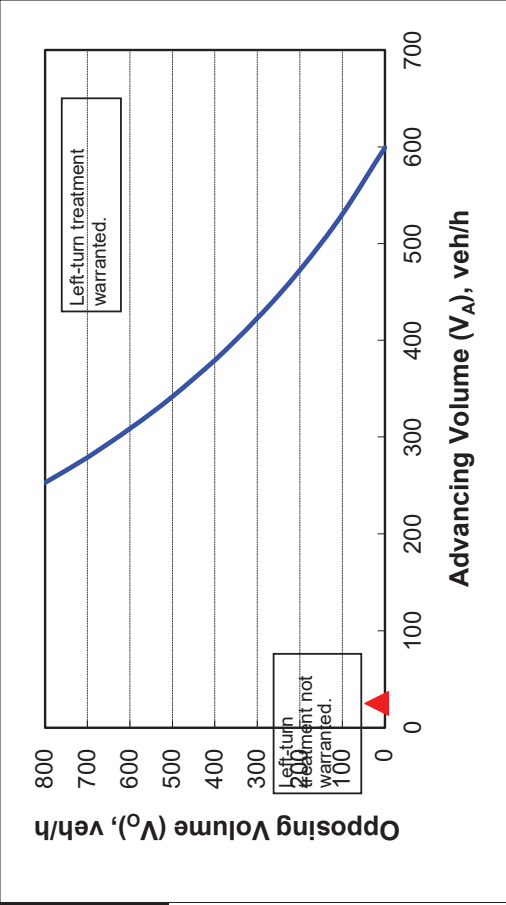
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	12%
Advancing volume (V_A), veh/h:	25
Opposing volume (V_O), veh/h:	19

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	585
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:			30
Major-road volume (one direction), veh/h:			25
Right-turn volume, veh/h:			3

OUTPUT

	Variable	Value
Limiting right-turn volume, veh/h:		1026272781
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:		
Do NOT add right-turn bay.		

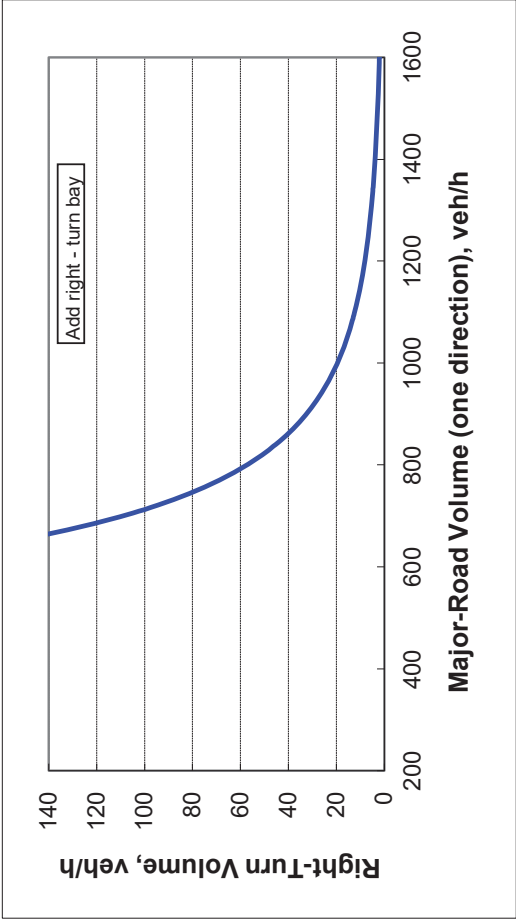


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

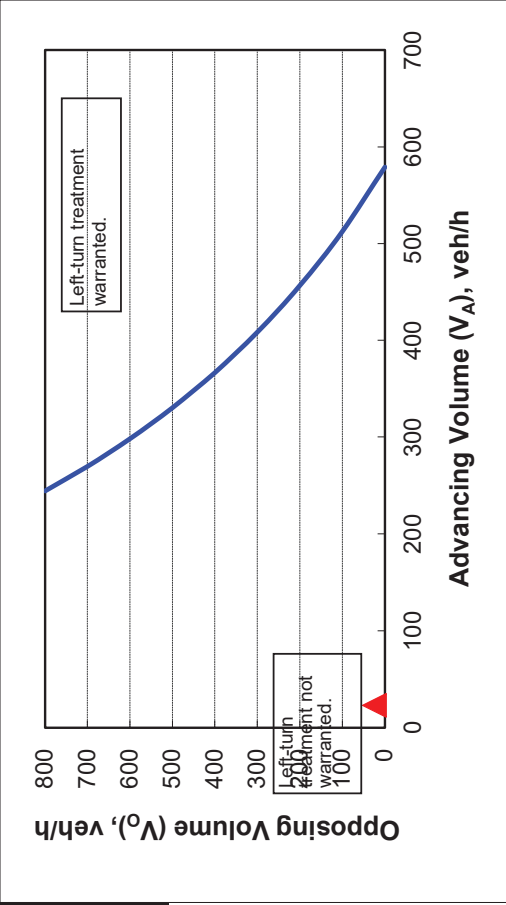
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	13%
Advancing volume (V_A), veh/h:	23
Opposing volume (V_O), veh/h:	24

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	562
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 roadway
		<input type="button" value="Add right - turn bay"/>
Major-road speed, mph:	Variable	Value 30
Major-road volume (one direction), veh/h:		23
Right-turn volume, veh/h:		2

OUTPUT

Limiting right-turn volume, veh/h:	Variable	Value 1533805669
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:		
Do NOT add right-turn bay.		

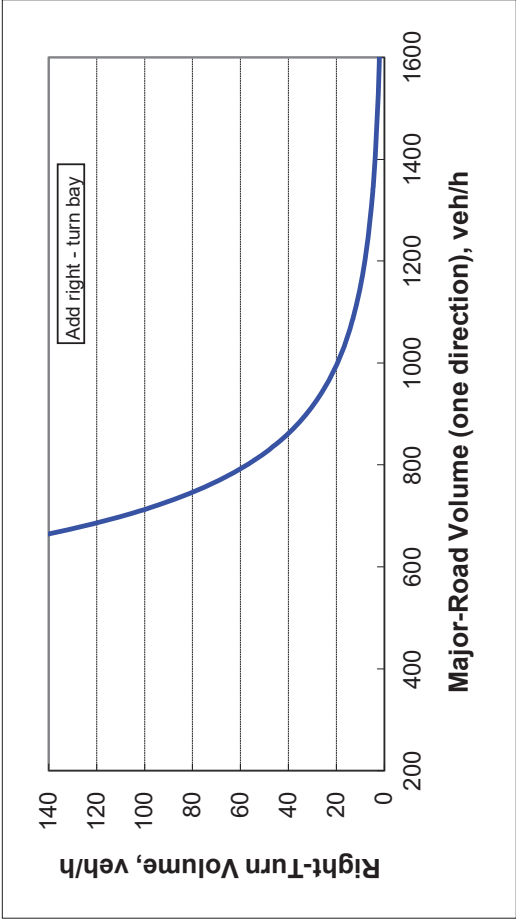


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

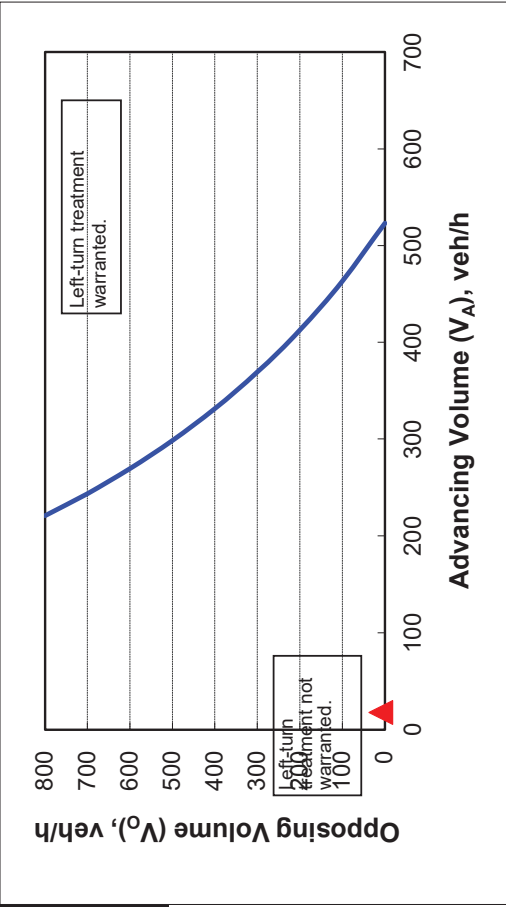
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	17%
Advancing volume (V_A), veh/h:	18
Opposing volume (V_O), veh/h:	9

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	517
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 roadway
Major-road speed, mph:	Variable	Value 30
Major-road volume (one direction), veh/h:		18
Right-turn volume, veh/h:		2

OUTPUT

Limiting right-turn volume, veh/h:	Value 4997832744
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

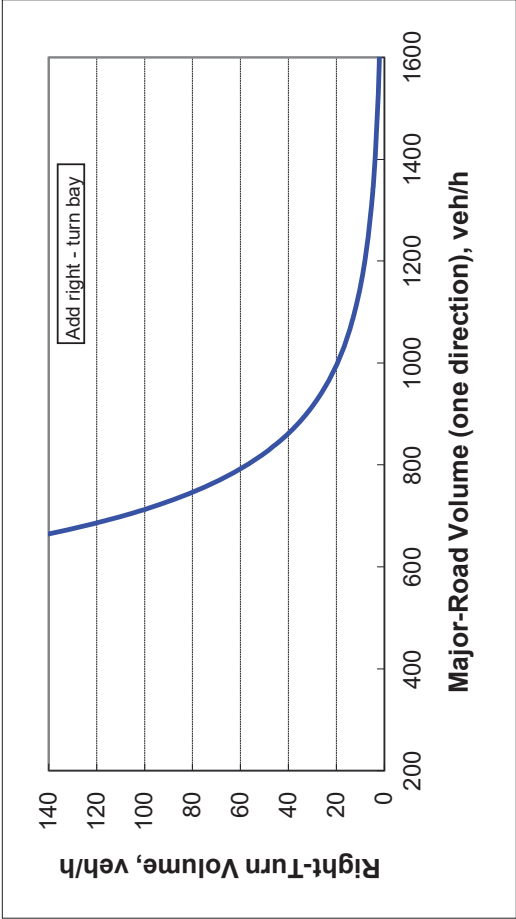


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

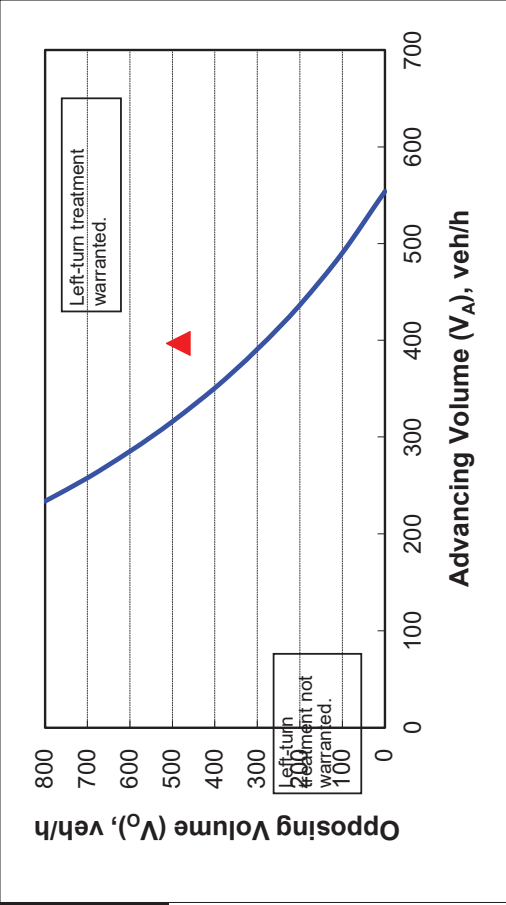
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	10%
Advancing volume (V_A), veh/h:	397
Opposing volume (V_O), veh/h:	486

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	321
Guidance for determining the need for a major-road left-turn bay: Left-turn treatment 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 roadway	
Major-road speed, mph:	Variable	Value	45
Major-road volume (one direction), veh/h:			486
Right-turn volume, veh/h:			27

OUTPUT

Limiting right-turn volume, veh/h:	Variable	Value	45
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:			
Do NOT add right-turn bay.			

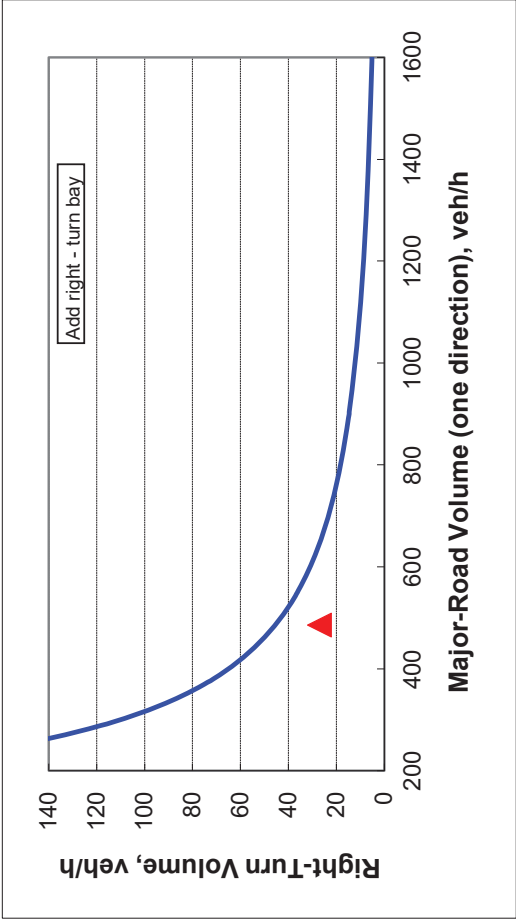


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

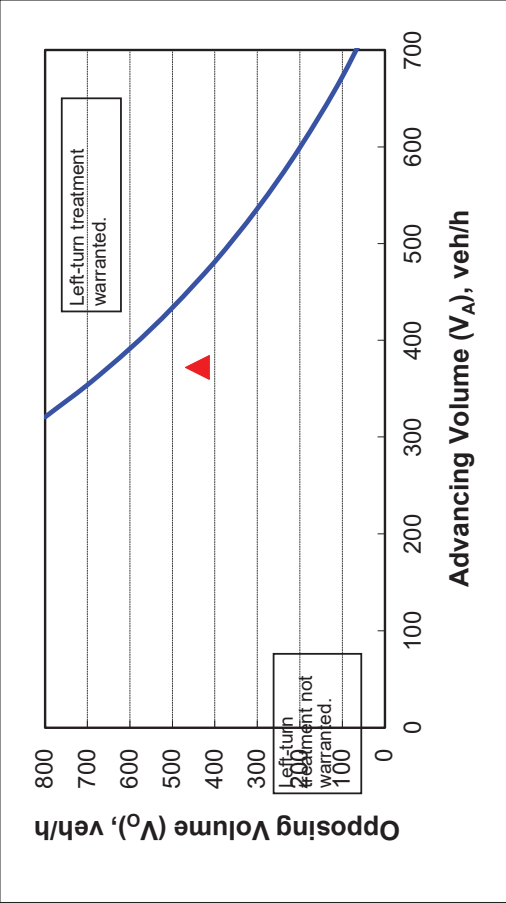
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	372
Opposing volume (V_O), veh/h:	441

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	461
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 roadway	
Variable		Value	
Major-road speed, mph:		45	
Major-road volume (one direction), veh/h:		441	
Right-turn volume, veh/h:		33	

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	54
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

