



Agenda Report

2725 Judge Fran Jamieson
Way
Viera, FL 32940

Public Hearing

H.13.

9/5/2024

Subject:

Villas of Sherwood Titusville, Inc.; Algarrobo Development, LLC; Sherwood Golf Club, Inc.; and TRSTE, LLC, (Jorge Ballarena) requests a change of zoning classification from, GU, AU, EU, SR, RU-1-11, RU-1-13, RU-2-10, RU-2-15, and PUD with two existing BDP's, to all PUD and removal of two existing BDPs. (23Z00035) (Tax Accounts 2100937, 2113020, 2112021, 2113023, 2113024, 2100938, 2100939, 2100940, 2100942, 2100943, 2100952, 2100953, 2111319, & 2101061) (District 1)

Fiscal Impact:

None

Dept/Office:

Planning and Development

Requested Action:

It is requested that the Board of County Commissioners conduct a public hearing to consider a change of zoning classification from GU (General Use), AU (Agricultural Residential), EU (Estate Use Residential), SR (Suburban Residential), RU-1-11 (Single-Family Residential), RU-1-13 (Single-Family Residential), RU-2-10 (Medium Density Multi-Family Residential), RU-2-15 (Medium Density Multi-Family Residential), and PUD (Planned Unit Development) with two existing BDP's (Binding Development Plan), to all PUD and removal of two existing BDP's.

Summary Explanation and Background:

The applicant is requesting a change of zoning classification from Medium-density Multi-family Residential (RU-2-15), Planned Unit Development (PUD), Agricultural Residential (AU), General Use (GU), Single-family Residential (RU-1-13), Single-family Residential (RU-1-11), Medium-density Multi-family Residential (RU-2-10), Estate Use Residential (EU), and Suburban Residential (SR) with BDPs to Planned Unit Development (PUD) and the removal of the BDPs on 136.46± acres.

The proposed PUD would allow 187 single-family units and 408 multi-family units within fourteen (14) parcels. The PDP shows the proposed multi-family units to be concentrated in the eastern side of the PUD off N. Carpenter Road. The subject property is located west of I-95 and south of SR 46 with frontage along two Brevard County maintained road rights-of-way: N. Carpenter Road and London Town Road. The predominant Future Land Use (FLU) designation along this section of N. Carpenter Road is RES 15.

There is a mixture of single and multi-family residential zoning classifications in the surrounding area.

The applicant has requested the removal of two existing BDPs associated with the subject property.

The Board may wish to consider if the request is consistent and compatible with the surrounding area. In addition, the Board may consider if the conditions and waivers mitigate potential impacts to the surrounding properties. Without Board approval of waivers, all design elements shown on the PDP will require conformance with Brevard County code. The applicant will provide a BDP containing the following conditions:

- 1) The proposed development shall be limited to 187 SF units and 408 MF units.
- 2) Due to historical drainage patterns and flooding issues a drainage study with and associated master drainage plan is needed prior to construction of the first phase of the development.
- 3) Approval of requested waiver from Sec. 62-1446. PUD-Land Use Regulations; Sub-Section(d) Minimum lot area, frontage, and setbacks; accessory uses; Paragraph (1) - to reduce the required 5,000 sf minimum lot area to 4,000 sf. (POD III Only). All affected lots shall have substantial relationship to a 15' common open space tract directly adjacent to the affected dwelling units.
- 4) Approval of requested waiver from Sec. 62-1446. PUD-Land Use Regulations; Sub-Section (d) Minimum lot area, frontage, and setbacks; accessory uses; Paragraph (3) - to reduce the required minimum 20 feet rear setback to 10 feet. (POD III). This is conditioned upon POD III containing a minimum of eighteen acres of common recreation and open space as defined by Brevard County Code.
- 5) Approval of requested waiver from Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (1) - to reduce the required minimum 50 feet wide right-of-way to a minimum of 30 feet with 10-foot easements on each side for Pod III. The affected rights-of-way shall be private and maintained by the Homeowner's Association.
- 6) Approval of requested waiver from Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (1) - to reduce the required minimum 50 feet wide right-of-way to a minimum of 30 feet with a 5-foot easement on each side for Pods I and IV. The affected rights-of-way shall be private and maintained by the Homeowner's Association.
- 7) Approval of requested waiver from Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (3) - to reduce the minimum 100- foot setback of the cul-de-sac right-of-way to the plat boundary to 15 feet with the inclusion of a 6' high wall and landscaping in one (1) location (Pod III). Landscaping shall consist of a minimum of 2 shade trees per 100 LF and 4 understory trees per 100 LF.
- 8) Approval of requested waiver from Sec. 62-2883. General design requirements and standards.; Sub-Section (d) - to replace the required 15' perimeter buffer tract with a 15' perimeter buffer easement, or 10' perimeter easement where adjacent to an existing drainage easement, and allow it to be disturbed for grading, landscape, and buffer improvements, including but not limited to walls, fences, retention slopes, walking paths, and utilities (Pod III).
- 9) Prior to County approval of a construction plan and/or Preliminary Plat, the Developer shall: a. Execute an agreement, which may include, but is not limited to, a Proportionate Fair Share agreement, with the County

addressing and/or mitigating any infrastructure deficiencies relating to the offsite transportation impacts as identified in a traffic study that is caused by the development. The agreement may include provisions requiring the developer to design, permit, and construct the identified improvements at a cost to the developer that is proportionate to the project's impact. In addition, the agreement will identify timeframes for the necessary improvements, and monitoring and updating the traffic study as appropriate.

10) Prior to County approval of a construction plan and/or Preliminary Plat/and or Site Plan, the Developer shall demonstrate that adequate water and sewer services will be available to the development and are available prior to issuance of Certificate of Occupancy.

11) Address all staff comments regarding the PDP prior to, or concurrent with, site plan and subdivision submittals.

12) In accordance with Sec. 62-1301, if it is the opinion of the zoning official that an amendment to the PDP warrants Board evaluation, such modifications shall be submitted for Board approval.

13) Prior to County approval of a construction plan and/or Preliminary Plat/and/or Site Plan, the Developer shall submit a road system condition assessment to include an evaluation of potential impacts on public safety. The study will be conducted per methodology provided for in County land development code or as otherwise agreed to with staff.

14) Prior to County approval of a construction plan and/or Preliminary Plat/and/or Site Plan, the Developer shall submit a traffic calming study for the affected roadways and will identify necessary improvements to mitigate speeding and encourage preferred routing of traffic. The study will be conducted per methodology provided for in County land development code or as otherwise agreed to with staff.

On August 12, 2024, the Planning and Zoning Board heard the request and unanimously recommended approval with the caveat that the applicant and staff will revise the conditions. The above referenced conditions have been revised.

Clerk to the Board Instructions:

Upon receipt of resolution, please execute and return a copy to Planning and Development.

On motion by Commissioner Pritchett, seconded by Commissioner Tobia, the following resolution was adopted by a 4:1 vote:

WHEREAS, Villas of Sherwood Titusville, Inc.; Algarrobo Development, LLC; Sherwood Golf Club, Inc.; and TRSTE, LLC. requests a change of zoning classification from GU (General Use), AU (Agricultural Residential), EU (Estate Use Residential), SR (Suburban Residential), RU-1-11 (Single-Family Residential), RU-1-13 (Single-Family Residential), RU-2-10 (Medium Density Multi-Family Residential), RU-2-15 (Medium Density Multi-Family Residential), and PUD (Planned Unit Development) with two existing BDP's (Binding Development Plan), to all PUD and removal of two existing BDP's, on property described as follows: Tax Parcel 2, as recorded in ORB 8306, Page 2402, of the Public Records of Brevard County, Florida; Tracts B, C, R1, & R2, Sherwood Villas, as recorded in ORB 8038, Pages 115 - 119, of the Public Records of Brevard County, Florida; Tax Parcels 2.1 & 4.1, as recorded in ORB 8088, Pages 2822 - 2831, of the Public Records of Brevard County, Florida; Tax Parcels 4 & 41, as recorded in ORB 8282, Pages 503 - 505, of the Public Records of Brevard County, Florida; Tax Parcels 5, 7.1, 21, & 22, as recorded in ORB 8141, Pages 2657 - 2661, of the Public Records of Brevard County, Florida; Tax Parcel 519, as recorded in as recorded in ORB 10093, Pages 1859 – 1861, of the Public Records of Brevard County, Florida. **Section 24, Township 21, Range 34.** (137 +/- acres) Located on the west side of I-95, approx. ½ mile south of S.R. 46. (No assigned address. In the Titusville area.); and

WHEREAS, a public hearing of the Brevard County Planning and Zoning Board was advertised and held, as required by law, and after hearing all interested parties and considering the adjacent areas, the Brevard County Planning and Zoning Board recommended that the application be approved; and

WHEREAS, the Board, after considering said application and the Planning and Zoning Board's recommendation, and hearing all interested parties, and after due and proper consideration having been given to the matter, find that the application should be approved as recommended; now therefore,

BE IT RESOLVED by the Board of County Commissioners of Brevard County, Florida, that the requested change of zoning classification from GU, AU, EU, SR, RU-1-11, RU-1-13, RU-2-10, RU-2-15, and PUD with two existing BDPs to all PUD with removal of two existing BDPs and approval of a BDP, be approved. The Planning and Development Director, or designee, is hereby directed to make this change on the official zoning maps of Brevard County, Florida.

BE IT FURTHER RESOLVED that this resolution shall become effective as of September 5, 2024.

BOARD OF COUNTY COMMISSIONERS
Brevard County, Florida



Jason Steele, Chair
Brevard County Commission
As approved by the Board on September 5, 2024.

ATTEST:



RACHEL SADOFF, CLERK

(SEAL)

P&Z Board Hearing – August 12, 2024

Please note: A CUP (Conditional Use Permit) will generally expire on the three-year anniversary of its approval if the use is not established prior to that date. CUPs for Towers and Antennas shall expire if a site plan for the tower is not submitted within one year of approval or if construction does not commence within two years of approval. A Planned Unit Development Preliminary Development Plan expires if a final development plan is not filed within three years. **The granting of this zoning does not guarantee physical development of the property. At the time of development, said development must be in accordance with the criteria of the Brevard County Comprehensive Plan and other applicable laws and ordinances.**

ADMINISTRATIVE POLICIES OF THE FUTURE LAND USE ELEMENT

Administrative Policies in the Future Land Use Element establish the expertise of staff with regard to zoning land use issues and set forth criteria when considering a rezoning action or request for Conditional Use Permit, as follows:

Administrative Policy 1

The Brevard County zoning official, planners and the Director of the Planning and Development, however designated, are recognized as expert witnesses for the purposes of Comprehensive Plan amendments as well as zoning, conditional use, special exception, and variance applications.

Administrative Policy 2

Upon Board request, members of the Brevard County planning and zoning staff shall be required to present written analysis and a recommendation, which shall constitute an expert opinion, on all applications for zoning, conditional uses, comprehensive plan amendments, vested rights, or other applications for development approval that come before the Board of County Commissioners for quasi-judicial review and action. The Board may table an item if additional time is required to obtain the analysis requested or to hire an expert witness if the Board deems such action appropriate. Staff input may include the following:

Criteria:

- A. Staff shall analyze an application for consistency or compliance with comprehensive plan policies, zoning approval criteria and other applicable written standards.
- B. Staff shall conduct site visits of property which are the subject of analysis and recommendation. As part of the site visit, the staff shall take a videotape or photographs where helpful to the analysis and conduct an inventory of surrounding existing uses. Aerial photographs shall also be used where they would aid in an understanding of the issues of the case.
- C. In cases where staff analysis is required, both the applicant and the staff shall present proposed findings of fact for consideration by the Board.
- D. For development applications where a specific use has not been proposed, the worst case adverse impacts of potential uses available under the applicable land use classification shall be evaluated by the staff.

Administrative Policy 3

Compatibility with existing or proposed land uses shall be a factor in determining where a rezoning or any application involving a specific proposed use is being considered. Compatibility shall be evaluated by considering the following factors, at a minimum:

Criteria:

- A. Whether the proposed use(s) would have hours of operation, lighting, odor, noise levels, traffic, or site activity that would significantly diminish the enjoyment of, safety or quality of life in existing neighborhoods within the area which could foreseeably be affected by the proposed use.

- B. Whether the proposed use(s) would cause a material reduction (five percent or more) in the value of existing abutting lands or approved development.
- C. Whether the proposed use(s) is/are consistent with an emerging or existing pattern of surrounding development as determined through analysis of:
 - 1. historical land use patterns;
 - 2. actual development over the immediately preceding three years; and
 - 3. development approved within the past three years but not yet constructed.
- D. Whether the proposed use(s) would result in a material violation of relevant policies in any elements of the Comprehensive Plan.

Administrative Policy 4

Character of a neighborhood or area shall be a factor for consideration whenever a rezoning or any application involving a specific proposed use is reviewed. The character of the area must not be materially or adversely affected by the proposed rezoning or land use application. In evaluating the character of an area, the following factors shall be considered:

Criteria:

- A. The proposed use must not materially and adversely impact an established residential neighborhood by introducing types of intensity of traffic (including but not limited to volume, time of day of traffic activity, type of vehicles, et cetera), parking, trip generation, commercial activity or industrial activity that is not already present within the identified boundaries of the neighborhood.
- B. In determining whether an established residential neighborhood exists, the following factors must be present:
 - 1. The area must have clearly established boundaries, such as roads, open spaces, rivers, lakes, lagoons, or similar features.
 - 2. Sporadic or occasional neighborhood commercial uses shall not preclude the existence of an existing residential neighborhood, particularly if the commercial use is non-conforming or pre-dates the surrounding residential use.
 - 3. An area shall be presumed not to be primarily residential but shall be deemed transitional where multiple commercial, industrial or other non-residential uses have been applied for and approved during the previous five (5) years.

Administrative Policy 5

In addition to the factors specified in Administrative Policies 2, 3, and 4, in reviewing a rezoning, conditional use permit or other application for development approval, the impact of the proposed use or uses on transportation facilities either serving the site or impacted by the

use(s) shall be considered. In evaluating whether substantial and adverse transportation impacts are likely to result if an application is approved, the staff shall consider the following:

Criteria:

- A. Whether adopted levels of services will be compromised;
- B. Whether the physical quality of the existing road system that will serve the proposed use(s) is sufficient to support the use(s) without significant deterioration;
- C. Whether the surrounding existing road system is of sufficient width and construction quality to serve the proposed use(s) without the need for substantial public improvements;
- D. Whether the surrounding existing road system is of such width and construction quality that the proposed use(s) would realistically pose a potential for material danger to public safety in the surrounding area;
- E. Whether the proposed use(s) would be likely to result in such a material and adverse change in traffic capacity of a road or roads in the surrounding area such that either design capacities would be significantly exceeded or a de facto change in functional classification would result;
- F. Whether the proposed use(s) would cause such material and adverse changes in the types of traffic that would be generated on the surrounding road system, that physical deterioration of the surrounding road system would be likely;
- G. Whether projected traffic impacts of the proposed use(s) would materially and adversely impact the safety or welfare of residents in existing residential neighborhoods.

Administrative Policy 6

The use(s) proposed under the rezoning, conditional use or other application for development approval must be consistent with, (a), all written land development policies set forth in these administrative policies; and (b), the future land use element, coastal management element, conservation element, potable water element, sanitary sewer element, solid waste management element, capital improvements element, recreation and open space element, surface water element, and transportation elements of the comprehensive plan.

Administrative Policy 7

Proposed use(s) shall not cause or substantially aggravate any, (a), substantial drainage problem on surrounding properties; or (b), significant, adverse and unmitigatable impact on significant natural wetlands, water bodies or habitat for listed species.

Administrative Policy 8

These policies, the staff analysis based upon these policies, and the applicant's written analysis, if any, shall be incorporated into the record of every quasi-judicial review application for development approval presented to the Board including rezoning, conditional use permits, and vested rights determinations.

Section 62-1151(c) of the Code of Ordinances of Brevard County directs, "The planning and zoning board shall recommend to the board of county commissioners the denial or approval of each application for amendment to the official zoning maps based upon a consideration of the following factors:

- (1) The character of the land use of the property surrounding the property being considered.
- (2) The change in conditions of the land use of the property being considered and the surrounding property since the establishment of the current applicable zoning classification, special use or conditional use.
- (3) The impact of the proposed zoning classification or conditional use on available and projected traffic patterns, water and sewer systems, other public facilities and utilities and the established character of the surrounding property.
- (4) The compatibility of the proposed zoning classification or conditional use with existing land use plans for the affected area.
- (5) The appropriateness of the proposed zoning classification or conditional use based upon a consideration of the applicable provisions and conditions contained in this article and other applicable laws, ordinances and regulations relating to zoning and land use regulations and based upon a consideration of the public health, safety and welfare.

The minutes of the planning and zoning board shall specify the reasons for the recommendation of approval or denial of each application."

CONDITIONAL USE PERMITS (CUPs)

In addition to the specific requirements for each Conditional Use Permit (CUP), Section 62-1901 provides that the following approval procedure and general standards of review are to be applied to all CUP requests, as applicable.

- (b) Approval procedure. An application for a specific conditional use within the applicable zoning classification shall be submitted and considered in the same manner and according to the same procedure as an amendment to the official zoning map as specified in Section 62-1151. The approval of a conditional use shall authorize an additional use for the affected parcel of real property in addition to those permitted in the applicable zoning classification. The initial burden is on the applicant to demonstrate that all applicable standards and criteria are met. Applications which do not satisfy this burden cannot be approved. If the applicant meets its initial burden, then the Board has the burden to show, by substantial and competent evidence, that the applicant has failed to meet such standards and the request is adverse to the public interest. As part of the approval of the conditional use permit, the Board may prescribe appropriate and reasonable conditions and safeguards to reduce the impact of the proposed use on adjacent and nearby properties or the neighborhood. A nearby property, for the purpose of this section, is defined as any property which, because of the character of the proposed use, lies within the area which may be substantially and adversely impacted by such use. In stating grounds in

support of an application for a conditional use permit, it is necessary to show how the request fulfills both the general and specific standards for review. The applicant must show the effect the granting of the conditional use permit will have on adjacent and nearby properties, including, but not limited to traffic and pedestrian flow and safety, curb-cuts, off-street loading and parking, off-street pickup of passengers, odors, glare and noise, particulates, smoke, fumes, and other emissions, refuse and service areas, drainage, screening and buffering for protection of adjacent and nearby properties, and open space and economic impact on nearby properties. The applicant, at his discretion, may choose to present expert testimony where necessary to show the effect of granting the conditional use permit.

(c) General Standards of Review.

- (1) The planning and zoning board and the board of county commissioners shall base the denial or approval of each application for a conditional use based upon a consideration of the factors specified in Section 62-1151(c) plus a determination whether an application meets the intent of this section.
 - a. The proposed conditional use will not result in a substantial and adverse impact on adjacent and nearby properties due to: (1), the number of persons anticipated to be using, residing or working under the conditional use; (2), noise, odor, particulates, smoke, fumes and other emissions, or other nuisance activities generated by the conditional use; or (3), the increase of traffic within the vicinity caused by the proposed conditional use.
 - b. The proposed use will be compatible with the character of adjacent and nearby properties with regard to use, function, operation, hours of operation, type and amount of traffic generated, building size and setback, and parking availability.
 - c. The proposed use will not cause a substantial diminution in value of abutting residential property. A substantial diminution shall be irrebuttably presumed to have occurred if abutting property suffers a 15% reduction in value as a result of the proposed conditional use. A reduction of 10% of the value of abutting property shall create a rebuttable presumption that a substantial diminution has occurred. The Board of County Commissioners carries the burden to show, as evidenced by either testimony from or an appraisal conducted by an M A I certified appraiser, that a substantial diminution in value would occur. The applicant may rebut the findings with his own expert witnesses.
- (2) The following specific standards shall be considered, when applicable, in making a determination that the general standards specified in subsection (1) of this section are satisfied:

- a. Ingress and egress to the property and proposed structures thereon, with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire and catastrophe, shall be: (1), adequate to serve the proposed use without burdening adjacent and nearby uses, and (2), built to applicable county standards, if any. Burdening adjacent and nearby uses means increasing existing traffic on the closest collector or arterial road by more than 20%, or 10% if the new traffic is primarily comprised of heavy vehicles, except where the affected road is at Level of Service A or B. New traffic generated by the proposed use shall not cause the adopted level of service for transportation on applicable roadways, as determined by applicable Brevard County standards, to be exceeded. Where the design of a public road to be used by the proposed use is physically inadequate to handle the numbers, types or weights of vehicles expected to be generated by the proposed use without damage to the road, the conditional use permit cannot be approved without a commitment to improve the road to a standard adequate to handle the proposed traffic, or to maintain the road through a maintenance bond or other means as required by the Board of County Commissioners.
- b. The noise, glare, odor, particulates, smoke, fumes or other emissions from the conditional use shall not substantially interfere with the use or enjoyment of the adjacent and nearby property.
- c. Noise levels for a conditional use are governed by Section 62-2271.
- d. The proposed conditional use shall not cause the adopted level of service for solid waste disposal applicable to the property or area covered by such level of service, to be exceeded.
- e. The proposed conditional use shall not cause the adopted level of service for potable water or wastewater applicable to the property or the area covered by such level of service, to be exceeded by the proposed use.
- f. The proposed conditional use must have existing or proposed screening or buffering, with reference to type, dimensions and character to eliminate or reduce substantial, adverse nuisance, sight, or noise impacts on adjacent and nearby properties containing less intensive uses.
- g. Proposed signs and exterior lighting shall not cause unreasonable glare or hazard to traffic safety, or interference with the use or enjoyment of adjacent and nearby properties.
- h. Hours of operation of the proposed use shall be consistent with the use and enjoyment of the properties in the surrounding residential community, if any. For commercial and industrial uses adjacent to or near residential uses, the hours of operation shall not adversely affect the use and enjoyment of the residential character of the area.
- i. The height of the proposed use shall be compatible with the character of the area, and the maximum height of any habitable structure shall be not more than 35 feet higher than the highest residence within 1,000 feet of the property line.

- j. Off-street parking and loading areas, where required, shall not be created or maintained in a manner which adversely impacts or impairs the use and enjoyment of adjacent and nearby properties. For existing structures, the applicant shall provide competent, substantial evidence to demonstrate that actual or anticipated parking shall not be greater than that which is approved as part of the site plan under applicable county standards.

FACTORS TO CONSIDER FOR A REZONING REQUEST

Section 62-1151(c) sets forth factors to consider in connection with a rezoning request, as follows:

“The planning and zoning board shall recommend to the board of county commissioners the denial or approval of each application for amendment to the official zoning maps based upon a consideration of the following factors:

- (1) The character of the land use of the property surrounding the property being considered.
- (2) The change in conditions of the land use of the property being considered and the surrounding property since the establishment of the current applicable zoning classification, special use or conditional use.
- (3) The impact of the proposed zoning classification or conditional use on available and projected traffic patterns, water and sewer systems, other public facilities and utilities and the established character of the surrounding property.
- (4) The compatibility of the proposed zoning classification or conditional use with existing land use plans for the affected area.
- (5) The appropriateness of the proposed zoning classification or conditional use based upon a consideration of the applicable provisions and conditions contained in this article and other applicable laws, ordinances and regulations relating to zoning and land use regulations and based upon a consideration of the public health, safety and welfare.”

These staff comments contain references to zoning classifications found in the Brevard County Zoning Regulations, Chapter 62, Article VI, Code of Ordinances of Brevard County. These references include brief summaries of some of the characteristics of that zoning classification. Reference to each zoning classification shall be deemed to incorporate the full text of the section or sections defining and regulating that classification into the Zoning file and Public Record for that item.

These staff comments contain references to sections of the Code of Ordinances of Brevard County. Reference to each code section shall be deemed to incorporate this section into the Zoning file and Public Record for that item.

These staff comments contain references to Policies of the Brevard County Comprehensive Plan. Reference to each Policy shall be deemed to incorporate the entire Policy into the Zoning file and Public Record for that item.

These staff comments refer to previous zoning actions which are part of the Public Records of Brevard County, Florida. These records will be referred to by reference to the file number. Reference to zoning files are intended to make the entire contents of the cited file a part of the Zoning file and Public Record for that item.

DEFINITIONS OF CONCURRENCY TERMS

Maximum Acceptable Volume (MAV): Maximum acceptable daily volume that a roadway can carry at the adopted Level of Service (LOS).

Current Volume: Building permit related trips added to the latest TPO (Transportation Planning Organization) traffic counts.

Volume with Development (VOL W/DEV): Equals Current Volume plus trip generation projected for the proposed development.

Volume/Maximum Acceptable Volume (VOL/MAV): Equals the ratio of current traffic volume to the maximum acceptable roadway volume.

Volume/Maximum Acceptable Volume with Development (VOL/MAV W/DEV): Ratio of volume with development to the Maximum Acceptable Volume.

Acceptable Level of Service (CURRENT LOS): The Level of Service at which a roadway is currently operating.

Level of Service with Development (LOS W/DEV): The Level of Service that a proposed development may generate on a roadway.



BOARD OF COUNTY COMMISSIONERS

Planning and Development Department

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**STAFF COMMENTS
 23Z00035**

Sherwood Golf Club, Inc., TRSTE LLC, and Villas of Sherwood Titusville, Inc.

**Medium-density Multi-family Residential (RU-2-15), Planned Unit Development (PUD),
 Agricultural Residential (AU), General Use (GU), Single-family Residential (RU-1-13),
 Single-family Residential (RU-1-11), Medium-density Multi-family Residential (RU-2-10),
 Estate Use Residential (EU), and Suburban Residential (SR) with BDPs
 to Planned Unit Development (PUD) with removal of BDPs**

Tax Account Number(s): 2100937, 2113020, 2113021, 2113023, 2113024, 2100938, 2100939,
 2100940, 2100942, 2100943, 2100952, 2100953, 2111319, & 2101061

Parcel I.D.: 21-34-24-00-2, 21-34-24-09-B, 21-34-24-09-C, 21-34-24-09-R1, 21-34-24-
 09-R2, 21-34-24-00-2.1, 21-34-24-00-4, 21-34-24-00-4.1, 21-34-24-00-5,
 21-34-24-00-7.1, 21-34-24-00-21, 21-34-24-00-22, 21-34-24-00-41, & 21-
 34-24-00-519

Location: West side of I-95 approximately one-half mile south of SR 46 (District 1)

Acreage: 136.46± acres

Planning & Zoning Board: 8/12/2024
 Board of County Commissioners: 9/05/2024

Consistency with Land Use Regulations

- Current zoning cannot be considered under the Future Land Use Designation, Section 62-1255.
- The proposal can be considered under the Future Land Use Designation, Section 62-1255.
- The proposal will not maintain acceptable Levels of Service (LOS) (XIII 1.6.C)

	CURRENT	PROPOSED
Zoning	RU-2-15, PUD, AU, GU, RU-1-13, RU-1-11, RU-2-10, EU, and SR	PUD
Potential*	176 SF units, 92 MF units	187 SF units, 408 MF units
Can be Considered under the Future Land Use Map	NO RES 4 and RES 15	YES** RES 4 and RES 15

* Zoning potential for concurrency analysis purposes only, subject to applicable land development regulations.

**Approval is pending approval of companion request 23SS00005 which proposes to amend the Future Land Use designation from Residential 4 to Residential 15 on a 7.75± portion of the subject property.

Background and Purpose of Request

The applicant is requesting a change of zoning classification from Medium-density Multi-family Residential (RU-2-15), Planned Unit Development (PUD), Agricultural Residential (AU), General Use (GU), Single-family Residential (RU-1-13), Single-family Residential (RU-1-11), Medium-density Multi-family Residential (RU-2-10), Estate Use Residential (EU), and Suburban Residential (SR) with BDPs to Planned Unit Development (PUD) and the removal of the BDPs on 136.46± acres.

The proposed PUD would allow 187 single-family units and 408 multi-family units within fourteen (14) parcels. The PDP shows the proposed multi-family to be concentrated in the eastern side of the PUD off N. Carpenter Road. The subject property is located west of I-95 and south of SR 46 with frontage along two Brevard County maintained road right-of-ways: N. Carpenter Road and London Town Road. The predominant Future Land Use (FLU) designation along this section of N. Carpenter Road is RES 15.

This project proposes to construct 595 residential units within five (5) PODs with an overall density of 6.73 units per acre:

POD #	Units and Lot size	Acres	Density
1	230 Townhome (22x100)	28.28	8.13
2	Stormwater Ponds	39.21	0
3	37 Single-family detached (90x100 & 40x100)	31.63	1.16
4	150 Single-family Villas (32x100)	25.12	7.35
5	178 Multi-family	12.23	17.01

The Planned Unit Development (PUD), as provided in Sec. 62-1446(b)(1) *the average density permitted in each PUD shall be established by the Board of County Commissioners, upon recommendation of the Planning and Zoning Board. The criteria for establishing an average density include existing zoning, adequacy of existing and proposed public facilities and services, site characteristics, and the recommended density of any land use involving the area in question. In no case shall the overall number of dwelling units permitted in the PUD be inordinately allocated to any particular portion of the total site area.*

The applicant has requested the removal of two existing BDPs associated with the subject property. The first BDP, recorded in **ORB 6806, Pages 1685 - 1688** and approved under **12PZ00055** on February 19, 2013, binds approximately 7.77 acres of the subject property which is zoned RU-2-10 to the following conditions based on a previously submitted development plan:

- Requires a 50-foot setback for Buildings 3 and 4 and a 20-foot setback for Building 2 as shown on the site plan;
- Requires planting of mature trees and shrubs between buildings along the south property line and the abutting single-family homes on lots 1-5

This 7.77 acre portion of the subject property is located south of London Town Road and west of Carpenter Road.

The second BDP, recorded in **ORB 5620, Pages 5603 - 5609** and approved under **Z-11158** on March 21, 2006, binds approximately 904 sq. ft. the subject property which is zoned RU-1-11 to the following conditions:

- Restricts development to no more than three (3) dwelling units on a 1.45-acre portion of 6.36 acres

Surrounding Area Zoning classifications and Land Use designations

	Existing Use	Zoning	Future Land Use
North	SFR	EU-2, RU-1-7, RU-1-11, SR	RES 4, NC
South	SFR	EU-2, RU-1-13	RES 15
East	Multi-family and vacant	RU-2-30, RU-2-15, RU-2-10	RES 15
West	SFR	EU-2, PUD, AU, RR-1	RES 1, RES 4

Planned Unit Development (PUD) encourages and permits variation in development by allowing flexibility with lot size, type of dwellings, density, lot coverage and open space from that required in standard residential zoning classification. The purpose of a PUD is to encourage the development of planned residential neighborhoods and communities that provide a full range of residence types, as well as industrial, commercial and institutional land uses. This request is for single-family and multi-family residential units.

There is a mixture of residential zoning classifications in the surrounding area and the following provides a brief description:

RU-2-30 classification permits high density multi-family residential development of up to 30 unit per acre. Multiple-family residential structures may be constructed on a minimum lot size of 10,000 square feet, with at least 100' of lot width and 100' of lot depth.

RU-2-15 zoning classification permits multiple-family residential uses or single-family residences at a density of up to 15 units per acre on 7,500 square foot lots.

RU-2-10 classification permits multiple-family residential development or single-family residences at a density of up to 10 units per acre on minimum lot sizes of 7,500 square feet.

RU-1-13 permits single-family residences on minimum 7,500 square foot lots, with minimum widths and depths of 75 feet. The minimum house size is 1,300 square feet. RU-1-13 does not permit horses, barns or horticulture.

RU-1-11 classification permits single family residences on minimum 7,500 square foot lots, with a minimum width and depth of 75 feet. The minimum house size is 1,100 square feet. RU-1-11 does not permit horses, barns or horticulture.