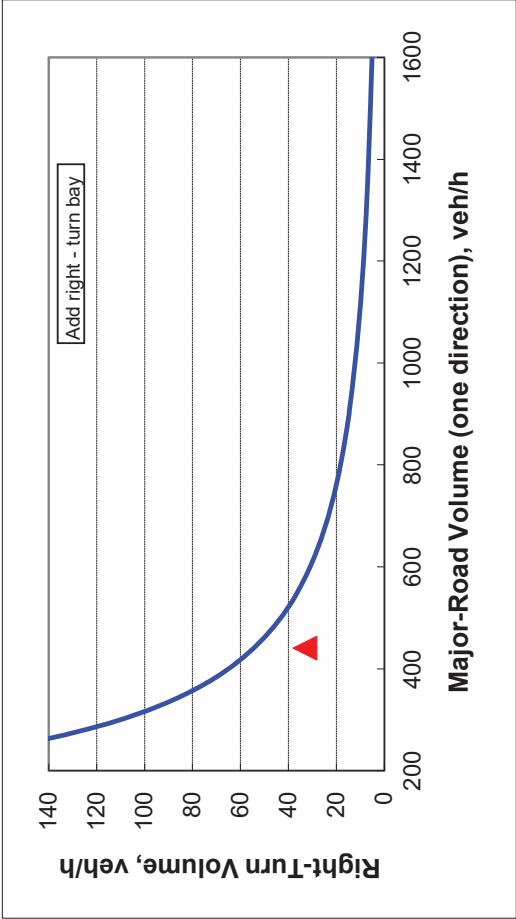


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

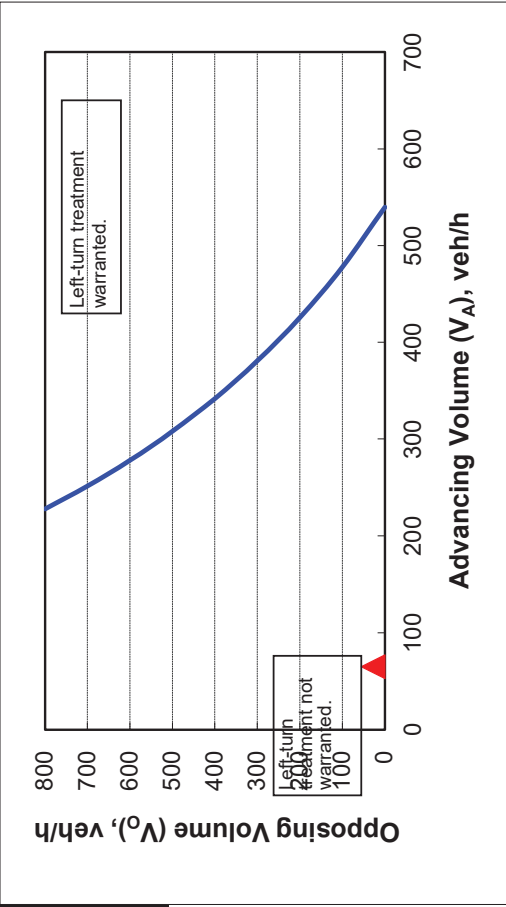
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	15%
Advancing volume (V_A), veh/h:	65
Opposing volume (V_O), veh/h:	27

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	522
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 roadway	
	Variable	Value	
Major-road speed, mph:		30	
Major-road volume (one direction), veh/h:		65	
Right-turn volume, veh/h:		10	

OUTPUT

	Variable	Value
Limiting right-turn volume, veh/h:		10268193
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:		
Do NOT add right-turn bay.		

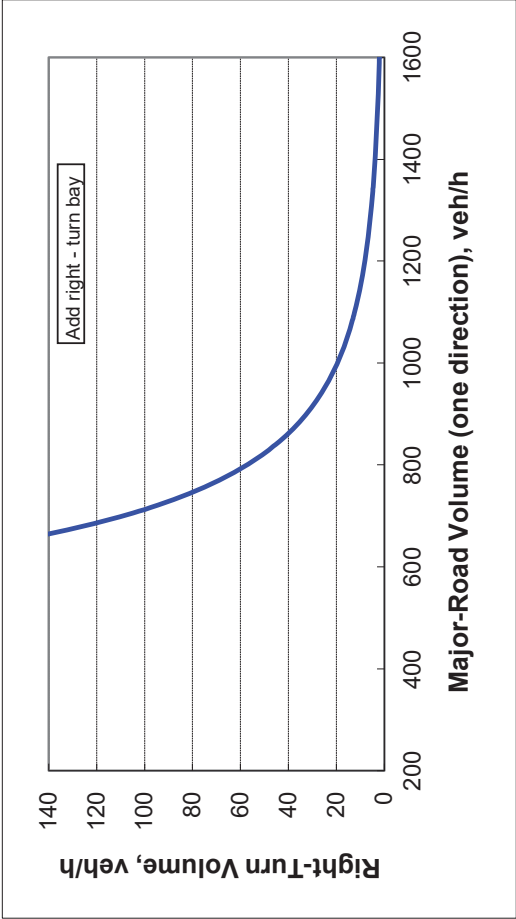


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

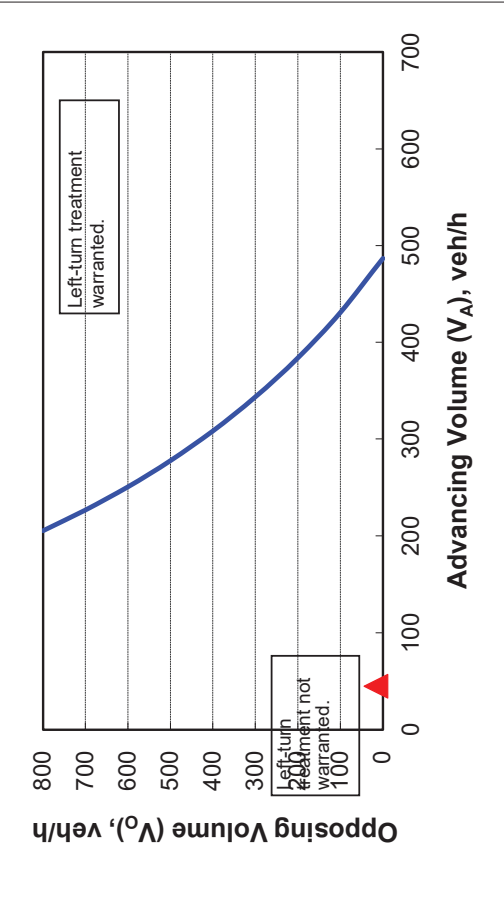
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	20%
Advancing volume (V_A), veh/h:	45
Opposing volume (V_O), veh/h:	16

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	477
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 roadway	
Variable		Value	
Major-road speed, mph:		30	
Major-road volume (one direction), veh/h:		45	
Right-turn volume, veh/h:		10	

OUTPUT

Variable		Value
Limiting right-turn volume, veh/h:		60408365
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:		
Do NOT add right-turn bay.		

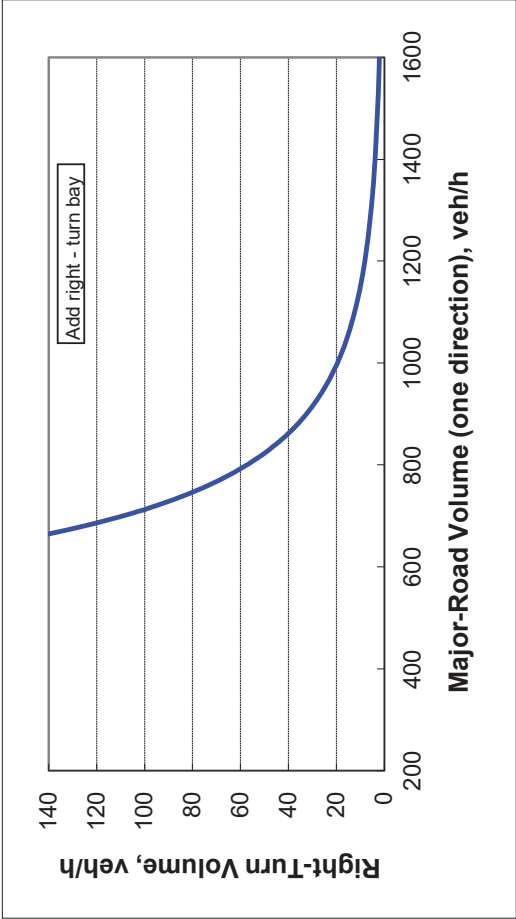


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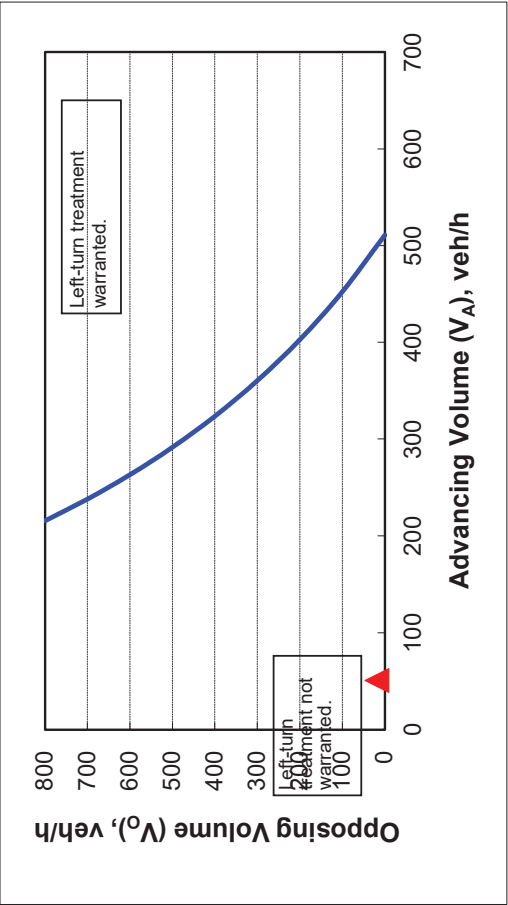
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	18%
Advancing volume (V_A), veh/h:	51
Opposing volume (V_O), veh/h:	18

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	499
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 roadway	
Variable		Value	
Major-road speed, mph:		30	
Major-road volume (one direction), veh/h:		51	
Right-turn volume, veh/h:		8	

OUTPUT

Variable		Value
Limiting right-turn volume, veh/h:		33048055
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:		
Do NOT add right-turn bay.		

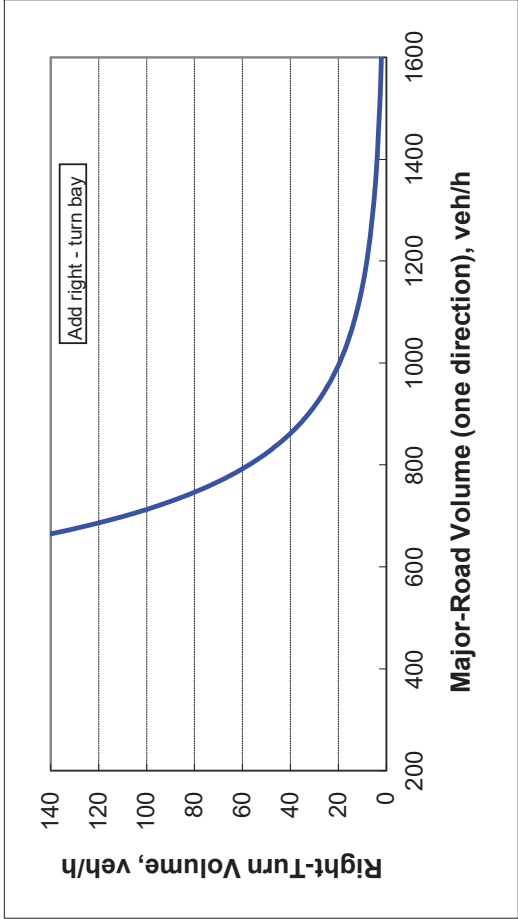


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

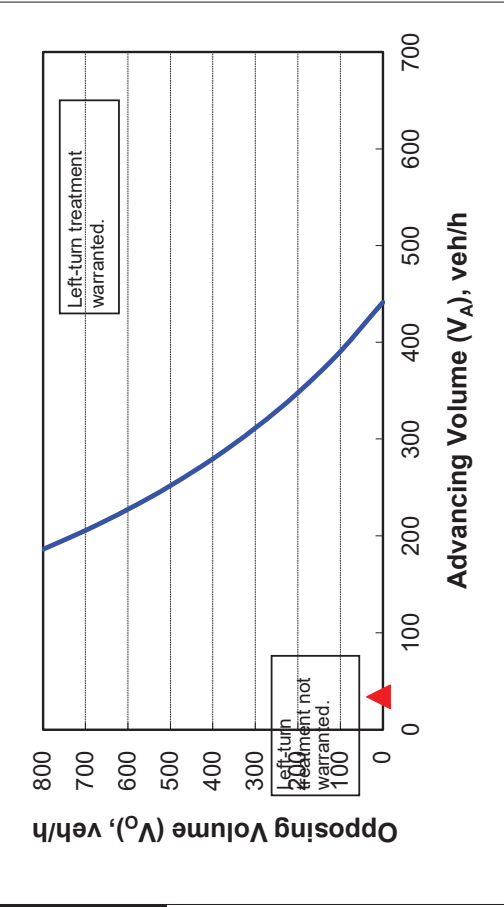
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	26%
Advancing volume (V_A), veh/h:	34
Opposing volume (V_O), veh/h:	10

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	436
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

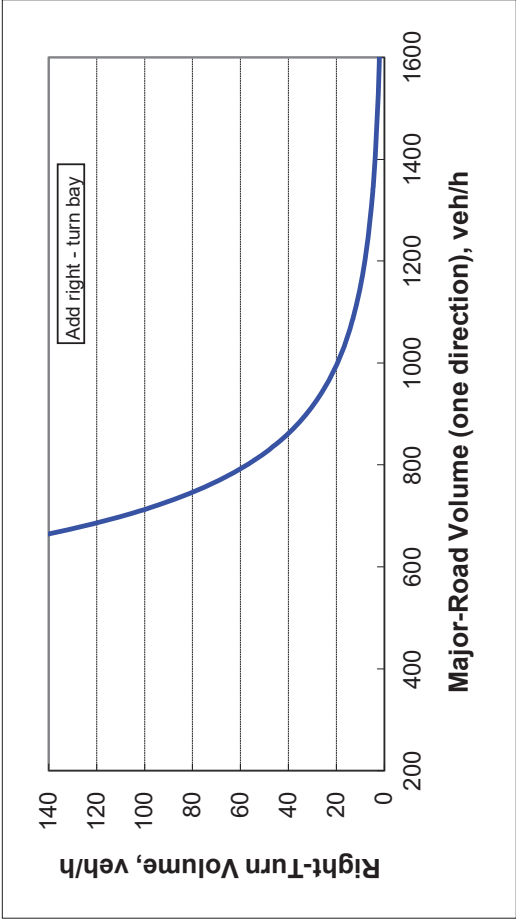
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:		2-lane roadway	
Variable		Value	
Major-road speed, mph:		30	
Major-road volume (one direction), veh/h:		34	
Right-turn volume, veh/h:		8	

OUTPUT

Variable		Value
Limiting right-turn volume, veh/h:		233203397
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:		
Do NOT add right-turn bay.		



School Board of Brevard County

2700 Judge Fran Jamieson Way • Viera, FL 32940-6699
Mark W. Mullins, Ed.D., Superintendent



April 13, 2023

Mr. Jesse Anderson, Ph.D
Assistant Growth Management Director
City of Palm Bay
Growth Management Department
120 Malabar Road SE
Palm Bay, Florida 32907

**RE: Proposed Lipscomb Street Subdivision Development Previously CD-2022-37
School Capacity Availability Determination Letter SCADL-2023-04**

Dear Mr. Jesse Anderson,

We received a completed *School Facility Planning & Concurrency Application* for the referenced development. The subject property is Tax Account 2826745 (Parcel ID: 28-37-14-53-6), Tax Account 2826744 (Parcel ID: 28-37-14-53-5), Tax Account 2826682 (Parcel ID: 28-37-14-52-4) and Tax Account 2826635 (Parcel ID: 28-37-14-52-3) containing approximately 24.56 acres in the City of Palm Bay, Brevard County, Florida. The proposed development includes 202 single-family units. 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 the *Brevard County Public Schools Financially Feasible Plan for 2022-23 to 2027-28* which is attached for reference.

	Total	Total	Total
Single-Family Homes	202		
Students Generated	Student Generation Rates	Calculated Students Generated	Rounded Number of Students Generated
Elementary	0.24	48.48	48
Middle	0.07	14.14	14
High	0.12	24.24	24
Total	0.43		86

Planning & Project Management
Facilities Services
Phone: (321) 633-1000 x11418 • FAX: (321) 633-4646



**FISH Capacity (including relocatable classrooms) from the
Financially Feasible Plan (FFP) Data and Analysis for School Years 2023-24 to
2027-28**

School		2023-24	2024-25	2025-26	2026-27	2027-28
Palm Bay Elem		983	983	983	983	983
Stone		1,076	1,076	1,076	1,076	1,076
Palm Bay		2,657	2,657	2,657	2,657	2,657

Projected Student Membership

School		2023-24	2024-25	2025-26	2026-27	2027-28
Palm Bay Elem		613	610	627	630	636
Stone		708	799	823	890	977
Palm Bay		1,495	1,581	1,683	1,704	1,700

Students Generated by Newly Issued SCADL Reservations Since FFP

School		2023-24	2024-25	2025-26	2026-27	2027-28
Palm Bay Elem		34	34	34	34	34
Stone		6	6	6	6	6
Palm Bay		15	15	15	15	15

**Cumulative Students Generated by
Proposed Development**

School		2023-24	2024-25	2025-26	2026-27	2027-28
Palm Bay Elem		-	7	26	46	48
Stone		-	2	8	13	14
Palm Bay		-	4	13	23	24

**Total Projected Student Membership (includes
Cumulative Impact of Proposed Development)**

School		2023-24	2024-25	2025-26	2026-27	2027-28
Palm Bay Elem		647	651	687	710	718
Stone		714	807	837	909	997
Palm Bay		1,510	1,600	1,711	1,742	1,739

**Projected Available Capacity =
FISH Capacity - Total Projected Student Membership**

School		2023-24	2024-25	2025-26	2026-27	2027-28
Palm Bay Elem		336	332	296	273	265
Stone		362	269	239	167	79
Palm Bay		1,147	1,057	946	915	918

At this time, there is projected to be sufficient capacity at every school level for the proposed Lipscomb Street Subdivision Development.

This letter is the official **School Concurrency Availability Determination Letter (SCADL)** for the **Lipscomb Street Subdivision** development in accordance with Section 13.2(e) of the *Interlocal Agreement for Public School Facility Planning and School Concurrency (ILA)*. This letter will become binding, and capacity will be reserved in Brevard Public Schools for the projected student membership impact of this development as of the date of this letter.

The School Capacity Reservation at the above schools is valid for 24 months from the date of this letter. At that time, if the project has not received the Certificate of Completion approval from The City of Palm Bay, a Time Extension application can be submitted to the School Board through The City of Palm Bay. A maximum of 2 additional years can be requested. If the final planning approval has not been completed after the 2-year Time Extension is granted, a new application for School Concurrency must be submitted.

Also, in accordance with Section 13.2(f) of the ILA, so that the school district can track capacity reservations, please provide notification:

1. When this residential development has received a Concurrency Evaluation Finding of Nondeficiency or functional equivalent.
2. The date the development order expires, is extended, or is revoked.
3. When the concurrency reservations become vested.
4. When the school impact fees have been paid.

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 2022-23 to 2027-28*

Copy: Susan Hann, AICP, Assistant Superintendent of Facilities Services
File SCADL-2023-04

David G. Lindemann, AICP, Director of Planning & Project Management, Facilities Services
File SCADL-2023-04

Brevard County Public Schools

Financially Feasible Plan To Maintain Utilization Rates Lower than the **100%** Level of Service

Data and Analysis for School Years 2022-23 to 2027-28



Summary				2022-23			2023-24			2024-25			2025-26			2026-27			2027-28		
Highest Utilization Elementary Schools:						93%			99%			100%			99%			99%			100%
Highest Utilization Middle Schools:						88%			88%			94%			92%			91%			100%
Highest Utilization Jr / Sr High Schools:						83%			83%			81%			78%			77%			76%
Highest Utilization High Schools:						107%			99%			97%			98%			100%			100%

School	Type	Grades	Utilization Factor	School Year 2022-23			School Year 2023-24			School Year 2024-25			School Year 2025-26			School Year 2026-27			School Year 2027-28		
				FISH Capacity	10/14/22 Membership	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	598	80%	751	598	80%	751	635	85%	751	704	94%	751	720	96%	773	766	99%
Andersen	Elementary	K-6	100%	884	568	64%	884	568	64%	884	549	62%	884	537	61%	884	530	60%	884	501	57%
Apollo	Elementary	K-6	100%	902	731	81%	902	731	81%	902	749	83%	902	753	83%	902	736	82%	902	718	80%
Atlantis	Elementary	PK-6	100%	739	620	84%	739	620	84%	739	608	82%	739	596	81%	739	585	79%	739	572	77%
Audubon	Elementary	PK-6	100%	761	450	59%	761	450	59%	761	435	57%	761	422	55%	761	419	55%	761	426	56%
Cambridge	Elementary	PK-6	100%	787	495	63%	787	495	63%	787	511	65%	787	505	64%	787	510	65%	787	524	67%
Cape View	Elementary	PK-6	100%	570	305	54%	570	288	51%	570	309	54%	570	314	55%	570	315	55%	570	329	58%
Carroll	Elementary	K-6	100%	751	626	83%	751	633	84%	751	643	86%	751	623	83%	751	619	82%	751	628	84%
Challenger 7	Elementary	PK-6	100%	573	503	88%	573	503	88%	573	474	83%	573	462	81%	573	433	76%	573	413	72%
Columbia	Elementary	PK-6	100%	751	506	67%	751	512	68%	751	531	71%	751	522	70%	751	538	72%	751	538	72%
Coquina	Elementary	K-6	100%	711	560	79%	711	560	79%	711	565	79%	711	602	85%	711	590	83%	711	585	82%
Creel	Elementary	PK-6	100%	1,114	626	56%	1,114	660	59%	1,114	668	60%	1,114	668	60%	1,114	667	60%	1,114	658	59%
Croton	Elementary	PK-6	100%	795	488	61%	795	488	61%	795	514	65%	795	528	66%	795	542	68%	795	542	68%
Discovery	Elementary	PK-6	100%	980	643	66%	980	664	68%	980	675	69%	980	671	68%	980	720	73%	980	761	78%
Endeavour	Elementary	PK-6	100%	968	719	74%	968	750	77%	968	717	74%	968	707	73%	968	674	70%	968	671	69%
Enterprise	Elementary	K-6	100%	729	597	82%	729	597	82%	729	578	79%	729	552	76%	729	538	74%	729	529	73%
Fairglenn	Elementary	PK-6	100%	789	617	78%	789	617	78%	789	617	78%	789	632	80%	789	635	80%	789	625	79%
Gemini	Elementary	K-6	100%	711	468	66%	711	477	67%	711	465	65%	711	468	66%	711	455	64%	711	457	64%
Golfview	Elementary	PK-6	100%	777	441	57%	777	441	57%	777	460	59%	777	481	62%	777	489	63%	777	503	65%
Harbor City	Elementary	PK-6	100%	629	403	64%	629	405	64%	629	457	73%	629	474	75%	629	494	79%	629	509	81%
Holland	Elementary	PK-6	100%	605	432	71%	605	450	74%	605	451	75%	605	444	73%	605	442	73%	605	431	71%
Imperial Estates	Elementary	K-6	100%	729	659	90%	729	684	94%	729	712	98%	729	724	99%	751	742	99%	795	779	98%
Indianlantic	Elementary	K-6	100%	798	686	86%	798	686	86%	798	685	86%	798	671	84%	798	676	85%	798	651	82%
Jupiter	Elementary	PK-6	100%	930	729	78%	930	735	79%	930	801	86%	930	882	95%	974	940	97%	1,040	1,030	99%
Lockmar	Elementary	PK-6	100%	892	585	66%	892	585	66%	892	569	64%	892	552	62%	892	558	63%	892	559	63%
Longleaf	Elementary	PK-6	100%	790	631	80%	790	637	81%	790	613	78%	790	590	75%	790	563	71%	790	528	67%
Manatee	Elementary	K-6	100%	998	898	90%	998	910	91%	998	889	89%	998	845	85%	998	888	89%	998	881	88%
McAuliffe	Elementary	PK-6	100%	838	621	74%	838	621	74%	838	580	69%	838	568	68%	838	553	66%	838	528	63%
Meadowlane Intermediate	Elementary	3-6	100%	1,114	825	74%	1,114	825	74%	1,114	779	70%	1,114	773	69%	1,114	805	72%	1,114	843	76%
Meadowlane Primary	Elementary	K-6	100%	824	651	79%	824	666	81%	824	660	80%	824	630	76%	824	618	75%	824	613	74%
Mila	Elementary	PK-6	100%	707	435	62%	707	435	62%	707	439	62%	707	396	56%	707	383	54%	707	362	51%
Mims	Elementary	PK-6	100%	725	464	64%	725	464	64%	725	481	66%	725	512	71%	725	525	72%	725	513	71%
Oak Park	Elementary	PK-6	100%	968	505	52%	968	505	52%	968	471	49%	968	478	49%	968	475	49%	968	447	46%
Ocean Breeze	Elementary	PK-6	100%	654	554	85%	654	550	84%	654	542	83%	654	533	81%	654	534	82%	654	531	81%
Palm Bay Elem	Elementary	PK-6	100%	983	586	60%	983	613	62%	983	610	62%	983	627	64%	983	630	64%	983	636	65%
Pinewood	Elementary	PK-6	100%	569	521	92%	591	521	88%	591	541	92%	613	572	93%	613	598	98%	613	600	98%
Port Malabar	Elementary	PK-6	100%	852	640	75%	852	640	75%	852	683	80%	852	746	88%	852	760	89%	852	795	93%
Quest	Elementary	PK-6	100%	932	693	74%	932	693	74%	932	684	73%	932	681	73%	932	685	73%	932	697	75%
Riviera	Elementary	PK-6	100%	777	699	90%	777	714	92%	777	718	92%	799	780	98%	843	827	98%	887	866	98%
Roosevelt	Elementary	K-6	100%	599	288	48%	599	298	50%	599	269	45%	599	256	43%	599	239	40%	599	220	37%
Sabal	Elementary	PK-6	100%	785	500	64%	785	500	64%	785	503	64%	785	516	66%	785	534	68%	785	535	68%
Saturn	Elementary	PK-6	100%	998	649	65%	998	649	65%	998	677	68%	998	821	82%	998	794	80%	998	786	79%
Sea Park	Elementary	PK-6	100%	461	337	73%	461	337	73%	461	327	71%	461	321	70%	461	326	71%	461	329	71%
Sherwood	Elementary	PK-6	100%	609	459	75%	609	459	75%	609	458	75%	609	457	75%	609	450	74%	609	441	72%
Sunrise	Elementary	PK-6	100%	913	759	83%	913	767	84%	913	836	92%	935	908	97%	1,023	1,004	98%	1,067	1,067	100%
Suntree	Elementary	K-6	100%	755	600	79%	755	602	80%	755	561	74%	755	541	72%	755	516	68%	755	480	64%
Surfside	Elementary	K-6	100%	541	442	82%	541	442	82%	541	425	79%	541	418	77%	541	417	77%	541	407	75%
Tropical	Elementary	K-6	100%	910	669	74%	910	669	74%	910	614	67%	910	600	66%	910	572	63%	910	545	60%
Turner	Elementary	PK-6	100%	874	555	64%	874	564	65%	874	589	67%	874	647	74%	874	675	77%	874	691	79%
University Park	Elementary	PK-6	100%	811	487	60%	811	487	60%	811	545	67%	811	592	73%	811	642	79%	811	658	81%
Viera Elem	Elementary	K-6	100%	1,030	695	67%	1,030	717	70%	1,030	759	74%	1,030	857	83%	1,030	926	90%	1,074	1,061	99%
Westside	Elementary	K-6	100%	857	799	93%	857	846	99%	923	922	100%	989	974	98%	1,033	988	96%	1,099	1,100	100%
Williams	Elementary	PK-6	100%	715	451	63%	715	450	63%	715	443	62%	715	414	58%	715	411	57%	715	415	58%
Elementary Totals				42,215	30,468		42,237	30,778		42,303	30,996		42,435	31,549		42,677	31,905		43,007	32,280	