EU-2 zoning classification is an estate single family residential zoning classification. The minimum lot size is 9,000 square feet with a minimum lot width of 90 feet and depth of 100 feet. The minimum living area is 1,500 square feet.

EU zoning classification is an estate single family residential zoning classification. The minimum lot size is 15,000 square feet with a minimum lot width and depth of 100 feet. The minimum living area is 2,000 square feet.

SR classification permits single family residences on minimum half acre lots, with a minimum width of 100 feet and a depth of 150 feet. The minimum house size in SR is 1,300 square feet.

AU zoning classification permits single-family residences and agricultural uses on 2.5 acre lots, with a minimum lot width and depth of 150 feet. The minimum house size in AU is 750 square feet. The AU classification also permits the raising/grazing of animals, fowl and beekeeping.

GU classification is a holding category, allowing single-family residences on five acre lots with a minimum width and depth of 300 feet. The minimum house size in GU is 750 square feet.

Planned Unit Development

The Planned Unit Development (PUD), as provided in sec. 62-1442, *is a concept which encourages and permits variation in development by allowing deviation in development standards such as, but not limited to, lot size, bulk or type of dwellings, density, lot coverage and open space from that required in any one residential zoning classification under this article. The purpose of a planned unit development is to encourage the development of planned residential neighborhoods and communities that provide a full range of residence types, as well as industrial, commercial and institutional land uses. It is recognized that only through ingenuity, imagination and flexibility can residential developments be produced which are in keeping with the intent of this subdivision while departing from the strict application of conventional use and dimension requirements of other zoning districts or other land development regulations in articles II, VI, VII, VIII, IX, or XIII of chapter 62 of the Brevard County Code.*

In order to accomplish the objectives of this section, the applicant of a PUD may propose, and the county may consider, alternative development standards to any land development regulation in articles VI or VII of chapter 62 of the Brevard County Code.

The applicant shall justify the proposed alternative development standard(s) by describing how it promotes a development form facilitating the goals and objectives of article VI of this chapter and does not violate the purpose of this chapter for the protection of the public health, safety and welfare in the subdivision of land.

The Preliminary Development Plan (PDP) is a mechanism to request such waivers. The PDP is part of the zoning application for a PUD, which depicts the use and intensity of the project. It is not intended to be specific with respect to engineering details that are normally reviewed at the Final Development Plan (site plan) stage of review. Design elements shown as on the Preliminary Development Plan are required to meet code, unless a waiver has been granted by the Board. Substantial changes would require Board approval.

Specific waivers to land development regulations must be stated on the preliminary development plan and must be verbally requested by the applicant at the public hearing. Unless a waiver is specifically requested by the applicant and specifically approved by the Board, it will not be assumed to have been approved.

Description of Waiver Request and Code Section:

Waiver #1 –

Sec. 62-1446. PUD-Land Use Regulations; Sub-Section (d) Minimum lot area, frontage, and setbacks; accessory uses; Paragraph (1) – to reduce the required 5,000 sf minimum lot area to 4,000 sf. (POD III Only)

The minimum lot size for detached single-family structures shall be an area not less than 5,000 square feet and having a width of not less than 50 feet. The minimum lot size requirement may be waived by the board of county commissioners if the proposed lot or lots all have substantial relationship to the common open space (e.g., are directly adjacent to or abut a common open space area) and the arrangement of dwelling units provides for adequate separation of units and the living area of the dwelling unit or units is properly related to the configuration of the proposed lots.

Applicant Justification: It is proposed to request a waiver to reduce the required 5,000 sf minimum lot area to a minimum of 4,000 sf.

We are requesting this waiver due to recently desired unit types, affordability, and site constraints. As it may be noticed, the site property, being an old defunct golf course, is very narrow and long. Not what is normally encountered for typical parcel dimensions. Providing lot area waivers for smaller lots allows for a viable number and a variety of unit sizes.

1. The particular physical conditions, shaper, or topography of the specific property involved causes an undue hardship to the applicant if the strict letter of the code is carried out. **Explanation:** *The site is an abandoned golf course. The physical conditions, shape, and topography are very unique in that the parcels are long and skinny, previously being course holes made up of tee boxes, fairways, and greens. Providing lot area waivers for smaller lots allows for a viable number of and a variety of unit sizes, as well as a more affordable product.*
2. The granting of the waiver will not be injurious to the other adjacent property. **Explanation:** *There is no evidence that smaller lot sizes have a negative effect on adjacent properties.*
3. The conditions, upon which a request for waivers are based, are particular to the property for which the waiver is sought and are not generally applicable to other property and do not result from actions of the applicant. **Explanation:** *This request is generally not applicable to other properties due to the configuration of the property being unique to this project.*
4. The waiver is consistent with the intent and purpose of the county zoning regulations, the county land use plan, and the requirements of this article. **Explanation:** The request is consistent with the PUD code section as follows:
Sec. 62-1442(b):
 - *Accumulation of significant areas of usable open spaces for the preservation of natural amenities.*
 - *Flexibility in design to take the greatest advantage of natural land, trees, historical features, and other features.*
 - *Creation of a variety of housing types and compatible neighborhood arrangements that give the home buyer greater choice in selecting types of environment and living units.*

- *Allowance of sufficient freedom for the developer to take a creative approach to the use of land and related physical development, as well as utilizing innovative techniques to enhance the visual character of the county.*
- *Efficient use of land which may result in smaller street and utility networks and reduce development costs.*

Staff analysis: The affected lots in this request all have substantial relationship to a 15' common open space tract directly adjacent to the affected dwelling units. The PDP also indicated adequate separation of units and the living area will be properly related to the configuration of the proposed lots.

Waiver #2 –

Sec. 62-1446. PUD-Land Use Regulations; Sub-Section (d) Minimum lot area, frontage, and setbacks; accessory uses; Paragraph (3) – to reduce the required minimum 20 feet rear setback to 10 feet. (POD III)

Setbacks and minimum distances between structures are as follows:

a...."Single-family detached structures shall be set back not less than 20 feet from the rear lot line, except that screened porches may be set back not less than ten feet."

Applicant Justification: It is proposed to request a waiver to reduce the required minimum 20' rear setback to a minimum of 10'.

We are requesting this waiver due to recently desired unit types, affordability, and site constraints. As it may be noticed, the site property, being an old defunct golf course, is very narrow and long. Not what is normally encountered for typical parcel dimensions. Providing lot area waivers for smaller lots allows for a viable number and variety of unit sizes.

1. The particular physical conditions, shaper, or topography of the specific property involved causes an undue hardship to the applicant if the strict letter of the code is carried out. **Explanation:** The site is an abandoned golf course. The physical conditions, shape, and topography are very unique in that the parcels are long and skinny, previously being course holes made up of tee boxes, fairways, and greens.
2. The granting of the waiver will not be injurious to the other adjacent property. **Explanation:** Enhanced landscape buffers will be provided as to not be injurious to the adjacent properties.
3. The conditions, upon which a request for waivers are based, are particular to the property for which the waiver is sought and are not generally applicable to other property and do not result from actions of the applicant. **Explanation:** This request is generally not applicable to other properties due to the configuration of the property being unique to this project.
4. The waiver is consistent with the intent and purpose of the county zoning regulations, the county land use plan, and the requirements of this article. **Explanation:** The request is consistent with the PUD code section as follows:

Sec. 62-1442(b):

- *Accumulation of significant areas of usable open spaces for the preservation of natural amenities.*
- *Flexibility in design to take the greatest advantage of natural land, trees, historical features, and other features.*
- *Creation of a variety of housing types and compatible neighborhood arrangements that give the home buyer greater choice in selecting types of environments and living units.*
- *Allowance of sufficient freedom for the developer to take a creative approach to the use of land and related physical development, as well as utilizing innovative techniques to enhance the visual character of the county.*
- *Efficient use of land which may result in smaller street and utility networks and reduce development costs.*

Staff analysis: The affected lots in this request all have substantial relationship to a 15' common open space tract directly adjacent to the affected dwelling units. The PDP also indicated adequate separation of units and the living area will be properly related to the configuration of the proposed lots. The existing lots to the south are single-family attached which appears to have a 20 feet open space tract with rear building setbacks from 5 to 20 feet.

Waiver #3 –

Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (1) – to reduce the required minimum 50 feet wide right-of-way to a minimum of 30 feet with 10-foot easements on each side for Pod III.

Right-of-way width shall be sufficient to accommodate all public facilities, including, but not limited to: pavement, drainage, pedestrian ways, auxiliary lanes, medians, utilities and landscaping.

Generally, the minimum right-of-way width for local streets shall be 50 feet. Additional width may be required by the county manager or his designee if necessary to accommodate drainage or other public facilities. The minimum width may be reduced by the county development engineer, if public benefit, such as environmental preservation, can be demonstrated by the applicant.

Right-of-way requirements for all other roadway types shall be determined by an engineering analysis, prepared by the engineer-of-record, of the width required to accommodate necessary public facilities, as defined by the county development engineer.

Applicant Justification: It is proposed to request a waiver to reduce the required minimum 50' wide right-of-way to a minimum 30' with 10' easements on each side.

We are requesting this waiver due to the site property, being an old defunct golf course, being very narrow and long. Not what is normally encountered for typical parcel dimensions. Providing a ROW width waiver allows for a viable number of and a variety of unit sizes. Easements will be provided to accommodate utilities and walkways.

1. The particular physical conditions, shaper, or topography of the specific property involved causes an undue hardship to the applicant if the strict letter of the code is carried out.

Explanation: The site is an abandoned golf course. The physical conditions, shape, and topography are very unique in that the parcels are long and skinny, previously being course holes made up of tee boxes, fairways, and greens.

2. The granting of the waiver will not be injurious to the other adjacent property. **Explanation:** Additional easements for access and utilities are being provided as to not be injurious to the adjacent properties.
3. The conditions, upon which a request for waivers are based, are particular to the property for which the waiver is sought and are not generally applicable to other property and do not result from actions of the applicant. **Explanation:** This request is generally not applicable to other properties due to the configuration of the property being unique to this project. However, for private roadways, having a reduced or no ROW in conjunction with easements is not uncommon.
4. The waiver is consistent with the intent and purpose of the county zoning regulations, the county land use plan, and the requirements of this article. **Explanation:** The request is consistent with the PUD code section as follows:

Sec. 62-1442(b):

- *Flexibility in design to take the greatest advantage of natural land, trees, historical features, and other features.*
- *Allowance of sufficient freedom for the developer to take a creative approach to the use of land and related physical development, as well as utilizing innovative techniques to enhance the visual character of the county.*
- *Efficient use of land which may result in smaller street and utility networks and reduce development costs.*

Staff analysis: The proposed right-of-way width is not sufficient to accommodate all public facilities, including, but not limited to: pavement, drainage, pedestrian ways, auxiliary lanes, medians, utilities and landscaping. The applicant is proposing sidewalks to be included in easements within the front building setback. The Board will need to evaluate if a public benefit has been demonstrated. Road ROW will be private and maintained by the Homeowner's Association.

Waiver #4 –

Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (1) – to reduce the required minimum 50 feet wide right-of-way to a minimum of 30 feet with a 5-foot easement on each side for Pods I and IV.

Right-of-way width shall be sufficient to accommodate all public facilities, including, but not limited to: pavement, drainage, pedestrian ways, auxiliary lanes, medians, utilities and landscaping.

Generally, the minimum right-of-way width for local streets shall be 50 feet. Additional width may be required by the county manager or his designee if necessary to accommodate drainage or other public facilities. The minimum width may be reduced by the county development engineer, if public benefit, such as environmental preservation, can be demonstrated by the applicant.

Right-of-way requirements for all other roadway types shall be determined by an engineering analysis,

prepared by the engineer-of-record, of the width required to accommodate necessary public facilities, as defined by the county development engineer.

Applicant Justification: It is proposed to request a waiver to reduce the required minimum 50' wide right-of-way to a minimum 30' with 5' easements on each side.

We are requesting this waiver due to the site property, being an old defunct golf course, being very narrow, and long. This is not what is normally encountered for typical parcel dimensions. Providing a ROW width waiver allows for a viable number of and a variety of unit sizes. Easements will be provided to accommodate utilities and walkways.

1. The particular physical conditions, shaper, or topography of the specific property involved causes an undue hardship to the applicant if the strict letter of the code is carried out. **Explanation:** The site is an abandoned golf course. The physical conditions, shape, and topography are very unique in that the parcels are long and skinny, previously being course holes made up of tee boxes, fairways, and greens.
2. The granting of the waiver will not be injurious to the other adjacent property. **Explanation:** Additional easements for access and utilities are being provided as to not be injurious to the adjacent properties.
3. The conditions, upon which a request for waivers are based, are particular to the property for which the waiver is sought and are not generally applicable to other property and do not result from actions of the applicant. **Explanation:** This request is generally not applicable to other properties due to the configuration of the property being unique to this project. However, for private roadways, having a reduced or no ROW in conjunction with easements is not uncommon.
4. The waiver is consistent with the intent and purpose of the county zoning regulations, the county land use plan, and the requirements of this article. **Explanation:** The request is consistent with the PUD code section as follows:
Sec. 62-1442(b):
 - *Flexibility in design to take the greatest advantage of natural land, trees, historical features, and other features.*
 - *Allowance of sufficient freedom for the developer to take a creative approach to the use of land and related physical development, as well as utilizing innovative techniques to enhance the visual character of the county.*
 - *Efficient use of land which may result in smaller street and utility networks and reduce development costs.*

Staff analysis: The proposed right-of-way width is not sufficient to accommodate all public facilities, including, but not limited to: pavement, drainage, pedestrian ways, auxiliary lanes, medians, utilities and landscaping. The applicant is proposing sidewalks to be included in easements within the front building setback. The justification presented does not address a public benefit. Road ROW will be private and maintained by the Homeowner's Association.

Waiver #5 –

Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (3) – to reduce the minimum 100-foot setback of the cul-de-sac right-of-way to the plat boundary to 15 feet with the inclusion of a 6' high wall and landscaping in one (1) location (Pod III).

Cul-de-sac design. Generally, cul-de-sacs shall terminate with a circular right-of-way with a minimum diameter of 100 feet and a paved area with a minimum diameter of 84 feet. The right-of-way for the cul-de-sac shall be at least 100 feet from the nearest road or street or the nearest plat boundary. This distance may be reduced to 50 feet where a minimum ten feet wide, four feet high opaque, vegetative buffer is provided.

Where a street is to be temporarily terminated at a property line and is to be continued when adjacent property is subdivided, either a temporary turnaround having an outside diameter of 84 feet or a "T" type turnaround shall be provided. Sufficient right-of-way shall be dedicated to accommodate the temporary cul-de-sac or turnaround.

Applicant Justification: It is proposed to request a waiver to reduce the minimum 100' setback of the cul-de-sac right-of-way to the plat boundary to 15' with the inclusion of a 6' high wall and landscaping in one (1) location (Pod III).

We are requesting this waiver due to the parcel configuration, as well as the inability to connect to adjacent properties. Sufficient landscaping and barrier walls/fences will be provided to reduce noise and lighting on adjacent properties.

1. The particular physical conditions, shaper, or topography of the specific property involved causes an undue hardship to the applicant if the strict letter of the code is carried out. **Explanation:** The site is an abandoned golf course. The physical conditions, shape, and topography are very unique in that the parcels are long and skinny, previously being course holes made up of tee boxes, fairways, and greens.
2. The granting of the waiver will not be injurious to the other adjacent property. **Explanation:** Enhanced landscape buffers and opaque barriers will be provided as to not be injurious to the adjacent properties.
3. The conditions, upon which a request for waivers are based, are particular to the property for which the waiver is sought and are not generally applicable to other property and do not result from actions of the applicant. **Explanation:** This request is generally not applicable to other properties due to the configuration of the property being unique to this project.
4. The waiver is consistent with the intent and purpose of the county zoning regulations, the county land use plan, and the requirements of this article. **Explanation:** The intent is to shield the adjacent properties from light and noise. The enhanced landscape buffers and opaque barriers will provide this protection to meet the code intent.

Staff analysis: The applicant's proposed landscaping and barrier in the request does not sufficiently meets the requirements Sec. 62-2956 paragraph (3) "This distance **may be reduced to 50 feet** where
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a minimum ten feet wide, four feet high opaque, vegetative buffer is provided.” “These requirements may be modified by the county manager or his designee if public benefit has been demonstrated by the applicant.” Fire has no issues with the proposed as long as the cul-de-sac meets the minimum radius of 42’ for adequate turning radii for fire department apparatus per the Florida Fire Prevention Code (FFPC) 1-18.2.3.5.3.1. The Board will need to evaluate if a public benefit has been demonstrated.

Waiver #6 –

Sec. 62-2883. General design requirements and standards.; Sub-Section (d) – to replace the required 15’ perimeter buffer tract with a 15’ perimeter buffer easement, or 10’ perimeter easement where adjacent to an existing drainage easement, and allow it to be disturbed for grading, landscape, and buffer improvements, including but not limited to walls, fences, retention slopes, walking paths, and utilities (Pod III).

Buffer requirements: In the design of a proposed residential subdivision, a minimum 15-foot perimeter buffer shall be required. Such buffer shall remain undisturbed along all property boundaries and shall be platted as a common tract, separate from individual lots. Landscape improvements may be constructed within said buffer tract subject to review and approval by the county. The buffer requirements described herein shall not apply to minor subdivisions.

Applicant Justification: It is proposed to request a waiver to replace the required 15’ perimeter buffer tract with a 15’ perimeter buffer easement and allow it to be disturbed for grading, landscape, and buffer improvements, including but not limited to walls, fences, retention slopes, walking paths, and utilities.

We are requesting this waiver due to the property width issues and the fact that the property is already developed. The 15’ perimeter buffer tract requirement was introduced to the code back in 2001 to maintain an existing wooded buffer between new and existing developments. No such wooded area exists since the property was cleared and developed previously as a golf course, for viewing purposes of the abutting residences.

The 15’, or 10’ adjacent to an existing drainage easement, perimeter buffer easement will be provided in lieu and will be landscaped to create a buffer where none currently exists.

1. The particular physical conditions, shaper, or topography of the specific property involved causes an undue hardship to the applicant if the strict letter of the code is carried out. **Explanation:** The site is an abandoned golf course. The physical conditions, shape, and topography are very unique in that the parcels are long and skinny, previously being course holes made up of tee boxes, fairways, and greens.
2. The granting of the waiver will not be injurious to the other adjacent property. **Explanation:** Enhanced landscape buffers will be provided so as to not be injurious to the adjacent properties, it will be in an easement in lieu of a tract. This waiver has been granted on similar projects.
3. The conditions, upon which a request for waivers are based, are particular to the property for which the waiver is sought and are not generally applicable to other property and do not result from actions of the applicant. **Explanation:** This request is generally not applicable to other properties due to the configuration of the property being unique to this project.

4. The waiver is consistent with the intent and purpose of the county zoning regulations, the county land use plan, and the requirements of this article. **Explanation:** The intent is to provide a 15' landscape buffer, which is what is still being proposed to provide. The code intent is to maintain existing vegetation between adjacent properties, however since this property is already developed, a natural buffer does not exist.

Staff analysis: there is no existing wooded buffer between POD III and the existing development to the south, therefore Staff would support adding landscaping, fencing and sidewalks with landscaping abutting stormwater areas where the width is greater than 15' to the perimeter buffer area.

Waiver #7 –

Sec. 62-3206. Parking and Loading Requirements; Sub-Section (c); Paragraph (13) – to remove the requirement for one level of parking under a building that would exceed 45' in height for Pod V.

All properties located within a residential zoning classification where building height exceeds 45 feet, one level of parking shall be required to be located within the area defined by the exterior walls of the principal habitable structure.

Applicant Justification: It is proposed to request a waiver to remove the requirement for one level of parking under a building that would exceed 45' in height for Pod V.

We are requesting this waiver due to the ability to provide required parking at ground level outside. In addition, first-level interior parking is expensive and typically found in heavily urbanized settings. This location is more rural or sub-urban in nature and first level parking would be unusual in this setting.

1. The particular physical conditions, shaper, or topography of the specific property involved causes an undue hardship to the applicant if the strict letter of the code is carried out. **Explanation:** The site is located in a more rural area. This requirement is for a more urban environment where outdoor parking may be difficult to provide. This is not the case in the proposed tract. It would be inconsistent with the area to provide underground parking, causing the actual building height to be higher than necessary.
2. The granting of the waiver will not be injurious to the other adjacent property. **Explanation:** It would actually enhance the adjacent properties by not requiring the buildings in this tract to have a net increase in building height just to accommodate underground parking.
3. The conditions, upon which a request for waivers are based, are particular to the property for which the waiver is sought and are not generally applicable to other property and do not result from actions of the applicant. **Explanation:** Due to the location of the property, this waiver would not be generally necessary if set in a more urban environment.
4. The waiver is consistent with the intent and purpose of the county zoning regulations, the county land use plan, and the requirements of this article. **Explanation:** Reduced net building height is consistent with the code and comp plan when adjacent to SFR.

Staff analysis: Waiver to Sec. 62-3206. Parking and Loading Requirements; Sub-Section (c); Paragraph (13) – to remove the requirement for one level of parking under a building that would exceed 45’ in height cannot be considered for a waiver at this time. Alternative development standards can only be considered for land development regulations in articles VI or VII of chapter 62 of the Brevard County Code during the PUD rezoning process. This request can be considered during the site plan.

Land Use

The subject property is currently designated as Residential 4 (RES 4) and Residential 15 (RES 15) on the FLUM (Future Land Use Map).

The existing RU-2-10 and RU-2-15 zoning classifications cannot be considered consistent with the existing Residential 4 (RES 4) FLU designation.

The proposed PUD zoning classification can be considered consistent with the existing Residential 4 (RES 4) and Residential 15 (RES 15) FLU designations, as well as the proposed Residential 4 (RES 4) and Residential 15 (RES 15) FLU designations.

Applicable Land Use Policies

The Board should evaluate the compatibility of this application within the context of Administrative Policies 3 – 5 of the Future Land Use Element.

Policy 1.2

Minimum public facilities and services requirements should increase as residential density allowances become higher. The following criteria shall serve as guidelines for approving new residential land use designations:

Criteria:

- C. In the Residential 30, Residential 15, Residential 10, Residential 6 and Residential 4 land use designations, centralized potable water and wastewater treatment shall be available concurrent with the impact of the development.

This Future Land Use Amendment request to change from RES 4 to RES 15 will require a connection to potable water and a centralized sewer system.

The Mims Water Treatment Plant’s design capacity is adequate to serve the proposed development. However, the plant is under maintenance which has temporarily reduced its capacity. The County is in the process of performing the improvements to regain the capacity. That said, the developer should anticipate conditional approval stipulating the development shall not exceed the design capacity of the plant and they will work with Utilities ensuring the phasing timeline coincides with water availability prior to the submittal of the first engineered plan (site plan or subdivision).

Analysis of Administrative Policy #3 –

Compatibility with existing or proposed land uses shall be a factor in determining where a rezoning or any application involving a specific proposed use is being considered. Compatibility shall be evaluated by considering the following factors, at a minimum:

Criteria:

- A. Whether the proposed use(s) would have hours of operation, lighting, odor, noise levels, traffic, or site activity that would significantly diminish the enjoyment of, safety or quality of life in existing neighborhoods within the area which could foreseeably be affected by the proposed use;

The proposed 595 residential units would generate approximately 5,253 daily trips. Traffic volumes and emergency response issues may diminish the enjoyment of, safety or quality of life in the existing neighborhoods. Additional access points and road capacity improvements may alleviate the foreseeable issues. Development would need to meet performance standards set forth in code sections 62-2251 through 62-2272 and will be reviewed at the site plan review stage.

- B. Whether the proposed use(s) would cause a material reduction (five per cent or more) in the value of existing abutting lands or approved development.

Only a certified MAI appraisal can determine if material reduction has or will occur due to the proposed request.

- C. Whether the proposed use(s) is/are consistent with an emerging or existing pattern of surrounding development as determined through an analysis of:

- 1. historical land use patterns;

October 2006, the Board of County Commissioners directed Planning and Zoning staff to prepare a Small Area Study (SAS) for the Mims community in northern Brevard County in order to assess the area's growth capabilities and develop tactics for managing growth. The concern was continued growth would likely exceed the County's ability to supply potable water, due to aquifer limitations. The same aquifer supplies water to private well-users in Mims. *Analysis indicated that by reducing FLUM densities in parts of Mims would reduce potential buildout number by 30%.* The Mims Small Area Study was approved by the Commissioners on April 10, 2007. *As a result of the study, recommendations were developed which included reducing the FLUM residential densities by one designation.* A Comprehensive Plan Amendment was approved by the Board as part of the 2008A package to confirm the findings in the study. Because the subject property was already developed, it was not included in the 3,783 acres affected by Amendment 2008A.

Land use patterns area includes RES 15, RES 4, RES 2, RES 1, PUB-CONS, NC and CC. The land use pattern transitions from 15 units per acre west N. Carpenter Rd to RES 1, RES, 2 and RES 4 units per acre on the east and west sides of Turpentine Rd. To the north is RES 4, RES 1, and mix of NC and CC. To the south is RES 15 west of N. Carpenter Rd which transitions to RES 4 and RES 2 closer to Turpentine Rd. Further south is PUB-CONS land use. The proposed density is 6.73 units per acre while the existing developed density in the surrounding area is 2.42 units/ac.

Land uses in the surrounding area include single-family, duplexes, townhomes and multi-family residential units.

2. actual development over the immediately preceding three years; and

There has not been any actual development adjacent to the site in the preceding three (3) years.

3. development approved within the past three years but not yet constructed.

While there has not been any actual development adjacent to the site in the preceding three (3) years, six zoning actions has been approved within one-half mile:

- **21Z00043**, approved by the Board on May 30, 2022, was a request to rezone 73.59 acres from AU, GU, BU-1 and BU-2 to all RU-1-7 with BDP for 180 SFR units located approximately 3,330 feet northwest of the subject property on SR 46.
- **22Z00010**, approved by the Board on May 25, 2022, was a request to rezone from AU to RR-1 on 1.0 acre located approximately 3,517 feet west of the subject property on Turpentine Road.
- **21Z00044**, approved by the Board on March 2, 2022, was a request to rezone from GU to BU-1 on 4.0 acres located approximately 3,000 feet northwest of the subject property SR 46.

Small Scale companion application 21PZ00081, approved by the Board on March 3, 2022, was a request to amend the Future Land Use Map (FLUM) from NC to CC on 4.0 acres of 118.3 acres.

- **21Z00036**, approved by the Board on February 2, 2022, was a request to rezone from AU to RR-1 on 4.26 acres located approximately 3,200 feet west of the subject property on Turpentine Road.
- **21Z00030**, approved by the Board on January 26, 2022, was a request to rezone from RU-1-11 with BDP to RU-1-7 with replacement BDP on 79.16 acres located approximately 1,100 feet west of the subject property on the south side of SR 46 and east of Turpentine Road. The BDP limits the gross density on the property to a maximum of 198 units. The developer shall also provide minimum unit size of 1,800 square feet, 300-foot-wide buffer along the east approximately 1,600 feet of the south property line (placed in a conservation easement) and numerous additional buffers and fencing.

Small Scale companion application 22PZ00001, approved by the Board on April 7, 2022, was a request to amend the FLUM from RES 1 to RES 4 on 8.25 acres of 79.16 acres.

- **20Z00028**, approved by the Board on December 2, 2020, was a request to rezone AU and EU-2 with BDP to all EU-2 with removal of BDP on 0.24 acres located approximately 1,595 feet southwest of the subject property on Arnold Palmer Drive.

D. Whether the proposed use(s) would result in a material violation of relevant policies in any elements of the Comprehensive Plan.

The proposed PUD requires several waivers. If the Board approves the waiver requests, that would set a precedent for other such requests.

Analysis of Administrative Policy #4 - Character of a neighborhood or area.

Character of a neighborhood or area shall be a factor for consideration whenever a rezoning or any application involving a specific proposed use is reviewed. The character of the area must not be materially or adversely affected by the proposed rezoning or land use application. In evaluating the character of an area, the following factors shall be considered:

Criteria:

- A. The proposed use must not materially and adversely impact an established residential neighborhood by introducing types or intensity of traffic (including but not limited to volume, time of day of traffic activity, type of vehicles, etc.), parking, trip generation, commercial activity or industrial activity that is not already present within the identified boundaries of the neighborhood.

The proposed 595 residential units would generate approximately 5,253 daily trips. Traffic volumes and emergency response issues may diminish the enjoyment of, safety or quality of life in the existing neighborhoods. Additional access points, traffic management and road capacity improvements may alleviate the foreseeable issues.

- B. In determining whether an established residential neighborhood exists, the following factors must be present:

1. The area must have clearly established boundaries, such as roads, open spaces, rivers, lakes, lagoons, or similar features.

The subject property is located in several existing platted residential neighborhoods. There are clearly established roads and plat boundaries.

2. Sporadic or occasional neighborhood commercial uses shall not preclude the existence of an existing residential neighborhood, particularly if the commercial use is non-conforming or pre-dates the surrounding residential use.

The request is not for commercial use. It is located in several existing single-family residential neighborhoods.

3. An area shall be presumed not to be primarily residential but shall be deemed transitional where multiple commercial, industrial or other non-residential uses have been applied for and approved during the previous five (5) years.

The area is primarily single-family residential with no commercial zoning nearby.

Analysis of Administrative Policy #5 - Traffic.

In addition to the factors specified in Administrative Policies 2, 3, and 4, in reviewing a rezoning, conditional use permit or other application for development approval, the impact of the proposed use or uses on transportation facilities either serving the site or impacted by the use(s) shall be considered. In evaluating whether substantial and adverse transportation impacts are likely to result if an application is approved, the staff shall consider the following:

Criteria:

- A. Whether adopted levels of service will be compromised;

It is anticipated that the development will not impact the levels of service above unacceptable levels. However, the required Traffic Impact Analysis will determine the degree of the impacts and any necessary roadway improvements. The TIA Methodology has been approved by County staff.

- B. Whether the physical quality of the existing road system that will serve the proposed use(s) is sufficient to support the use(s) without significant deterioration;

A road system condition assessment must be conducted by the applicant to assess the physical quality of the existing pavement and structural condition of affected roadways and identify necessary improvements, such as road resurfacing or road reconstruction, to support the proposed development without significant road system deterioration.

- C. Whether the surrounding existing road system is of sufficient width and construction quality to serve the proposed use(s) without the need for substantial public improvements;

The road system condition assessment must include an inventory of the existing affected roadways and identify necessary improvements, such as road widening or other modifications, to support the proposed development.

- D. Whether the surrounding existing road system is of such width and construction quality that the proposed use(s) would realistically pose a potential for material danger to public safety in the surrounding area;

The road system condition assessment must include an evaluation of potential impacts on public safety that could result from the proposed development. Separately, a traffic calming study must be conducted by the applicant for the affected roadways and will identify necessary improvements to mitigate speeding and encourage preferred routing of traffic.

- E. Whether the proposed use(s) would be likely to result in such a material and adverse change in traffic capacity of a road or roads in the surrounding area such that either design capacities would be significantly exceeded or a de facto change in functional classification would result;

The development is anticipated to impact the road system's volume-to-capacity ratios. The required Traffic Impact Analysis will determine the degree of the impacts.

- F. Whether the proposed use(s) would cause such material and adverse changes in the types of traffic that would be generated on the surrounding road system, that physical deterioration of the surrounding road system would be likely;

The evaluation of whether the road system's physical deterioration is likely can be conducted after the resulting traffic volumes are identified in the Traffic Impact Analysis.

G. Whether projected traffic impacts of the proposed use(s) would materially and adversely impact the safety or welfare of residents in existing residential neighborhoods.

An increase in traffic volumes may result in the speed at or below which 87 percent of the drivers travel on a road segment. The required Traffic Calming Study will determine the prevailing existing and anticipated driving behaviors in the area.

Analysis of Administrative Policy #7

Proposed use(s) shall not cause or substantially aggravate any (a) substantial drainage problem on surrounding properties; or (b) significant, adverse and unmitigable impact on significant natural wetlands, water bodies or habitat for listed species.

- **The existing Sherwood community has documented flooding issues. The proposed development with proposed lots and infrastructure over existing drainage systems and easements appears to block historical drainage patterns, limit access for County maintenance, and may require the developer to vacate many drainage easements throughout the development including easements that are County maintained.**
- **Currently Pods V are showing wetland impacts, included in the total proposed wetland impact at 1.8%. These pods show preserved wetlands as well. However, no other features (access roads, building footprints) are shown. For multi-family parcels greater than five acres in area, the preceding limitation of one dwelling unit per five (5) acres within wetlands may be applied as a maximum percentage limiting wetland impacts to not more than 1.8% of the total acreage on a cumulative basis as set forth in Section 65 3694(c)(6).**
- **The one small area of Pompano sand, 0 to 2 percent slopes on the northeastern portion of the site (portion of the proposed townhome area) may also function as an aquifer recharge soil. The applicant was notified of the development and impervious restrictions within Conservation Element Policy 10.2 and the Aquifer Protection Ordinance.**
- **The pond on the south end of the property is shown to be in FEMA Special Flood Hazard Area (SFHA) A. The conceptual plan depicts a “modified pond.” The area is subject to the development criteria in Conservation Element Objective 4, its subsequent policies, and the Floodplain Ordinance, including compensatory storage.**

These issues may limit the development of the property.

Preliminary Development Plan

The Preliminary Development Plan should be evaluated in the context of Section 62-1448(b)(5) of the Zoning code:

Review criteria. The decision of the planning and zoning board on the preliminary development plan application shall include the findings of fact that serve as a basis for its recommendation. In making its recommendation, the planning and zoning board shall consider the following facts:

- a. Degree of departure of the proposed planned unit development from surrounding residential areas in terms of character and density.

Applicant response: The PUD Pods have been proposed such that, to the maximum extent possible, the density, unit type, and/or lot sizes generally conform to the surrounding existing neighborhoods.

Staff analysis: The developed character of the surrounding area is single-family residential and multi-family residential. Built-out densities of adjoining residential developments range from approximately 1.16 units per acre to 17.01 units per acre.

Surrounding Area Existing Development

Development by Plat Name	Acreage	Density (units built)	Lot sizes
Sherwood Estates Unit 10	21.10	60 units – 2.84 units/ac	0.30 to 0.55ac
Sherwood Estates Unit 9	8.47	20 units – 2.36 units/ac	0.26 to 0.54ac
Sherwood Estates Unit 8	20.4	42 units – 2.05 units/ac	0.25 to 0.52ac
Sherwood Estates Unit 7	30.30	69 units – 2.27 units/ac	0.25 to 0.53ac
Sherwood Estates Unit 6	26.74	57 units – 2.13 units/ac	0.31 to 0.59ac
Sherwood Estates Unit 15	7.88	17 units – 2.15 units/ac	0.34 to 0.76ac
PUD 2 Stage 1 Tract A TH	51.24	40 units – 7.80 units/ac	0.04 to 0.07ac
PUD 2 Stage 1 Tract B TH	4.971	26 units – 5.23 units/ac	.04 to 0.08ac
PUD 2 Stage 2 Phase 1 TH	8.44	28 units – 3.31 units/ac	0.04 to 0.09ac
PUD 2 Stage 2 Phase 2 3 Dup	3.6	24 units – 3.6 units/ac	0.15ac
Sherwood Villas Unit 1	6.60	15 units – 2.27 units/ac	0.28 to 0.54ac
Sherwood Villas Unit 2	31.53	102 units – 3.23	0.23 to 0.54ac
Eagle Pointe Subdivision	18.75	37 units – 1.97 units/ac	0.24 to 0.36ac
Fairway Woods 1 Phase 1 MF	6.37	12 units – 1.88 units/ac	
Birchwood Forest	22.66	51 units – 2 units/ac	0.12 to 0.58ac
Nottingham Manor MF	4.2	60 units – 14 units/ac	
Quadruplex	1	4 units – 4 units/ac	
Grand Total	274.25	664 – 2.42 units/ac	

This request is for an overall average density of 6.73 units per acre, over five PODs (excluding POD 4).

POD	TYPE	ACREAGE	UNITS	DENSITY
1	Townhomes	28.28	230	8.13
2	Stormwater	39.21	0	0
3	Single-family	31.63	37	1.16
4	Single-family Villas	20.39	150	7.35
5	Multi-family	10.46	178	17.01

- b. Compatibility within the planned unit development and relationship with surrounding neighborhoods.

TYPE	EXISTING	PROPOSED
Single-family detached	0.23 – 0.76ac	0.09 and 0.20ac
Single-family attached (Villas)	0.15	0.07
Townhomes	0.04 – 0.09ac	0.05ac

Applicant response: The PUD Pods have been proposed such that, to the maximum extent possible, the density, unit type, and/or lot sizes generally conform to the surrounding existing neighborhoods.

Staff analysis: The proposed single-family lot sizes are comparable smaller than the existing. Townhomes lots size are within range, while the proposed duplex lot sizes are about half the size of the existing.

c. Prevention of erosion and degrading of surrounding area.

Applicant response: As is required by state and local laws and code, construction and stormwater erosion prevention shall be implemented and maintained to not cause adverse impacts to the adjacent properties.

Staff analysis: The PDP narrative indicates the surface water management system for the project will consist of swales, culverts, lakes, and shallow retention areas which will overflow into existing on-site wetland systems and/or existing on- and off-site drainage systems. However, staff has indicated that due to historical drainage patterns and flooding issues a drainage study with and associated master drainage plan is needed prior to construction of the first phase of the development.

d. Provision for future public education and recreation facilities, transportation, water supply, sewage disposal, surface drainage, flood control and soil conservation as shown in the preliminary development plan.

Applicant response: Recreation facilities, additional access/egress connections for fire safety, potable water supply extension and looping, sewage collection and transmission, and stormwater treatment/attenuation and flood control, and soil conservation are proposed within the PUD and justification shall be provided with the construction plans.

Staff analysis: The school concurrency indicates there is enough capacity for the total of projected and potential students from the proposed development. Open space amenities include a Dog Park, Park Benches, Walking Trails, Observation Pier, Tot Lot, Pickle Ball / Fire Pit / Arbor, and Educational Trail / Preserve.

The Mims Water Treatment Plant's design capacity is adequate to serve the proposed development. However, the plant is under maintenance which has temporarily reduced its capacity. The County is in the process of performing the improvements to regain the capacity. That said, the developer should anticipate conditional approval stipulating the development shall not exceed the design capacity of the plant and they will work with Utilities ensuring the phasing timeline coincides with water availability prior to the submittal of the first engineered

plan (site plan or subdivision). Surface drainage and flood control – addressed in c. above. Soil conservation is not shown.

- e. The nature, intent and compatibility of common open space, including the proposed method for the maintenance and conservation of the common open space.

Applicant response: A mix of common open space features and facilities shall be provided in addition to preservation of existing open space paths and wetlands.

Staff analysis: The proposed common open space can be considered compatible. The proposed method for the maintenance and conservation of the common open space is indicated as Homeowners Association (H.O.A.).

- f. The feasibility and compatibility of the specified stages contained in the preliminary development plan to exist as an independent development.

Applicant response: All stages of the PUD shall be capable of meeting applicable code sections as an independent development.

Staff analysis: The applicant is proposing to develop the property in six (6) stages. The cumulative density for all POD's proposed for development, vary upward more than two units per acre. Per Sec. 62-1446(b)(2) requirements. Where a developer elects to develop the property in stages, the cumulative density with each subsequent stage must be approximately the same as the overall density approved for the entire project in that such cumulative density shall not vary upward more than two units per acre". Upon completion of all stages, the final density shall not exceed the density approved in the preliminary development plan.

- g. The availability and adequacy of water and sewer service to support the proposed planned unit development.

Applicant response: Availability for water and sewer service has been confirmed as part of the concurrency review.

Staff response: The Mims Water Treatment Plant's design capacity is adequate to serve the proposed development. However, the plant is under maintenance which has temporarily reduced its capacity. The County is in the process of performing the improvements to regain the capacity. That said, the developer should anticipate conditional approval stipulating the development shall not exceed the design capacity of the plant and they will work with Utilities ensuring the phasing timeline coincides with water availability prior to the submittal of the first engineered plan (site plan or subdivision).

- h. The availability and adequacy of primary streets and thoroughfares to support traffic to be generated within the proposed planned unit development.

Applicant response: A traffic study methodology and analysis has been provided. All required improvements shall be designed and provided with the construction plan submittal.

Additional access/egress connections were requested and have been provided for emergency management that do not exist currently.

Staff analysis: The PDP proposes the creation of thoroughfares within each POD to support the traffic generated within the development. However, staff analysis has indicated traffic management and road capacity improvements will be needed prior to completion to adequately support the new development.

- i. The benefits within the proposed development and to the general public to justify the requested departure from the standard land use requirements inherent in a planned unit development classification.

Applicant response: The existing neighborhoods suffer from poor interconnectivity of roads for emergency egress, flooding conditions, and being adjacent to an unmaintained defunct open space. The proposed development will provide additional egress points, stormwater attenuation, and maintained usable open space features that are open to the public to address these concerns.

Staff analysis: Benefits within the proposed development include varies types of recreational amenities. The applicant has made significant revisions to the PDP to address existing residents' concerns pertaining to density and existing flooding issues in the area.

- j. The conformity and compatibility of the planned unit development with any adopted development plan of the county.

Applicant response: The proposed project is in conformance and is compatible with the current development plan of the County.

Staff analysis: The subject property is located within the Mims Small Area Study. The Mims Study, accepted by the Board on April 10, 2007, recommended a reduction in the designated Future Land Use Map densities in the Mims area. A Comprehensive Plan Amendment was approved by the Board as part of the 2008A package to confirm the findings in the study. Because the subject property was already developed, it was not included in the 3,783 acres affected by Amendment 2008A.

- k. The conformity and compatibility of the proposed common open space, primary residential and secondary nonresidential uses with the proposed planned unit development.

Applicant response: The proposed common open space features enhance the existing open spaces or propose new features that were previously not available.

Staff analysis: The PDP states 88.48 acres of total open space will be provided, which includes 26.51 total passive and 61.96 active recreation space. Proposed amenities include Clubhouse/Pool, Dog Park, Park Benches, Walking Trails, Observation Pier, Tot Lot, Pickle Ball / Fire Pit / Arbor, and Educational Trail / Preserve.

Preliminary Concurrency

The closest concurrency management segment to the subject property is Carpenter Road, between Dairy Road and SR 46, which has a Maximum Acceptable Volume (MAV) of 15,600 trips per day, a Level of Service (LOS) of E, and currently operates at 30.41% of capacity daily. The proposed development from this rezoning request increases the percentage of MAV utilization by 33.67%. The corridor would anticipate operating at 64.08% daily capacity. The proposed development is not anticipated to create a deficiency in LOS. The applicant may consider phasing to ensure there remains capacity to support the development.

The Mims Water Treatment Plant's design capacity is adequate to serve the proposed development. However, the plant is under maintenance which has temporarily reduced its capacity. The County is in the process of performing the improvements to regain the capacity. That said, the developer should anticipate conditional approval stipulating the development shall not exceed the design capacity of the plant and they will work with Utilities ensuring the phasing timeline coincides with water availability prior to the submittal of the first engineered plan (site plan or subdivision).

The school concurrency indicates there is enough capacity for the total of projected and potential students from the proposed development. There is sufficient capacity at Mims Elementary School, Madison Middle School, and Astronaut High School for the total of projected and potential students from this development.

Environmental Constraints

- Wetlands Protection & Hydric Soils
- Aquifer recharge
- Floodplain Protection
- Protected & Specimen Trees
- Protected Species

The subject property contains wetlands as depicted on applicant's submittal. Please refer to all comments provided by the Natural Resource Management Department at the end of this report.

For Board Consideration

The Board may wish to consider if the request is consistent and compatible with the surrounding area. In addition, the Board may consider if the conditions and waivers mitigate potential impacts to the surrounding properties. Without Board approval of waivers, all design elements shown on the PDP will require conformance with Brevard County code. The applicant will provide a BDP containing the following waivers and conditions:

- 1) The proposed development shall be based on 187 SF units, 408 MF units.
- 2) Due to historical drainage patterns and flooding issues a drainage study with and associated master drainage plan is needed prior to construction of the first phase of the development.
- 3) Approval of requested waiver from Sec. 62-1446. PUD-Land Use Regulations; Sub-Section (d) Minimum lot area, frontage, and setbacks; accessory uses; Paragraph (1) – to reduce the required 5,000 sf minimum lot area to 4,000 sf. (POD III Only). All affected lots shall have

substantial relationship to a 15' common open space tract directly adjacent to the affected dwelling units.

- 4) Approval of requested waiver from Sec. 62-1446. PUD-Land Use Regulations; Sub-Section (d) Minimum lot area, frontage, and setbacks; accessory uses; Paragraph (3) – to reduce the required minimum 20 feet rear setback to 10 feet. (POD III). All affected lots shall have substantial relationship to a 15' common open space tract directly adjacent to the affected dwelling units with adequate separation of units and the living area will be properly related to the configuration of the proposed lots.
- 5) Approval of requested waiver from Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (1) – to reduce the required minimum 50 feet wide right-of-way to a minimum of 30 feet with 10-foot easements on each side for Pod III. The affected rights-of-way shall be private and maintained by the Homeowner's Association.
- 6) Approval of requested waiver from Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (1) – to reduce the required minimum 50 feet wide right-of-way to a minimum of 30 feet with a 5-foot easement on each side for Pods I and IV. The affected rights-of-way shall be private and maintained by the Homeowner's Association.
- 7) Approval of requested waiver from Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (3) – to reduce the minimum 100-foot setback of the cul-de-sac right-of-way to the plat boundary to 15 feet with the inclusion of a 6' high wall and landscaping in one (1) location (Pod III). Landscaping shall consist of a minimum of 2 shade trees per 100 LF and 4 understory trees per 100 LF.
- 8) Approval of requested waiver from Sec. 62-2883. General design requirements and standards.; Sub-Section (d) – to replace the required 15' perimeter buffer tract with a 15' perimeter buffer easement, or 10' perimeter easement where adjacent to an existing drainage easement, and allow it to be disturbed for grading, landscape, and buffer improvements, including but not limited to walls, fences, retention slopes, walking paths, and utilities (Pod III).
- 9) Prior to County approval of a construction plan and/or Preliminary Plat, the Developer shall:
 - a. Execute an agreement including, but not limited to, a Proportionate Fair Share agreement, with the County addressing and/or mitigating any infrastructure deficiencies relating to the offsite transportation impacts as identified in a traffic study. The agreement shall include provisions requiring the developer to design, permit, and construct the identified improvements. In addition, the agreement will identify timeframes for the necessary improvements, and monitoring and updating the traffic study as appropriate.
- 10) Prior to County approval of a construction plan and/or Preliminary Plat/and or Site Plan, the Developer shall demonstrate that adequate water and sewer services will be available to the development and are available prior to issuance of Certificate of Occupancy.
- 11) Address all staff comments regarding the PDP prior to, or concurrent with, site plan and subdivision submittals.
- 12) In accordance with Sec. 62-1301, if it is the opinion of the zoning official that an amendment to the PDP warrants Board evaluation, such modifications shall be submitted for Board approval.

- 13) If the development is to have on-street parking, the developer/owner shall establish a financial mechanism for maintenance of internal roadways prior to County approval of a construction plan and/or preliminary plat and/or site plan.
- 14) Prior to County approval of a construction plan and/or Preliminary Plat/and or Site Plan, the Developer shall submit a road system condition assessment to include an evaluation of potential impacts on public safety.
- 15) Prior to County approval of a construction plan and/or Preliminary Plat/and or Site Plan, the Developer shall submit a traffic calming study for the affected roadways and will identify necessary improvements to mitigate speeding and encourage preferred routing of traffic.

NATURAL RESOURCES MANAGEMENT (NRM) DEPARTMENT
Zoning Review & Summary
Item #23Z00035

Applicant: MBV Engineering for Ballarena Group Corp. (Sherwood)

Land Use & Zoning Request: FLU – RES 15 & RES 4 to Change 4 RES 4 parcels to RES 15; Zoning – RU-2-15, AU, RU-2-10, RU-1-13, & PUD to PUD with removal of two Binding Development Plans (BDPs)

Note: Wants to develop Single Family Detached Housing, Townhomes, Duplexes and Apartments.

Zoning Hearing Date: 08/12/2024; **BCC Hearing Date:** 09/05/2024

Tax ID Nos: 2101061, 2100937, 2100938, 2100939, 2100940, 2100942, 2100943, 2100952, 2100953, & 2111319

- This is a preliminary review based on best available data maps reviewed by the Natural Resources Management Department (NRM) and does not include a site inspection to verify the accuracy of the mapped information.
- In that the rezoning process is not the appropriate venue for site plan review, specific site designs submitted with the rezoning request will be deemed conceptual. Board comments relative to specific site design do not provide vested rights or waivers from Federal, State or County regulations.
- **This review does not guarantee whether or not the proposed use, specific site design, or development of the property can be permitted under current Federal, State, or County Regulations.**

Summary of Mapped Resources and Noteworthy Land Use Issues:

- Wetlands Protection & Hydric Soils
- Aquifer recharge
- Floodplain Protection
- Protected & Specimen Trees
- Protected Species

The subject parcel contains mapped wetlands and hydric soils, indicators that wetlands may be present on the property. A wetland delineation will be required prior to any land clearing or alteration activities. The wetland delineation shall be verified at time of site plan submittal. Per Section 62-3694(c)(1), residential land uses within wetlands shall be limited to not more than one (1) dwelling unit per five (5) acres unless strict application of this policy renders a legally established parcel as of September 9, 1988, which is less than five (5) acres, as unbuildable. For multi-family parcels greater than five acres in area, the preceding limitation of one dwelling unit per five (5) acres within wetlands may be applied as a maximum percentage limiting wetland impacts to not more than 1.8% of the total non-commercial and non-industrial acreage on a cumulative basis as set forth in Section 65-3694(c)(6). Any permitted wetland impacts must meet the requirements of Section 62-3694(e), including avoidance of impacts, and will require mitigation in accordance with Section 62-3696.

Land Use Comments:

Wetlands Protection/Hydric Soils

The subject parcel contains mapped National Wetlands Inventory (NWI) and St. Johns River Water Management District (SJRWMD) wetlands (Freshwater Forested/Shrub Wetland and Mixed wetland hardwoods) and hydric soils (Terra Ceia muck, frequently flooded, Tomoka muck, undrained), indicators that wetlands may be present on the property. A wetland delineation is required prior to any land clearing or alteration activities. The wetland delineation shall be verified at time of site plan submittal. Per Section 62-3694(c)(1), residential land uses within wetlands shall be limited to not more than one (1) dwelling unit per five (5) acres unless strict application of this policy renders a legally established parcel as of September 9, 1988, which is less than five (5) acres, as unbuildable. For multi-family parcels greater than five acres in area, the preceding limitation of one dwelling unit per five (5) acres within wetlands may be applied as a maximum percentage limiting wetland impacts to not more than 1.8% of the total non-commercial and non-industrial acreage on a cumulative basis as set forth in Section 65-3694(c)(6). Any permitted wetland impacts must meet the requirements of Section 62-3694(e), including avoidance of impacts, and will require mitigation in accordance with Section 62-3696. The applicant is encouraged to contact NRM at 321-633-2016 prior to any plan or permit submittal, or performing any land clearing activities.

Aquifer Recharge Soils

The one small area of Pompano sand, 0 to 2 percent slopes on the northeastern portion of the site may also function as an aquifer recharge soil. The applicant is hereby notified of the development and impervious restrictions within Conservation Element Policy 10.2 and the Aquifer Protection Ordinance.

Floodplain Protection

The pond on the south end of the property is shown to be in FEMA Special Flood Hazard Area (SFHA) A. The conceptual plan depicts a "modified pond." The area is subject to the development criteria in Conservation Element Objective 4, its subsequent policies, and the Floodplain Ordinance, including compensatory storage.

Protected and Specimen Trees

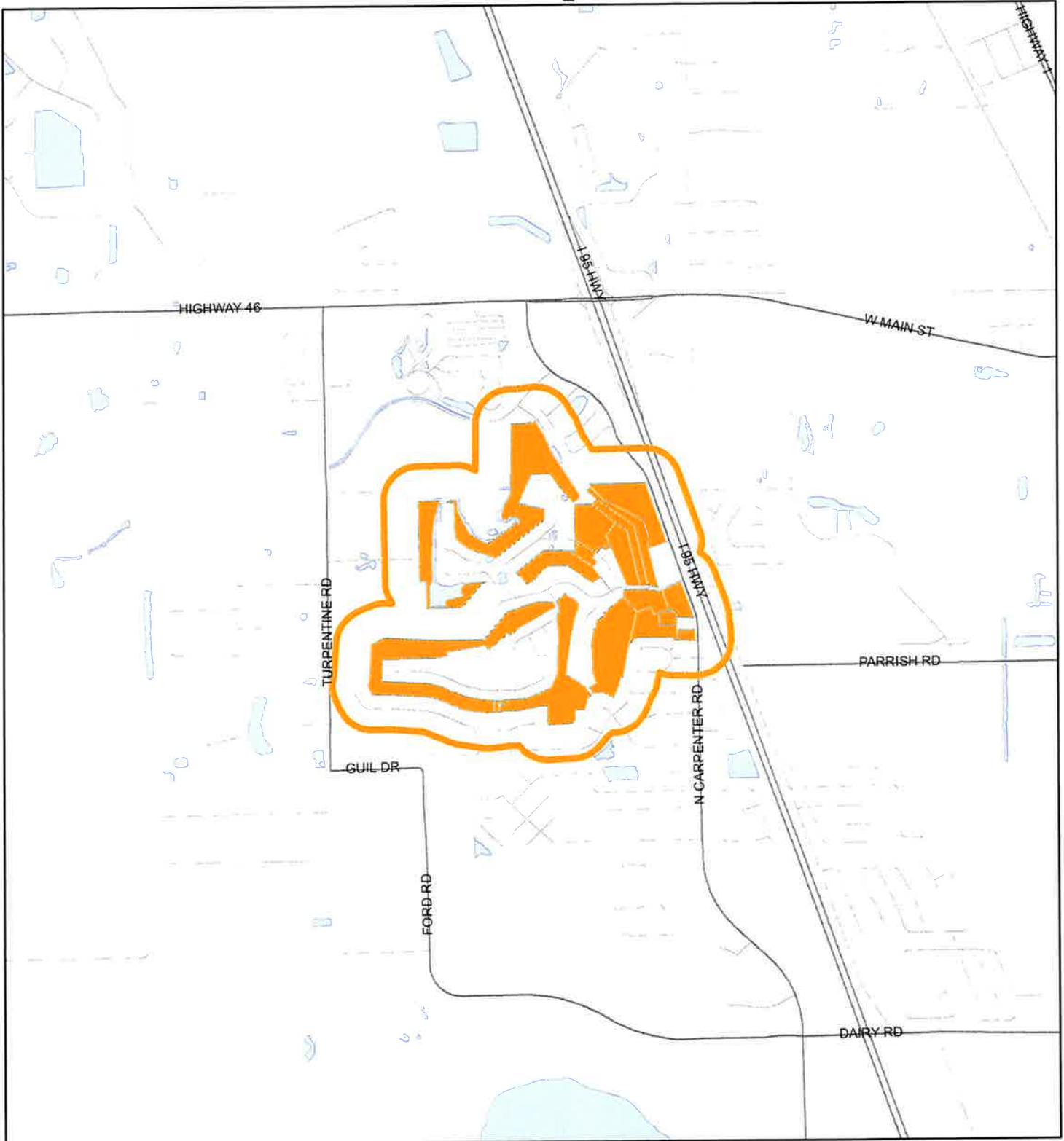
Protected (≥ 10 inches in diameter) and Specimen (≥ 24 inches in diameter) trees may exist on the parcel. A tree survey will be required at time of a site plan submittal. The applicant is encouraged to perform a tree survey prior to any site plan design to incorporate valuable vegetative communities or robust trees into the design. Per Section 62-4341(18), Specimen and Protected Trees shall be preserved or relocated on site to the Greatest Extent Feasible. Greatest Extent Feasible shall include, but not be limited to, relocation of roads, buildings, ponds, increasing building height to reduce building footprint or reducing Vehicular Use Areas. The applicant is advised to refer to Article XIII, Division 2, entitled Land Clearing, Landscaping, and Tree Protection, for specific requirements for preservation and canopy coverage requirements. Applicant should contact NRM at 321-633-2016 prior to performing any land clearing activities.

Protected Species

Federally and/or state protected species may be present on the property. Should any protected species be present, the applicant should obtain any necessary permits or clearance letters from the Florida Fish and Wildlife Conservation Commission and/or U.S. Fish and Wildlife Service prior to any plan, permit submittal, or development activity, including land clearing, as applicable.

LOCATION MAP

Sherwood Golf Club Inc
23Z00035_V2



1:24,000 or 1 inch = 2,000 feet

Buffer Distance: 500 feet

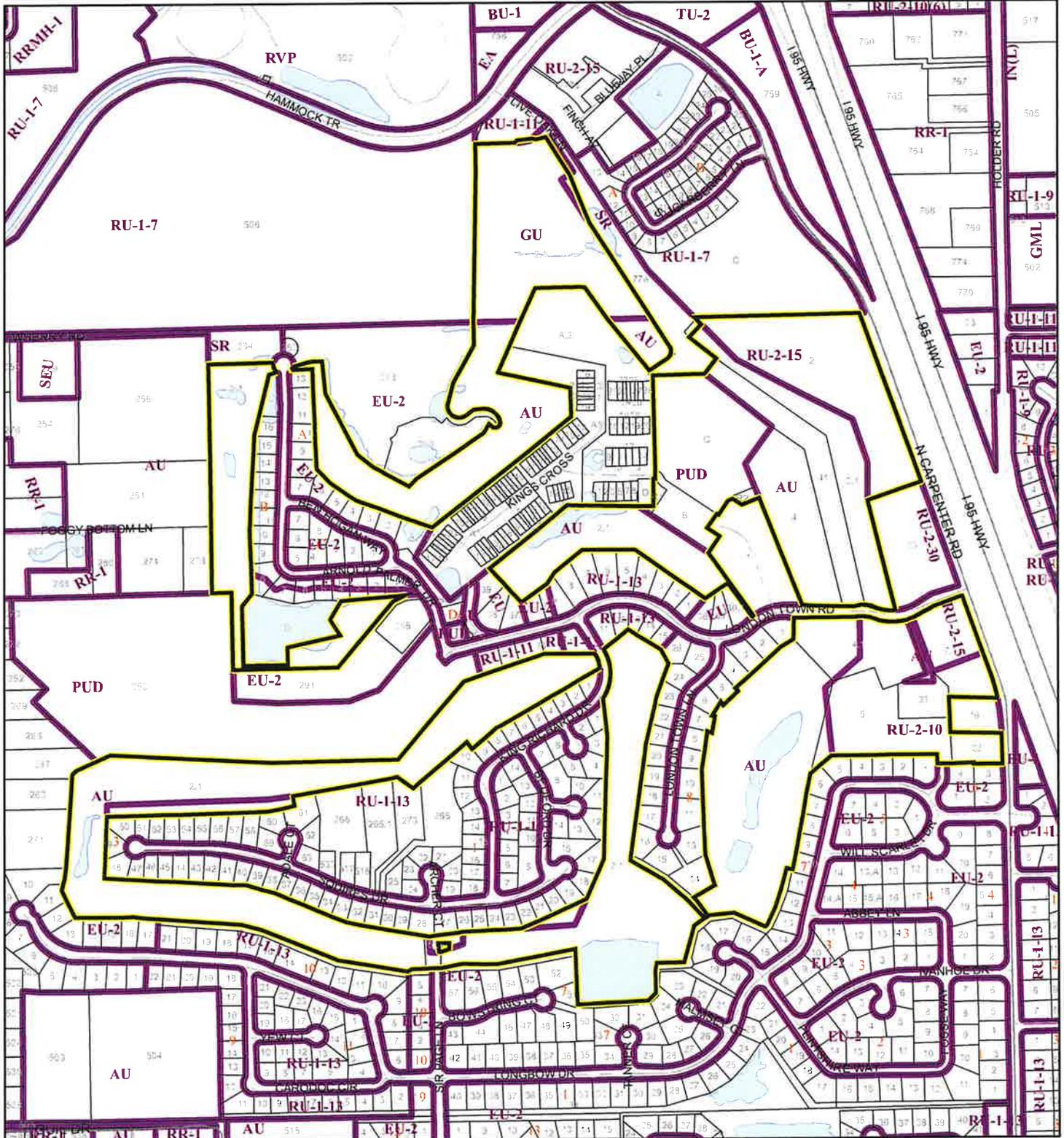
This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

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- Buffer
- Subject Property

ZONING MAP

Sherwood Golf Club Inc
23Z00035_V2



1:8,400 or 1 inch = 700 feet

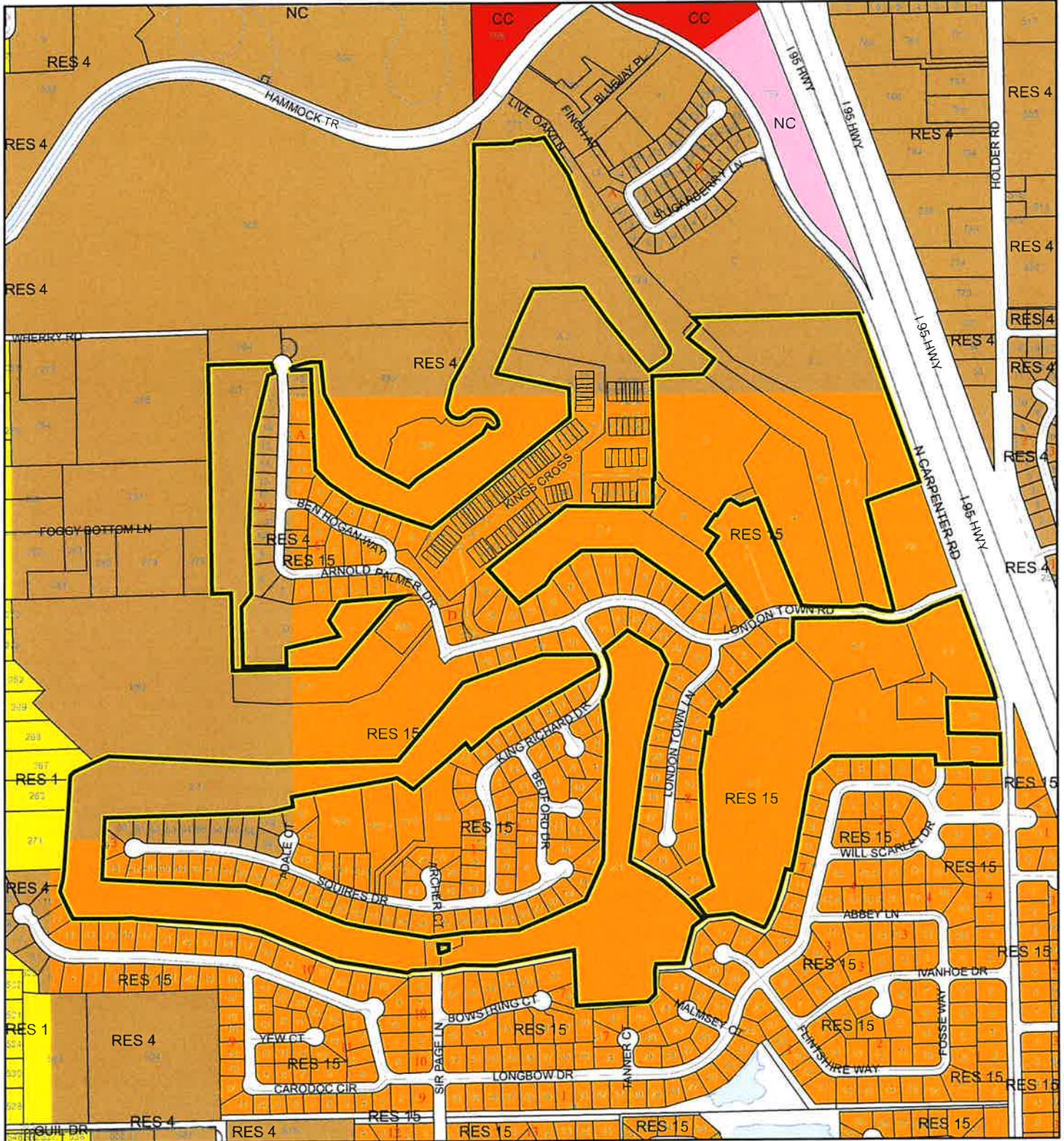
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-  Subject Property
-  Parcels
-  Zoning