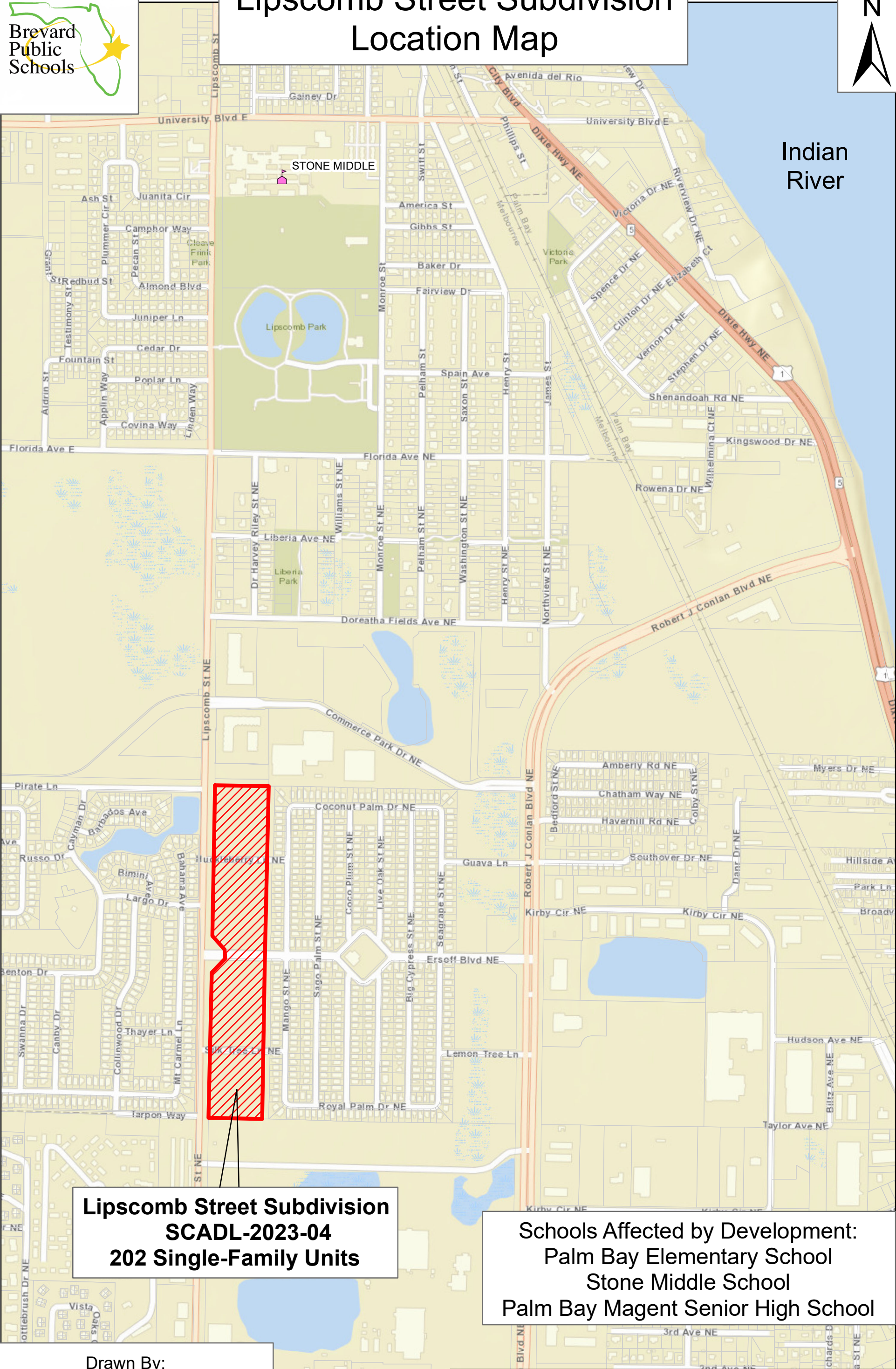
				School Year 2022-23			School Year 2023-24			School Year 2024-25			School Year 2025-26			School Year 2026-27			School Year 2027-28		
School	Type	Grades	Utilization Factor	FISH Capacity	10/14/22 Membership	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future 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	1,129	75%	1,514	1,129	75%	1,514	1,158	76%	1,514	1,228	81%	1,514	1,289	85%	1,514	1,377	91%
DeLaura	Middle	7-8	90%	960	842	88%	960	844	88%	960	902	94%	960	820	85%	960	789	82%	960	826	86%
Hoover	Middle	7-8	90%	680	505	74%	680	505	74%	680	534	79%	680	574	84%	680	577	85%	680	588	86%
Jackson	Middle	7-8	90%	660	550	83%	660	550	83%	660	545	83%	660	538	82%	660	555	84%	660	588	89%
Jefferson	Middle	7-8	90%	873	608	70%	873	608	70%	873	600	69%	873	609	70%	873	563	64%	873	548	63%
Johnson	Middle	7-8	90%	1,064	610	57%	1,064	610	57%	1,064	650	61%	1,064	698	66%	1,064	753	71%	1,064	825	78%
Kennedy	Middle	7-8	90%	869	671	77%	869	671	77%	869	687	79%	869	670	77%	869	669	77%	869	677	78%
Madison	Middle	7-8	90%	781	446	57%	781	453	58%	781	484	62%	781	452	58%	781	476	61%	781	593	76%
McNair	Middle	7-8	90%	616	365	59%	616	369	60%	616	346	56%	616	354	57%	616	337	55%	616	347	56%
Southwest	Middle	7-8	90%	1,230	920	75%	1,230	920	75%	1,230	1,024	83%	1,230	1,127	92%	1,289	1,174	91%	1,289	1,285	100%
Stone	Middle	7-8	90%	1,076	668	62%	1,076	708	66%	1,076	799	74%	1,076	823	76%	1,076	890	83%	1,076	977	91%
Middle Totals				10,323	7,314		10,323	7,367		10,323	7,729		10,323	7,893		10,382	8,072		10,382	8,631	
Junior / Senior High School Concurrency Service Areas																					
Cocoa	Jr / Sr High	PK, 7-12	90%	2,097	1,545	74%	2,097	1,536	73%	2,097	1,555	74%	2,097	1,525	73%	2,097	1,518	72%	2,097	1,470	70%
Cocoa Beach	Jr / Sr High	7-12	90%	1,445	983	68%	1,445	1,000	69%	1,445	1,000	69%	1,445	941	65%	1,445	928	64%	1,445	867	60%
Space Coast	Jr / Sr High	7-12	90%	1,852	1,534	83%	1,852	1,534	83%	1,852	1,505	81%	1,852	1,450	78%	1,852	1,428	77%	1,852	1,402	76%
Jr / Sr High Totals				5,394	4,062		5,394	4,070		5,394	4,060		5,394	3,916		5,394	3,874		5,394	3,739	
Senior High School Concurrency Service Areas																					
Astronaut	High	9-12	95%	1,451	1,109	76%	1,451	1,109	76%	1,451	1,123	77%	1,451	1,129	78%	1,451	1,164	80%	1,451	1,158	80%
Bayside	High	9-12	95%	2,263	1,851	82%	2,263	1,885	83%	2,263	2,023	89%	2,263	2,099	93%	2,263	2,175	96%	2,382	2,371	100%
Eau Gallie	High	PK, 9-12	95%	2,221	1,582	71%	2,221	1,582	71%	2,221	1,597	72%	2,221	1,625	73%	2,221	1,631	73%	2,221	1,693	76%
Heritage	High	9-12	95%	2,314	2,033	88%	2,314	2,055	89%	2,314	2,065	89%	2,314	2,057	89%	2,314	2,099	91%	2,314	2,171	94%
Melbourne	High	9-12	95%	2,370	2,245	95%	2,370	2,245	95%	2,370	2,245	95%	2,370	2,248	95%	2,370	2,284	96%	2,370	2,345	99%
Merritt Island	High	PK, 9-12	95%	1,962	1,546	79%	1,962	1,546	79%	1,962	1,512	77%	1,962	1,457	74%	1,962	1,437	73%	1,962	1,454	74%
Palm Bay	High	PK, 9-12	95%	2,657	1,483	56%	2,657	1,495	56%	2,657	1,581	60%	2,657	1,683	63%	2,657	1,704	64%	2,657	1,700	64%
Rockledge	High	9-12	95%	1,836	1,559	85%	1,836	1,559	85%	1,836	1,640	89%	1,836	1,699	93%	1,836	1,693	92%	1,836	1,620	88%
Satellite	High	PK, 9-12	95%	1,527	1,518	99%	1,551	1,536	99%	1,551	1,433	92%	1,551	1,413	91%	1,551	1,359	88%	1,551	1,299	84%
Titusville	High	9-12	95%	1,813	1,313	72%	1,813	1,333	74%	1,813	1,335	74%	1,813	1,351	75%	1,813	1,316	73%	1,813	1,322	73%
Viera	High	PK, 9-12	95%	2,141	2,289	107%	2,474	2,319	94%	2,474	2,391	97%	2,474	2,417	98%	2,569	2,579	100%	2,664	2,660	100%
High Totals				22,555	18,528		22,912	18,664		22,912	18,945		22,912	19,178		23,007	19,441		23,221	19,793	
Schools of Choice (Not Concurrency Service Areas)																					
Freedom 7	Elementary	K-6	100%	475	403	85%	475	414	87%	475	414	87%	475	414	87%	475	414	87%	475	414	87%
Stevenson	Elementary	K-6	100%	569	506	89%	569	508	89%	569	508	89%	569	508	89%	569	508	89%	569	508	89%
South Lake	Elementary	K-6	100%	481	434	90%	657	453	69%	657	471	72%	657	489	74%	657	507	77%	657	529	81%
West Melbourne	Elementary	K-6	100%	618	549	89%	618	552	89%	794	570	72%	794	588	74%	794	606	76%	794	624	79%
Edgewood	Jr / Sr High	7-12	90%	1,077	938	87%	1,077	950	88%	1,077	950	88%	1,077	950	88%	1,077	950	88%	1,077	950	88%
West Shore	Jr / Sr High	7-12	90%	1,264	930	74%	1,264	950	75%	1,264	950	75%	1,264	950	75%	1,264	950	75%	1,264	950	75%
Schools of Choice				4,484	3,760		4,660	3,827		4,836	3,863		4,836	3,899		4,836	3,935		4,836	3,975	
Brevard Totals				84,971	64,132		85,526	64,706		85,768	65,593		85,900	66,435		86,296	67,227		86,840	68,418	

Notes

1. FISH Capacity is the sum of the factored permanent capacity and the factored relocatable capacity. Permanent and relocatable capacities for 2022-23 are reported from the FISH database as of October 14, 2022.
2. Student Membership is reported from the Fall Final Membership Count (10/14/2022).
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-Kindergarten) and AH (daycare for students with infants) enrollment number are assumed to be constant
 - Current From/To attendance patterns are assumed to remain constant.
 - Nongecoded 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 2023-24, no additional capacity is needed.
 - For school year 2024-25, a total of 3 intermediate classrooms are projected for Westside Elementary School
 - For school year 2025-26, a total of 6 intermediate classrooms are projected for Pinewood (1), Riveria (1), Sunrise (1) and Westside (3) Elementary Schools.
 - For school year 2026-27, a total of 14 intermediate classrooms are projected for Imperial Estates (1), Jupiter (2), Riviera (2), Sunrise (4), Westside (2) Elementary Schools, and Southwest Middle School (3). 4 High School relocatable classrooms are proposed for Viera High School.
 - For school year 2027-28, a total of 15 intermediate classrooms are projected for Roy Allen (1), Imperial Estates (2), Jupiter (3), Riveria (2), Viera El (2), Sunrise (2), and Westside (3) Elementary Schools. 9 High School relocatable classrooms are proposed for Bayside (5) and Viera (4) High.
7. A classroom addition is planned for construction at Viera High School for 2023-24. The factored capacity is adjusted for the proposed 350 student stations.
8. A classroom addition is planned for construction at South Lake Elementary School for 2023-24. The factored capacity is adjusted for the proposed 176 student stations.
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.
10. Capacity adjusted for Board approved addition of one relocatable each at Pinewood Elementary and Satellite High Schools for school year 2024-25 forward.



Lipscomb Street Subdivision Location Map

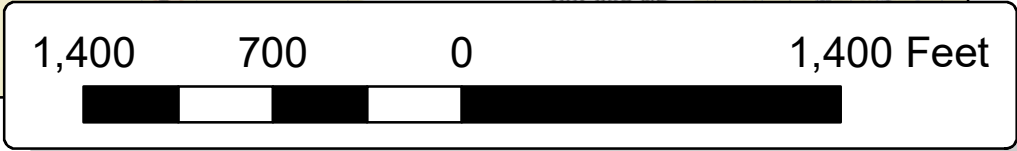


Indian
River

Lipscomb Street Subdivision
SCADL-2023-04
202 Single-Family Units

Schools Affected by Development:
Palm Bay Elementary School
Stone Middle School
Palm Bay Magent Senior High School

Drawn By:
Planning & Project Management
Blake Stinson
04/11/2023



Project Details: PS23-00008

Project Type: Subdivisions & Plats Preliminary Subdivision Plan

Project Location: UNKNOWN # 2700 ANNELEIGH CIR Palm Bay, FL
Milestone: Submitted
Created: 7/17/2023
Description: Lipscomb Street Townhomes
Assigned Planner: Kimberly Haigler

Contacts

Contact	Information
Owner/Applicant	Don Ballew 1835 Atlantic Avenue Cocoa, FL 32931 (321) 591-0339 sballew123@gmail.com
Legal Representative	Chris Ossa, P.E. 7341 Office Park Place Melbourne, FL 32940 (321) 222-6925 CHRIS.OSSA@KIMLEY-HORN.COM
Owner/Applicant (2)	Paul Daly 4100 Ocean Beach Boulevard Cocoa Beach, FL 32931 (321) 795-8831 prdaly34@aol.com
Legal Representative (2)	Kinan Husainy, P.E. 7341 Office Park Place Melbourne, FL 32940 (321) 222-6925 KINAN.HUSAINY@KIMLEY-HORN.COM
Legal Representative (3)	Kimberly Rezanka 1290 U.S. Highway 1 Rockledge, FL 32955 (321) 608-0892 krezanka@llr.law
Legal Representative (4)	AARON STRUCKMEYER 4901 VINELAND RD ORLANDO, FL 32811 (407) 661-2201 AARON.STRUCKMEYER@PULTEGROUP.COM
Submitter	Christopher Peterson 7341 Office Park Place, Ste 102 Melbourne, FL 32940 christopher.peterson@kimley-horn.com

Project Details: PS23-00008

Assigned Planner	Kimberly Haigler 120 Malabar Rd SE Palm Bay, FL 32907 kimberly.haigler@palmbayflorida.org
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Fields

Field Label	Value
Proposed Subdivision Name	Lipscomb Street Townhomes
Size of Area Covered (acres)	
Total Lots Proposed by Use	202 townhomes
Intended Use of Property	townhome development
Is Submitter the Representative?	False
Tax Account Numbers	2826635 / 2826682 / 2826744 / 2826745
Parcel Number	28-37-14-52-3; 28-37-14-52-4; 28-37-14-53-5; 28-37-14-53-6
Action Letter Date	
Block	3
Lot	
Township Range Section	28-37-14
Subdivision	52
Year Built	
Use Code	0010
Use Code Desc	VACANT RESIDENTIAL LAND (SINGLE FAMILY, PLATTED)
LotSize	
Building SqFt	
Homestead Exemption	
Taxable Value Exemption	
Assessed Value	
Market Value	
Land Value	
Tax ID	2826635

Project Details: PS23-00008

Flu Description	High Density Residential
Flu Code	HDR
Zoning Description	Single-, Two-, Multi-Family Residential
Zoning Code	RM-10

Prepared by and return to:
Scott Clements
Area General Counsel
Pulte Home Company, LLC
2301 Lucien Way, Suite 155
Maitland, Florida 32751

AFFIDAVIT

STATE OF FLORIDA COUNTY OF ORANGE

BEFORE ME, the undersigned officer authorized to administer oaths, on this day personally appeared **Scott M. Clements**, who upon being duly sworn, deposes and says:

1. He is over the age of eighteen (18) years and has personal knowledge of the facts stated herein.
2. He is Area General Counsel, Vice President, and Assistant Secretary of **Pulte Home Company, LLC**, a Michigan limited liability company (the "LLC"), successor by conversion of **Pulte Home Corporation**, a Michigan corporation, which has never been dissolved.
3. The individuals identified below have been duly authorized to execute documents on behalf of the LLC in accordance with the Signing Power Resolutions adopted by the LLC as of January 1, 2017, currently in effect and attached hereto in pertinent part as Exhibit "A" (the "Signing Powers Resolution"), and such documents, properly executed by the individuals identified below, on behalf of the LLC are binding upon the LLC:

Richard McCormick	Area President (Florida)
Brian Yonaley	Area Vice President – Finance (Florida)
Clint Ball	Division President (Central Florida)
Branden Clarke	Vice President – Finance (Central Florida)
Daniel Bryce Langen	Vice President – Finance and Treasurer
Gregory S. Rives	Assistant Treasurer
Jonathan Pierce	Vice President – Construction Operations (Central Florida)
David White	Director – Construction (Central Florida)
Michael Blake Lapinsky	Vice President – Sales (Central Florida)
Max Perlman	Vice President – Land Acquisition (Central Florida)
Doug Hoffman	Vice President – Land Development (Central Florida)
Christopher Wrenn	Vice President – Land Development (Central Florida)
Aaron Struckmeyer	Director – Land Development (Central Florida)
Cliff Torres	Director – Land Development (Central Florida)
Amy Steiger	Director – Land Development (Central Florida)
Jay Robbins	Director – Land Development (Central Florida)
Travis Hucks	Director of Product (Florida Zone)
Ryan Rossiter	Director -- Purchasing (Central Florida)
Scott Clements	Vice President, Assistant Secretary
Joshua S. Graeve	Assistant Secretary (Central Florida, Northeast Florida, West Florida, Southeast Florida, and Southwest Florida)
Craig Russo	Assistant Secretary (Central Florida, Northeast Florida, West Florida, Southeast Florida, and Southwest Florida)
Michael Blake Lapinsky	Assistant Secretary (Central Florida, Northeast Florida, West Florida, Southeast Florida, and Southwest Florida)
Justin Wood	Assistant Secretary (Central Florida, Northeast Florida, West Florida, Southeast Florida, and Southwest Florida)

4. The Signing Powers Resolution, Paragraph C., RESOLUTIONS, I-V, VII, and VIII, identifies certain titles in the Division Specific Signing Power sections, which titles are clarified and shall correspond as set forth below:
 - A. Omission of the words "Gulf Coast," "Central Florida" "Florida," "West Florida," "Northeast Florida," "North Florida," "Southwest Florida" or "Southeast Florida" after an officer's name does not constitute improper, incomplete or incorrect execution and does not affect or limit the authority of the otherwise duly authorized officer in any way;

- B. Division VP/Director of Finance shall mean either a Division-level (i.e., Central Florida-level) Vice President – Finance or a Director of Finance;
- C. Division VP/Director of Land Development/Acquisition shall mean either a Division-level (i.e., a Central Florida-level) Vice President -- Land Development or Vice President – Land Acquisition; or either a Director of Land Development or a Director of Land Acquisition;
- D. Division VP/Director of Construction Operations shall also mean either a Division-level (i.e., Central Florida-level) Vice President -- Construction Operations or a Director of Construction Operations;
- E. Division VP/Director of Procurement or Purchasing shall also mean either a Division-level (i.e., West Florida-level) Vice President – Procurement or Purchasing or Director/Manager – Procurement or Purchasing or Procurement or Purchasing Manager;
- F. Division/Project Controller shall also mean either Division Controller or Project Controller;
- G. Division VP of Sales shall also mean Vice President – Sales.
5. Additionally and specifically, **Karen Woods** (formerly known as **Karen Janeczek**), as **Division Controller**; **Sadia Rivera, Sarah Proth, Nikki McWilliams, Gabriela Lugo, Pascale Salomon, Shani Charles, Yhisell Bruh, Jennifer Mateo, Nancy Medina, and Catalina Gaviria**, in their respective capacities as **Closing/Homebuyer Coordinator**; **Branden Clarke**, as **Vice President – Finance**; **Matthew True** and **Danielle Calamela**, in their respective capacities as **Director-Sales**; and **Craig Russo, Michelle Pearsall** and **Ian Medina**, in their respective capacities as **General Sales Manager**, have been duly authorized to execute (i) contracts for the sale of residential homes or lots to consumers (not to another business), and (ii) deeds of conveyance and all other documents that are relevant or incident to the sale and closing of residential homes or lots to consumers (not to another business), including any mortgage-related documents, such as buydown agreements or other relevant documents, on behalf of the LLC, and such documents, properly executed by them on behalf of the LLC are binding upon the LLC.
6. Additionally and specifically, Daniel Bryce Langen, as **Vice President – Finance** and **Treasurer**, and **Gregory S. Rives**, as **Assistant Treasurer** each have been and are duly authorized to execute loan agreements, security agreements, promissory notes, mortgages, and bonds and any other bond-related documents on behalf of the LLC, and such documents, properly executed on behalf of the Company are binding upon the LLC.
7. The LLC is not now and has never been a debtor in a bankruptcy proceeding during the existence of the LLC and is not a single member LLC.
8. This Affidavit is given for the purpose of evidencing incumbency and authority of the employees named above.