FUTURE LAND USE MAP

Sherwood Golf Club Inc
23Z00035_V2



1:8,400 or 1 inch = 700 feet

— Subject Property
□ Parcels

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

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AERIAL MAP

Sherwood Golf Club Inc
23Z00035_V2



1:8,400 or 1 inch = 700 feet

PHOTO YEAR: 2024

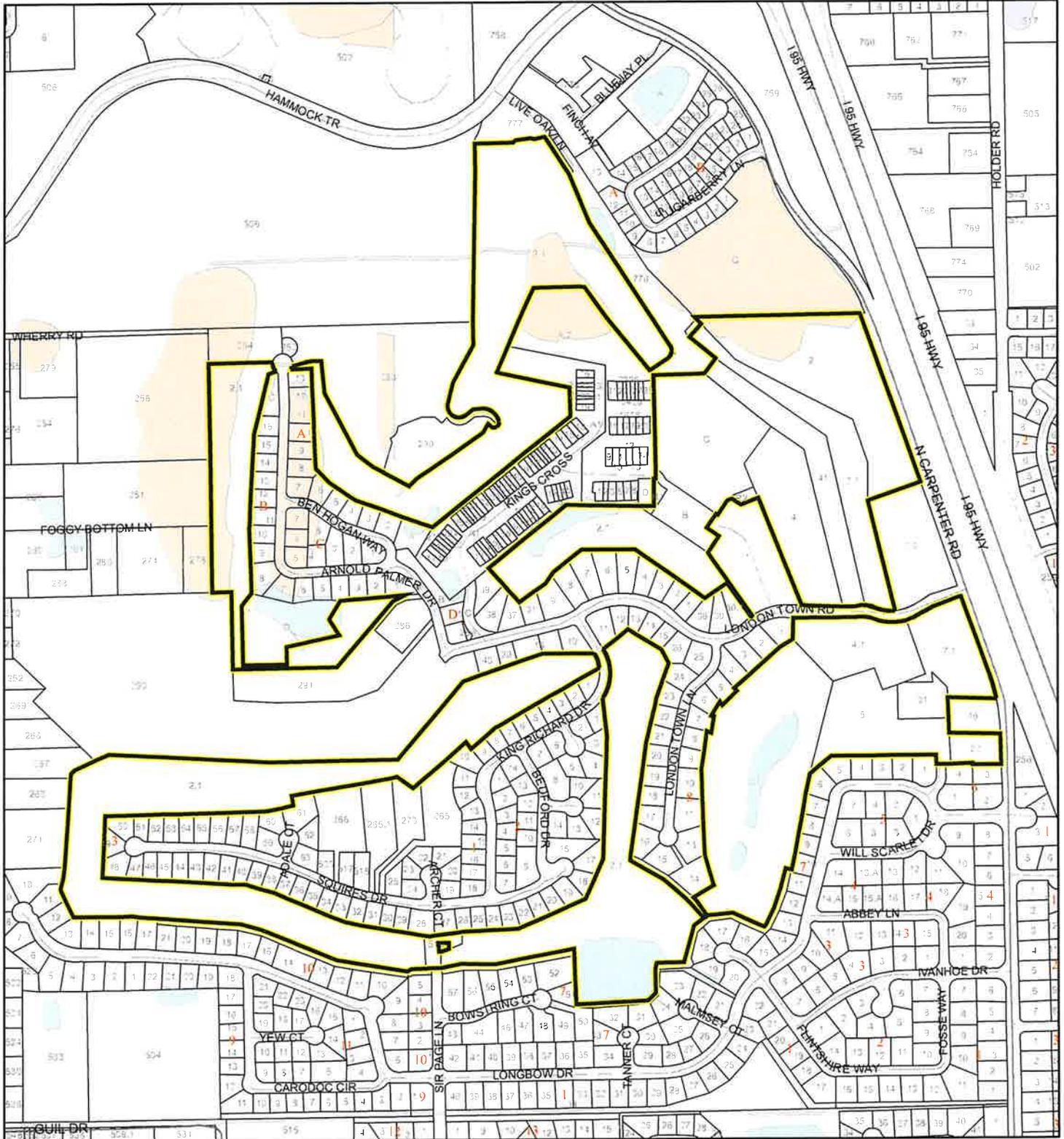
This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 7/25/2024

-  Subject Property
-  Parcels

NWI WETLANDS MAP

Sherwood Golf Club Inc
23Z00035_V2



1:8,400 or 1 inch = 700 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions herein.

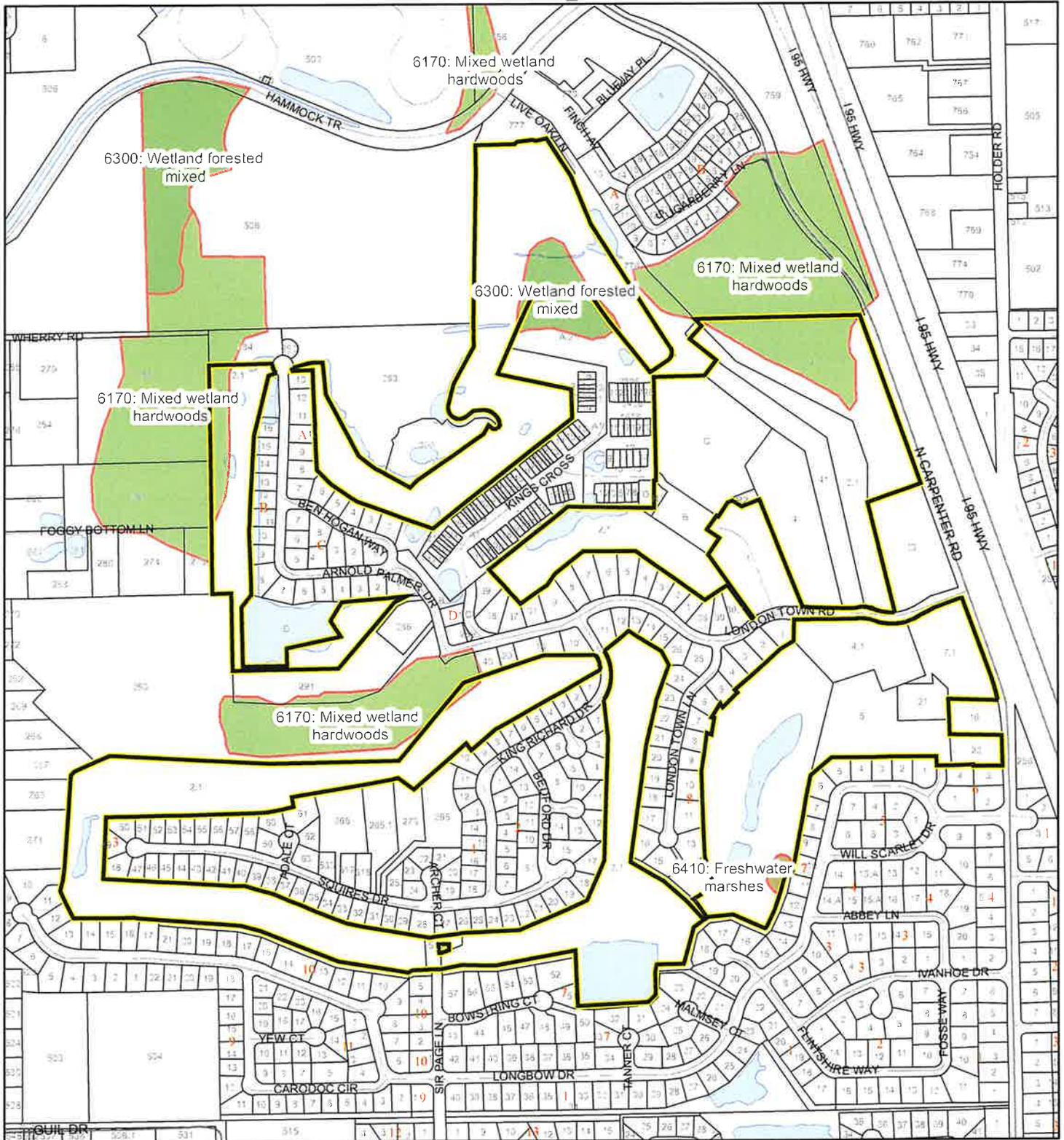
Produced by BoCC - GIS Date: 7/25/2024

National Wetlands Inventory (NWI)

- | | |
|---|--|
|  Estuarine and Marine Deepwater |  Freshwater Pond |
|  Estuarine and Marine Wetland |  Lake |
|  Freshwater Emergent Wetland |  Other |
|  Freshwater Forested/Shrub Wetland |  Riverine |
| |  Subject Property |
| |  Parcels |

SJRWMD FLUCCS WETLANDS - 6000 Series MAP

Sherwood Golf Club Inc
23Z00035_V2



1:8,400 or 1 inch = 700 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 7/25/2024

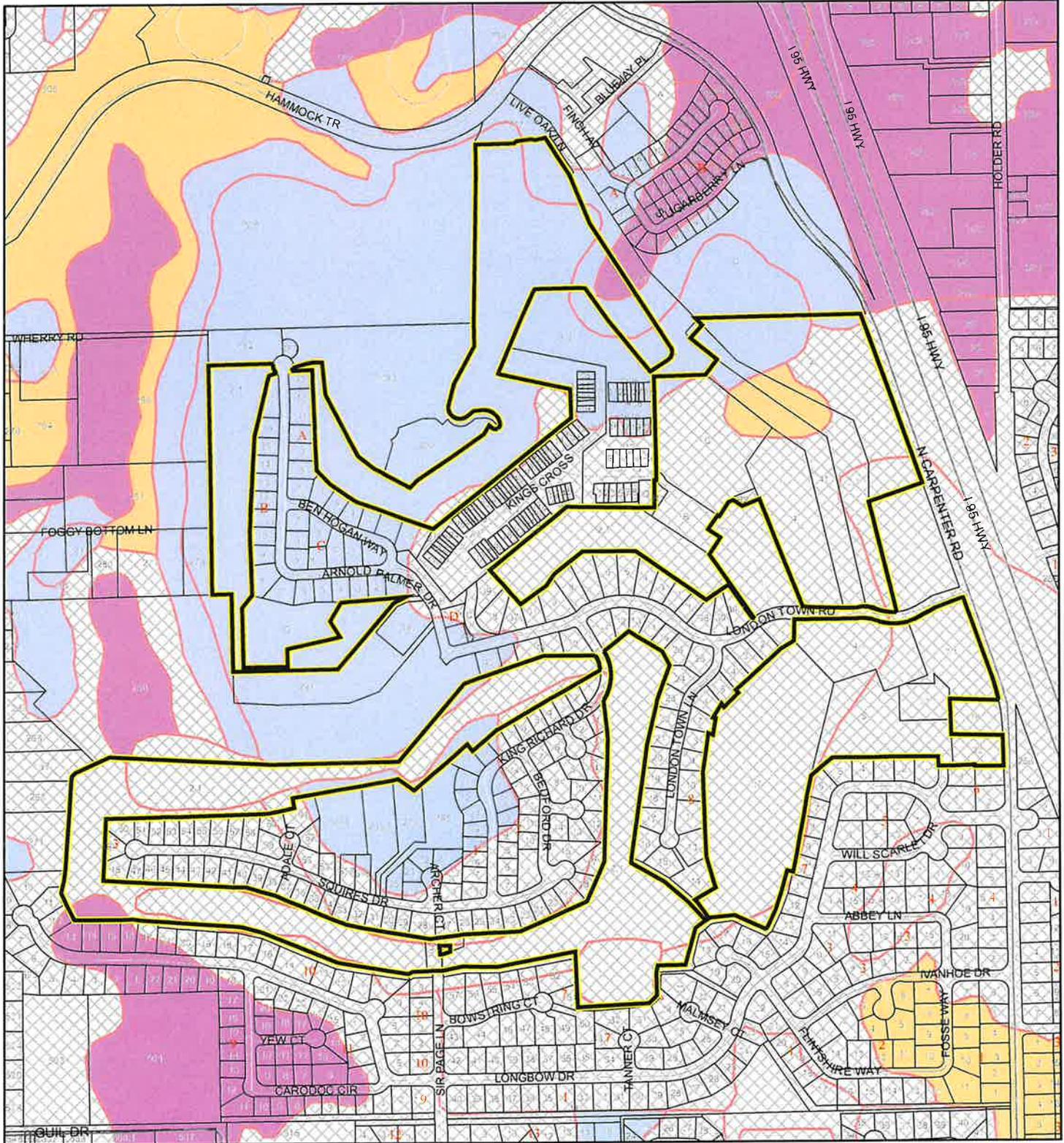
SJRWMD FLUCCS WETLANDS

- Wetland Hardwood Forests - Series 6100
- Wetland Coniferous Forest - Series 6200
- Wetland Forested Mixed - Series 6300
- Vegetated Non-Forested Wetlands - Series 6400
- Non-Vegetated Wetland - Series 6500

Subject Property Parcels

USDA SCSSS SOILS MAP

Sherwood Golf Club Inc
23Z00035_V2



1:8,400 or 1 inch = 700 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

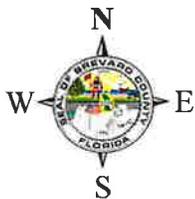
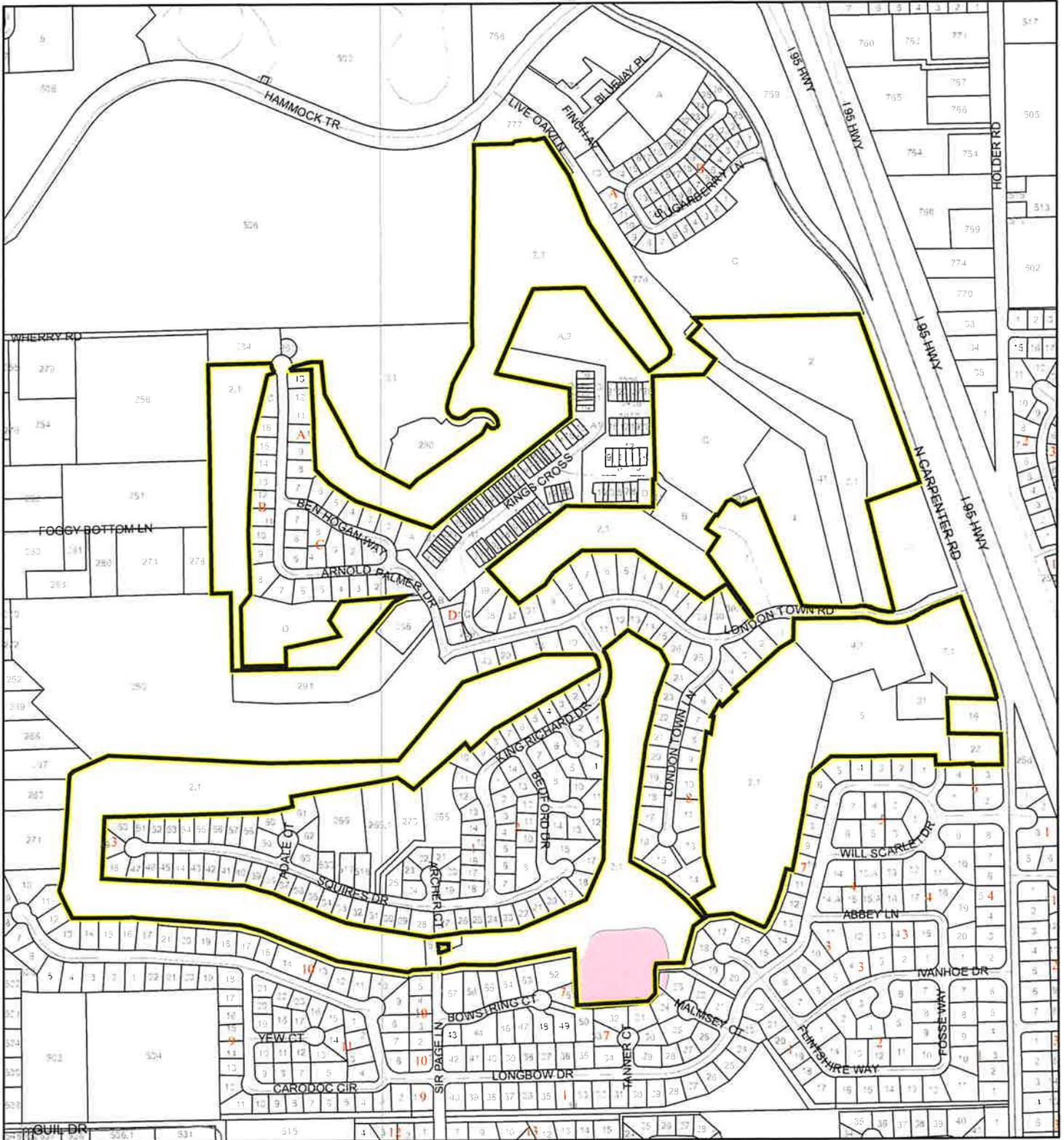
Produced by BoCC - GIS Date: 7/25/2024

USDA SCSSS Soils

- Aquifer and Hydric
- Aquifer
- Hydric
- None
- Subject Property
- Parcels

FEMA FLOOD ZONES MAP

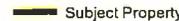
Sherwood Golf Club Inc
23Z00035_V2



1:8,400 or 1 inch = 700 feet

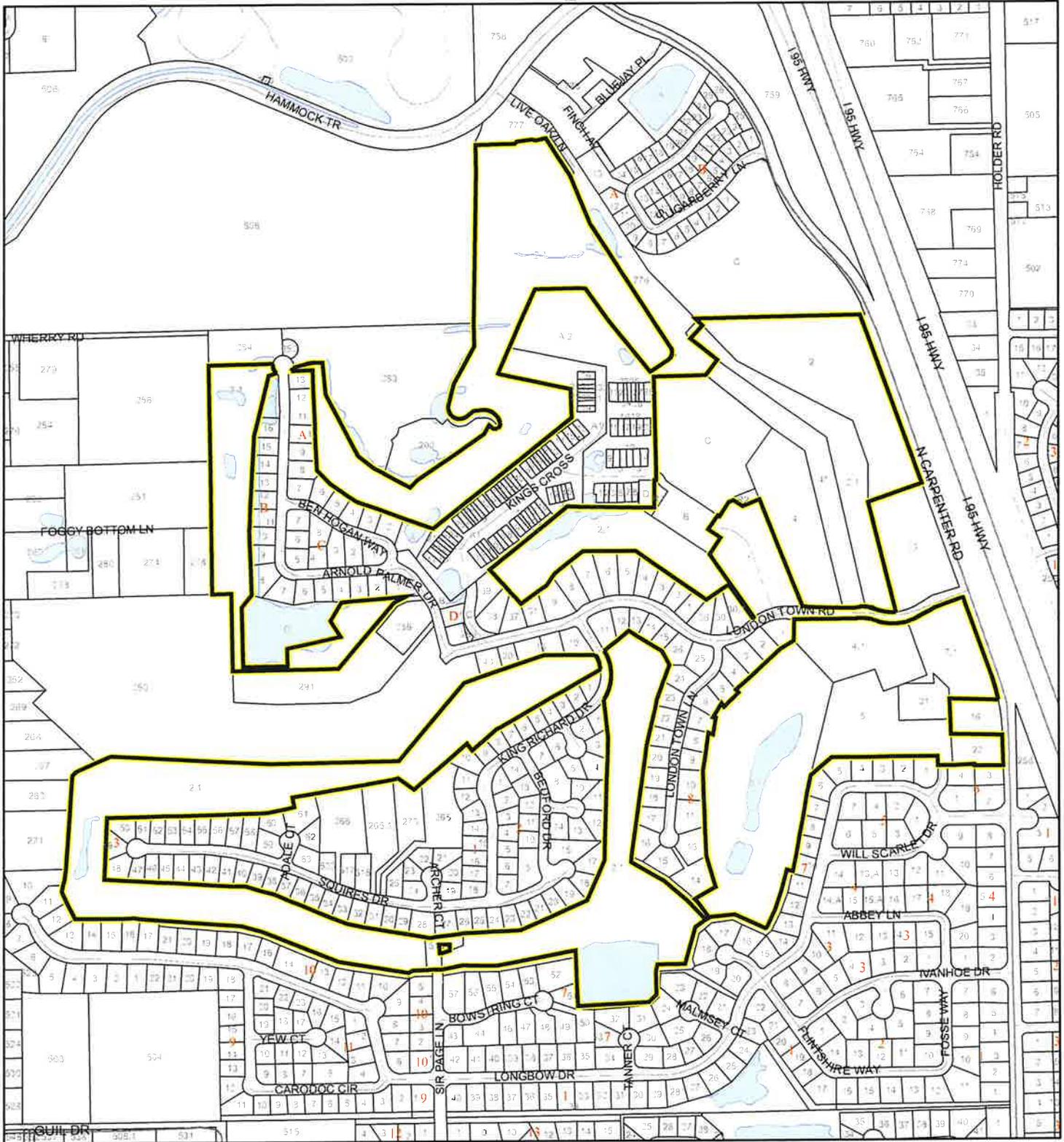
This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 7/25/2024

FEMA Flood Zones					
	A		AO		X
	AE		Open Water		Parcels
	AH		VE		Subject Property

COASTAL HIGH HAZARD AREA MAP

Sherwood Golf Club Inc
23Z00035_V2



1:8,400 or 1 inch = 700 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 7/25/2024

 Subject Property

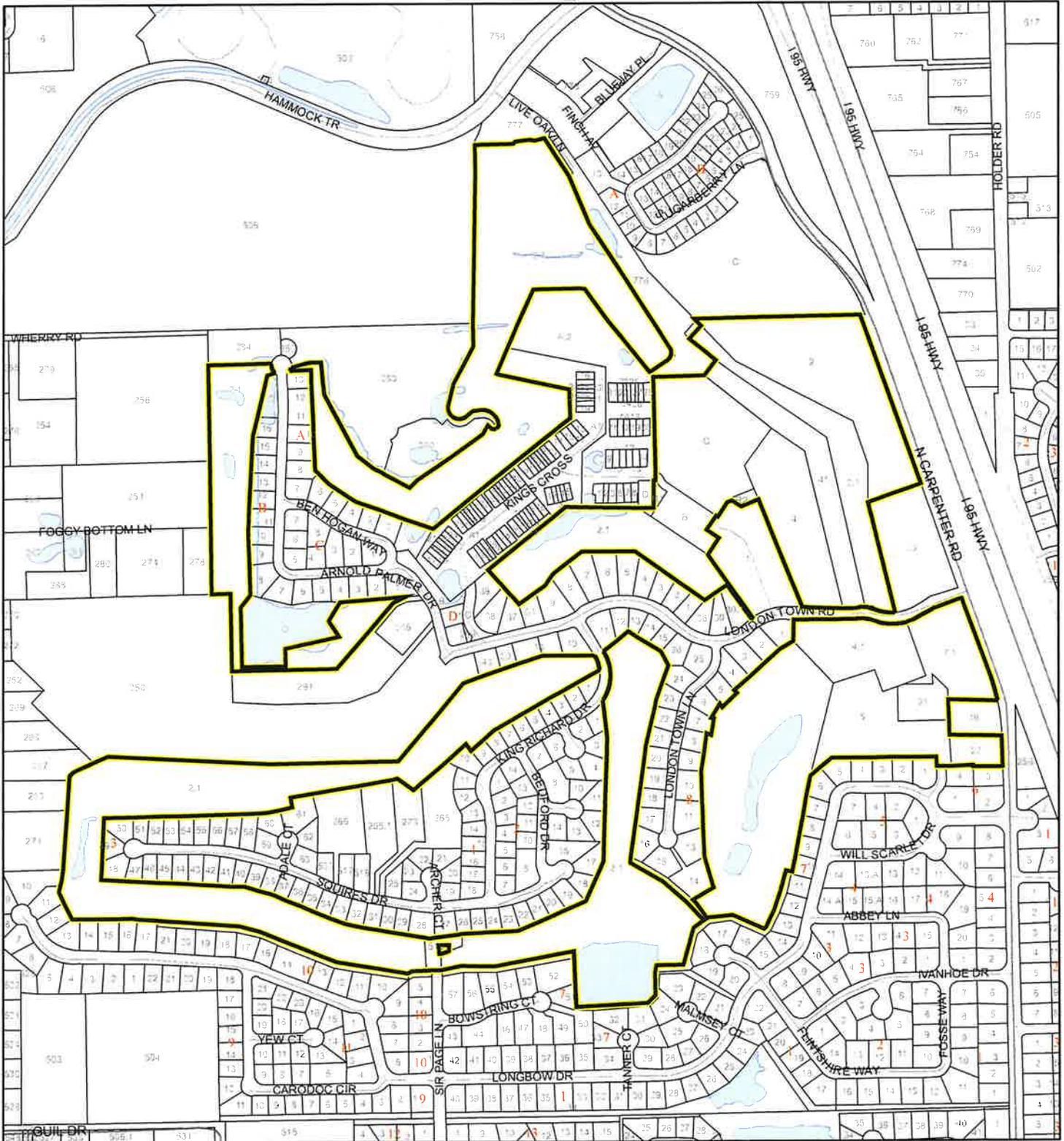
 Parcels

Coastal High Hazard Area

 SurgeZoneCat1

INDIAN RIVER LAGOON SEPTIC OVERLAY MAP

Sherwood Golf Club Inc
23Z00035 V2



1:8,400 or 1 inch = 700 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 7/25/2024

 Subject Property

 Parcels

Septic Overlay

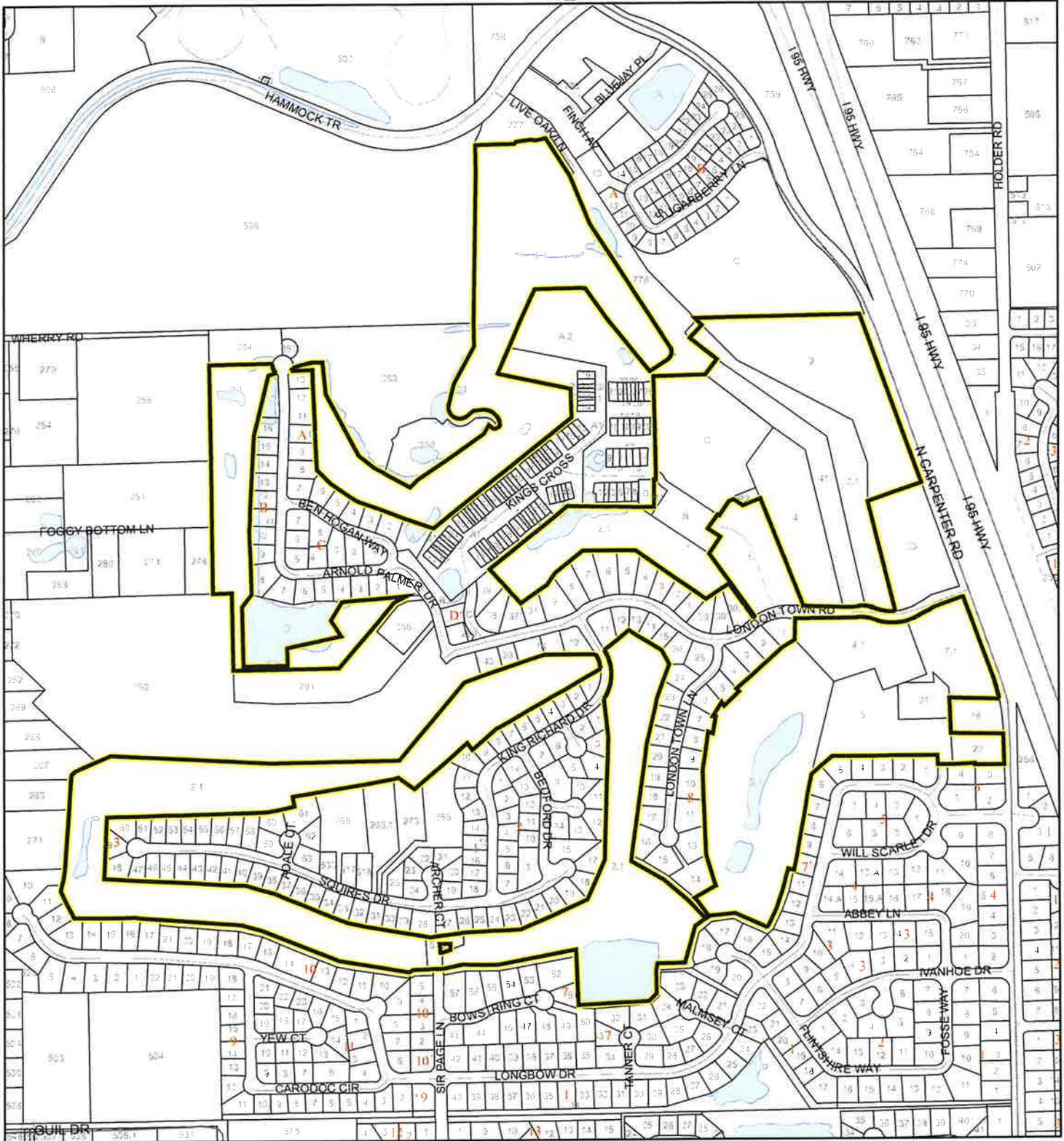
 40 Meters

 60 Meters

 All Distances

EAGLE NESTS MAP

Sherwood Golf Club Inc
23Z00035 V2



1:8,400 or 1 inch = 700 feet

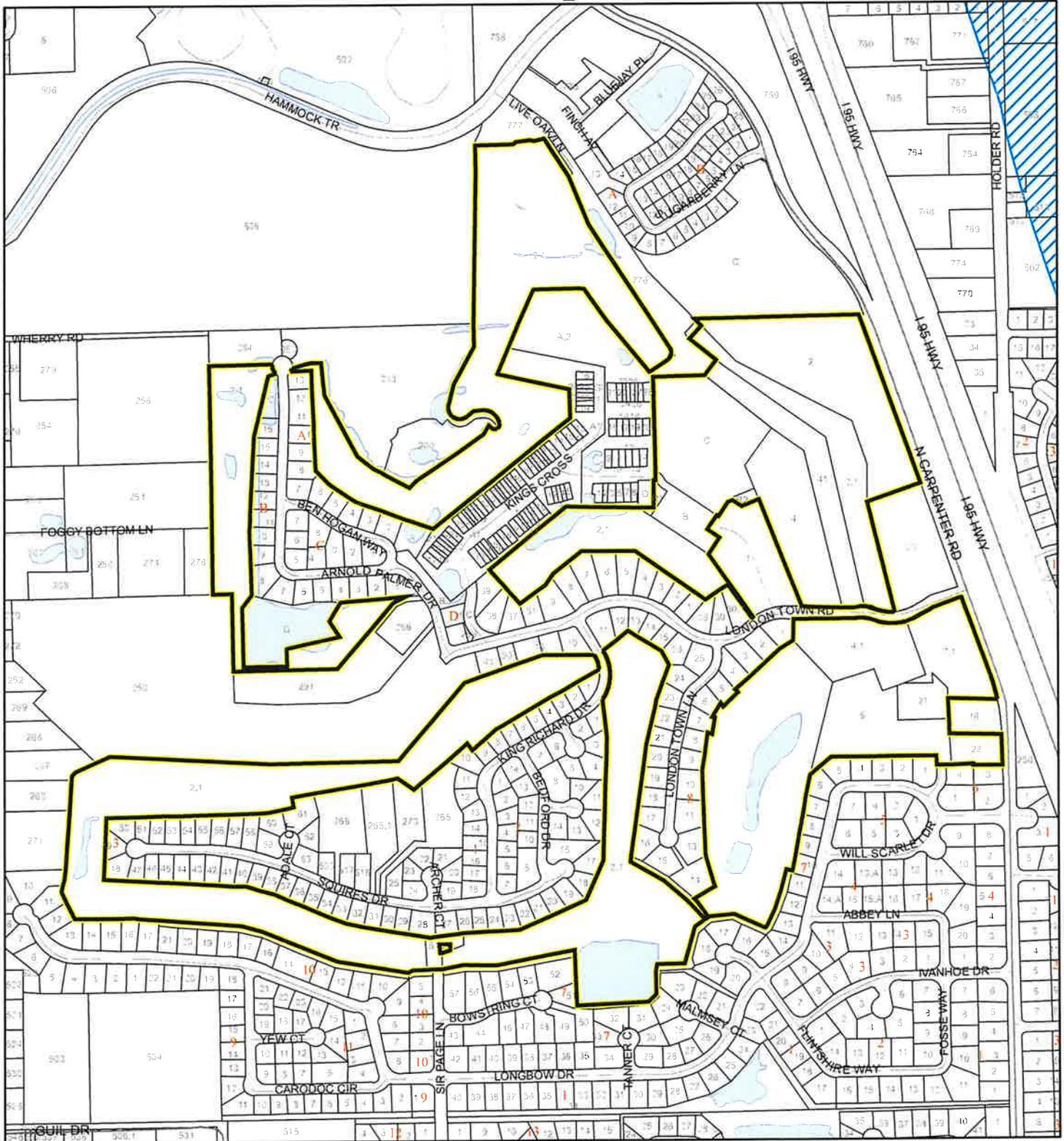
This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 7/25/2024

-  Subject Property
-  Parcels
-  Eagle Nests FWS

SCRUB JAY OCCUPANCY MAP

Sherwood Golf Club Inc
23Z00035_V2



1:8,400 or 1 inch = 700 feet

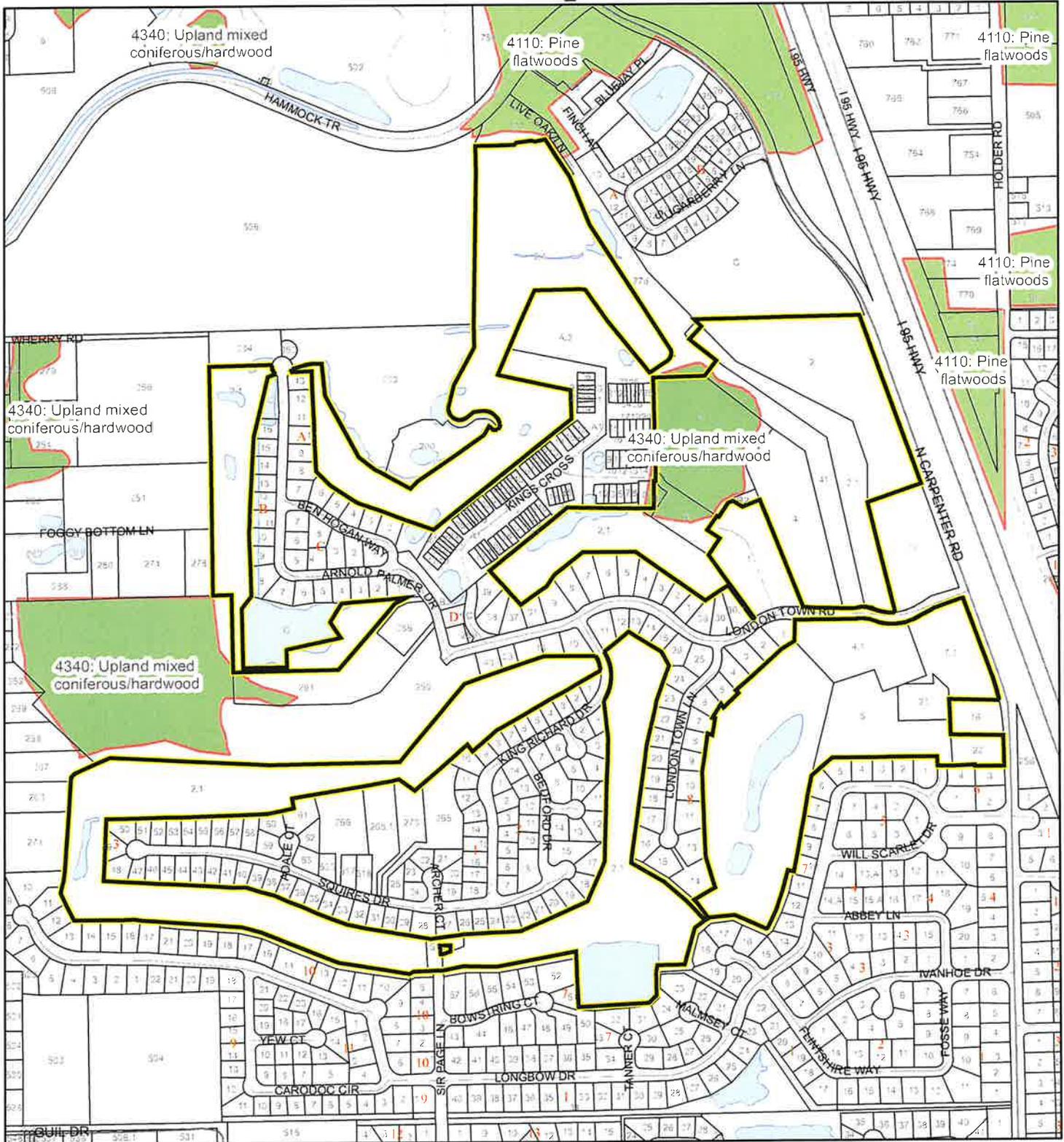
This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions herein.

Produced by BoCC - GIS Date: 7/25/2024

-  Subject Property
-  Parcels
-  Scrub Jay Occupancy

SJRWMD FLUCCS UPLAND FORESTS - 4000 Series MAP

Sherwood Golf Club Inc
23Z00035_V2



1:8,400 or 1 inch = 700 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 7/25/2024

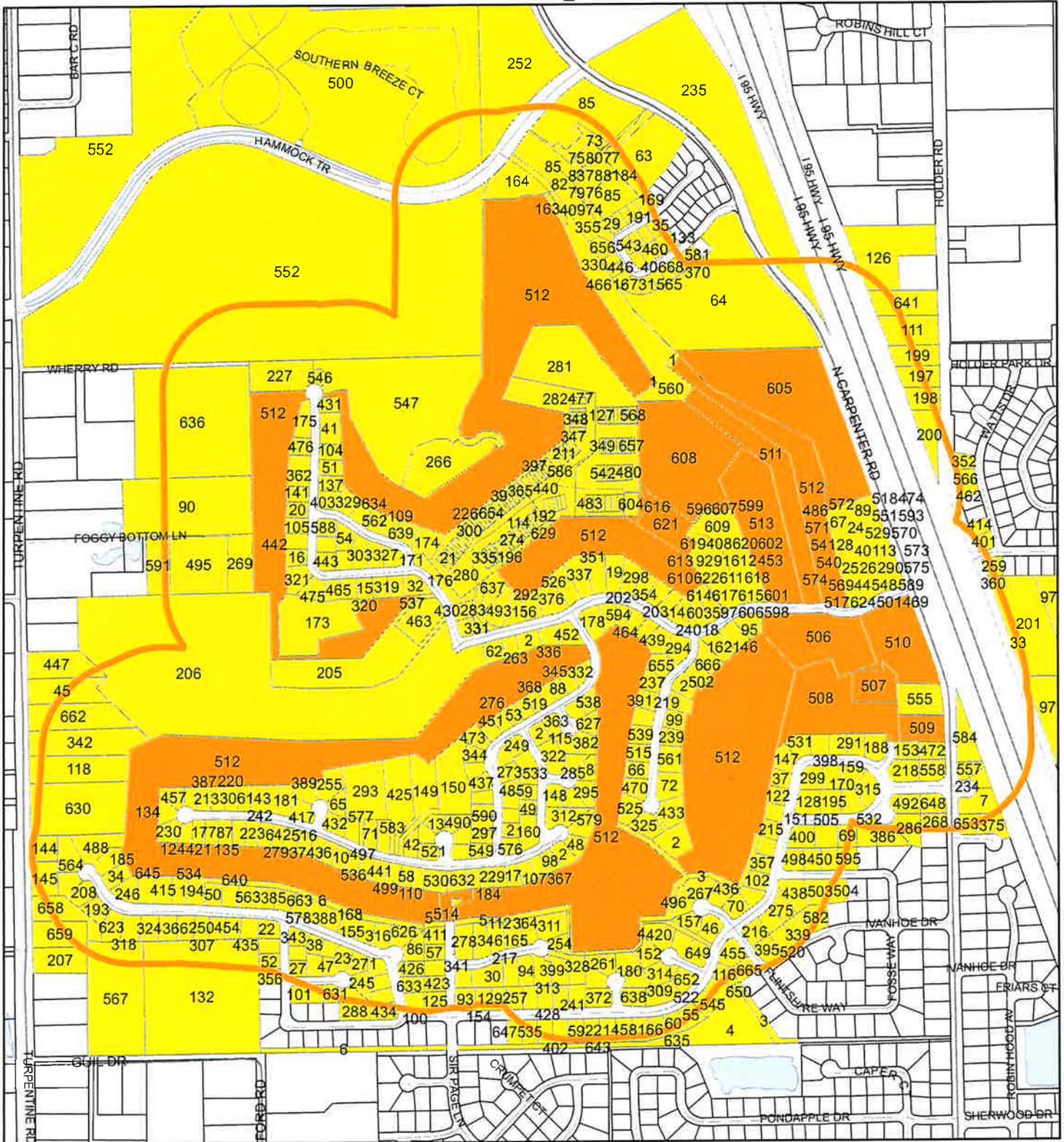
SJRWMD FLUCCS Upland Forests

- Upland Coniferous Forest - 4100 Series
- Upland Hardwood Forest - 4200 Series
- Upland Mixed Forest - 4300 Series
- Tree Plantations - 4400 Series

Subject Property Parcels

RADIUS MAP

Sherwood Golf Club Inc
23Z00035_V2



1:9,600 or 1 inch = 800 feet

Buffer Distance: 500 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 7/25/2024

- Buffer
- Subject Property
- Notify Property
- Parcels



BOARD OF COUNTY COMMISSIONERS

Planning and Development Department

2725 Judge Fran Jamieson Way
Building A, Room
114 Viera,
Florida 32940

(321)633-2070 Phone / (321)633-2074 Fax
<https://www.brevardfl.gov/PlanningDev>

Addendum #1 To PUD 23Z00035 (Sherwood Golf Club, Inc., TRSTE LLC, and Villas of Sherwood Titusville, Inc.) Staff Comments

Application PUD 23Z00035 before the Board is for a rezoning request to change the zoning classification from Medium-density Multi-family Residential (RU-2-15), Planned Unit Development (PUD), Agricultural Residential (AU), General Use (GU), Single-family Residential (RU-1-13), Single-family Residential (RU-1-11), Medium-density Multi-family Residential (RU-2-10), Estate Use Residential (EU), and Suburban Residential (SR) with BDPs to Planned Unit Development (PUD) with removal of BDPs. The Preliminary Development Plan went through several iterations with the last version having proposed 187 Single-family and 408 multi-family units.

During the Planning and Zoning advisory meeting on August 12, 2024, P&Z unanimously recommended approval with a caveat that the applicant and staff will revise the conditions. In addition, it was noted by the applicant that during this meeting that the density calculations were based on an old plan. Below are the revised density calculations and revised conditions as presented in the Agenda Report for the Board's consideration:

- Page 2 "This project proposes to construct 595 residential units within five (5) PODs with an overall density of 6.73 units per acre". Correction is 4.36 units per acre.
- Page 14 "The proposed density is 6.73 units per acre while the existing developed density in the surrounding area is 2.24 units/ac." Correction is 4.36 units per acre.
- Page 19 "This request is for an overall density of 6.73 units per acre, over five PODs (excluding POD 4). Correction is 4.36 units per acre.

1) The proposed development shall be limited to 187 SF units and 408 MF units.

2) Due to historical drainage patterns and flooding issues a drainage study with and associated master drainage plan is needed prior to construction of the first phase of the development.

3) Approval of requested waiver from Sec. 62-1446. PUD-Land Use Regulations; Sub-Section(d) Minimum lot area, frontage, and setbacks; accessory uses; Paragraph (1) – to reduce the required 5,000 sf minimum lot area to 4,000 sf. (POD III Only). All affected lots shall have substantial relationship to a 15' common open space tract directly adjacent to the affected dwelling units.

4) Approval of requested waiver from Sec. 62-1446. PUD-Land Use Regulations; Sub-Section (d) Minimum lot area, frontage, and setbacks; accessory uses; Paragraph (3) – to reduce the required minimum 20 feet rear setback to 10 feet. (POD III). This is conditioned upon POD III containing a minimum of eighteen acres of common recreation and open space as defined by Brevard County Code.

5) Approval of requested waiver from Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (1) – to reduce the required minimum 50 feet wide right-of-way to a minimum of 30 feet with 10-foot easements on each side for Pod III. The affected rights-of-way shall be private and maintained by the Homeowner’s Association.

6) Approval of requested waiver from Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (1) – to reduce the required minimum 50 feet wide right-of-way to a minimum of 30 feet with a 5-foot easement on each side for Pods I and IV. The affected rights-of-way shall be private and maintained by the Homeowner’s Association.

7) Approval of requested waiver from Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (3) to reduce the minimum 100 foot setback of the cul-de-sac right-of-way to the plat boundary to 15 feet with the inclusion of a 6’ high wall and landscaping in one (1) location (Pod III). Landscaping shall consist of a minimum of 2 shade trees per 100 LF and 4 understory trees per 100 LF.

8) Approval of requested waiver from Sec. 62-2883. General design requirements and standards.; Sub-Section (d) to replace the required 15’ perimeter buffer tract with a 15’ perimeter buffer easement, or 10’ perimeter easement where adjacent to an existing drainage easement, and allow it to be disturbed for grading, landscape, and buffer improvements, including but not limited to walls, fences, retention slopes, walking paths, and utilities (Pod III).

9) Prior to County approval of a construction plan and/or Preliminary Plat, the Developer shall: a. Execute an agreement, which may include, but is not limited to, a Proportionate Fair Share agreement, with the County addressing and/or mitigating any infrastructure deficiencies relating to the offsite transportation impacts as identified in a traffic study that is caused by the development. The agreement may include provisions requiring the developer to design, permit, and construct the identified improvements at a cost to the developer that is proportionate to the project’s impact. In addition, the agreement will identify timeframes for the necessary improvements, and monitoring and updating the traffic study as appropriate.

10) Prior to County approval of a construction plan and/or Preliminary Plat/and or Site Plan, the Developer shall demonstrate that adequate water and sewer services will be available to the development and are available prior to issuance of Certificate of Occupancy.

11) Address all staff comments regarding the PDP prior to, or concurrent with, site plan and subdivision submittals.

12) In accordance with Sec. 62-1301, if it is the opinion of the zoning official that an amendment to the PDP warrants Board evaluation, such modifications shall be submitted for Board approval.

13) Prior to County approval of a construction plan and/or Preliminary Plat and/or Site Plan, the Developer shall submit a road system condition assessment to include an evaluation of potential impacts on public safety. The study will be conducted per methodology provided for in County land development code or as otherwise agreed to with staff.

14) Prior to County approval of a construction plan and/or Preliminary Plat and/or Site Plan, the Developer shall submit a traffic calming study for the affected roadways and will identify necessary improvements to mitigate speeding and encourage preferred routing of traffic. The study will be conducted per methodology provided for in County land development code or as otherwise agreed to with staff.

Scott Ellis

Clerk Of Courts, Brevard County

#Pgs: 7 #Names: 2
Trust: 4.00 Rec: 57.00 Serv: 0.00
Excise: 0.00
Mtg: 0.00 nt Tax: 0.00

**BDP / RU-1-11
6.36 ACRES**

**THIS INSTRUMENT PREPARED BY
AND RETURNED TO:
JONATHAN M. KAMIN, ESQUIRE
GOLDBERG, KAMIN AND GARVIN
1806 FRICK BUILDING, 437 GRANT STREET
PITTSBURGH, PA 15219-6101**

CFN:2006084950 03-23-2006 09:52 am
OR Book/Page: **5620 / 5603**

BINDING DEVELOPMENT PLAN

THIS AGREEMENT, entered into this ___ day of _____, 2006, between the BOARD OF COUNTY COMMISSIONERS OF BREVARD COUNTY, FLORIDA, a political, subdivision of the State of Florida (hereinafter referred to as "County") and VERO-PITTSBURGH PARTNERS, LLC, a Florida Limited Liability Company, whose office address is 300 Weyman Road, Suite 210, Pittsburgh, PA 15236, (hereinafter referred to as "Developer").

RECITALS:

WHEREAS, Developer owns, by virtue of a Warranty Deed recorded in the Office of the Clerk of Brevard County, Florida in Official Records Book 5495, Page 1377, that certain parcel of property, which is more particularly described in Exhibit "A", which is attached hereto and is incorporated by reference herein (hereinafter referred to as "Property"). The Property is also known in the Office of Property Appraiser of Brevard County as Parcel I.D. #21-34-13-00-00752.0; and

WHEREAS, the County and the Developer desire to enter into a Binding Development Plan for the purpose of assuring both the County and the Developer that the proposed development will be built in accordance with the representations of the Developer; and

WHEREAS, the County is authorized to regulate development of the Property.

NOW, THEREFORE, the Parties hereto agree as follows:

711158

RETURN: Clerk to the Board #27

U



1. The County shall not be required or obligated in any way to construct or maintain or participate in any way in the construction or maintenance of the improvements (other than street improvements and maintenance once the same have been dedicated to and accepted by the County). It is the intent of the Parties that the Developer, its grantees, successors or assigns in interest or some other association and/or assigns satisfactory to the County shall be responsible for the maintenance of any improvements.

2. The Developer shall not erect more than three (3) dwelling units on the portion of the Property which has been rezoned to RU-1-11, which is more particularly described in Exhibit "B", which is attached hereto and is incorporated by reference herein (hereinafter referred to as "Rezoned Property"). The Developer shall have the right to use the remaining portion of the Property in accordance with the provisions of its GU zoning, or such other designations as may be applicable.

3. The Parties agree that violation of this Agreement will also constitute a violation of the Zoning Classification and this Agreement may be enforced by Sections 1.7 and 62-5, Code of Ordinances of Brevard County, as amended.

4. Developer shall comply with all regulations and ordinances of Brevard County, Florida. This agreement constitutes Developer's agreement to meet additional standards or restrictions in developing the Properties. This agreement provides no vested rights against changes to the comprehensive plan or land development regulations as they may apply to this Property.

5. Developer, upon execution of this agreement, shall pay to the County the cost of recording this agreement in Brevard County, Florida.

6. This agreement shall be binding and shall inure to the benefit of the successors or assigns of the Parties and shall run with the subject Property unless or until rezoned and be binding upon any person, firm or corporation who may become the successor in interest directly or indirectly to the subject Property. If the Property is

Z11158 (b)

annexed into a municipality, the municipality may enforce the agreement or declare it null and void.

IN WITNESS WHEREOF, the Parties hereto have caused these presents to the signed all as of the date and year first written above.

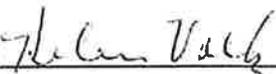
COUNTY:

BOARD OF COUNTY COMMISSIONERS
OF BREVARD COUNTY, FLORIDA
2725 Judge Fran Jamieson Way
Viera, FL 32940

ATTEST:



Scott Ellis, Clerk
(SEAL)

By: 

Helen Voltz, Chair

As approved by the Board on March 21, 2006

STATE OF FLORIDA §
COUNTY OF BREVARD §

The foregoing instrument was acknowledged before me this 21 day of March, 2006, by, Helen Voltz, as Chairman of the Board of County Commissioners of Brevard County, Florida, who is personally known to me or who has produced _____ as identification.



Commission No.:



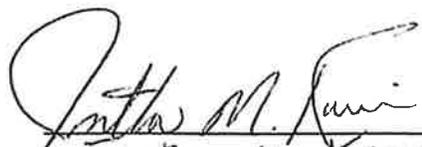
Notary Public

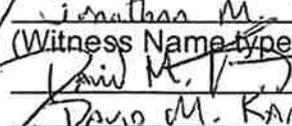
Tamara J. Ricard
(Name typed, printed or stamped)

WITNESSES:

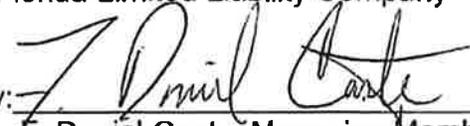
DEVELOPER:

VERO-PITTSBURGH PARTNERS, LLC,
a Florida Limited Liability Company



Jonathan M. Kamin
(Witness Name typed or printed)


David M. Kamin
(Witness Name typed or printed)

By: 

F. Daniel Caste, Managing Member of
Welcast Partners, LLC, which is the
General Partner of Caste-Woodland
Partners, L.P., which is a Managing
Member of Vero-Pittsburgh Partners, LLC

Z11158 



COMMONWEALTH OF PENNSYLVANIA §
COUNTY OF ALLEGHENY §

The foregoing instrument was acknowledged before me this 6th day of March, 2006, by, F. Daniel Caste, Managing Member of Welcast Partners, LLC, which is the General Partner of Caste-Woodland Partners, L.P., which is a Managing Member of Vero-Pittsburgh Partners, LLC, on behalf of Vero-Pittsburgh Partners, LLC, who is personally known to me or who has produced his driver's license as identification.

My commission expires:

Donna J. Hirschfield
Notary Public

SEAL

Commission No.:

Donna J. Hirschfield
(Name typed, printed or stamped)

COMMONWEALTH OF PENNSYLVANIA

Notarial Seal
Donna J. Hirschfield, Notary Public
City Of Pittsburgh, Allegheny County
My Commission Expires July 22, 2008

Member, Pennsylvania Association Of Notaries

211158



EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

Tax Parcel 752, as recorded in ORB 5495, Pages 1377 through 1388, Public Records, Brevard County, Florida. Section 13, Township 21, Range 34 on 6.36 acres.

211158

EXHIBIT "B"

LEGAL DESCRIPTION OF THE REZONED PROPERTY

A parcel of land lying in the Southeast 1/4 of Section 13, Township 21 South, Range 34 East, Brevard County, Florida, described as follows: commencing at the Southwest corner of the Southeast 1/4 of said Section 13, thence N. 00° 56' 18" W., along the West line of said Southeast 1/4 of Section 13, a distance of 898.60 feet to the point of beginning of the land herein described; thence continue N. 00° 56' 18" W., along said line, 84.42 feet to a point lying on the Southerly right of way line of Hammock Trail as described in Official Records Book 1212, Page 917 of the public records of Brevard County, Florida and said right of way line being the arc of a circular curve, concave Northwesterly, having a radius of 644.65 feet and to which point a radial line bears S. 33° 25' 34" E.; thence Northeasterly, along the arc of said curve, through a central angle of 22° 14' 51", 250.31 feet to a point lying on the Westerly line of the parcel of land described in Official Records Book 2676, Page 0012 of the public records of Brevard County, Florida; thence along the Westerly boundary of said parcel of land, the following two courses and distances; thence S. 54° 21' 29" E., 247.45 feet; thence S. 32° 57' 46" E., 82.36 feet; thence S. 78° 03' 33" W., 123.00 feet; thence N. 77° 42' 41" W., 18.00 feet; thence S. 83° 32' 24" W., 76.00 feet; thence S. 40° 24' 42" W., 16.00 feet; thence S. 89° 03' 23" W., 198.00 feet to the point of beginning.

Containing 1.45 acres more or less.

Z11158

105

RETURN: Clerk to the Board #27

RETURN: Clerk to the Board #27

JOINDER IN BINDING DEVELOPMENT PLAN

KNOW ALL MEN BY THESE PRESENTS, that the undersigned, being the authorized agent and signatory for the owner and holder of that certain Mortgage dated July 6, 2005, given by Vero-Pittsburgh Partners, LLC, as Mortgagor, in favor of the undersigned, S & T Bank, as Mortgagee, recorded in Official Records Book 5495, Page 1389, Public Records of Brevard County, Florida, and encumbering lands described in said Mortgage, does hereby join in the foregoing Binding Development Plan, for the purpose of subordinating the lien of the undersigned's Mortgage to said Binding Development Plan.

WITNESSES:

MORTGAGEE NAME/ADDRESS:

S & T Bank
800 Philadelphia Street
Indiana, PA 15701

Susan D. Scarnato

Michelle Petrowsky, SVP

Susan D. Scarnato
(Witness name typed or printed)

Michelle Petrowsky, SVP
Authorized Agent

Susan D. Scarnato

Susan D. Scarnato
(Witness name typed or printed)

MICHELLE PETROWSKY
(Name typed, printed or stamped) &
Title of Agent)

COMMONWEALTH OF PENNSYLVANIA)

) SS:

COUNTY OF Indiana)

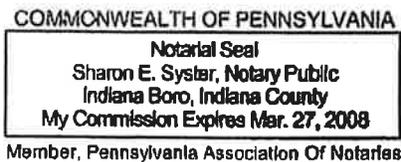
The foregoing instrument was acknowledged before me this 24th day of January, 2006, by Michelle Petrowsky SVP, who is personally known to me or who has produced _____ as identification.

My commission expires: 3-27-08

Sharon E. Syster
Notary Public

SEAL

Sharon E. Syster
(Name typed, printed or stamped)



711158

12

RETURN: Clerk to the Board #27

BINDING DEVELOPMENT PLAN

THIS AGREEMENT, entered into this 19 day of February, 2013 between the BOARD OF COUNTY COMMISSIONERS OF BREVARD COUNTY, FLORIDA, a political subdivision of the State of Florida (hereinafter referred to as "County") and SHERWOOD LANDS, LLC, a Florida corporation (hereinafter referred to as "Developer/Owner").

RECITALS

WHEREAS, Developer/Owner owns property (hereinafter referred to as the "Property") located on the south side of London Town Road, approximately 300 feet west of North Carpenter Road (in the Titusville area), in Brevard County, Florida, as more particularly described in Exhibit "A" attached hereto and incorporated herein by this reference;

WHEREAS, Developer/Owner plans to the develop the Property into a condominium development, as shown in Exhibit "B" (Site Plan) attached hereto and is incorporated herein by this reference; and,

WHEREAS, Developer/Owner has requested the amendment of an existing BSP in an RU-2-10 zoning classification on 7.766 Acres, more or less.

WHEREAS, the County is authorized to regulate development of the Property.

NOW THEREFORE, the parties agree as follows:

1. The County shall not be required or obligated in any way to construct or maintain or participate in any way in the construction or maintenance of the improvements. It is the intent of the parties that the Developer/Owner, its grantees, successors or assigns in interest or some other association and/or assigns satisfactory to the County shall be responsible for the maintenance of any improvements.
2. Developer/Owner shall provide a 50-foot setback for Buildings 3 and 4 and a 20-foot setback for Building 2, as shown on the site plan - Exhibit "B", and shall plant mature trees and shrubs between buildings along the south property line and the abutting single-family homes on lots 1-5.
3. Developer/Owner shall comply with all regulations and ordinances of Brevard County, Florida. This Agreement constitutes Developer/Owner's agreement to meet additional standards or restrictions in developing the Property. This agreement provides no vested rights against changes to the Comprehensive Plan or land development regulations as they may apply to this Property.
4. Developer/Owner, upon execution of this Agreement, shall pay to the County the cost of recording this Agreement in the Public Records of Brevard County, Florida.
5. This Agreement shall be binding and shall inure to the benefit of the successors or assigns of the parties and shall run with the subject Property unless or until rezoned and be binding upon any person, firm or corporation who become the successor in interest directly or indirectly to the subject Property, and be



RETURN: Clerk to the Board #27

subject to the above referenced conditions as approved by the Board of County Commissioners on November 1, 2012. In the event the subject Property is annexed into a municipality and rezoned, this Agreement shall be null and void.

6. Violation of this Agreement will also constitute a violation of the Zoning Classification and the Agreement may be enforced by Sections 1.7 and 62-5, Code of Ordinances of Brevard County, Florida, as it may be amended.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be signed all as of the date and year first written above.

ATTEST:

[Signature]
Scott Ellis, Clerk
(SEAL)

BOARD OF COUNTY COMMISSIONERS
OF BREVARD COUNTY, FLORIDA
2725 Judge Fran Jamieson Way
Viera, FL 32840
[Signature]
Andy Anderson
Chairman
As approved by the Board on 2-19-13

(Please note: You must have two witnesses and a notary for each signature required. The notary may serve as one witness.)

WITNESSES:

[Signature]
(Witness Name typed or printed)

SALVATORE LOPEZ
Donna Chchayeb
Donna Chchayeb
(Witness Name typed or printed)

DEVELOPER/OWNER: SHERWOOD LANDS, LLC

91 Victor Heights Pkwy
Victor, New York 14564
(Address)

[Signature]
(Managing Member)
PRIMO DI FELICE
(Name typed, printed or stamped)

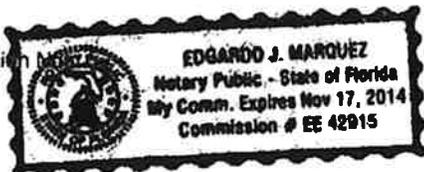
STATE OF FLORIDA

COUNTY OF BREVARD

The foregoing instrument was acknowledged before me this 20th day of January, 2013, by Primo Di Felice, Managing Member of Sherwood Lands, LLC, who is personally known to me or who has produced NY Drivers License as identification.