Scott M. Clements

Sworn to and subscribed before me by means of ☒ physical presence or ☐ online notarization this 28th day of April, 2022, by Scott M. Clements, Area General Counsel, Vice President and Assistant Secretary of Pulte Home Company, LLC, a Michigan limited liability company, on behalf of the LLC, who is personally known to me.



Print Name: Kelly V. Costantino
Notary Public, State of Florida
Commission No.: GG929396
Commission Expires: 01/23/2024



EXHIBIT A
SIGNING POWER RESOLUTIONS

**CERTIFIED RESOLUTIONS
OF THE BOARD OF DIRECTORS OF
PULTE HOME COMPANY, LLC**

I, Scott M. Clements, hereby certify that I am a duly elected and acting Assistant Secretary of PULTE HOME COMPANY, LLC, a limited liability company authorized and existing under the laws of the State of Michigan; that attached is a true copy of the resolutions adopted by the Board of Directors of the limited liability company to be effective January 1, 2017; and that such resolutions have not been rescinded or modified, and do not contravene any provisions of the Articles of Organization or Operating Agreement of said limited liability company.

IN WITNESS WHEREOF, I have here unto set my hand this 3rd day of January, 2017.


Scott M. Clements, Assistant Secretary

STATE OF FLORIDA)
)
COUNTY OF ORANGE)

On January 3, 2017, before me, Kelly V. Costantino, a Notary Public in and for said State, personally appeared Scott M. Clements, personally known to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.


Kelly V. Costantino, Notary Public
Orange County, Florida
My Commission Expires: 01/23/2020



EXHIBIT A

PULTE HOME COMPANY, LLC SIGNING POWER RESOLUTIONS

A. DEFINITIONS.

As used in these resolutions:

"signing power" means the power and authority to execute and deliver an agreement, instrument or other document.

"General Signing Power" means signing power relating to the ordinary course of business of PULTE HOME COMPANY, LLC (the **"Company"**) generally, without restriction to a particular Division or project, both in the Company's own capacity and in any instances where it is the managing partner or managing member of a joint venture (the **"Partnership"**).

"Division Specific Signing Power" means signing power relating only to the ordinary course of business of a Division over which the officer, manager, or employee in question has management responsibility, both in the Company's own capacity and as managing partner or managing member of the Partnership.

B. PURPOSE.

The purpose of these resolutions is to establish the signing power of certain employees of the Company, both in the Company's own capacity and as managing partner or managing member of the Partnership. Copies of these resolutions may be delivered to title companies and other parties who require evidence of the signing power of an employee. No employee of the Company may subdelegate his or her signing power except as expressly provided in these resolutions by use of the words: "Other title(s) or person(s) designated in writing by . . .".

C. RESOLUTIONS.

RESOLVED, that the following officers, managers, or employees of the Company shall have the General Signing Power or the Division Specific Signing Power, as indicated in the charts below:

EXHIBIT A

Development of Real Property

- I. General Development. Applications, tentative and final subdivision plats and maps, development agreements, land development agreements, amenity contractor agreements and all other documents that are relevant or incident to the development of real property in which the Company or the Partnership has any interest, other than documents contemplated in part VI below:

<i>General Signing Power</i>	<i>Division Specific Signing Power</i>
Chairman of the Board	Area President
Chief Executive Officer	Area VP Finance
President	Area VP Land
Executive Vice President	Division President
Senior Vice President	Division VP/Director Finance
Vice President	Division VP/Director of Land Development/Acquisition

House Construction Agreements. Contractor agreements, construction agreements, contracts, purchase orders, pricing schedules, scopes of work and all other documents that are relevant or incident to the construction of residential homes and amenities thereto in which the Company or the Partnership has any interest, other than documents contemplated in the paragraph immediately above this one:

<i>General Signing Power</i>	<i>Division Specific Signing Power</i>
Chairman of the Board	Area President
Chief Executive Officer	Area VP Finance
President	Area VP Construction Operations
Executive Vice President	Area Purchasing Director
Senior Vice President	Division President
Vice President	Division VP/Director Finance
	Division VP/Director of Construction Operations
	Division Purchasing Director/Manager

Storm Water Management

- II. Notices of intent, notices of termination, storm water pollution prevention plans, reports, certifications or other documentation that is relevant or incident to storm water

EXHIBIT A

management and erosion control in the development of real property and/or construction of homes in which the Company or the Partnership has any interest.

<i>General Signing Power</i>	<i>Division Specific Signing Power</i>
Chairman of the Board	Area President
Chief Executive Officer	Area VP Finance
President	Area VP Land
Executive Vice President	Division President
Senior Vice President	Division VP/Director Finance
Vice President	Division VP/Director of Land Development/Acquisition
	Division Storm Water Compliance Representative

Sale and Closing of Residential Homes or Lots

III. Contracts for the sale of residential homes or lots to consumers (not to another business).

<i>General Signing Power</i>	<i>Division Specific Signing Power</i>
Chairman of the Board	Area President
Chief Executive Officer	Area VP Finance
President	Division President
Executive Vice President	Division VP/Director Finance
Senior Vice President	Division Controller
Vice President	Division VP of Sales
	General Sales Manager
	Closing/Homebuyer Coordinator
	Any of the following employees of either Pulte Mortgage LLC: Vice President, Branch Manager and Assistant Secretary
	Any of the following employees of either Sun City Title Agency, Inc. or PGP Title, Inc. or PGP Title of Florida, Inc.: Vice President, Escrow Manager, Escrow Supervisor, Director-Closing Services, and Title Officer

EXHIBIT A

	Other title(s) or person(s) designated in writing by either the Area President or Area VP Finance
--	---

- IV. Deeds of conveyance and all other documents that are relevant or incident to the sale and closing of residential homes or lots to consumers (not to another business), including any mortgage-related documents, such as buydown agreements or other relevant documents.

<i>General Signing Power</i>	<i>Division Specific Signing Power</i>
Chairman of the Board	Area President
Chief Executive Officer	Area VP Finance
President	Division President
Executive Vice President	Division VP/Director Finance
Senior Vice President	Division Controller
Vice President	Division VP of Sales
	General Sales Manager
	Closing/Homebuyer Coordinator
	Any of the following employees of either Pulte Mortgage LLC: Vice President and Branch Manager
	Any of the following employees of either Sun City Title Agency, Inc. or PGP Title, Inc. or PGP Title of Florida, Inc.: Vice President, Escrow Manager, Escrow Supervisor, Director-Closing Services, and Title Officer
	Other title(s) or person(s) designated in writing by either the Area President or Area VP Finance

Closing of the Purchase and Sale of Real Property

- V. Contracts, deeds and all other closing documents for the purchase or sale of real property (other than the sale and closing of residential homes or lots to consumers).

<i>General Signing Power</i>	<i>Division Specific Signing Power</i>
Chairman of the Board	Area President
Chief Executive Officer	Area VP Finance
President	Area VP Land

EXHIBIT A

Executive Vice President	Division President
Senior Vice President and General Counsel	Division VP/Director of Finance
Other title(s) or person(s) designated in writing by resolution(s) of the Board of Directors	Division VP of Land Development/Acquisition

Real Property Financing and Land Banking Transactions

VI. Documents related to any of the following real property financings and land banking transactions:

- a. Traditional Financing. Loan agreements, security agreements, promissory notes, deeds of trust and all other documents that are relevant or incident to the financing of the purchase and/or development of real property.
- b. Special Taxing District Financing. Loan agreements, security agreements, promissory notes, deeds of trust and all other documents under which the Company or the Partnership is a party that are relevant or incident to a Special Taxing District Financing (defined below), other than documents contemplated in Guarantees and Environmental Indemnities.

"Special Taxing District Financing" means a financing through the issuance of bonds by a community development district, community facilities district, municipal utility district, county or municipal improvement district, tax incremental district or other similar special purpose unit of local government.

- c. Guarantees and Environmental Indemnities. Guarantees of payment or performance of the obligations of another entity (whether in the form of a payment guaranty, indemnity or other document), maintenance or remargining guarantees and environmental indemnities in connection with development financing.
- d. Land Banking Transactions. Assignments of contracts to purchase real property, options to purchase real property, development agreements and other documents evidencing arrangements with an intermediary, such as a land banker, to purchase or develop real property.

<i>General Signing Power</i>	<i>Division Specific Signing Power</i>
Chief Financial Officer of the publicly traded ultimate parent	
Treasurer of the publicly traded ultimate parent	

EXHIBIT A

Licenses

VII. Documents necessary to obtain licenses and department of real estate public reports or similar documents in California and other states (such as, without limitation, Arizona and Nevada).

<i>General Signing Power</i>	<i>Division Specific Signing Power</i>
Chairman of the Board	Area President
Chief Executive Officer	Area VP Finance
President	Area VP Land
Executive Vice President	Division President
Senior Vice President	Division VP/Director of Finance
Vice President	Division VP/Director Sales
	Division VP of Construction Operations
	Area VP/Division VP/Director Land Acquisition/Development

CC&Rs

VIII. Restrictive covenants, conditions, restrictions, easements and other similar rights or restrictions, commonly known as CC&Rs, affecting real property or improvements on real property, and documents relating to CC&Rs, such as the organizational documents for the related homeowners' or property owners' association.

<i>General Signing Power</i>	<i>Division Specific Signing Power</i>
Chairman of the Board	Area President
Chief Executive Officer	Area VP Finance
President	Area VP Land
Executive Vice President	Division President
Senior Vice President	Division VP/Director Finance
Vice President	Division VP/Director Land Acquisition/Development

RESOLVED FURTHER, that all lawful acts specifically described in the immediately preceding resolution, undertaken prior to the adoption of these resolutions, in the Company's own capacity or as managing partner or managing member of the Partnership, are hereby ratified, confirmed and adopted by the Company.

EXHIBIT A

RESOLVED FURTHER, that any Signing Power Resolutions or Powers of Attorney and Grants of Agency previously issued or adopted by the Company are hereby terminated, revoked and superseded in their entirety by these resolutions.

Effective as of January 1, 2017.

* * * * *

August 10, 2022

Re: Letter of Authorization

As the property owner of the site legally described as:

SEE ATTACHED

I, Owner Name: DON BALLEW

Address: 1835 S ATLANTIC AVE #704, COCOA BEACH, FL 32931

Telephone: 321-591-0339

Email: SBALLEW123@GMAIL.COM

hereby authorize:

Representative: KIMBERLY REZANKA

Address: 1290 US HIGHWAY 1 STE 201, ROCKLEDGE, FL 32955

Telephone: (321) 608-0892

Email: KREZANKA@LLR.LAW

to represent the request(s) for:

PRELIMINARY DEVELOPMENT PLAN & REZONING & FINAL DEVELOPMENT PLAN



(Property Owner Signature)

STATE OF Florida

COUNTY OF Brevard

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 10th day of August, 2022 by

Don Ballew, property owner.





Victoria S. Weldon, Notary Public

☐ Personally Known or ☒ Produced the Following Type of Identification:

FL DL

EXHIBIT A

LEGAL DESCRIPTION

TRACTS 3 AND 4, PALM BAY COLONY SECTION TWO, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE(S) 37-40, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

AND

TRACTS 5 AND 6, PALM BAY COLONY SECTION THREE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE(S) 37-40, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

AND

TRACTS F, G, H, AND J, A REPLAT OF PORTIONS OF PALM BAY COLONY SECTION ONE, TWO, THREE, AND FOUR, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE(S) 107, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

CONTAINING 27.43 ACRES, MORE OR LESS (TOTAL)

August 11, 20 22

Re: Letter of Authorization

As the property owner of the site legally described as:

SEE ATTACHED

I, Owner Name: DON BALLEW

Address: 1835 S ATLANTIC AVE #704, COCOA BEACH, FL 32931

Telephone: 321-591-0339

Email: SBALLEW123@GMAIL.COM

hereby authorize:

Representative: CHRIS OSSA, P.E. - KINAN HUSAINY, P.E.

Address: 7341 OFFICE PARK PLACE, STE 102, MELBOURNE, FL 32940

Telephone: 321-222-6925

Email: CHRIS.OSSA@KIMLEY-HORN.COM - KINAN.HUSAINY@KIMLEY-HORN.COM

to represent the request(s) for:

PRELIMINARY DEVELOPMENT PLAN & REZONING & FINAL DEVELOPMENT PLAN

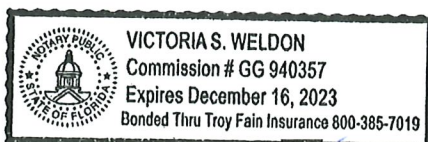

(Property Owner Signature)


STATE OF Florida

COUNTY OF Brevard

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Don Ballew, property owner.




Victoria S. Weldon, Notary Public

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_____, 20²²

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I, Owner Name: DON BALLEW

Address: 1835 S ATLANTIC AVE #704, COCOA BEACH, FL 32931

Telephone: 321-591-0339

Email: SBALLEW123@GMAIL.COM

hereby authorize:

Representative: AARON STRUCKMEYER, P.E. - PULTE HOME COMPANY, LLC

Address: 4901 Vineland Road, Suite 460, Orlando, FL 32811

Telephone: (407) 661-2201

Email: aaron.struckmeyer@pultegroup.com

to represent the request(s) for:

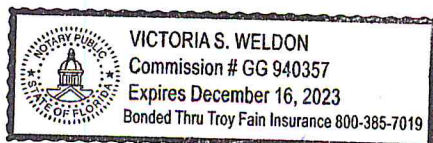
ALL LAND DEVELOPMENT, PLANNING, AND ZONING SUBMITTALS



(Property Owner Signature)

STATE OF Florida

COUNTY OF Brevard

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 28th day of October, 20 22 by Don Ballew, property owner.