My commission expires

SEAL
Commission



[Signature]
Notary Public
Edgardo J. Marquez
(Name typed, printed or stamped)

RETURN: Clerk to the Board #27

EXHIBIT A**LEGAL DESCRIPTION**

PART OF THE NORTHEAST 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA. BEING THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 6505, PAGE 1750 AND OFFICIAL RECORDS BOOK 6547, PAGE 15 OF THE PUBLIC RECORDS OF BREVARD COUNTY FLORIDA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LOT 3, BLOCK 6, SHERWOOD ESTATES UNIT NO. 6 AS RECORDED IN PLAT BOOK 19, PAGE 118, PUBLIC RECORDS OF BREVARD COUNTY FLORIDA. THENCE S.89°08'35" W. ALONG THE NORTH LINE OF SAID LOT 3, 150.00 FT. TO THE EAST LINE OF LOT 4 OF SAID BLOCK 6; THENCE N.0°50'27" W. ALONG SAID WEST LINE, 10.00 FT. TO THE NORTHEAST CORNER OF SAID LOT 4; THENCE S.89°08'46" W. ALONG THE NORTH LINE OF SAID LOT 4 AND THE NORTH LINE OF TAMWORTH STREET AS SHOWN ON SAID PLAT OF SHERWOOD ESTATES UNIT NO. 6, 191.80 FT. TO THE EAST LINE OF LOT 1, BLOCK 7, OF THE PLAT OF SHERWOOD ESTATES UNIT NO. 7, AS RECORDED IN PLAT BOOK 20, PAGE 96, OF SAID PUBLIC RECORDS; THENCE N. 0°59'02" W. ALONG SAID EAST LINE, 40.00 FT. TO THE NORTHEAST CORNER THEREOF; THENCE ALONG THE NORTH AND WESTERLY LINE OF SAID BLOCK 7, THE FOLLOWING FOUR (4) COURSES; S. 89°00'58" W. 119.00 FT.; N. 85°16'24" W. 100.50 FT.; S. 89°00'58" W. 300.00 FT.; S. 48°22'12" W. 135.37 FT., TO THE WEST LINE OF "PARCEL V" OF SAID LAND DESCRIBED IN OFFICIAL RECORDS BOOK 6505, PAGE 1750; THENCE N. 13°47'03" E. ALONG SAID WEST LINE, 461.63 FT. TO THE NORTHWEST CORNER THEREOF; THENCE N. 70°07'40" E. ALONG THE NORTHERLY LINE OF SAID PARCEL V, 225.00 FT. TO THE NORTHEAST CORNER THEREOF; THENCE S. 19°52'20" E. ALONG THE EASTERLY LINE OF SAID PARCEL V, 110.00 FT. TO THE NORTHERLY LINE THEREOF; THENCE N. 70°07'30" E. ALONG SAID NORTHERLY LINE AND AN EASTERLY PROJECTION THEREOF, 237.20 FT. TO THE SOUTHWEST CORNER OF PARCEL 2 OF SAID LAND DESCRIBED IN OFFICIAL RECORDS BOOK 6547, PAGE 15; THENCE N. 19°51'40" W. ALONG THE WESTERLY LINE OF SAID PARCEL 2, 291.18 FT. TO THE NORTHWEST CORNER THEREOF, SAID CORNER BEING ON THE SOUTH RIGHT-OF-WAY LINE OF LONDON TOWN ROAD (A 60 FT. RW) AS SHOWN ON SAID PLAT OF SHERWOOD ESTATES UNIT NO. 7 AND BEING ON THE ARC OF A CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 380.00 FT. FROM WHICH A RADIAL LINE BEARS N.13°01'22" W.; THENCE EASTERLY ALONG SAID RIGHT-OF-WAY AND ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°50'38" A DISTANCE OF 124.98 FT. TO A POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 150.00 FT.; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°00'20" A DISTANCE OF 31.43 FT. TO THE POINT OF TANGENCY; THENCE N.70°08'20" E. ALONG SAID SOUTH RIGHT-OF-WAY LINE, 144.51 FT. TO THE WEST RIGHT-OF-WAY LINE OF NORTH CARPENTER ROAD (A 66 FT. RW); THENCE S.19°51'40" E. ALONG SAID WEST RIGHT-OF-WAY LINE, 410.03 FT. TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 1000.00 FT.; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 7°08'58" A DISTANCE OF 124.78 FT. TO THE NORTHEAST CORNER OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 2312, PAGE 1852, OF SAID PUBLIC RECORDS; THENCE S.89°09'33" W. ALONG THE NORTH LINE OF SAID LAND, 250.27 FT. TO THE NORTHWEST CORNER THEREOF; THENCE S.1°39'24" E. ALONG THE WEST LINE OF SAID LAND, 170.00 FT. TO THE SOUTHWEST CORNER THEREOF; THENCE N.88°09'33" E. ALONG THE SOUTH LINE OF SAID LAND, 268.60 FT. TO THE SOUTHEAST CORNER THEREOF AND SAID WEST RIGHT-OF-WAY LINE OF NORTH CARPENTER ROAD, SAID CORNER BEING ON THE ARC OF A CURVE CONCAVE WESTERLY HAVING A RADIUS OF 1000.00 FT.; THENCE SOUTH ALONG THE ARC OF SAID CURVE AND SAID WEST RIGHT-OF-WAY LINE THROUGH A CENTRAL ANGLE OF 2°02'50", A DISTANCE OF 35.73 FT. TO THE POINT OF TANGENCY; THENCES.0°50'27" E. ALONG SAID WEST RIGHT-OF-WAY LINE 131.52 FT. TO THE POINT OF BEGINNING.



CITIZEN PARTICIPATION REPORT
SHERWOOD PUD 23Z00035 / 23SS00005
MBV PROJECT #: 21-1114

A Informational public meeting was held on **September 6, 2023** at the following location: **Harriet V Moore Cultural Center, Mims, FL**

Attachment A is a copy of the invitation package that was mailed on August 16, 2023 to all property owner's within a 500' radius of the subject property.

Attachment B is a copy of the project summary that was presented to the residents.

Attachment C is a copy of the presentation of the development that the Ballarena Group provided to the residents.

Attachment D is the list of property owners that the letter was mailed to.

Attachment E is the documented citizens interaction. Including their comments and concerns that were brought forward during the meeting, and the responses to them.

A sign in sheet was not used for the meeting, but approximately 170 – 200 residents were in attendance.

Representation present for the development as follows:

MBV Engineering, Civil Engineering

Bruce A. Moia, P.E.

David W. Bassford P.E.

Ballarena Group Corp, Developer

Jose Ballarena

Sabrina Escobar

Jim McNight (Consultant)

Kim Rezanka (Legal Council)

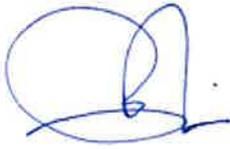
Kimley Horne, Traffic Engineering

James Taylor

Florida Environmental Services, Environmental Consultant
Timothy Maslin, President

Libra Landscape Engineering, Landscape Consultant
Jason Davis

The developer stated that a second meeting would be set, after consideration of all the comments from the meeting.



Bruce A. Moia, P.E.

Principal, MBV Engineering, Inc.



CIVIL ■ STRUCTURAL ■ SURVEYING ■ ENVIRONMENTAL
Vero Beach Melbourne Ft. Pierce
772.569.0035 321.253.1510 772.468.9055

ATTACHMENT A – CITIZENS LETTER AND EXHIBITS

1835 20th Street
Vero Beach, FL 32960
772.569.0035
Fax: 772.778.3617

1250 W. Eau Gallie Blvd., Suite H
Melbourne, FL 32935
321.253.1510
Fax: 321.253.0911

806 Delaware Avenue
Ft. Pierce, FL 34950
772.468.9055
Fax: 772.778.3617

901 Martin Downs Blvd., Suite 203
Palm City, FL 34990
772.426.9959
Fax: 772.778.3617

August 16, 2023

Via First Class Mail

RE: Notice of Citizen Informational Meeting on Wednesday September 6, 2023

Applicant: Ballarena Group Corporation
Project : Sherwood Mixed Use Development
Location: North and South Sides of London Town Road
Application Request: Rezoning and Future Land Use Amendment

Dear Neighbor:

Ballarena Group Corp. has submitted Rezoning and Land Use Amendment Applications to Brevard County, requesting a Zoning Change to PUD (Planned Unit Development) for 14 parcels and a Land Use Amendment to RES-15 (Residential, potential of 15 units per acre) for one parcel. Please see the attached Land Use Exhibit for the location of the amendment request and the attached Master Plan showing the intended layout for the Planned Development.

The project is an approximate 136 acre discontinued golf course. It is proposed to develop a residential PUD of various housing types within 6 pods. Two (2) pods (Pods II and III) are proposed for single family detached units, with an average density of 2.99 units/acre. Two (2) pods (Pods I and IV) are proposed for single family attached units (townhomes) with an average density of 5.91 units/acre. The last two (2) pods are proposed for future multi-family apartments with an maximum density of 15 units/acre. The land use amendment request is being made to locate the multi-family apartments as close to Carpenter Road and away from existing single family as much as possible. The remainder of the property will be developed as open space for recreation and buffering.

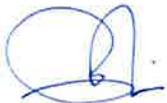
On behalf of Ballarena Group, I am inviting you to an informational meeting to discuss the request, answer any questions you may have, and record any feedback you may offer. We will then present to City Staff, the Planning and Zoning Board as well as City Council as we move through the review and public 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.

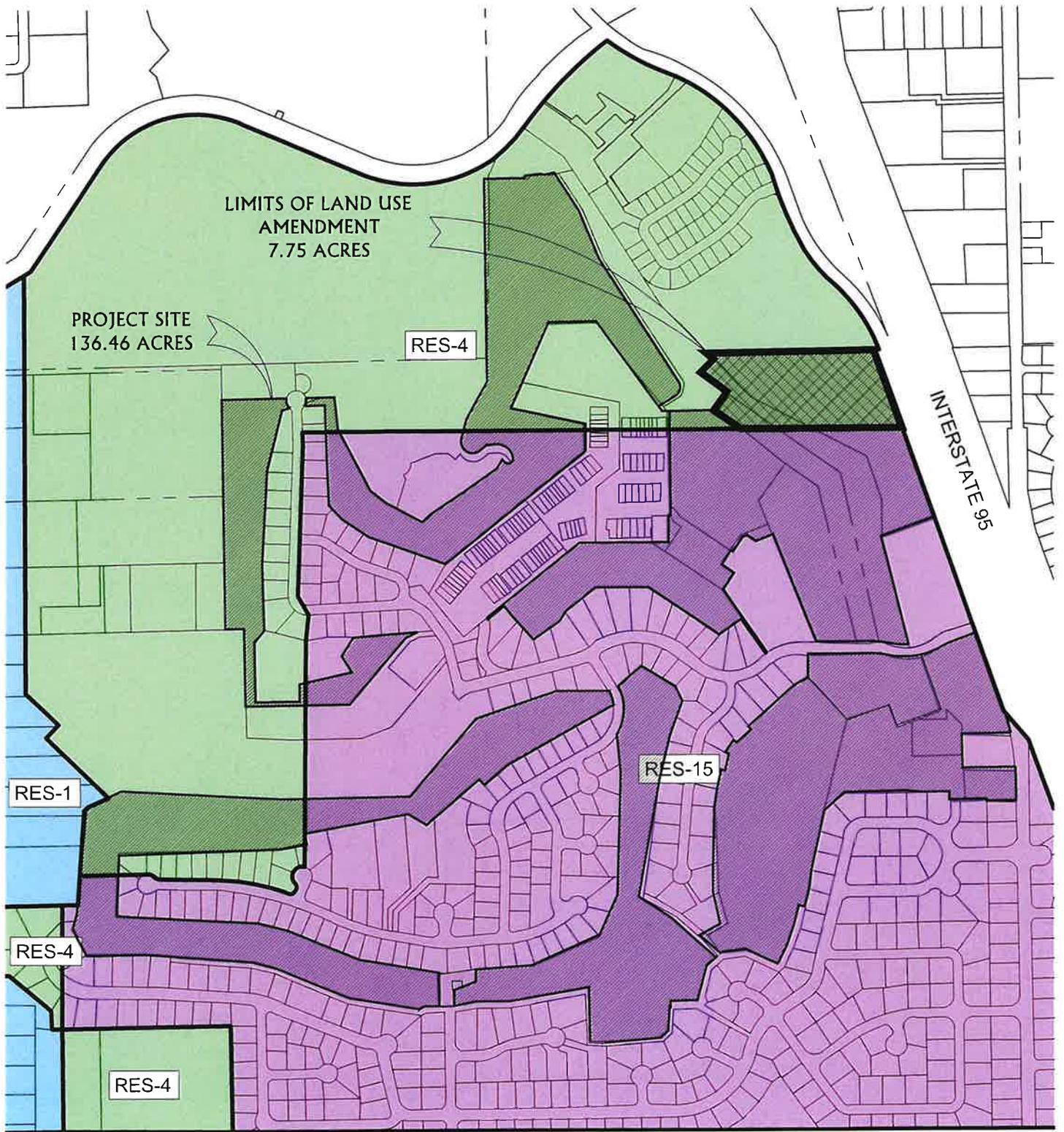
DATE: September 6, 2023
TIME: 6:00 PM
PLACE: Harriet V Moore Cultural Center
2180 Freedom Avenue, Mims, FL 32754

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

Best Regards,



Bruce Moia, P.E., President



SCALE 1" = 800'

MBV
ENGINEERING, INC.
MOJIA BOYLES VILLAMIZAR & ASSOCIATES

CIVIL • STRUCTURAL • SURVEYING • ENVIRONMENTAL

SHERWOOD GOLF CLUB

LAND USE MAP

JOB NO.	21-1114
DESIGNED	DWB
DRAWN	DCM
CHECKED	DWP
DATE	8/16



CIVIL ■ STRUCTURAL ■ SURVEYING ■ ENVIRONMENTAL
Vero Beach Melbourne Ft. Pierce
772.569.0035 321.253.1510 772.468.9055

ATTACHMENT B – PROJECT SUMMARY

1835 20th Street
Vero Beach, FL 32960
772.569.0035
Fax: 772.778.3617

1250 W. Eau Gallie Blvd., Suite H
Melbourne, FL 32935
321.253.1510
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772.468.9055
Fax: 772.778.3617

901 Martin Downs Blvd., Suite 203
Palm City, FL 34990
772.426.9959
Fax: 772.778.3617

I. INTRODUCTION

LOCATION:

The Sherwood Golf Club PUD (136.46 ± acres) is located on the west side of Interstate 95, approximately one-half of a mile south of State Road 46. The project is located within unincorporated Brevard County, on the west side of Carpenter Road.

PROJECT HISTORY:

Zoning:	AU, EU-2, GU, SR, RU-2-10, RU-2-15, PUD
Land use:	Residential 4 & Residential 15
Total land area:	136.46 ± acres
	Land Use Residential 4 – 38.86 ± acres Land Use Residential 15 – 97.60 ± acres
Number of units:	None
Gross density:	N/A
Road ROW:	0.00 acres
Golf course:	132.53 ± acres
Clubhouse (& Parking):	3.93 ± acres
Stormwater Area:	9.73 ± acres *
Wetlands:	9.87 ± acres *

Note (*): Existing stormwater and wetlands are part of the existing golf course acreage.

The golf course ceased operations in late 2019.

II. PROPOSED PRELIMINARY DEVELOPMENT PLAN

Zoning:	PUD
Land use:	Residential 4 & Residential 15 (7.75 acre RES4 to RES15 request filed)
Total land area:	136.46 ± acres Residential 4 – 29.37 ± acres Residential 15 – 107.09 ± acres
Number of units:	138 Single Family Detached, 74 Single Family Attached (Duplex), 288 Townhomes, and 408 Apartments
Gross density:	6.65 units/acre
Road ROW:	11.96 ± acres
Residential use:	55.93 ± acres
Stormwater area:	13.47 ± acres
Wetlands:	7.86 ± acres
Clubhouse:	3.93 ± acres
Common usable open space required:	16.18 ± acres
Single-family (10%)	11.94 ± acres
Single-family attached (25%)	4.24 ± acres
Common usable open space provided:	42.03 ± acres
Lakes with observation deck, walking trail and bench:	10.59 ± acres
Improved open space:	31.44 ± acres
Passive open space provided:	26.53 ± acres
Buffer/open space/conservation:	76.42 ± acres

III. WAIVERS APPLIED FOR

Sec. 62-1102. Definitions and Rules of Construction; Open Space, Usable Common; Sub-Section (5) – to include the proposed water bodies (stormwater retention lakes) to meet the required open space requirements.

Sec. 62-1446. PUD-Land Use Regulations; Sub-Section (d) Minimum lot area, frontage, and setbacks; accessory uses; Paragraph (1) – to reduce the required 5,000 sf minimum lot area to 3,500 sf.

Sec. 62-1446. PUD-Land Use Regulations; Sub-Section (d) Minimum lot area, frontage, and setbacks; accessory uses; Paragraph (3) – to reduce the required minimum 20 feet rear setback to 10 feet.

Sec. 62-1446. PUD-Land Use Regulations; Sub-Section (i) Minimum lot area, frontage, and setbacks; accessory uses; Paragraph (1) – to not require internal sidewalk for Pods I & IV.

Sec. 62-1446. PUD-Land Use Regulations; Sub-Section (i) Minimum lot area, frontage, and setbacks; accessory uses; Paragraph (1) – to not require internal sidewalks on both sides of the roadway for Pods II & III.

Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (1) – to reduce the required minimum 50 feet wide right-of-way to minimum of 30 feet with 10-foot easements on each side.

Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (3) – to reduce the minimum 100-foot setback of the cul-de-sac right-of-way to the plat boundary to 50 feet with the inclusions of ten (10) feet wide, four (4) feet high opaque landscaping in two (2) locations (Pods III and IV) and 15' with the inclusion of a 6' high wall and landscaping in three (3) locations (Pods II, II, and IV).

Sec. 62-2806. Required improvements within a Subdivision; Sub-Section (2). Accessible routes will be provided and designed per ADA and FHA, as applicable.

Sec. 62-2883. General design requirements and standards.; Sub-Section (d) – to replace the required 15' perimeter buffer tract with a 15' perimeter buffer easement and allow it to be disturbed for grading, landscape and buffer improvements, including but not limited to walls, fences, retention slopes, walking paths, and utilities.

Sec. 62-3206. Parking and Loading Requirements; Sub-Section (c); Paragraph (13) – to remove the requirement for one level of parking under a building that would exceed 45' in height for Pods V and VI.

Sec. 62-2101.5. Additional Building Height; Sub-Section (a); Paragraph (2) – to have the maximum setback dictated by Paragraph 1 of the sub-section only, for Pods V and VI.

Sec. 62-2101.5. Additional Building Height; Sub-Section (b); Paragraph (1)(b) – to have the minimum height dictated by Paragraph 1 of Sub-Section (a) only.

IV. ACCESS

Access for the project is proposed to mostly to Londontown Rd. (5 connections total), which connects to Carpenter Rd. Secondary access connections include up to three additional connections to Carpenter Rd., and one each on Sir Page Ln. and Tamworth St.

V. PROPOSED DENSITY SCHEDULE

POD	LAND USE	ACREAGE	UNITS	DENSITY (UPA)
1	Townhomes	28.28	120	4.2
2	Single-family Residential	39.21	138	4.7
3	Single-family Residential	31.63	74	2.3
4	Townhomes	20.39	144	7.1
5	Multi-family Residential	10.46	197	18.8
6	Multi-family Residential	6.49	123	19.0
	TOTAL	136.46	796	5.83

VI. OPEN SPACE AND AREA CALCULATIONS

PHASE	POD	AREA	RESIDENTIAL UNIT TYPE	OPEN SPACE REQUIRED	PASSIVE O.S. PROVIDED	ACTIVE O.S. PROVIDED
1	1	28.28 ac.	TOWNHOMES	2.83 ac.	3.09 ac.	14.67 ac.
2	2	39.21 ac.	SINGLE-FAMILY DETACHED	3.92 ac.	10.04 ac.	4.27 ac.
3	3	31.63 ac.	SINGLE-FAMILY ATTACHED	3.16 ac.	7.04 ac.	15.59 ac.
4	4	20.39 ac.	TOWNHOMES	2.03 ac.	6.37 ac.	3.26 ac.
5	5	10.46 ac.	MULTI-FAMILY APARTMENTS	2.62 ac.	0.00 ac.	2.62 ac.
6	6	6.49 ac.	MULTI-FAMILY APARTMENTS	1.62 ac.	0.00 ac.	1.62 ac.
TOTAL	1-6	136.46 ac.		16.18 ac.	26.53 ac.	42.03 ac.

VII. PHASING SCHEDULE AND TIMING:

The Sherwood Golf Club PUD will be developed in six phases. Each Pod will be developed in a manner with the infrastructure including onsite and offsite roads, water, sewer and storm water drainage to enable the Pod to be an independent unit. The phases of development may slightly vary from the numeral chronology depending on market. Multiple Pods within the PUD can be developed concurrently.

A. DEVELOPMENT PHASING

PHASE	DEVELOPMENT
PHASE ONE	• POD 1
PHASE TWO	• POD 2
PHASE THREE	• POD 3
PHASE FOUR	• POD 4
PHASE FIVE	• POD 5
PHASE SIX	• POD 6



ATTACHMENT C – DEVELOPMENT PRESENTATION

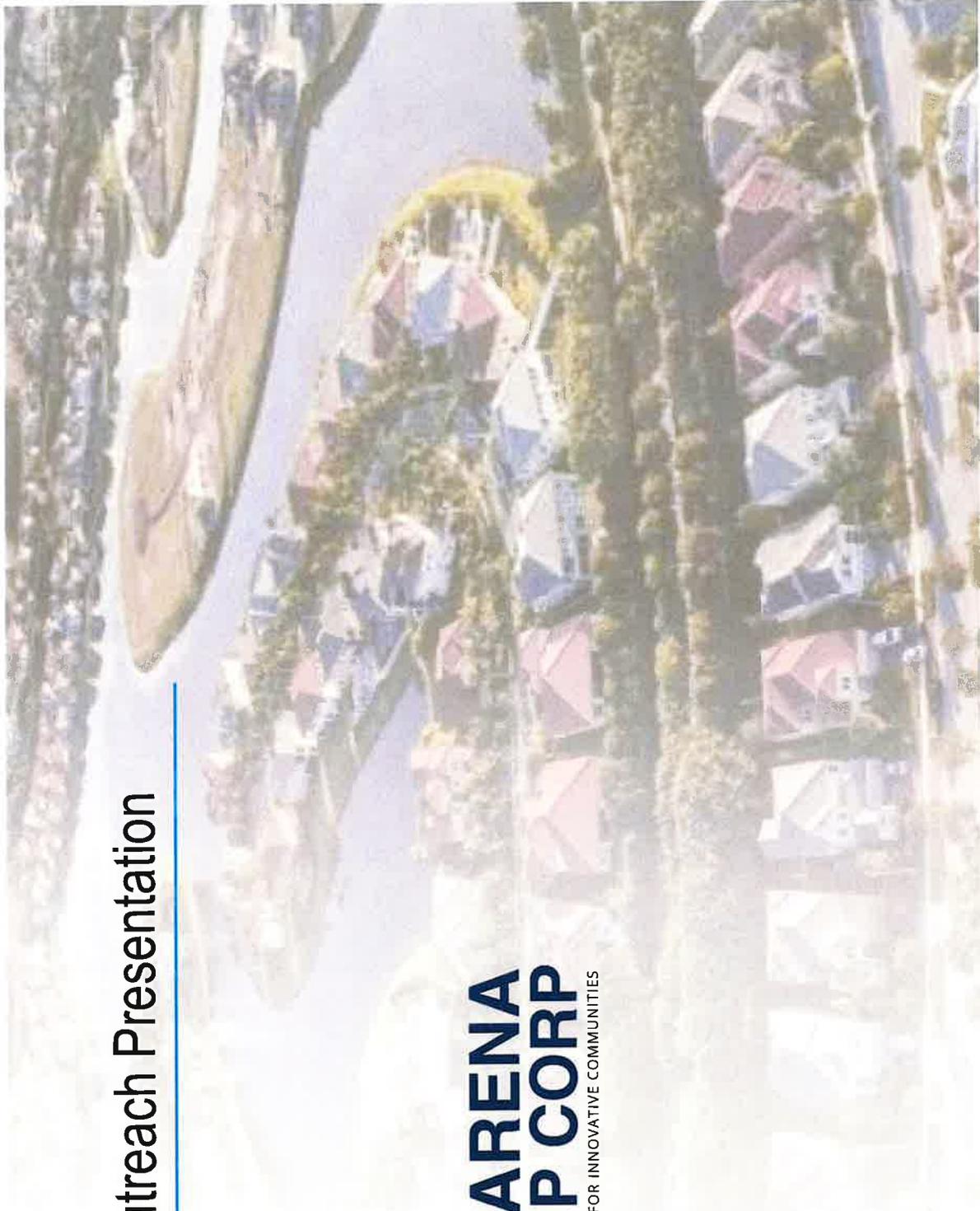
1835 20th Street
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772.569.0035
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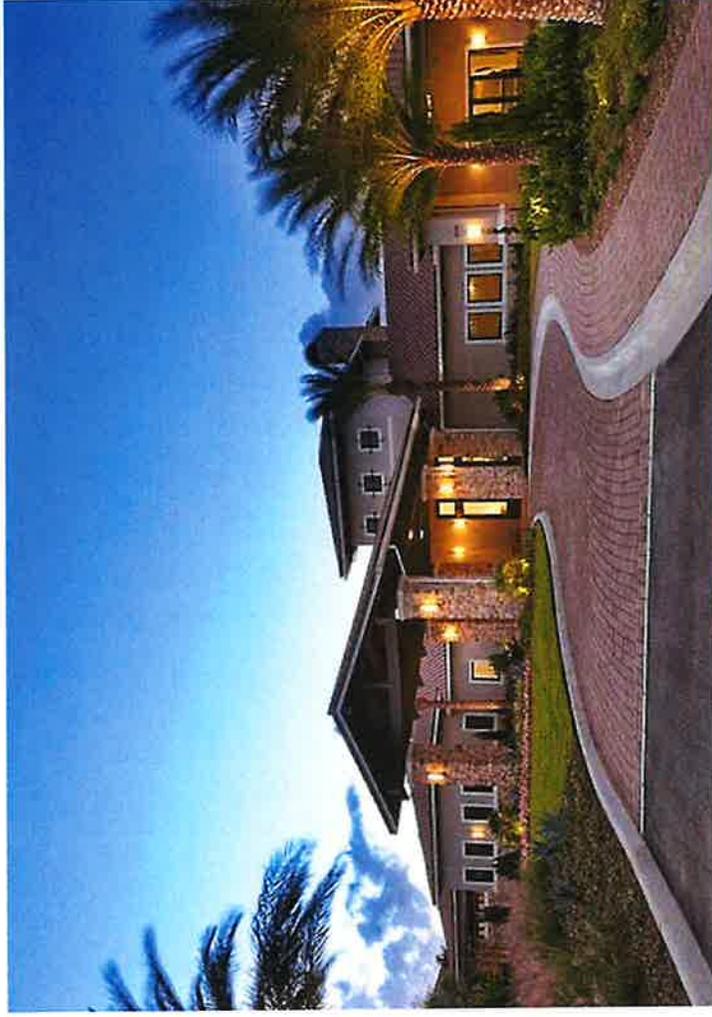
Neighborhood Outreach Presentation





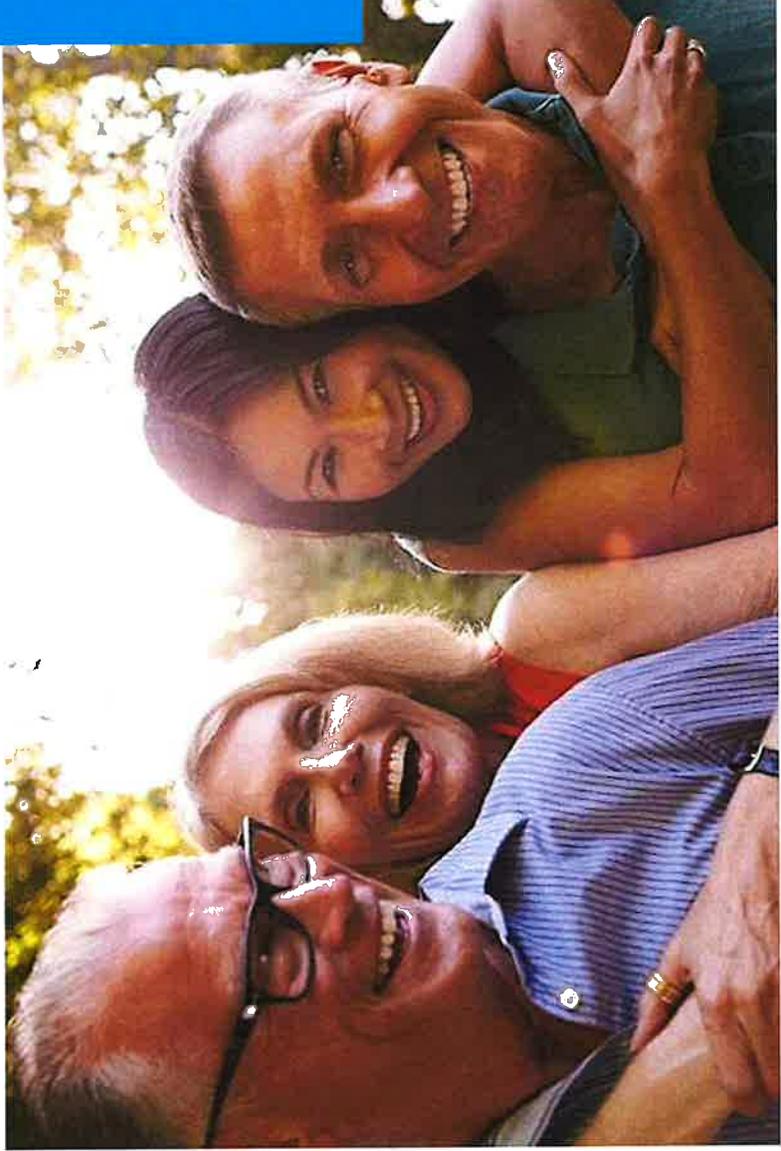
Ballarena Group is a South Florida based real estate investment firm, specializing in the development and construction of residential and commercial projects throughout Florida. Founded in 2010 by Jorge Ballarena, our firm implements value-oriented real estate approach to create environments that transform communities into unique vibrant neighborhoods. BG's visionary leadership, high-quality standards, and purpose makes us a preferred development organization in South Florida.

Mr. Jorge Ballarena
CEO / Founder Ballarena Group



Our Vision

Ballarena Group was founded with the goal of becoming a leading development company. As we continue to grow, our commitment is to develop projects that protect and add value to real estate assets. We are focused on establishing and maintaining long-lasting relationships based on mutual trust between our team, investors, and communities.



Our Focus

Our focus is creating communities that provide quality of life for the people who live and work there.

At Ballarena Group our in-house architect, management, and construction team take a collaborative approach when planning and designing a site or master plan. Always considering site conditions and project surroundings.





TEAM OVERVIEW

Ballarena Group's team of highly trained professionals offer innovative solutions that facilitate the development process. We are driven by our passion for development. Every challenge is seen as a new opportunity to prove our excellence. Our team is dedicated to getting it right, combining decades of experience with inventive problem solving, which allows us to execute our work to the highest standards.



MASTER-PLANNED COMMUNITIES

Ballarena Group creates Master-planned communities that are planned from inception to completion, ensuring that the natural environment is not lost among parking lots and overcrowded neighborhoods. Our goal at BG is to design a community that integrates nature into the lifestyle of its residents. By preserving and protecting the natural resources of the land, our planning and development efforts emphasize amenities for residents in landscaped and natural settings, such as parks, trails and protected environmental areas. We understand that access to nature is the most sought-after amenity among home buyers.