Victoria S. Weldon, Notary Public

☐ Personally Known or ☒ Produced the Following Type of Identification:

FL DL

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CONTAINING 27.43 ACRES, MORE OR LESS (TOTAL)

August 11, 20 22

Re: Letter of Authorization

As the property owner of the site legally described as:

SEE ATTACHED

I, Owner Name: PAUL DALY

Address: 4100 OCEAN BEACH BLVD #114, COCOA BEACH, FL 32931

Telephone: 321-795-8831

Email: PRDALY34@AOL.COM

hereby authorize:

Representative: KIMBERLY REZANKA

Address: 1290 US HIGHWAY 1 STE 201, ROCKLEDGE, FL 32955

Telephone: (321) 608-0892

Email: KREZANKA@LLR.LAW

to represent the request(s) for:

PRELIMINARY DEVELOPMENT PLAN & REZONING & FINAL DEVELOPMENT PLAN

Paul Daly

(Property Owner Signature)

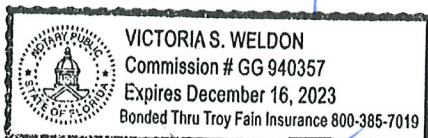
STATE OF Florida

COUNTY OF Brevard

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Paul Daly

, property owner.



Victoria S. Weldon

Victoria S. Weldon, Notary Public

☐ Personally Known or ☒ Produced the Following Type of Identification:

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Address: 7341 OFFICE PARK PLACE, STE 102, MELBOURNE, FL 32940

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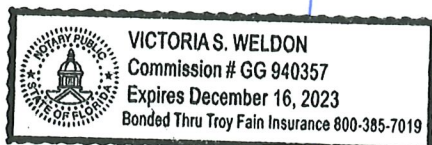
STATE OF Florida


COUNTY OF Brevard

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Paul Daly

, property owner.




Victoria S. Weldon

, Notary Public

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hereby authorize:

Representative: AARON STRUCKMEYER, P.E. - PULTE HOME COMPANY, LLC

Address: 4901 Vineland Road, Suite 460, Orlando, FL 32811

Telephone: (407) 661-2201

Email: aaron.struckmeyer@pultegroup.com

to represent the request(s) for:

ALL LAND DEVELOPMENT, PLANNING, AND ZONING SUBMITTALS



(Property Owner Signature)

STATE OF Florida

COUNTY OF Brevard

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, property owner.



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CONTAINING 27.43 ACRES, MORE OR LESS (TOTAL)



CITY OF PALM BAY
SUITE 201
120 MALABAR RD SE
PALM BAY, FL, 32907

STATE OF WISCONSIN COUNTY OF BROWN:

Before the undersigned authority personally appeared said legal clerk, who on oath says that he or she is a Legal Advertising Representative of the **FLORIDA TODAY**, a daily newspaper published in Brevard County, Florida that the attached copy of advertisement, being a Legal Ad in the matter of

Notice Public Hearing

as published in **FLORIDA TODAY** in the issue(s) dated:
or by publication on the newspaper's website, if authorized,
on

09/21/2023

Affiant further says that the said **FLORIDA TODAY** is a newspaper in said Brevard County, Florida and that the said newspaper has heretofore been continuously published in said Brevard County, Florida each day and has been entered as periodicals matter at the post office in **MELBOURNE** in said Brevard County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has never paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and Subscribed before me this 21th of September 2023, by legal clerk who is personally known to me

Affiant

Notary State of Wisconsin County of Brown

My commission expires

Publication Cost: \$414.85

Ad No: 0005829541

Customer No: BRE-6CI213

This is not an invoice

of Affidavits 1

KATHLEEN ALLEN
Notary Public
State of Wisconsin

Ad#5829541 9/21/2023
CITY OF PALM BAY, FLORIDA
NOTICE OF PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Planning and Zoning Board/Local Planning Agency on October 4, 2023, and by the City Council on October 19, 2023, both to be held at 6:00 p.m., in the City Hall Council Chambers, 120 Malabar Road SE, Palm Bay, Florida, for the purpose of considering the following cases(s):

1. ****CU23-00003 – Sunrise Plaza Enterprise, Inc., Nazim Ali, President, (Richard Franzblau, Esq., Rep.)**
A Conditional Use to allow retail automotive gas/fuel sales in an NC, Neighborhood Commercial District, in accordance with Section 185.042(D)(1) of the Palm Bay Code of Ordinances
A portion of Tract I, Port Malabar Unit 44, Section 22, Township 28, Range 36, Brevard County, Florida, containing approximately 3 acres. Located at the southwest corner of Glencove Avenue NW and Emerson Drive NW
2. ****CU23-00007 – Ascot Palm Bay Holdings, LLC, Gary Smigiel (Chris Pontello, P.E., BGE, Inc., Rep.)**
A Conditional Use to allow a self-storage facility in a CC, Community Commercial District, in accordance with Section 185.043(D)(9) of the Palm Bay Code of Ordinances
Tax Parcel 507, Section 21, Township 28, Range 36, Brevard County, Florida, containing approximately 3.57 acres. Located south of and adjacent to Emerson Drive NW, in the vicinity east of St. Johns Heritage Parkway
3. ****CU23-00013 – Dan-Nico Properties, LLC, Brian Herbert (Jake Wise, P.E., Construction Engineering Group, Inc., Rep.)**
A Conditional Use to allow a proposed self-storage facility in a GC, General Commercial District, in accordance with Section 185.054(D)(9) of the Palm Bay Code of Ordinances
Lots 23 through 25, Block 1990, Port Malabar Unit 40, Section 03, Township 29, Range 37, Brevard County, Florida, containing approximately 2.03 acres. Located west of and adjacent to Martin Road SE, in the vicinity east of Babcock Street SE
4. ****PS23-00008 – Paul Daly and Don Ballew (reps. Kimberly Rezanka, Lacey Lyons Rezanka Attorneys At Law / Aaron Struckmeyer, Pulte Home Company, LLC / Chris Ossa, P.E. and Kinan Husainy, P.E., Kimley Horn & Associates, Inc.)**
A Preliminary Subdivision Plan to allow for a proposed 202-unit townhome development to be known as Lipscomb Street Townhomes
Tracts 6 and 5 of Palm Bay Colony Section 3 and Tracts 4 and 3 of Palm Bay Colony Section 2, all in Section 14, Township 28, Range 37, Brevard County, Florida, containing approximately 24.56 acres. Located east of and adjacent to Lipscomb Street NE, in the vicinity west of Mango Street NE
5. **T23-00018 – City of Palm Bay (Growth Management Department)**
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 179: Streets and Other Rights-Of-Way to incorporate a new Section 179.016 on conditions governing applications and procedures and renumbering Sections 179.016 through 179.022.
6. **T23-00024 – City of Palm Bay (Growth Management Department)**
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Change of Use' and 'Change of Occupancy'; and to establish Section 185.019, Change of Use, to add new language to the Land Development Code related to change of use or occupancy within an existing site
**Indicates quasi-judicial request(s).
7. **T23-00026 – City of Palm Bay (Growth Management Department)**
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Small Event Space', and to amend Section 185.042(B), Neighborhood Commercial District, Principal Uses and Structures, to add a new use to the zoning district, Small Event Space
If an individual decides to appeal any decision made by the Planning and Zoning Board/Local Planning Agency or the City Council with respect to any matter considered at this meeting, a record of the proceedings will be required and the individual will need to ensure that a verbatim transcript of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based (FS 286.0105). Such person must provide a method for recording the proceedings verbatim.
Please contact the Palm Bay Land Development Division at (321) 733-3041 should you have any questions regarding the referenced cases.
Chandra Powell
Planning Specialist

RECEIVED

SEP 25 2023

Planning and zoning Board

City of Palm Bay
LAND DEVELOPMENT

As an owner of property in Palm Bay, Fla.,
1842 Sago Palm St, Palm Bay, 32905 I
oppose the proposed 202 unit townhome
development.

Sincerely,

Evelyn Brown
1842 Sago Palm St NE
Palm Bay, Fl. 32905



MEMORANDUM

TO: Planning and Zoning Board Members

FROM: Alexandra Bernard, Principal Planner

DATE: October 4, 2023

SUBJECT: T23-00018 - Right of Way Parameters - City of Palm Bay (Growth Management Department) - A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 179: Streets and Other Rights-Of-Way to incorporate a new Section 179.016 on conditions governing applications and procedures and renumbering Sections 179.016 through 179.022.

ATTACHMENTS:

Description

- ▣ T23-00018 - Staff Report
- ▣ T23-00018 - Application
- ▣ T23-00018 - Legal Acknowledgement
- ▣ T23-00018 - Legal Ad



STAFF REPORT

LAND DEVELOPMENT DIVISION

120 Malabar Road SE • Palm Bay, FL 32907 • Telephone: (321) 733-3042

landdevelopmentweb@palmbayflorida.org

Prepared by

Alix Bernard, Principal Planner

CASE NUMBER

T23-00018

PLANNING & ZONING BOARD HEARING DATE

October 4, 2023

APPLICANT

City of Palm Bay (Growth Management)

PROPERTY LOCATION/ADDRESS

Not Applicable

SUMMARY OF REQUEST

A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 179: Streets and other Right-Of-Way, Section 179.016 through 179.022 Creating, Improving, Altering and Vacating Streets, to implement new language for conditions governing application; procedures as a new section.

Existing Zoning

Not Applicable

Existing Land Use

Not Applicable

Site Improvements

Not Applicable

Site Acreage

Not Applicable

SURROUNDING ZONING & USE OF LAND

North

Not Applicable

East

Not Applicable

South

Not Applicable

West

Not Applicable

BACKGROUND:

A textual amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 179: Streets and other Right-Of-Way, Section 179.016 through 179.022 Creating, Improving, Altering and Vacating Streets, to implement new language for conditions governing application; procedures as a new section.

The applicant for this amendment is The City of Palm Bay Growth Management Department. Staff is requesting a modification to the current Code of Ordinances in an effort to bring clear parameters to how requests for creating, improving, altering or vacating right of ways are administered. The proposed amendment will implement new language on the application process and associated procedures.

Proposed language for this amendment is attached in legislative style with additions between >>arrow<< symbols and deletions in ~~strikethrough~~ format.

ANALYSIS:

The purpose of Chapter 179, Streets and Other Rights-of-Way is to implement procedures on creating, improving, altering and vacating streets. The Code states that a Right-of-Way is an interest in land granted, conveyed, dedicated, acquired for city purposes, or devoted to vehicular and/or pedestrian traffic; this shall include but not limited to land in which the state, county or city owns fee simple title, or has established any type of ownership thereof or interest in any land utilized by the city for vehicular and/or pedestrian traffic or other purposes.

Currently the code makes reference to the power of Council, notice of public hearings, Council action and notice of passage. However, the code does not presently give discernible direction on the application process for making the request to create, improve, alter or vacate a street. The proposed language will implement clarity and conformity to the application submittal process by clearly outlining the procedures for the applicant to submit their request to the City Council. Furthermore, the proposed amendment includes language regarding administrative extensions of Right-of-Way related requests. The incorporation of administrative extensions takes into account the timelines that these procedures require.

STAFF RECOMMENDATION:

Case T23-00018 is recommended for approval.

TITLE XVII: LAND DEVELOPMENT CODE

CHAPTER 179: STREETS AND OTHER RIGHTS-OF-WAY

§ 179.015 POWER OF COUNCIL.

The City Council may, upon its own motion, upon the request of any agency of the city, the state or the federal government, or upon the written petition of any person or persons owning property abutting any street located within the city limits, cause any street to be closed, created, improved, widened, straightened, diverted, narrowed or vacated. All Council actions that would create new or change existing right-of-way lines, under this chapter, require public hearings.

>> 179.016 CONDITIONS GOVERNING APPLICATION; PROCEDURES

(A) All requests for creating, improving, altering, and vacating City rights-of-way shall be made by verified written petition, in an application filed with City, including, but not limited to the following:

- (1) A boundary survey and description of the property to be vacated (Subject Property). The boundary survey needs to show the location of any improvements and encroachments within the property to be vacated. The boundary survey and description must be prepared by a professional surveyor and mapper licensed in the state of Florida.
- (2) A legal sketch of description.
- (3) All property owners within five hundred (500) feet of the Subject Property shall be transmitted a courtesy notice by U.S. Mail which shall provide the following: date, time, and location of public hearing; type of petition considered at the public hearing; and location where the petition may be reviewed. Petitioner must request a radius map package from Brevard County.
- (4) A certification from the petitioner that the proposed change will not deprive other property owners of access to and from their property.
- (5) Letters or certificates from all public utilities that the vacation of right-of-way will not interfere with services being provided nor encroach on any utility easements.
- (6) A statement of justification for approval of petition.
- (7) A letter of authorization when the applicant is not the property owner.
- (8) All fees have been paid for the application, mailing, and sign cost associated with said request.

(B) Once a complete application request has been received by City Staff, a review of the petition will be administered verifying that the following steps have been taken prior to being placed on a City Council agenda:

- (1) The requested creation, improvement, alteration, or vacation is consistent with the Transportation Element of the City's Comprehensive Plan.
- (2) The right-of-way does not provide the sole access to any property. Remaining access shall not be by easement unless otherwise permitted in a planned development.
- (3) The proposed creation, improvement, alteration, or vacation would not jeopardize the current or future location of any utility.

- (4) The proposed creation, improvement, alteration, or vacation is not detrimental to the public interest.<<

§ 179.0176 NOTICE OF HEARING.

(A) Before taking any action >>on creating, improving, publicly dedicating or vacating a right-of-way<< ~~set forth in § 179.015~~, the city shall first hold a public hearing with >>public notice as follows:

1. (1) fifteen (15) days written notice shall be given ~~as follows~~: to all property owners within five hundred (500) feet of the subject property. <<

~~(1) Vacation Requests: All persons whose property abuts upon the street or right-of-way by mailing such notice to each property owner; or~~

~~(2) Closure Requests: All persons whose property lies within five hundred (500) feet of the proposed closure.~~

~~(3) Alter, Create, Improve Requests: All persons whose property abuts upon the street by mailing such notice to each property owner.~~

~~The names and addresses of such property owners shall be obtained by the applicant from the current records of the Property Appraiser of Brevard County with a copy provided for the city. Proof of such mailing shall be made by affidavit of the City Clerk, or the Deputy City Clerk, which affidavit shall be filed with the City Clerk. However, failure to receive such notices shall not affect the validity of the proceedings under this chapter.~~

(B) Notice shall also be by publication once in a newspaper of general circulation in the city, and if there be no newspaper of general circulation published in the city, the City Council shall cause the notice to be published in a like manner in a newspaper of general circulation published in the county. Publication shall be at least ten (10) days prior to the date of the hearing, and service by publication shall be verified by affidavit of the publisher and filed with the City Clerk.

(C) For all requests, the City shall post a sign at the approximate location of the closure at least fifteen (15) days prior to the public hearing.

(D) The costs of providing notice of the public hearing shall be the responsibility of the applicant.

§ 179.0187 COUNCIL ACTION.

The City Council, in its sole discretion, shall make a final determination on the application for closure or vacation subsequent to the public hearing. In the case of a vacation, the action shall be quasi-legislative in nature. In the case of a closure, the action shall be quasi-executive in nature.

(A) After the public hearing, the City Council may, by appropriate ordinances, take such action for which notice was previously given.

(B) After the public hearing for a closure request, the City Council may, by resolution, take such action for which notice was previously given.

(C) When the City Council is acting upon a request for creation or widening or improvement of a street, whether public or private, the proposed ordinance shall require a dedication of such street to the appropriate persons, depending upon its proposed use as a

public or private street. However, nothing herein shall be construed as creating an obligation upon the city to perform any act of construction or maintenance within such dedicated areas, except when such obligation is voluntarily assumed by the city.

(D) When the City Council is acting upon a request for vacation or narrowing of a public street, to the extent to which the street is vacated or narrowed, such action shall operate as revocation of acceptance thereof by the City Council. However, the right-of-way and easement therein of any lot owner shall not be impaired by such action.

§ 179.0198 NOTICE OF PASSAGE.

(A) Notice of the adoption of such ordinance by the City Council shall be published one (1) time, within thirty (30) days following its adoption in one (1) issue of a newspaper of general circulation published in the city, and if there be no newspaper published in the city, the City Council shall cause the notice to be published in a newspaper of general circulation published in the county.

(B) A certified copy of an ordinance that change right-of-way lines shall be sent by the City Clerk to the Clerk of the Circuit Court of the county for recordation within thirty (30) days from the date of adoption of the ordinance.

§ 179.02049 APPROVAL BY CITY ENGINEER EMERGENCY AND TEMPORARY CLOSURE.

(A) Approval by City Engineer: After approval by City Council and before any construction of any street is commenced, written approval of the City Engineer shall be obtained certifying that the city's design standards have been met.

(B) Approval by City Manager: The City Manager may authorize emergency and temporary closures.

>>§ 179.021 ADMINISTRATIVE EXTENTIONS.

When vacating is subject to compliance with conditions, such conditions must be met within two (2) years of the enactment of the ordinance. Failure to meet the conditions within two (2) years from the date of approval for the request shall render the ordinance null and void. The applicant may, under good cause request an extension of the time frames through a formal request to the Office of the City Clerk, sixty (60) days prior to the expiration date.<<

§ 179.0220 EFFECT ON UTILITY EASEMENTS.

Any action by Council under this chapter shall not in any manner affect utility equipment or services already installed in the affected or proposed street or the right to maintain and operate the equipment and services in the affected or proposed street or portion thereof. The requestor or petitioner shall notify the applicable utility and service companies of the proposed action regarding the street add shall obtain a notarized letter from the appropriate utility and service companies stating such companies have no objection to the proposed action.

('74 Code, § 20-18) (Ord. 83-23, passed 4-7-83)

§ 179.0234 FEE.

Every application or petition filed with the city under this chapter, except those developments that follow the subdivision or PUD fee schedule, shall be in writing and accompanied by a filing fee as established by resolution pursuant to § [169.004](#).

('74 Code, § 20-19) (Ord. 83-23, passed 4-7-83; Am. Ord. 2006-07, passed 2-2-06) [Penalty, see § 179.999](#)

Project Details: T23-00018

Project Type: **Code Textual Amendment**

Project Location: ,
Milestone: **Under Review**
Created: **7/5/2023**
Description: **Right of Way Parameters**
Assigned Planner: **Alexandra Bernard**

Contacts

Contact	Information
Submitter	Alix Bernard 120 Malabar Rd Palm Bay, FL 32907 alexandra.bernard@palmbayflorida.org
Supplemental Contact	
Assigned Planner	Alexandra Bernard 120 Malabar Rd Palm Bay, FL 32907 alexandra.bernard@palmbayflorida.org

Fields

Field Label	Value
Section Proposed to be Changed	Chapter 179: Streets and other Right of Ways
Proposed Language	
Justification for Proposed Change	To codify language on the time limits that one has on implementing proposed changes to modify the right of way.
Ordinance Number	

Acknowledgement Log

Header:

Legal Acknowledgement

Text:

I, the submitter, understand that this application must be complete and accurate before consideration by the City of Palm Bay and certify that all the answers to the questions in said application, and all data and matter attached to and made part of said application are honest and true to the best of my knowledge and belief.

Under penalties of perjury, I declare that I have read the foregoing application and that the facts stated in it are true.

Accepted By:

Alexandra Bernard

On:

7/5/2023 8:53:22 AM

☒ T23-00018

Select Language ▼



CITY OF PALM BAY
SUITE 201
120 MALABAR RD SE
PALM BAY, FL, 32907

STATE OF WISCONSIN COUNTY OF BROWN:

Before the undersigned authority personally appeared said legal clerk, who on oath says that he or she is a Legal Advertising Representative of the **FLORIDA TODAY**, a daily newspaper published in Brevard County, Florida that the attached copy of advertisement, being a Legal Ad in the matter of

Notice Public Hearing

as published in **FLORIDA TODAY** in the issue(s) dated:
or by publication on the newspaper's website, if authorized,
on

09/21/2023

Affiant further says that the said **FLORIDA TODAY** is a newspaper in said Brevard County, Florida and that the said newspaper has heretofore been continuously published in said Brevard County, Florida each day and has been entered as periodicals matter at the post office in **MELBOURNE** in said Brevard County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has never paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and Subscribed before me this 21th of September 2023, by legal clerk who is personally known to me

Affiant

Notary State of Wisconsin County of Brown

My commission expires

Publication Cost: \$414.85

Ad No: 0005829541

Customer No: BRE-6CI213

This is not an invoice

of Affidavits 1

KATHLEEN ALLEN
Notary Public
State of Wisconsin

Ad#5829541 9/21/2023
CITY OF PALM BAY, FLORIDA
NOTICE OF PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Planning and Zoning Board/Local Planning Agency on October 4, 2023, and by the City Council on October 19, 2023, both to be held at 6:00 p.m., in the City Hall Council Chambers, 120 Malabar Road SE, Palm Bay, Florida, for the purpose of considering the following cases(s):

1. ****CU23-00003 – Sunrise Plaza Enterprise, Inc., Nazim Ali, President, (Richard Franzblau, Esq., Rep.)**
A Conditional Use to allow retail automotive gas/fuel sales in an NC, Neighborhood Commercial District, in accordance with Section 185.042(D)(1) of the Palm Bay Code of Ordinances
A portion of Tract I, Port Malabar Unit 44, Section 22, Township 28, Range 36, Brevard County, Florida, containing approximately 3 acres. Located at the southwest corner of Glencove Avenue NW and Emerson Drive NW
2. ****CU23-00007 – Ascot Palm Bay Holdings, LLC, Gary Smigiel (Chris Pontello, P.E., BGE, Inc., Rep.)**
A Conditional Use to allow a self-storage facility in a CC, Community Commercial District, in accordance with Section 185.043(D)(9) of the Palm Bay Code of Ordinances
Tax Parcel 507, Section 21, Township 28, Range 36, Brevard County, Florida, containing approximately 3.57 acres. Located south of and adjacent to Emerson Drive NW, in the vicinity east of St. Johns Heritage Parkway
3. ****CU23-00013 – Dan-Nico Properties, LLC, Brian Herbert (Jake Wise, P.E., Construction Engineering Group, Inc., Rep.)**
A Conditional Use to allow a proposed self-storage facility in a GC, General Commercial District, in accordance with Section 185.054(D)(9) of the Palm Bay Code of Ordinances
Lots 23 through 25, Block 1990, Port Malabar Unit 40, Section 03, Township 29, Range 37, Brevard County, Florida, containing approximately 2.03 acres. Located west of and adjacent to Martin Road SE, in the vicinity east of Babcock Street SE
4. ****PS23-00008 – Paul Daly and Don Ballew (reps. Kimberly Rezanka, Lacey Lyons Rezanka Attorneys At Law / Aaron Struckmeyer, Pulte Home Company, LLC / Chris Ossa, P.E. and Kinan Husainy, P.E., Kimley Horn & Associates, Inc.)**
A Preliminary Subdivision Plan to allow for a proposed 202-unit townhome development to be known as Lipscomb Street Townhomes
Tracts 6 and 5 of Palm Bay Colony Section 3 and Tracts 4 and 3 of Palm Bay Colony Section 2, all in Section 14, Township 28, Range 37, Brevard County, Florida, containing approximately 24.56 acres. Located east of and adjacent to Lipscomb Street NE, in the vicinity west of Mango Street NE
5. **T23-00018 – City of Palm Bay (Growth Management Department)**
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 179: Streets and Other Rights-Of-Way to incorporate a new Section 179.016 on conditions governing applications and procedures and renumbering Sections 179.016 through 179.022.
6. **T23-00024 – City of Palm Bay (Growth Management Department)**
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Change of Use' and 'Change of Occupancy'; and to establish Section 185.019, Change of Use, to add new language to the Land Development Code related to change of use or occupancy within an existing site
**Indicates quasi-judicial request(s).
7. **T23-00026 – City of Palm Bay (Growth Management Department)**
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Small Event Space', and to amend Section 185.042(B), Neighborhood Commercial District, Principal Uses and Structures, to add a new use to the zoning district, Small Event Space
If an individual decides to appeal any decision made by the Planning and Zoning Board/Local Planning Agency or the City Council with respect to any matter considered at this meeting, a record of the proceedings will be required and the individual will need to ensure that a verbatim transcript of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based (FS 286.0105). Such person must provide a method for recording the proceedings verbatim.
Please contact the Palm Bay Land Development Division at (321) 733-3041 should you have any questions regarding the referenced cases.
Chandra Powell
Planning Specialist



MEMORANDUM

TO: Planning and Zoning Board Members

FROM: Tania Ramos, Senior Planner

DATE: October 4, 2023

SUBJECT: T23-00024 - WITHDRAWN - Change of Use - City of Palm Bay (Growth Management Department) - A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Change of Use' and 'Change of Occupancy'; and to establish Section 185.019, Change of Use, to add new language to the Land Development Code related to change of use or occupancy within an existing site

Case T23-00024 has been withdrawn by the applicant (City of Palm Bay, Growth Management Department).

Board action is not required to withdraw the case.



MEMORANDUM

TO: Planning and Zoning Board Members

FROM: Tania Ramos, Senior Planner

DATE: October 4, 2023

SUBJECT: T23-00026 - Small Event Space - City of Palm Bay (Growth Management Department) - A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Small Event Space'; and to amend Section 185.042(B), Neighborhood Commercial District, Principal Uses and Structures, to add a new use to the zoning district, Small Event Space

ATTACHMENTS:

Description

- ▣ T23-00026 - Staff Report
- ▣ T23-00026 - Application
- ▣ T23-00026 - Legal Acknowledgement
- ▣ T23-00026 - Legal Ad



STAFF REPORT

LAND DEVELOPMENT DIVISION

120 Malabar Road SE • Palm Bay, FL 32907 • Telephone: (321) 733-3042

landdevelopmentweb@palmbayflorida.org

Prepared by

Jesse Anderson, Assistant Growth Management Director

CASE NUMBER

T23-00026

PLANNING & ZONING BOARD HEARING DATE

October 4, 2023

APPLICANT

City of Palm Bay Growth Management

PROPERTY LOCATION/ADDRESS

Not Applicable

SUMMARY OF REQUEST

A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Small Event Space'; and to amend Section 185.042(B), Neighborhood Commercial District, Principal Uses and Structures, to add a new permitted use to the zoning district, Small Event Space as 185.042(B)(11).

Existing Zoning

Not Applicable

Existing Land Use

Not Applicable

Site Improvements

Not Applicable

Site Acreage

Not Applicable

SURROUNDING ZONING & USE OF LAND

North

Not Applicable

East

Not Applicable

South

Not Applicable

West

Not Applicable

BACKGROUND:

A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Small Event Space'; and to amend Section 185.042(B), Neighborhood Commercial District, Principal Uses and Structures, to add a new permitted use to the zoning district, Small Event Space as 185.042(B)(11).

The applicant for this amendment is the City of Palm Bay's Growth Management Department. The request is to define 'Small Event Space', and to add this use as a permitted use in the Neighborhood Commercial Zoning District.

Proposed language for this amendment is attached in legislative style with additions between >>arrow<< symbols and deletions in ~~strike~~through format.

INTENT:

The purpose of the Neighborhood Commercial District shall be to provide areas within Palm Bay which are deemed to be uniquely suited for the development and maintenance of limited commercial activities offering convenience goods and personal services to residents of the surrounding neighborhood area.

ANALYSIS:

The purpose of this amendment is to provide for a broader utility of commercial parcels within the Neighborhood Zoning District by expanding the permitted uses listed in section 185.042(B) to include Small Event Spaces. The permitting for Small Event Spaces in the Neighborhood Commercial Zoning District will accommodate a growing business market within the City.

The City desires to accommodate businesses seeking to operate an event venue that caters to small-scale events and meetings, gatherings, assemblies, lodges and private clubs, recreational groups, and similar uses, which may or may not also provide event planning services, containing less than five thousand (5,000) square feet of floor area, which are solely confined to indoor spaces with their occupancy being subject to applicable Building and Fire Codes. Any outside spaces will require a Special Event Permit. The Land Development Code, as currently written, does not allow for this type of use in any zoning district. The only similar uses in our Zoning Code are "Wedding Venues" (only permitted by Conditional Use in the Rural Residential District) and "Hotels, motels, restaurants, and entertainment venues" (only permitted in PUDs). As such, there is limited commercial space throughout the City that can be utilized for event spaces.

This proposed amendment seeks to permit Small Event Spaces in the Neighborhood Commercial District, provided that such a use is in alignment with the definition provided in section 185.006 "Small Event Space is a venue providing limited capacity for events and

meetings to be held indoors to include, group assemblies, gatherings clubs and lodges, recreational groups, and similar uses.”

By maintaining a strict adherence to the definition of Small Event Space and to the regulations of the zoning district on floor area and permitted occupancy, there are minimal impacts to surrounding properties. Small Event Spaces are not permitted to serve alcohol, unless through the approval of a Conditional Use. As such, this type of use is determined to be compatible with other uses of similar intensity in the Neighborhood Commercial Zoning District.

STAFF RECOMMENDATION:

Case T23-00026 is recommended for approval.

TITLE XVII: LAND DEVELOPMENT CODE

CHAPTER 185: ZONING CODE

§ 185.006 DEFINITIONS.

For the purpose of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

ABROGATE. To abolish; repeal; or annul.

ACCESSORY DWELLING UNIT. A residential dwelling unit, but not a mobile home or recreational vehicle, located on the same lot or parcel of land as a single-family dwelling unit, with a separate, complete housekeeping unit including a separate kitchen, sleeping area, and full bathroom facilities. The unit may be attached to the single-family dwelling unit or detached in a free-standing structure. An accessory dwelling unit is not permitted as accessory to a two-family dwelling, multi-family dwelling, or mobile home dwelling.

(1) The unit shall be accessory to and on the same property as a single-family dwelling unit and may only be located on lots or parcels of land that meet the minimum lot size requirement of any Single-Family Residential District (SF-1, RS-1, RS-2, and RS-3), Estate Residential District (RE), Rural Residential District (RR), or General Use Holding District (GU) where single-family dwellings are permitted.

(2) The unit shall be developed in conjunction with or after development of the principal dwelling unit and the owner of the property must reside within either the principal or the accessory dwelling unit.

(3) Not more than one (1) accessory dwelling unit per property is permitted.

(4) No accessory dwelling unit shall be sold separately from the principal dwelling unit. The accessory dwelling unit and the principal dwelling unit shall be located on a single lot or parcel, or on a combination of lots or parcels.

(5) The air-conditioned floor area of the accessory dwelling unit shall not exceed 50% of the air-conditioned floor area of the principal structure, or 800 square feet, whichever is less. The accessory dwelling unit shall be no less than 200 square feet of air-conditioned floor area.

(6) The unit shall meet the accessory structure setback and height provisions identified in §§ [185.118](#)(A) and (B).

(7) The unit shall be designed so that the exterior façade material is similar in appearance (material and color) of the existing principal structure.

(8) A minimum of one (1), but not more than two (2) parking spaces shall be provided for the accessory dwelling unit, in addition to the spaces required for the principal dwelling unit.

(9) Construction of the accessory dwelling unit, in combination with all structures on the property, shall not cause the maximum lot coverage of the zoning district to be exceeded.

(10) The accessory dwelling unit shall be serviced by centralized water and wastewater or meet the health department's well and septic tank and drain field requirements. Modification, expansion or installation of well and/or septic tank facilities to serve the accessory dwelling unit shall be designed in a manner that does not render any adjacent vacant properties "unbuildable" for development when well and/or septic tank facilities would be required to service development on those adjacent properties.

(11) An accessory dwelling unit shall be treated as a mobile home unit for impact fees.

SIGN. Any device to inform or attract the attention of persons not on the premises on which the sign is located; provided, however, that the following shall not be included in the application of the regulations herein:

(1) Signs not exceeding one (1) square foot in area and bearing only property numbers, postbox numbers, names of occupants of premises, or other identification of premises not having commercial connotations;

(2) Flags and insignia of any governmental level except when displayed in connection with commercial promotion;

(3) Legal notices, identification, informational, or directional signs erected or required by governmental bodies;

(4) Integral decorative or architectural features of buildings, except letters, trademarks, moving parts, or flashing lights;

(5) Signs directing and guiding traffic and parking on private property, but bearing no advertising matter.