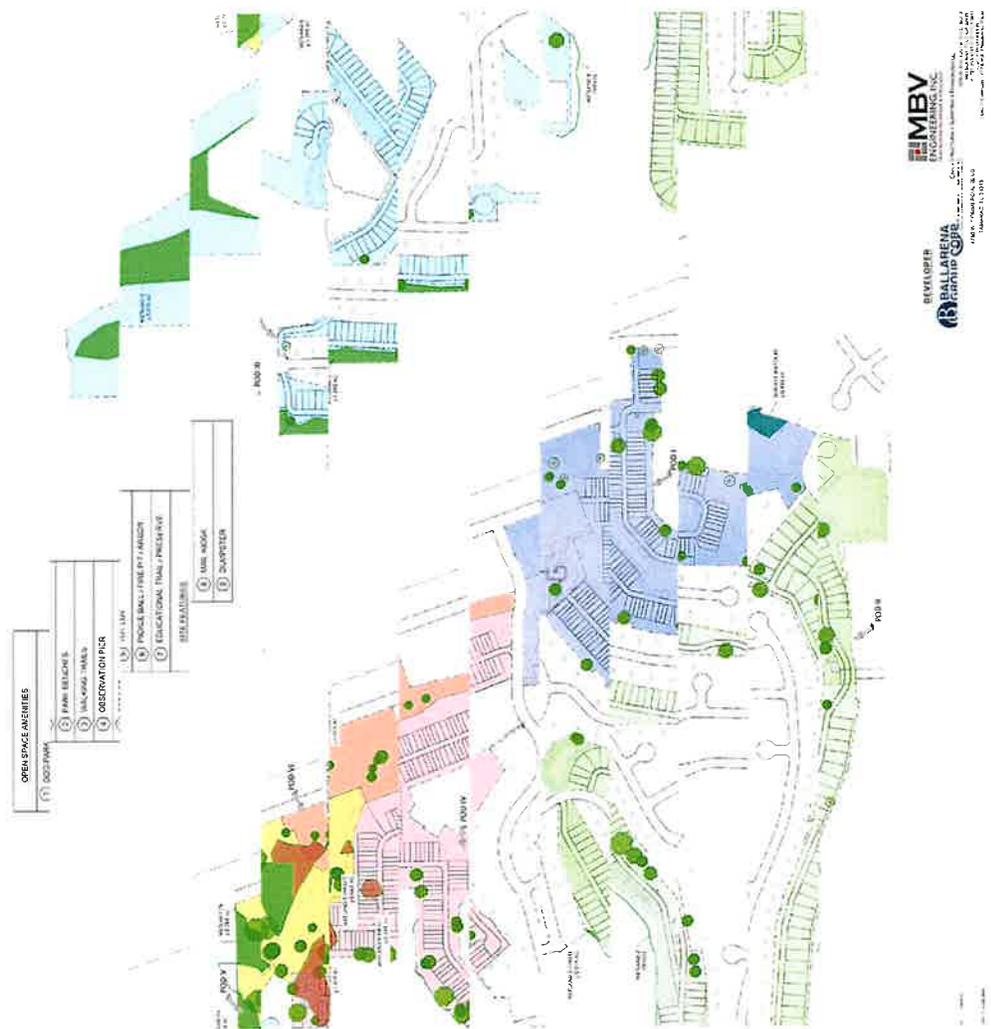
MASTER-PLANNED COMMUNITIES

Intentional investing in open and green space is a core strategy in the design of our Master-planned communities. By purposely designing spaces with year-round programming, we create places of lasting value for our community. We focus our energies on one thing a place to call your own. Places of comfort with family; Places of gathering with community; Places of lasting value.



SHERWOOD GOLF CLUB

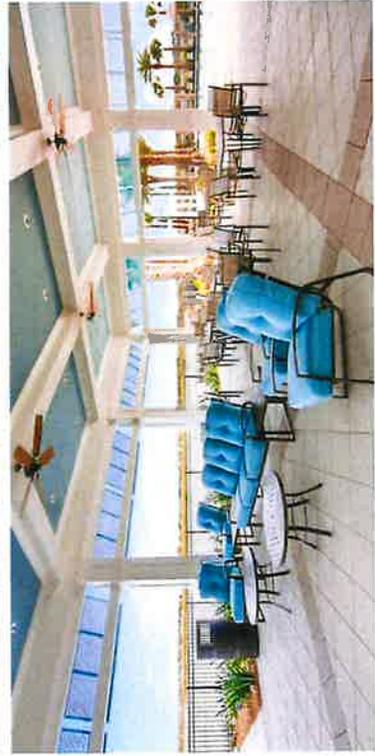
AMENITIES EXHIBIT



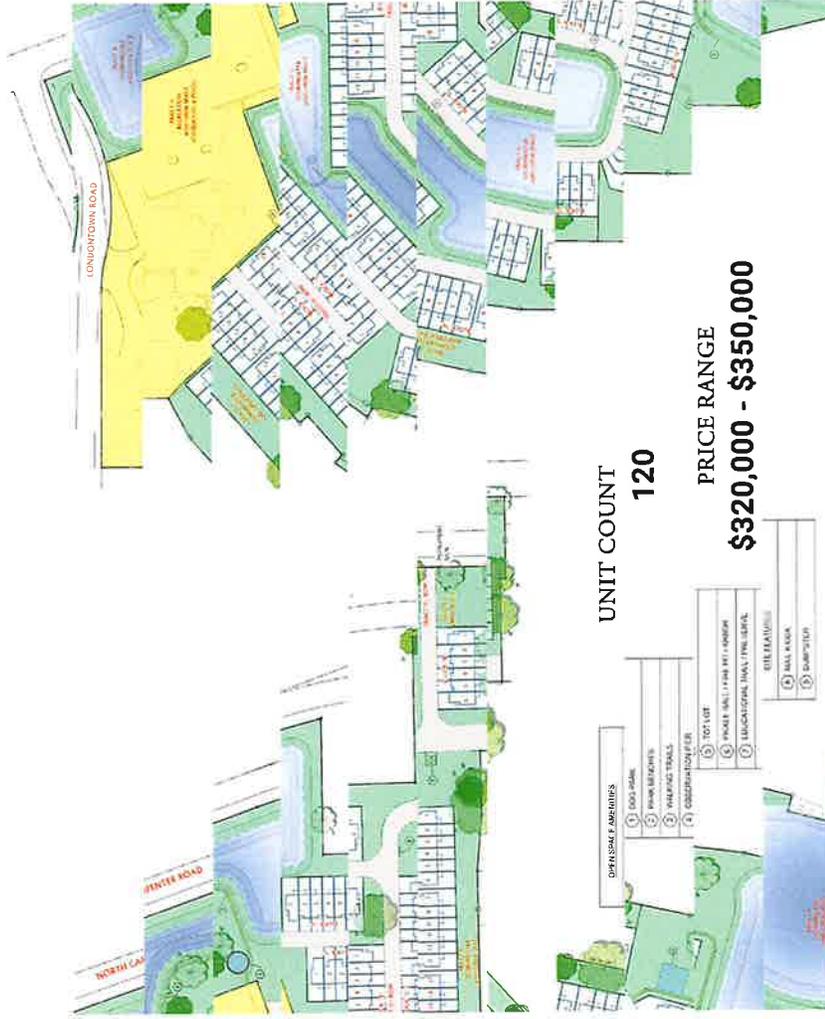
MBV
ENGINEERING INC.
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BALLANTINE
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Denver, CO 80202
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Fax: 303.751.1001
www.ballantine.com





CITYSHERWOODS GOLF CLUB TOWNHOMES EXHIBIT (POD I)



UNIT COUNT
120

PRICE RANGE
\$320,000 - \$350,000

- OPTIONAL AMENITIES
- ① BOAT STORAGE
 - ② PARK BENCHES
 - ③ BIKE RACKS
 - ④ COMMUNITY CENTER
 - ⑤ TURTLE LIFT
 - ⑥ PRIVATE GOLF CLUB MEMBERSHIP
 - ⑦ BIOMIMETIC TRAIL (TURTLE DENIAL)
 - ⑧ BIKELANE
 - ⑨ BALL COURT
 - ⑩ BARBECUE

DEVELOPER
BALLABENA GROUP GOLF
1000 W. UNIVERSITY BLVD
SUITE 100
ORLANDO, FL 32817
407.251.1100

MBV
ENGINEERING INC.
1000 W. UNIVERSITY BLVD
SUITE 100
ORLANDO, FL 32817
407.251.1100

CENTURY 1,501 sq. ft.



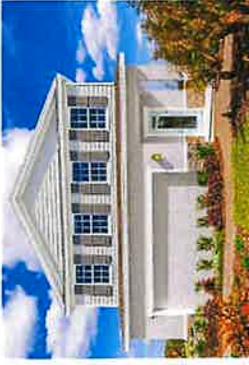
GLEN RIDGE 1,848 sq. ft.



HILLCREST 2,046 sq. ft.



WINDERMERE 2,370 sq. ft.



SHERWOOD GOLF CLUB PUD

SINGLE FAMILY HOMES EXHIBIT (POD II)



- OPEN SPACE AMENITIES**
- 1 DOG PARK
 - 2 PARK BENCHES
 - 3 BIKEWAY TRAILS
 - 4 RESERVATION PER
 - 5 TOT LOT
 - 6 PICKLE BALL / FIRE PIT /ARBOR
 - 7 EDUCATIONAL TRAIL /PILLAROVE
- UTILITIES**
- 8 MAIL ROOM
 - 9 COMMUNITY

DEVELOPER
BALLABENA GROUP CORP
1000 N. GARDEN CITY BLVD.
SUITE 1000, GARDEN CITY, FL 33409

ENGINEER
MBV ENGINEERING, INC.
1000 N. GARDEN CITY BLVD.
SUITE 1000, GARDEN CITY, FL 33409
TEL: 561-393-1111
WWW.MBVENGINEERING.COM

UNIT COUNT **138** PRICE RANGE **\$310,000 - \$420,000**

PANAMA - 3 CAR GARAGE 2,021 sq. ft.



PETERSON COVE 2,160 sq. ft.



SANDALWOOD 2,551 sq. ft.



SHERWOOD GOLF CLUB PUD

SINGLE FAMILY HOMES EXHIBIT (POD III)

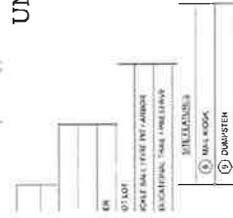
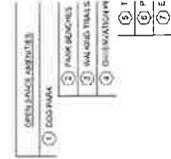
WINTERHAVEN VILLA
 1,452 sq. ft. (AC Living)
 2,080 sq. ft. (Total under Roof)

Max Foot Print
 Width: 40'
 Depth: 61'



UNIT COUNT
 71 / 4

PRICE RANGE
 \$1,399,000 - \$1,420,000



Elevation A



Elevation B

DEVELOPER
BALLARENA GROUP CORP.
 10000 W. WINDY HILLS BLVD., SUITE 100
 DENVER, CO 80231
 (303) 751-1000

ARCHITECT
EMBY ENGINEERING, INC.
 10000 W. WINDY HILLS BLVD., SUITE 100
 DENVER, CO 80231
 (303) 751-1000



SHERWOOD GOLF CLUB PUD

TOWNHOMES EXHIBIT (POD IV)



UNIT COUNT
144

PRICE RANGE
\$320,000 - \$350,000

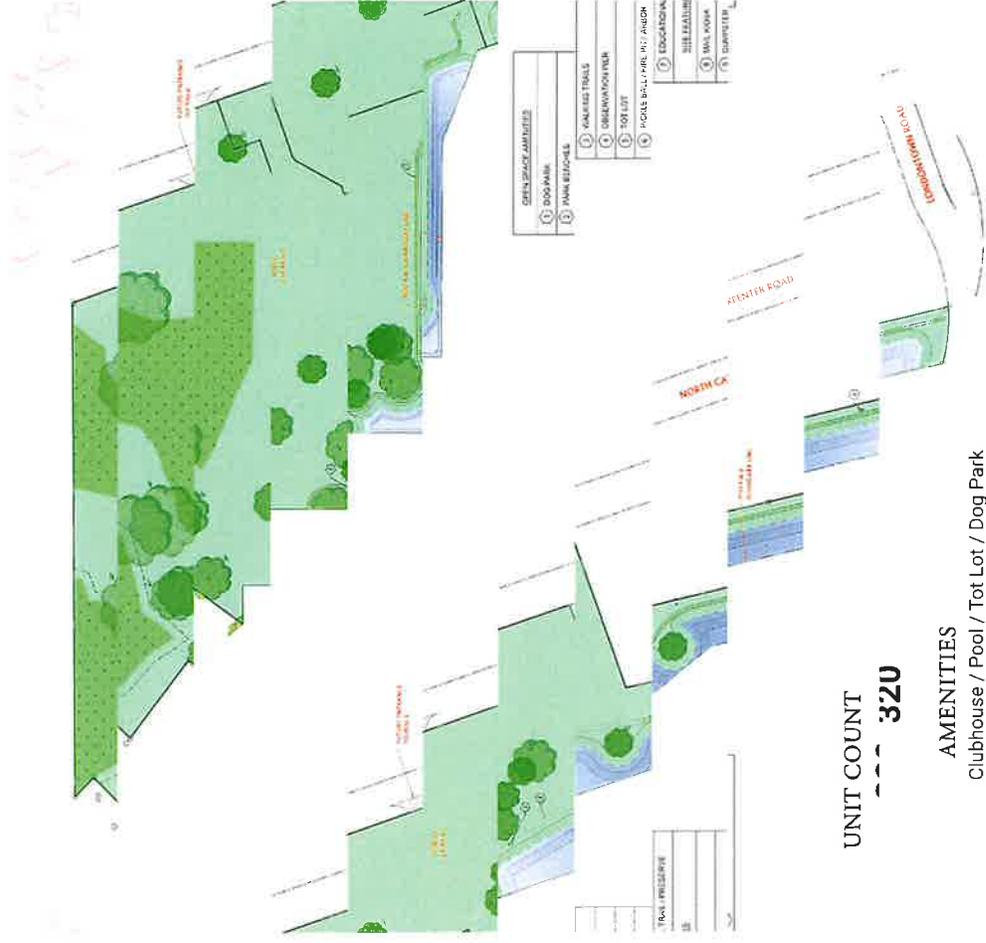
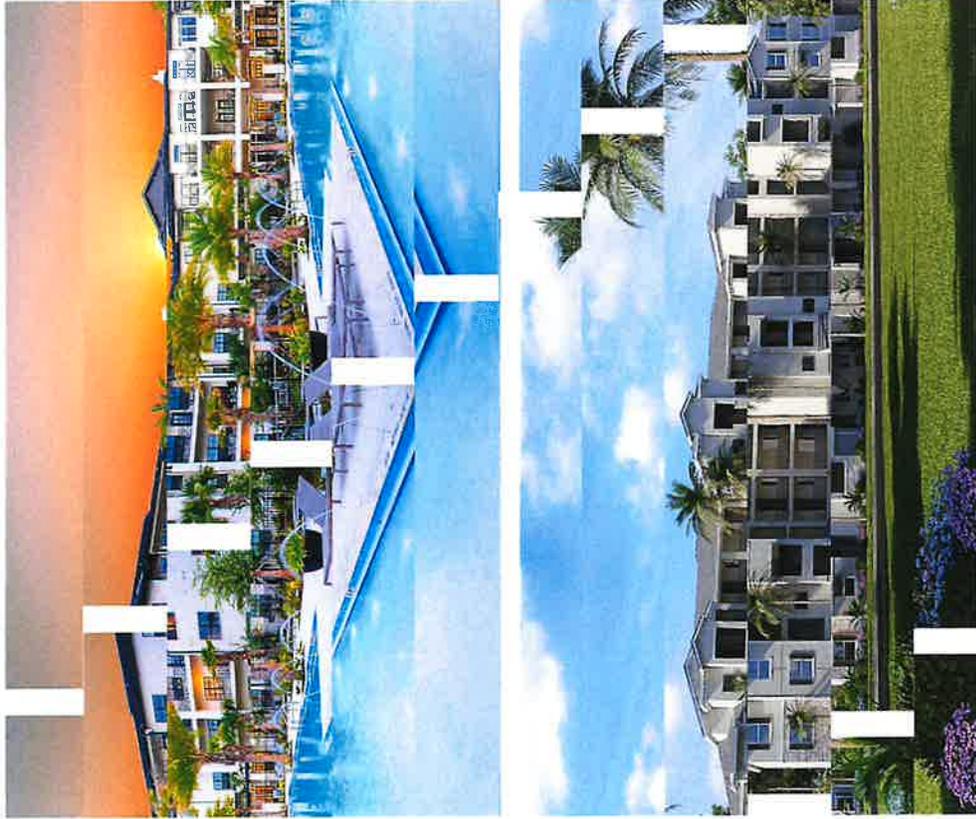
DEVELOPER COMMENTS	
1	LOOK PARK
2	PARK BENCHES
3	WALKWAYWAYS
4	BASEBALL/DIAPER
5	TOT LOT
6	POSSIBLY HEALTH/JOGGING
7	EDUCATIONAL TRAIL/PIERCED
SEE EXHIBIT	
8	WALKWAY
9	BASEBALL

DEVELOPER
BALLARENA GROUP CORP.

ENGINEERING
FIMBV ENGINEERING, INC.

SHERWOOD GOLF CLUB PUD

MULTIFAMILY RENTAL APARTMENTS EXHIBIT (POD V & VI)



- | TOTAL PRESERVE | |
|----------------|-----------|
| 1 | DOORWAY |
| 2 | PAVING |
| 3 | LANDSCAPE |
| 4 | LANDSCAPE |
| 5 | LANDSCAPE |
| 6 | LANDSCAPE |
| 7 | LANDSCAPE |
| 8 | LANDSCAPE |
| 9 | LANDSCAPE |
| 10 | LANDSCAPE |

UNIT COUNT
--- 320

AMENITIES
Clubhouse / Pool / Tot Lot / Dog Park



THANK YOU



info@ballarenagroup.com



(754) 755-8252



www.ballarenagroup.com



4750 W. Commercial Blvd. Tamarac, FL 33319





ATTACHMENT D – NOTIFIED CITIZENS

1835 20th Street
Vero Beach, FL 32960
772.569.0035
Fax: 772.778.3617

1250 W. Eau Gallie Blvd, Suite H
Melbourne, FL 32935
321.253.1510
Fax: 321.253.0911

806 Delaware Avenue
Ft. Pierce, FL 34950
772.468.9055
Fax: 772.778.3617

901 Martin Downs Blvd., Suite 203
Palm City, FL 34990
772.426.9959
Fax: 772.778.3617

TaxAcct	OWNER_NAME1 OWNER_NAME2
Tax Account ID: 2101393	O DEAN MADISON REVOCABLE TRUST
Tax Account ID:	
Tax Account ID: 2101391	MORGAN, JUSTIN MORGAN, TERESA
Tax Account ID: 2101390	PULLIAM, BOBBY R PULLIAM, VERDIE K
Tax Account ID: 2101389	BEVEL, CHRISTOPHER BEVEL, TIFFANY
Tax Account ID: 2101388	WILLIAM T & KATHY A MARIN TRUST
Tax Account ID: 2101387	GEISER, SCOTT J
Tax Account ID: 2101386	POWERS, WILLIAM C
Tax Account ID: 2101385	DIAZ, MATTHEW JAMES DIAZ, MICAELA ROSA
Tax Account ID: 2101384	WELLS, EDWARD M WELLS, ELIZABETH C
Tax Account ID: 2101382	BENNETT, RICHARD L
Tax Account ID: 2101417	DE BUSMAN, EDWARD H DE BUSMAN, MARY ANN LIFE EST
Tax Account ID: 2101416	CHRISTOPHER, WILLIAM J CHRISTOPHER, BARBARA A
Tax Account ID: 2101415	HARRELL, GLENN
Tax Account ID: 2101478	GRAHAM, CARLIS T SR GRAHAM, BEVERLY J
Tax Account ID: 2101414	DEROUCHIE, DELPHIS A DEROUCHIE, ROBERTA C
Tax Account ID: 2101413	SUMNER, DAVID A SUMNER, MEGAN E
Tax Account ID: 2101412	SATURN HOLDINGS LLC
Tax Account ID: 2101411	GRIFFIN, WILLIAM JAY GRIFFIN, JANICE LYNN
Tax Account ID: 2101486	HAGER, CHRISTIAN JAMES HAGER, MICHELLE
Tax Account ID: 2101461	WEAVER, JACOB T
Tax Account ID: 2101435	NOVAK, KENNETH E NOVAK, KELLY A
Tax Account ID: 2101489	WILLIAMS, DAVID C WILLIAMS, ANDREA L
Tax Account ID: 2101452	LUIG, KAREN M
Tax Account ID: 2101098	ZERMENO, THOMAS ZERMENO, JUANITA
Tax Account ID: 2101426	MOON, STANLEY P MOON, EILEEN R
Tax Account ID: 2101424	BREMER, STEVEN M BREMER, KATHERINE J
Tax Account ID: 2101453	HUSSON, ARLENE D
Tax Account ID: 2101427	LAAKSO, JEREMY G
Tax Account ID: 2101063	FOSTER, DOUGLAS W FOSTER, MICHELLE
Tax Account ID: 2101495	HARVEY, KIMBERLY A
Tax Account ID: 2101437	BENTON, JESSE BENTON, JACKIE
Tax Account ID: 2101047	THOMPSON, MICHAEL J THOMPSON, ANJA
Tax Account ID: 2101498	PUCKETT, DEBRA D
Tax Account ID: 2101048	COLLINS, PETER WILLIAM COLLINS, FAITH MARIE
Tax Account ID: 2101454	CARR, GARY H,JR CARR, JESSINA L
Tax Account ID: 2101400	DAVIDSON, FRANK D,JR DAVIDSON, CATINA L
Tax Account ID: 2101497	BAF ASSETS LLC
Tax Account ID: 2101438	AUGUSTINE, NANNETTE A TRUSTEE
Tax Account ID: 2101678	SKELTON, PHILIP STOREY-SKELTON, LAURA
Tax Account ID: 2101431	DEVANE, THOMAS E DEVANE, APRIL D
Tax Account ID: 2101064	WRIGHT, WADE A WRIGHT, SIOBHAN M
Tax Account ID: 2101458	PINEIRO, LESLIE ANN
Tax Account ID: 2101459	JORDAN, ANITA
Tax Account ID: 2101552	HALLINAN, MICHAEL R,SR HALLINAN, HAZEL ANNE
Tax Account ID: 2101553	MARTINEZ, BOBBI L LIFE ESTATE

Tax Account ID: 2101554 KONJEVICH, ERICH H KONJEVICH, LOUISE
 Tax Account ID: 2101467 DICKSON, RICHARD P,SR
 Tax Account ID: 2101468 WARISCHALK, MICHAEL WARISCHALK, JANICE
 Tax Account ID: 2101065 WRIGHT, WADE A WRIGHT, SIOBHAN M
 Tax Account ID: 2101472 MESSICK, KENDALL SYDNEY
 Tax Account ID: 2101473 TANNER, EMELIA V
 Tax Account ID: 2101474 WIEGAND, KATHLEEN WIEGAND, WILLIAM J TRUSTEES
 Tax Account ID: 2101104 SFR II BORROWER 2021-3 LLC
 Tax Account ID: 2101696 SHARKEY, RAYMOND P SHARKEY, MARION E
 Tax Account ID: 2101475 BAUGHMAN, ROY D LIFE ESTATE
 Tax Account ID: 2101567 SRP SUB LLC
 Tax Account ID: 2101559 JOHN T TURNER TRUST
 Tax Account ID: 2101239 BAUGH, DEWEY EDWARD,JR BAUGH, ERNESTINE P
 Tax Account ID: 2101238 ERDMAN, THOMAS F ERDMAN, MARIA E
 Tax Account ID: 2101242 CAMPBELL, LADONNA K
 Tax Account ID: 2101244 SCOTT, DAVID W
 Tax Account ID: 2101235 MORGAN, KRISTIN L RADUNS, MARY M
 Tax Account ID: 2101071 DAMOFF, HOWARD A DAMOFF, SHARON L
 Tax Account ID: 2101245 PERDUE, ROBERT D PERDUE, MARILYN J
 Tax Account ID: 2101108 PHILLIPS, SHEILA J
 Tax Account ID: 2101700 VESSELS, MOLLIE L
 Tax Account ID: 2101127 HOWARD, LESTER SCOTT
 Tax Account ID: 2101250 MINOR, GARY L MINOR, ALICIA M
 Tax Account ID: 2101077 DAMOFF, HOWARD A DAMOFF, SHARON L
 Tax Account ID: 2101699 FOX, ROBERT FOX, BRITTANY
 Tax Account ID: 2101202 BARBER, ARRON L BARBER, NIKOLE
 Tax Account ID: 2101253 HOLTON, JAMES H JR HOLTON, CAROLYN A
 Tax Account ID:
 Tax Account ID: 2101207 CASHMAN, JEFFREY B CASHMAN, GERTRUDIS
 Tax Account ID: 2101125 DAVID & WENDY SMITH TRUST
 Tax Account ID: 2101192 DANNELS, GENEVA
 Tax Account ID: 2101124 CHARLES D QUEL REVOCABLE TRUST
 Tax Account ID: 2101265 HILDA D MEYER TRUST
 Tax Account ID: 2101036 WATKINS, JOE M WATKINS, JUDITH K
 Tax Account ID: 2101123 DIEHL, CHERYLE A
 Tax Account ID: 2101154 BISHOP, WILLIAM S BISHOP, KAREN E
 Tax Account ID: 2101224 MARGAGLIOTTI, RYAN
 Tax Account ID: 2101028 CARROLL, NAPOLEON A CARROLL, GLENDA L
 Tax Account ID: 2101146 TALUKDER, MOHAMMED
 Tax Account ID: 2101155 SHORT, ANGELA R SHORT, JEFFREY
 Tax Account ID: 2101120 FARNER, AMY L
 Tax Account ID: 2101119 SUTTLES, TONY E SUTTLES, LISA K
 Tax Account ID: 2101032 LENCK, SAM LENCK, SUSAN K
 Tax Account ID: 2101185 HOFFMANN, KURT B HOFFMANN, JACQUELINE K
 Tax Account ID: 2101157 STROUP, DAVID S STROUP, STEPHENIE
 Tax Account ID: 2101033 YOUNG, DANIEL A
 Tax Account ID: 2101182 FORE, ROBIN E

Tax Account ID: 2101216 STECK, RICHARD HERMAN,JR
 Tax Account ID: 2101034 BARROW, ANTHONY G BARROW, CATHERINE S TRUSTEES
 Tax Account ID: 2100952 SHERWOOD GOLF CLUB INC
 Tax Account ID: 2101021 PETTY, JOHN H
 Tax Account ID: 2113338 FORTARR 1 INC
 Tax Account ID: 2112218 STANLEY & MILDRED ISAKSEN REVOCABLE TRUST
 Tax Account ID: 2101165 LONGSTRETH, KYLE M LONGSTRETH, TRACEY L
 Tax Account ID: 2101280 LANHAM, LOIS A
 Tax Account ID: 2101297 ALGERT & EILEEN YERSAVICH TRUST
 Tax Account ID: 2112236 WINELAND FAMILY TRUST
 Tax Account ID: 2101281 UHLENHOPP, CURTIS CLARK
 Tax Account ID: 2101282 HARRIS, ALONA E
 Tax Account ID: 2101299 BIAZONE, JUDY
 Tax Account ID: 2101283 MEADOWS, LYNN MEADOWS, TANYA
 Tax Account ID: 2101300 LONG, CHARLES MICHAEL,SR LONG, DONNA HOGAN
 Tax Account ID: 2101284 FISCHETTE, DENNIS MICHAEL
 Tax Account ID: 2101301 HAMPTON, MARY M
 Tax Account ID: 2101285 EXUM, TERRY L EXUM, STACY P
 Tax Account ID: 2101302 HAMILTON, JOE HAMILTON, KAREN B
 Tax Account ID: 2101043 HENDERSON, DAMIEN LEE HENDERSON, TRENA L
 Tax Account ID: 2112226 PERSAUD, DHARMENDRA
 Tax Account ID: 2101287 HIGDON, RUSSELL HIGDON, VICKI L
 Tax Account ID: 2101289 NEBEL, MARY
 Tax Account ID: 2101304 JOAN A SPANGLER TRUST
 Tax Account ID: 2101305 GILMARTIN, BARBARA S LIFE ESTATE
 Tax Account ID: 2101291 ROVILLO, RICHARD E ROVILLO, RUTH L
 Tax Account ID: 2101306 FREIRE, MARIE D
 Tax Account ID: 2112227 BURKE, BRANDON EDWARD
 Tax Account ID: 2101307 GILKERSON, CHARLES R GILKERSON, DELENE
 Tax Account ID: 2101293 FEAGAN, ELIZABETH P FEAGAN, HARRY L
 Tax Account ID: 2112206 CAMPBELL, JOHN RICHARD CAMPBELL, HOLLY LYNN
 Tax Account ID: 2101308 REGISTER, MARVIN L REGISTER, JUDITH A
 Tax Account ID: 2101294 WARNER, PATRICIA A LIFE ESTATE
 Tax Account ID: 2101309 KUONEN, MARK
 Tax Account ID: 2101310 NORTON, ERIC S
 Tax Account ID: 2101311 WITTMAN, RICHARD J
 Tax Account ID: 2113024 VILLAS OF SHERWOOD TITUSVILLE INC
 Tax Account ID: 2112228 ALBOTH, HELEN
 Tax Account ID: 2112208 WEBSTER, JAMES R WEBSTER, LINDA F
 Tax Account ID: 2101321 MILLS, RICHARD F
 Tax Account ID: 2101313 RIMSKY, CHRISTIE A
 Tax Account ID: 2101322 VAUGHAN, SHANNON L
 Tax Account ID: 2101323 GIBELY, KRISTINE
 Tax Account ID: 2101324 GRAVES, MEGAN M
 Tax Account ID: 2101314 RYON, BARBARA J WOODS, LOIS A
 Tax Account ID: 2101348 ROBERT E & RUBY M BEATTIE TRUST , RUBY
 Tax Account ID: 2101349 BENSON, CRISTYSUE MAGOON, THOMAS