>>**SMALL EVENT SPACE.** an assembly, gathering, or meeting space, to include clubs, lodges, recreational groups, and similar uses, containing less than five thousand (5,000) square feet of floor area, which are solely confined to indoor spaces with their occupancy being subject to applicable Building and Fire Codes. Any outside spaces will require a Special Event Permit. <<

STREET. In addition to the definition contained herein, a street for the purposes of this section shall be a public or private right-of-way set aside for public travel which is more than thirty (30) feet in width.

(1) **STREET RIGHT-OF-WAY LINE.** The property line which bounds the-right-of-way set aside for use as a street.

(2) **STREET CENTERLINE.** The midpoint between the street right-of way.

STRUCTURE. See **BUILDING.**

SUBMERGED LANDS. Submerged lands include, but are not limited to, tidal lands, islands, sandbars, shallow banks and lands waterward of the ordinary or mean high water line, beneath navigable fresh water or beneath tidally-influenced waters. Privately owned submerged lands may be utilized for the calculation of density and intensity of residential and commercial development.

SWIMMING POOL. Any portable pool or permanent structure containing a body of water eighteen (18) inches or more in depths intended for recreational purposes, but not including an ornamental reflecting pool or fish pond or other type of pool regardless of size, unless it is located and designed so as to create a hazard or to be used for swimming or wading.

§ 185.042 NC — NEIGHBORHOOD COMMERCIAL DISTRICT.

(A) *Intent.* The purpose of the neighborhood commercial district shall be to provide areas within Palm Bay which are deemed to be uniquely suited for the development and maintenance of limited commercial activities offering convenience goods and personal services to residents of the surrounding neighborhood area. Development standards and provisions are established to ensure the proper development and location of uses and services deemed appropriate within the district; to reduce conflicts with adjacent residential uses, and to minimize the interruption of traffic along adjacent thoroughfares.

(B) *Principal uses and structures.* The following uses and structures are permitted.

(1) Retail stores, sales, and display rooms (not including automotive, lumber and building supply, and similar uses) containing less than five thousand (5,000) square feet of floor area.

(2) Personal service establishments such as beauty and barber, laundry and dry cleaning pick-up stations, and the like.

(3) Professional offices, studios, clinics, general offices, government office, business schools and similar uses containing less than five thousand (5,000) square feet of floor area.

(4) Schools, libraries, and churches.

(5) Day care centers containing less than five thousand (5,000) square feet of floor area.

(6) Restaurant, not including drive-through facilities and containing less than five thousand (5,000) square feet of floor area.

(7) Public utility equipment, facilities and uses located on one-half (½) acre or less of contiguous land.

(8) Banks and financial institutions without drive-through facilities.

(9) Public uses.

(10) Veterinarian clinics provided all activities are within the principal structure and there is no boarding of animals.

>>(11) Small Event Spaces containing less than five thousand (5,000) square feet of floor area, which are solely confined to indoor spaces with their occupancy being subject to applicable Building and Fire Codes.<<

(C) *Accessory uses and structures.* Customary accessory uses of one (1) or more of the principal uses clearly incidental and subordinate to the principal use, in keeping with the low intensity commercial character of the district. All storage shall be in an enclosed structure.

(D) *Conditional uses:*

(1) Retail automotive gas/fuel sales:

(a) Access. Retail automotive gas/fuel sales establishments shall be located on arterial roadways, at a signalized intersection of a major road collector, or on corner lots at intersections of collector streets or higher functional classification as identified in the adopted Palm Bay Comprehensive Plan. No more than two (2) corner lots at any one (1) intersection shall be used for retail gasoline or automotive fuel sales. No driveway or access shall be permitted within one hundred (100) feet from an intersection of collector streets or higher functional classification.

(b) Minimum street frontage: one hundred and fifty (150) feet on each abutting street.

(c) Location of facilities. Gasoline/ fuel pumps, storage tanks and other service island equipment shall be at least twenty (20) feet from all property lines, fifteen (15) feet from any building and one hundred (100) feet from the nearest residentially zoned land. No gasoline/fuel pump, storage tank or other equipment shall be located closer than one thousand (1,000) feet from any municipal or public supply well.

(d) No fuel pump and tank installation shall have more than four (4) pump islands nor more than eight (8) pumps.

(e) Tank storage: Underground storage required for all receptacles for combustible materials in excess of two hundred (200) gallons.

(f) The proposed use will not constitute a nuisance or hazard because of vehicular traffic movement, delivery of fuel movement, noise or fume generation.

(g) Signs, if any, and proposed exterior lighting will be so designed and arranged so as to promote traffic safety and to eliminate or minimize any undue glare, incompatibility or disharmony with adjoining properties.

(h) Development and operation of the fuel pumps and attendant storage tanks shall be in compliance with §§ [176.01](#) et seq. of this code of ordinances.

(2) Banks and financial institutions with drive-through facilities with the following condition: The proposed site fronts on an arterial road or at the intersection of collector streets or higher functional classification.

(3) Restaurants with drive-through facilities and restaurants that allow patrons to dance to music, subject to the provisions set forth in § [185.088](#)(l).

(4) Indoor commercial recreation and amusement such as batting cages, miniature vehicle racetracks and similar uses.

(5) Public utility equipment, facilities and uses located on sites greater than one-half (½) acre in size.

(6) Eating establishments licensed by the Division of Hotels and Restaurants of the Department of Business and Professional Regulation licensed as a restaurant that serve alcohol.

(7) Retail stores, sales, and display rooms (not including automotive, lumber and building supplies) and similar uses occupying more than five thousand (5,000) square feet of gross floor.

(8) Professional offices, studios, clinics, general offices, government offices, business schools and similar uses occupying more than five thousand (5,000) square feet of gross floor area.

(9) Day care centers occupying more than five thousand (5,000) square feet of gross floor area.

(E) Prohibited uses and structures:

(1) All uses not specifically or provisionally permitted herein.

(2) Corrections facilities.

(3) Arcade amusement centers.

(4) Pain-management clinic.

(5) Electronic gaming establishments.

(F) *Lot and structure requirements:*

- (1) Minimum lot area — ten thousand (10,000) square feet.
- (2) Minimum lot width — one hundred (100) feet.
- (3) Minimum lot depth — one hundred (100) feet.
- (4) Maximum building coverage — thirty percent (30%).
- (5) Minimum floor area — three hundred (300) square feet.
- (6) Maximum height — twenty-five (25) feet.
- (7) Minimum yard requirements:

(a) Front — thirty (30) feet minimum building setback. Parking areas may be located in the front yard except within ten (10) feet of the front lot line.

(b) Side interior — ten (10) feet minimum building setback. Parking areas may be located in the side yard, except within five (5) feet of the side lot line. Side yards abutting residentially zoned property shall maintain a twenty-five (25) foot minimum setback for all buildings and parking.

(c) Side corner — twenty-five (25) feet minimum building setback. Parking areas may be located in the side corner yard, except within ten (10) feet of any public or private street.

(d) Rear — twenty-five (25) feet minimum building and parking area setback; ten (10) feet when abutting a dedicated alley.

(8) Shared access and parking areas.

(a) No side interior building and parking area setbacks are required provided all of the following are met:

1. Buildings on adjacent parcels, under separate ownership, are joined by a common wall;
2. Parking areas and aisles are joined with adjacent parcel(s) under separate ownership;
3. Curb cuts and driveways on principal roadways (collector and arterial streets) are shared in common by all parcels involved and a minimum spacing of one hundred and fifty (150) feet is maintained; or access is provided by an approved frontage road;
4. Easements and/or written assurances of cross access and a sharing of common facilities (stormwater system, solid waste container(s), lighting, landscaping, etc.), as may be applicable, from all property owners involved must be approved prior to the issuance of a building permit.

(b) No interior side parking area setbacks are required provided the requirements of divisions 2. through 4. above are met.

(c) For adjacent developments meeting the requirements of divisions 2. through 4. above, the total number of off-street parking spaces required for uses on all parcels involved may be reduced by ten percent (10%) where the location of shared parking areas provides convenient access to all principal buildings.

(9) A six (6) foot high completely opaque masonry wall, or wood fence shall be provided along the entire length of any side or rear property line abutting property zoned residential. Landscaping shall be provided in accordance with the landscape requirements of this chapter.

(10) *Design requirements.*

(a) An Architectural Style for each structure is required. This shall include adherence to all standards contained in § [185.134](#).

('74 Code, § 25-134) (Ord. 89- 08, passed 4-27-89; Am. Ord. 93- 22, passed 12-2-93; Am. Ord. 94- 05, passed 3-17-94; Am. Ord. 94- 30, passed 6-16-94; Am. Ord. 95- 44, passed 11-2-95; Am. Ord. 98- 07, passed 4-16-98; Am. Ord. 98- 31, passed 9-17-98; Am. Ord. 98-35, passed 10-22-98; Am. Ord. 2000-44, passed 9-21-00; Am. Ord. 2000-57, passed 11-2-00; Am. Ord. 2004-02, passed 1-22-04; Am. Ord. 2004-59, passed 10-7-04; Am. Ord. 2008-27, passed 5-1-08; Am. Ord. 2008-42, passed 6-5-08; Am. Ord. 2008-58, passed 10-16-08; Am. Ord. 2008-59, passed 10-16- 08; Am. Ord. 2009-16, passed 5-7- 09; Am. Ord. 2010-41, passed 9-16-10; Am. Ord. 2016-17, passed 4-21-16; Am. Ord. 2017-30, passed 4-20-17; Am. Ord. 2022-115, passed 11-17-22)

Project Details: T23-00026

Project Type: **Code Textual Amendment**

Project Location: ,
Milestone: **Under Review**
Created: **8/22/2023**
Description: **Small Event Space**
Assigned Planner: **Jesse Anderson**

Contacts

Contact	Information
Submitter	Tania Ramos FL tania.ramos@palmbayflorida.org
Supplemental Contact	Lisa Frazier, AICP, Growth Management Director 120 Malabar Road SE Palm Bay, FL 32907 (321) 733-3042 lisa.frazier@palmbayflorida.org
Assigned Planner	Jesse Anderson Palm Bay, FL 32907 jesse.anderson@palmbayflorida.org

Fields

Field Label	Value
Section Proposed to be Changed	
Proposed Language	
Justification for Proposed Change	
Ordinance Number	

Acknowledgement Log

 T23-00026 | *Code Textual Amendment*


Header: Legal Acknowledgement

Text: I, the submitter, understand that this application must be complete and accurate before consideration by the City of Palm Bay and certify that all the answers to the questions in said application, and all data and matter attached to and made part of said application are honest and true to the best of my knowledge and belief.

Under penalties of perjury, I declare that I have read the foregoing application and that the facts stated in it are true.

Accepted By: Tania Ramos

On: 8/22/2023 1:58:10 PM

 T23-00026



CITY OF PALM BAY
SUITE 201
120 MALABAR RD SE
PALM BAY, FL, 32907

STATE OF WISCONSIN COUNTY OF BROWN:

Before the undersigned authority personally appeared said legal clerk, who on oath says that he or she is a Legal Advertising Representative of the **FLORIDA TODAY**, a daily newspaper published in Brevard County, Florida that the attached copy of advertisement, being a Legal Ad in the matter of

Notice Public Hearing

as published in **FLORIDA TODAY** in the issue(s) dated:
or by publication on the newspaper's website, if authorized,
on

09/21/2023

Affiant further says that the said **FLORIDA TODAY** is a newspaper in said Brevard County, Florida and that the said newspaper has heretofore been continuously published in said Brevard County, Florida each day and has been entered as periodicals matter at the post office in **MELBOURNE** in said Brevard County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has never paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and Subscribed before me this 21th of September 2023, by legal clerk who is personally known to me

Affiant

Notary State of Wisconsin County of Brown

My commission expires

Publication Cost: \$414.85

Ad No: 0005829541

Customer No: BRE-6CI213

This is not an invoice

of Affidavits 1

KATHLEEN ALLEN
Notary Public
State of Wisconsin

Ad#5829541 9/21/2023
CITY OF PALM BAY, FLORIDA
NOTICE OF PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Planning and Zoning Board/Local Planning Agency on October 4, 2023, and by the City Council on October 19, 2023, both to be held at 6:00 p.m., in the City Hall Council Chambers, 120 Malabar Road SE, Palm Bay, Florida, for the purpose of considering the following cases(s):

1. ****CU23-00003 – Sunrise Plaza Enterprise, Inc., Nazim Ali, President, (Richard Franzblau, Esq., Rep.)**
A Conditional Use to allow retail automotive gas/fuel sales in an NC, Neighborhood Commercial District, in accordance with Section 185.042(D)(1) of the Palm Bay Code of Ordinances
A portion of Tract I, Port Malabar Unit 44, Section 22, Township 28, Range 36, Brevard County, Florida, containing approximately 3 acres. Located at the southwest corner of Glencove Avenue NW and Emerson Drive NW
2. ****CU23-00007 – Ascot Palm Bay Holdings, LLC, Gary Smigiel (Chris Pontello, P.E., BGE, Inc., Rep.)**
A Conditional Use to allow a self-storage facility in a CC, Community Commercial District, in accordance with Section 185.043(D)(9) of the Palm Bay Code of Ordinances
Tax Parcel 507, Section 21, Township 28, Range 36, Brevard County, Florida, containing approximately 3.57 acres. Located south of and adjacent to Emerson Drive NW, in the vicinity east of St. Johns Heritage Parkway
3. ****CU23-00013 – Dan-Nico Properties, LLC, Brian Herbert (Jake Wise, P.E., Construction Engineering Group, Inc., Rep.)**
A Conditional Use to allow a proposed self-storage facility in a GC, General Commercial District, in accordance with Section 185.054(D)(9) of the Palm Bay Code of Ordinances
Lots 23 through 25, Block 1990, Port Malabar Unit 40, Section 03, Township 29, Range 37, Brevard County, Florida, containing approximately 2.03 acres. Located west of and adjacent to Martin Road SE, in the vicinity east of Babcock Street SE
4. ****PS23-00008 – Paul Daly and Don Ballew (reps. Kimberly Rezanka, Lacey Lyons Rezanka Attorneys At Law / Aaron Struckmeyer, Pulte Home Company, LLC / Chris Ossa, P.E. and Kinan Husainy, P.E., Kimley Horn & Associates, Inc.)**
A Preliminary Subdivision Plan to allow for a proposed 202-unit townhome development to be known as Lipscomb Street Townhomes
Tracts 6 and 5 of Palm Bay Colony Section 3 and Tracts 4 and 3 of Palm Bay Colony Section 2, all in Section 14, Township 28, Range 37, Brevard County, Florida, containing approximately 24.56 acres. Located east of and adjacent to Lipscomb Street NE, in the vicinity west of Mango Street NE
5. **T23-00018 – City of Palm Bay (Growth Management Department)**
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 179: Streets and Other Rights-Of-Way to incorporate a new Section 179.016 on conditions governing applications and procedures and renumbering Sections 179.016 through 179.022.
6. **T23-00024 – City of Palm Bay (Growth Management Department)**
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Change of Use' and 'Change of Occupancy'; and to establish Section 185.019, Change of Use, to add new language to the Land Development Code related to change of use or occupancy within an existing site
**Indicates quasi-judicial request(s).
7. **T23-00026 – City of Palm Bay (Growth Management Department)**
A Textual Amendment to the Code of Ordinances, Title XVII, Land Development Code, Chapter 185: Zoning Code, Section 185.006 to define 'Small Event Space', and to amend Section 185.042(B), Neighborhood Commercial District, Principal Uses and Structures, to add a new use to the zoning district, Small Event Space
If an individual decides to appeal any decision made by the Planning and Zoning Board/Local Planning Agency or the City Council with respect to any matter considered at this meeting, a record of the proceedings will be required and the individual will need to ensure that a verbatim transcript of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based (FS 286.0105). Such person must provide a method for recording the proceedings verbatim.
Please contact the Palm Bay Land Development Division at (321) 733-3041 should you have any questions regarding the referenced cases.
Chandra Powell
Planning Specialist