Tax Account ID: 2101350 COWAN, LESLIE L
 Tax Account ID: 2101352 WILLIAMS, DION C WILLIAMS, KIMBERLY D
 Tax Account ID: 2101354 YERSAVICH (TRUSTEE) ALBERT & EILEEN YERSAVICH TRUST, ALGE
 Tax Account ID: 2101355 ROSS, MILDRED L,LIFE ESTATE
 Tax Account ID: 2101325 MITCHELL, CATHY O TRUSTEE
 Tax Account ID: 2101316 BAKER, ANETRA BAKER, LARRY
 Tax Account ID: 2101317 MERCEDES A GIL REVOCABLE TRUST
 Tax Account ID: 2112229 CURRY, JOHN CURRY, JESSICA
 Tax Account ID: 2101319 MARSH, DALE M LIFE ESTATE
 Tax Account ID: 2101320 HOMEOWNERS OF SHERWOOD FOREST INC
 Tax Account ID: 2101326 PENTZ, DENNIS K PENTZ, JUDY C TRUSTEES
 Tax Account ID: 2112211 MECK, THOMAS CHRISTIAN
 Tax Account ID: 2101327 SMITH, LARRY A SMITH, BARBARA F
 Tax Account ID: 2112230 MANNING, JOHN J MANNING, KATHLEEN S
 Tax Account ID: 2101329 HOWARD, SANFORD HOWARD, JULEE
 Tax Account ID: 2101330 HARRELL, RHONDA L
 Tax Account ID: 2101358 BRODE, STEVE BRODE, MARGARET
 Tax Account ID: 2101359 YURICK, PATRICIA A TRUSTEE
 Tax Account ID: 2101357 MCDONALD, JACK MCDONALD, JOANNE
 Tax Account ID: 2101356 EADS, JOHN
 Tax Account ID: 2101360 NASTANOVICH, STEPHEN MARCEL
 Tax Account ID: 2101378 RILEY, JEREMY S
 Tax Account ID: 2101331 BARBER, RHONDA L
 Tax Account ID: 2101332 CHAPPELL, NANCY
 Tax Account ID: 2100939 SHERWOOD GOLF CLUB INC
 Tax Account ID: 2101335 PURTLE, RICHARD J PURTLE, MARSHA L
 Tax Account ID: 2101337 STEWART, MARTHA SHARON
 Tax Account ID: 2101338 LEWIS, WILLIAM K LEWIS, BARBARA ANN TRUSTEES
 Tax Account ID: 2101364 CROCKER, JOAN E LIFE ESTATE
 Tax Account ID: 2101365 HERMANSON, SCOTT DAVID
 Tax Account ID: 2101362 LINDA R NASH REVOCABLE TRUST
 Tax Account ID: 2101363 WARE, RUTH F
 Tax Account ID: 2101366 SLEEMAN, WILLIAM T SLEEMAN, JANEANN C
 Tax Account ID: 2101367 WRIGHT, BARBARA J
 Tax Account ID: 2101340 LILLIE F BONDARUK REVOCABLE LIVING TRUST
 Tax Account ID: 2101341 MELE, PASQUALE MELE, GINA
 Tax Account ID: 2101342 JOHNSON, RICHARD W JOHNSON, EMILY K
 Tax Account ID: 2101344 MCBRIDE, AYESHAH
 Tax Account ID: 2101373 JOHNSON, ERIC WAYNE JOHNSON, MISTY C
 Tax Account ID: 2101374 GOETZ, AARON FREDERICK,III
 Tax Account ID: 2101372 XIANG, QINGZHONG
 Tax Account ID: 2101370 TURKALI, NANCY J TRUSTEE
 Tax Account ID: 2101371 ADAMS, REYNOLD ANGELO,II ADAMS, SHANNON
 Tax Account ID: 2101369 CHARLTON, JESSICA
 Tax Account ID: 2101368 CHERYL ANN BARBER REVOCABLE LIVING TRUST
 Tax Account ID: 2101375 THOMPSON, R PERRY THOMPSON, MARY ANN
 Tax Account ID: 2101345 CHANEY, SARAH K CHANEY, REX

Tax Account ID: 2100937 VILLAS OF SHERWOOD TITUSVILLE INC
 Tax Account ID: 2112124 CROWLEY, WILLIAM F CROWLEY, COBY
 Tax Account ID: 2112102 HAGLE, ROGER C
 Tax Account ID: 2112092 MUNSON, KELLY MUNSON, JAY
 Tax Account ID: 2112091 BROWNING, TIMOTHY
 Tax Account ID: 2112093 THEALL, ROBERT C
 Tax Account ID: 2113543 LANTHORNE, JASON R LANTHORNE, ASHLY M
 Tax Account ID: 2101383 BEVILLE, SHELLEY A
 Tax Account ID: 2101480 HUGHES, MARY L
 Tax Account ID: 2101479 PATEL, BIPIN A PATEL, MANJU B
 Tax Account ID: 2101460 BROCKWAY, LYNDA
 Tax Account ID: 2101381 STOECKERT, MELISSA ANN STOECKERT, SCOTT
 Tax Account ID: 2101420 CHASE, CARL W CHASE, LISA MARIE
 Tax Account ID: 2101410 MC INERNY, REBEKAH
 Tax Account ID: 2101405 WHITE, JAMES WHITE, JUNE
 Tax Account ID: 2101418 BRANTLEY, ROBERT C BRANTLEY, DAWN E W
 Tax Account ID: 2101404 CAMPBELL FAMILY TRUST
 Tax Account ID: 2101488 WAYNE, RYAN A LANGDON, TAYLOR A
 Tax Account ID: 2101485 BROTEMARKLE, BENJAMIN D BROTEMARKLE, CHRISTINA
 Tax Account ID: 2101487 MATTOX, WAYNE T MATTOX, VALENCIA L LIFE EST
 Tax Account ID: 2101403 SLAYMAN, DONALD R,III MAUGER, MARY BETH
 Tax Account ID: 2101380 WILTSEY, BRYAN P DULIN-SHUSTER LORI E
 Tax Account ID: 2101477 NYZIO, ASHLEY L
 Tax Account ID: 2101406 JUDSON, GARY JUDSON, JOYCE L
 Tax Account ID: 2101421 SWANSON, JESSICA
 Tax Account ID: 2101402 WINKEL, MARTIN L WINKEL, ANTOINETTE K LIFE EST
 Tax Account ID: 2101409 TORRES, EDGARDO
 Tax Account ID: 2101379 CAROL DENISE HUGHES TRUST
 Tax Account ID: 2101401 KIESEL, ALLEN J JR KIESEL, DEEANN
 Tax Account ID: 2101462 O'DELL, MARK O'DELL, IRENE
 Tax Account ID: 2101436 LENCK, ERIC
 Tax Account ID: 2101422 ARDITI, MICHAEL C FREDHEIM, STINE M
 Tax Account ID: 2101494 ALTO ASSET COMPANY 4 LLC
 Tax Account ID: 2101423 GARGIS, DELORES KAY
 Tax Account ID: 2101476 PRICE, DAVID W PRICE, SUSAN B
 Tax Account ID: 2101492 OHRT, CHRISTOPHER M
 Tax Account ID: 2101408 HARRIS, SCOTT SHADRIX, HEATHER
 Tax Account ID: 2101425 KEVIN & SHARI YAKUBOWSKI TRUST
 Tax Account ID: 2101407 ELMER W & MARILYN C BLASDELL TRUST
 Tax Account ID: 2101493 VOSBURGH, DORIS
 Tax Account ID: 2101490 HERCEG, CHRISTINE A
 Tax Account ID: 2101491 ALLEN, ROBERT D ALLEN, REBECCA G
 Tax Account ID: 2101397 WILSON, LAURA JEAN WILSON, THOMAS RICHARD
 Tax Account ID: 2101099 PITTMAN, JERINE
 Tax Account ID: 2101679 MITCHELL, ALEX D DOLAN, MEAGAN P
 Tax Account ID: 2101428 HARCLERODE, PHILIP R PURDHAM, MARIE YVONNE
 Tax Account ID: 2101398 NORMAN FUHRER & JEAN P FUHRER REVOCABLE TRUST

Tax Account ID: 2101463 BOBIK, MELINDA L BOBIK, MATTHEW P
 Tax Account ID: 2101496 LEO, CHRISTOPHER LOUIS LEO, TAYLOR M
 Tax Account ID: 2101399 NORMAN FUHRER & JEAN P FUHRER REVOCABLE TRUST
 Tax Account ID: 2101464 WADSWORTH, DAVID J WADSWORTH, CAROL A
 Tax Account ID: 2101434 HOLODAK, THOMAS A HOLODAK, REBECCA L
 Tax Account ID: 2101433 LEPORE, SIERRA LEPORE, RICHARD JOEL
 Tax Account ID: 2101432 CAPOBIANCO, ARNOLD R CAPOBIANCO, JOANNE M LIFE EST
 Tax Account ID: 2101465 KITCHENS, EDWARD E KITCHENS, ELIZABETH A TRUSTEES
 Tax Account ID: 2101100 GARDNER, JASON R
 Tax Account ID: 2101466 DEINES, HOWARD R DEINES, JOYCE M
 Tax Account ID: 2101455 ALLEN, JENNIFER L
 Tax Account ID: 2101430 MARQUARDT, DAVID MARQUARDT, JENNIFER
 Tax Account ID: 2101456 SCHMITZ, PATRICIA S
 Tax Account ID: 2101457 HARRISON, JUDY
 Tax Account ID: 2101136 BARRY, BRUCE M BARRY, KAREN K
 Tax Account ID: 2101677 LEACH, JASON LEACH, CHELSEA
 Tax Account ID: 2101555 KLEIN, SAUL H KLEIN, MAUREEN L
 Tax Account ID: 2101135 DELAUNE, CARL I
 Tax Account ID: 2101429 KANNENBERG, CLINTON H KANNENBERG, CHRISTINE N
 Tax Account ID: 2101101 ELLIS, LARA MICHELLE
 Tax Account ID: 2101556 VIOLETTE, KYLE J VIOLETTE, SARAH R
 Tax Account ID: 2101676 TOWNE, MARIAN Y LIFE ESTATE
 Tax Account ID: 2101557 FIELDS, KEITH JOHN FRICKEL, BETH HETKEY
 Tax Account ID: 2101131 BLAIR, KASON R BLAIR, JENNIFER C
 Tax Account ID: 2101470 TNT FAELLA LLC
 Tax Account ID: 2101061 BENT OAK GOLF RESORT INC
 Tax Account ID: 2101130 MOORE, WILLIAM T MOORE, TONI G
 Tax Account ID: 2101102 HIGHT, ALBERT RON HIGHT, JERRI Y
 Tax Account ID: 2101471 YOUNG, SANDRA VIRGINIA TRUSTEE
 Tax Account ID: 2101134 SCHEMEL, SUSAN TATUM SCHEMEL, MARTIN LYNN
 Tax Account ID: 2101132 PEACE, STEVEN J PEACE, COLLEEN DALE
 Tax Account ID: 2101103 PELLEGRINO, THOMAS J PELLEGRINO, TERI I
 Tax Account ID: 2101558 FRAGOMENI, DANIELE O
 Tax Account ID: 2101133 HAUGHWOUT, HUGH HAUGHWOUT, BETTY LIFE ESTATE
 Tax Account ID: 2101568 FILLER, MARY JANE LIFE ESTATE
 Tax Account ID: 2101566 NEUWEILER, KENNETH KARL NEUWEILER, CANDI KAY
 Tax Account ID: 2101565 HOFFMAN, WILLIAM TERRY
 Tax Account ID: 2101564 MIRIAM JOAN COX REVOCABLE TRUST
 Tax Account ID: 2101129 BROWN, JUDY BROWN, LEWIS C,II
 Tax Account ID: 2101240 WDM PROPERTIES LLC
 Tax Account ID: 2101241 SON, SUK CHA
 Tax Account ID: 2101237 DEPIETRO, GREGORY C
 Tax Account ID: 2101243 BERNHARDT, WILLIAM T JR BERNHARDT, KATHY A
 Tax Account ID: 2101236 AILLS, BARRY WAYNE AILLS, KAREN W
 Tax Account ID: 2101563 ASHBAUGH, MORGAN ASHBAUGH, SAMUEL
 Tax Account ID: 2101128 LUMPKIN, STEPHEN P LUMPKIN, JENNIFER ANN
 Tax Account ID: 2101234 DERUSHA, CATHY L

Tax Account ID: 2101246 STAMPER, JAMES STAMPER, MELINDA
 Tax Account ID: 2101107 SCHUMANN, CHRISTOPHER D SCHUMANN, STEPHANIE M
 Tax Account ID: 2101109 JAMES L & CHERYL D CANTRELL TRUST
 Tax Account ID: 2101247 SCHMID, ERNEST J SCHMID, LINDA
 Tax Account ID: 2101233 BREZNIK, CARL W BREZNIK, NORA A LIFE ESTATE
 Tax Account ID: 2101562 ETTER, THOMAS R ETTER, PATRICIA E LIFE ESTATE
 Tax Account ID: 2101196 WESTON, HENRY TODD, JR WESTON, NICOLE
 Tax Account ID: 2101248 NATIONAL MANAGEMENT FL LLC
 Tax Account ID: 2101195 STRONG, STACEY
 Tax Account ID: 2101201 SLATTERY, MARY A
 Tax Account ID: 2101232 GOODWIN, TIMMIE W GOODWIN, TERESA B
 Tax Account ID: 2101249 AUSTIN, RONALD JR AUSTIN, VIRGINIA
 Tax Account ID: 2101209 TILLET, WALTER R III TILLET, SUSAN LYNN
 Tax Account ID: 2101231 BATCHELOR, HOLLIS B BATCHELOR, SHAWNA J
 Tax Account ID: 2101560 TANNER, RICHARD J
 Tax Account ID: 2101561 ROWE, CHARLES R II ROWE, PHYLLIS J TRUSTEES
 Tax Account ID: 2101251 MC MILLEN, KEITH D MC MILLEN, JANICE E TRUSTEES
 Tax Account ID: 2101194 JASTREMSKI FAMILY TRUST
 Tax Account ID: 2101105 SHARPE, ERNEST E, III SHARPE, KATHY A
 Tax Account ID: 2101106 MOORE, BARBARA C TRUSTEE
 Tax Account ID: 2101252 SHRAUDER, RAY E SHRAUDER, PATRICIA M
 Tax Account ID: 2101200 HULL, GARRETT H
 Tax Account ID: 2101197 COURSON, KEVIN T COURSON, CHRISTINA S
 Tax Account ID: 2101254 WILHOIT, RACHEL ROSS WILHOIT, SAMUEL PETER
 Tax Account ID: 2101126 GARCEA, CARMELA
 Tax Account ID: 2101060 TRKULJA, GREGORY A TRKULJA, SHERRY
 Tax Account ID: 2101260 CHARLTON, THOMAS E CHARLTON, MELODY ANN
 Tax Account ID: 2101059 BLANKENSHIP, TIMOTHY E BLANKENSHIP, GLORIA U
 Tax Account ID: 2101255 GERALD ROBERT BECHTEL & CAROL ANN BECHTEL REVOCABLE LI'
 Tax Account ID: 2101256 COSDEN, VICKI LEE
 Tax Account ID: 2101257 BOLTON, MONIKA
 Tax Account ID: 2101258 EDWARDS, CHRISTOPHER R EDWARDS, LU HELEN
 Tax Account ID: 2101259 NORTH, SANDRA J NORTH, JAMES S
 Tax Account ID: 2101075 TIMRICK, OWEN TIMRICK, LISA
 Tax Account ID: 2101261 MONTGOMERY, DARYA
 Tax Account ID: 2101193 URBANAK, RICHARD M
 Tax Account ID: 2101210 DEPIETRO, LOUANN C DEPIETRO, DEREK A
 Tax Account ID: 2101198 SALINGER, GWENDOLYN A
 Tax Account ID: 2101199 ADAMS, RON JAMES
 Tax Account ID:
 Tax Account ID:
 Tax Account ID: 2101276 PAISLEY, LUKE A PAISLEY, LEIGHA
 Tax Account ID: 2101230 TOMPKINS, GEORGE M TOMPKINS, REXINE C
 Tax Account ID: 2101229 KENNEY, JUSTIN D KENNEY, HEATHER
 Tax Account ID: 2101211 BAUER, MICHAEL L BAUER, DEBORAH K
 Tax Account ID: 2101149 PARKER, JOSHUA PARKER, JOANNA
 Tax Account ID: 2101272 NIELSEN, LAWRENCE J NIELSEN, ARLENE A

Tax Account ID: 2101262 COOPER, JOHN W II COOPER, THERESA K
 Tax Account ID: 2101152 SMITH, DONALD J SMITH, MARGO R
 Tax Account ID: 2101206 MCKAIGE, HEIDI
 Tax Account ID: 2101112 DONALD E & JUDITH B PHILLIPS JOINT LIVING TRUST
 Tax Account ID: 2101114 FIRST METHODIST THE CHURCH OF TITUSVILLE INC, THE
 Tax Account ID: 2101115 NYCE, CHRISTINE M
 Tax Account ID: 2101191 ROBB, CARL M ROBB, BEVERLY J LIFE ESTATE
 Tax Account ID: 2101227 FEASEL, WILLIAM A
 Tax Account ID: 2101275 BAKOLIA, ANDREW
 Tax Account ID: 2101263 PORTA, ESTHER L
 Tax Account ID: 2101264 NOBLES, MATTHEW NOBLES, KELLY
 Tax Account ID: 2101266 FRIEDEL, LEE M FRIEDEL, LINDA S
 Tax Account ID: 2101267 GAY, REXINE A LIFE ESTATE
 Tax Account ID: 2101268 RONALD L DAVIS & KATHLEEN J DAVIS TRUST
 Tax Account ID: 2101212 2807 WEST SUNSET LLC
 Tax Account ID: 2101269 DAHLBERG, ELISA SUZANNE
 Tax Account ID: 2101228 PFEFFERKORN, ERIC CHARLES PALAZUELOS, JEANNE
 Tax Account ID: 2101270 GRIMMER, THOMAS A GRIMMER, CATHERINE V
 Tax Account ID: 2101271 ELROD, ELETHA LYNNE BERMAN, MARJORIE LEE
 Tax Account ID: 2101226 JAFOLLA, ROBIN L
 Tax Account ID: 2101273 MICHAEL D BLAHOSKY & MARILYN GRANGER BLAHOSKY TRUST C
 Tax Account ID: 2101153 ARMSTRONG, JANET B
 Tax Account ID: 2101205 GAINER, MICHELLE GAINER, SHANE
 Tax Account ID: 2101147 BLANTON FAMILY REVOCABLE LIVING TRUST
 Tax Account ID: 2101110 KIRKPATRICK, JASON JEFFERY KIRKPATRICK, KARA JUNE
 Tax Account ID: 2101190 PEACOCK, DEBRA L CALDWELL, MARK H
 Tax Account ID: 2101213 ROSARIO, ANDREA EVA ELIZABETH
 Tax Account ID: 2101111 DEMMOND, MARY L TRUSTEE
 Tax Account ID: 2101113 MONTANEZ-MARTINE, DOROTHY
 Tax Account ID: 2101116 JICHA, ANTHONY ROBERT JICHA, KYLA R
 Tax Account ID: 2101274 HARPER, JILL
 Tax Account ID: 2101189 ENLOW, WINONA MAE
 Tax Account ID: 2101204 HICKMAN, JOSHUA M HICKMAN, KRISTEN L
 Tax Account ID: 2101031 MILCOFF, DONALD D MILCOFF, MELISSA R
 Tax Account ID: 2101225 2018-4 IH BORROWER LP
 Tax Account ID: 2101030 O'BRIEN, TERRI ABBOTT ABBOTT, ANGELA A
 Tax Account ID: 2101038 DANIELS, CRAIG A DANIELS, ALETHA L
 Tax Account ID: 2101214 SQUIRES, CHRISTOPHER M SQUIRES, CLARA K
 Tax Account ID: 2101122 DANIEL, GREGORY T DANIEL, LESA R TRUSTEES
 Tax Account ID: 2101188 LEONARD B HAYES & JUDY A HAYES REVOCABLE TRUST
 Tax Account ID: 2101203 CURNOW, RUBEN L CURNOW, WANDA S
 Tax Account ID: 2101029 DANIELS, CRAIG A DANIELS, ALETHA L
 Tax Account ID: 2101223 KLINE, FRANCIS X II KLINE, ELIZABETH A
 Tax Account ID: 2101121 SPANGLER, ANGELA SPANGLER, JAMES
 Tax Account ID: 2101118 HUTCHINS, ERIC GORDON
 Tax Account ID: 2101117 FAULKENBERRY, BART FAULKENBERRY, CRYSTAL LYNN
 Tax Account ID: 2101215 HAIGH, LISA MARIE

Tax Account ID: 2101220 CAROL A CARLSON REVOCABLE TRUST
 Tax Account ID: 2101219 MEEKS, TRISHA ANN PISTEL, TRISHA
 Tax Account ID: 2101145 GRIFFIN, DOUGLAS GRIFFIN, JENNIFER
 Tax Account ID: 2101156 STEFFEN, MATTHEW FREDERICK
 Tax Account ID: 2101187 RHODES, LAWRENCE W RHODES, JOANNE W
 Tax Account ID:
 Tax Account ID: 2101186 PICHEL, EMILIA PICHEL, NANCY
 Tax Account ID: 2101221 MARISCAL, DANIEL I WALLACE, OBDULIA E
 Tax Account ID: 2101218 WALKER, WILLIAM C WALKER, CLAUDIA J
 Tax Account ID: 2101144 BRITTON, ELIZABETH A BUCK, PAUL
 Tax Account ID: 2101184 BELL, TRENT BELL, LAUREN
 Tax Account ID: 2101217 BUSSBERG & FROWISS FAMILY REVOCABLE LIVING TRUST
 Tax Account ID: 2101183 SIMPSON, DEBBIE ANN
 Tax Account ID: 2101158 MILCOFF, CHARLES MILCOFF, SHIRLEY LOUISE
 Tax Account ID: 2101143 GAUTHIER, RAYMOND J, JR
 Tax Account ID: 2101181 MATTESON, MARIE T TRUSTEE
 Tax Account ID: 2101180 BOSTICK, BRANTLEY NATHAN BOSTICK, LAUREN COYNE
 Tax Account ID:
 Tax Account ID: 2101179 LEONARD, RICHARD H, III LEONARD, PRISHONDA
 Tax Account ID: 2101159 GRENVILLE, ALAN C GRENVILLE, DENISE M
 Tax Account ID: 2100942 SHERWOOD GOLF CLUB INC
 Tax Account ID: 2101141 SEVILLE, JOHN Q SR
 Tax Account ID: 2101178 LANDRY, VACHARA LANDRY, JENNIFER DEVINE
 Tax Account ID: 2101160 WONG, KENNETH WONG, JENNY LEE
 Tax Account ID: 2101140 FIELDS, LOUIS K FIELDS, VICTORIA A C
 Tax Account ID: 2101161 JACK, DIANE CLARK JACK, PEEJAY E
 Tax Account ID: 2101139 DESCHAIINE, JUSTIN J DESCHAIINE, MELANY C
 Tax Account ID: 2101162 PENINGER, ANTHONY WAYNE PENINGER, CATHY DENNETTE
 Tax Account ID: 2101138 DANIEL, BETTY J TRUSTEE
 Tax Account ID: 2101172 CROSBY, BETTY JO
 Tax Account ID: 2101177 PETERSON, HYDIE R, III PETERSON, RHONDA L
 Tax Account ID: 2112412 LAHINCH LAND PARTNERS LLC
 Tax Account ID: 2101137 BRENNEMAN, HOWARD R BRENNEMAN, HAZEL M
 Tax Account ID: 2100940 SHERWOOD GOLF CLUB INC
 Tax Account ID: 2101176 ETTER, PATRICK ETTER, SABRINIA
 Tax Account ID: 2101173 ELLENBROOK, STEVEN F ELLENBROOK, JUDY M
 Tax Account ID: 2101175 FLOYD, JEFFERY A FLOYD, DIXIE L
 Tax Account ID: 2101174 VEILLEUX, BRIAN S
 Tax Account ID: 2111326 RAST PROPERTIES INC
 Tax Account ID: 2112204 EAGLE POINTE SUBDIVISION HOMEOWNERS ASSOCIATION INC
 Tax Account ID: 2110859 PATEL, HITESH PATEL, BHAVNA
 Tax Account ID: 2110863 DELANEY, JAMES DELANEY, BRENDA
 Tax Account ID: 2101163 MCCULLOUGH, MICHAEL
 Tax Account ID: 2101016 INGRAM, CLINTON V INGRAM, MICHELE
 Tax Account ID: 2101015 GRIFFIN, MYRON W GRIFFIN, BONITA S TRUSTEES
 Tax Account ID: 2110864 NAZARIO, WILFREDO SANTIAGO SANTIAGO, KENIA GUADALUPE F
 Tax Account ID: 2110498 AKINS, JIMMY R AKINS, GAIL A

Tax Account ID: 2101164 FLOYD, JOYCE
 Tax Account ID: 2112222 RAULERSON, BRETT E RAULERSON, CAROLE S
 Tax Account ID: 2101171 MCAVOY, TIMOTHY A MCAVOY, CHASSITY L
 Tax Account ID: 2112221 KLINE, FRANCIS
 Tax Account ID: 2112220 AGGARWAL, SAVITA
 Tax Account ID: 2112219 KLINE, FRANCIS
 Tax Account ID: 2112223 SPANGLER, RICHARD B SPANGLER, ANDREA
 Tax Account ID: 2112217 ARMSTRONG, WAYNE BRIAN, JR ARMSTRONG, MONICA DANIELLI
 Tax Account ID: 2110865 WHITE, DWAYNE
 Tax Account ID: 2101170 SMITH, JAMES C SR SMITH, FAYE R
 Tax Account ID: 2112224 KLINE, FRANCIS
 Tax Account ID: 2101166 JENKINS, DANIEL JENKINS, LILLIAN
 Tax Account ID: 2101167 AKRAM, WASEEM TASSONE, KEVIN
 Tax Account ID: 2101168 LIPPHARDT FAMILY TRUST
 Tax Account ID: 2101169 LAURA J MORRA TRUST
 Tax Account ID: 2101296 RAFFERTY, DOLORES
 Tax Account ID: 2112202 EAGLE POINTE SUBDIVISION HOMEOWNERS ASSOCIATION INC
 Tax Account ID: 2112237 PERSAUD, DHARMENDRA
 Tax Account ID: 2101298 HATCH, SCOTT J
 Tax Account ID: 2112225 AGGARWAL, SAVITA
 Tax Account ID: 2112233 DURRANCE, ALEXANDREA LYNN DURRANCE, SHANE LUKE
 Tax Account ID: 2112234 KVK MANAGEMENT & REMODELING SERVICES LLC
 Tax Account ID: 2112238 MUNOZ, ELVIN R
 Tax Account ID: 2101286 HEPBURN, PATRICIA
 Tax Account ID: 2101045 VANINI, KELLY C VANINI, JOHN T
 Tax Account ID: 2101039 SCHEICK, AMY J SCHEICK, JEFFREY K
 Tax Account ID: 2112235 JOHNSON, ANDREW GALEN
 Tax Account ID: 2101303 PGS ESTATES LLC
 Tax Account ID: 2101288 GRIFFITH, TOMMY GRIFFITH, NEVA
 Tax Account ID: 2112201 EAGLE POINTE SUBDIVISION HOMEOWNERS ASSOCIATION INC
 Tax Account ID: 2101290 GREGORY, MAUREEN A TRUSTEE
 Tax Account ID: 2112240 BELLEMORE, DAVID BELLEMORE, LISA
 Tax Account ID: 2112205 WHITE, KORRIN SUNDAY WHITE, CHELSEY LAYNE
 Tax Account ID: 2112239 UNDERKOFFLER, PAUL M UNDERKOFFLER, VANESSA L
 Tax Account ID: 2101292 NANCY J LISTER REVOCABLE TRUST
 Tax Account ID: 2101295 FIEBACH, DEBORAH L
 Tax Account ID: 2112207 TANK FAMILY REVOCABLE TRUST
 Tax Account ID: 2101312 MANN, MICHAEL A
 Tax Account ID: 2101315 SALTER, GENEVIEVE
 Tax Account ID: 2113022 VILLAS OF SHERWOOD TITUSVILLE INC
 Tax Account ID: 2113023 VILLAS OF SHERWOOD TITUSVILLE INC
 Tax Account ID: 2112210 MORRISON, THOMAS ARTHUR, JR MORGAN, SANDRA JOY
 Tax Account ID: 2101318 STRASBAUGH, CHERYL L STRASBAUGH, RICKEY L
 Tax Account ID: 2112209 LABARRE, STEVEN J LABARRE, MICHELLE J
 Tax Account ID: 2113020 VILLAS OF SHERWOOD TITUSVILLE INC
 Tax Account ID: 2101020 BRANDON, BRENT BRANDON, CLAUDINE
 Tax Account ID: 2101328 PFLAUMER, LARRY D PFLAUMER, NANCY E

Tax Account ID: 2112212 BECKER, JAY DEE BECKER, GENEVIEVE SUE
 Tax Account ID: 2101333 MOISE, SHIRLEY LIFE ESTATE
 Tax Account ID: 2112231 PONDER, CAMERON THOMAS PONDER, CHANDLER ELIZABETH
 Tax Account ID: 2101334 TURKALI, NANCY J TRUSTEE
 Tax Account ID: 2112213 BULLARD, ANTHONY
 Tax Account ID: 2113315 HATOUM, AMER DANNY HATOUM, LELA S
 Tax Account ID: 2112232 RICHMOND, SHAWN RICHMOND, AMANDA
 Tax Account ID: 2101339 SMALLEY, SCOTT SMALLEY, CYNTHIA
 Tax Account ID: 2112214 LONG, GEORGE L, JR LONG, PATRICIA L
 Tax Account ID: 2101343 GOUDREAU, DELINDA
 Tax Account ID: 2113021 VILLAS OF SHERWOOD TITUSVILLE INC
 Tax Account ID: 2112203 EAGLE POINTE SUBDIVISION HOMEOWNERS ASSOCIATION INC
 Tax Account ID: 2101346 STRASBAUGH, RICKEY L STRASBAUGH, CHERYL L
 Tax Account ID: 2112216 SOLUTION FOCUSED INVESTMENTS INC
 Tax Account ID: 2111319 SHERWOOD GOLF CLUB INC
 Tax Account ID: 2101347 HOMEOWNERS OF SHERWOOD FOREST INC
 Tax Account ID: 2110499 STONEBRIDGE LLC
 Tax Account ID: 2101024 WHERRY, ELVA JANE TRUSTEE
 Tax Account ID: 2111324 GODFREY, SONIA GODFREY, DAVID
 Tax Account ID: 2111323 STONEBRIDGE LLC
 Tax Account ID: 2101376 HOMEOWNERS OF SHERWOOD FOREST INC
 Tax Account ID: 2112123 CLADD, ANTHONY J CLADD, ESTHER L
 Tax Account ID: 2112122 HUBER, COLLEEN RENEE
 Tax Account ID: 2112127 ROCA, ALFREDO, JR ROCA, CARLA K
 Tax Account ID: 2112121 COOPER, JESSICA L COOPER, JACOB C
 Tax Account ID: 2112128 GETSEE, CHERYL A
 Tax Account ID: 2112129 MC KUNE, VIVIEN MC KUNE, JAMES W LIFE ESTATE
 Tax Account ID: 2112103 GURLEY, JUSTIN IVY, CINTORA
 Tax Account ID: 2112104 SMITH, BARRY LEE SMITH, WENDY CARTER
 Tax Account ID: 2111320 T & T HOUSING LLC
 Tax Account ID: 2111321 DESHLER, KEVIN DESHLER, MORGAN
 Tax Account ID: 2100244 SEASONS IN THE SUN LLC
 Tax Account ID: 2112126 STEVENSON, GARY P
 Tax Account ID: 2112099 WORDEN, JUSTIN PATRICK WORDEN, KERRI LYNNE
 Tax Account ID: 2112100 LOY, TINA MARIE LOY, GREGORY
 Tax Account ID: 2112101 SOMMERS, PHILIP SOMMERS, DAISY
 Tax Account ID: 2112095 DIBBLE, JOHN TYLER
 Tax Account ID: 2112098 LADAN, MICHAEL LADAN, DORIS
 Tax Account ID: 2112105 FERRARA, JOSEPH CARL FERRARA, LAURIE ANN
 Tax Account ID: 2112106 DIVELY, ANGELA AILLS, ROBERT DWIGHT
 Tax Account ID: 2112125 PROHASKA, BONNIE LAURIE PROHASKA, JOHN
 Tax Account ID: 2112130 HASENOHR, CHARLES DUFFIN, AURELIE M
 Tax Account ID: 2100943 SHERWOOD GOLF CLUB INC
 Tax Account ID: 2111349 N/A - CONDO COMMON AREA
 Tax Account ID: 2113262 N/A - CONDO COMMON AREA
 Tax Account ID: 2111217 FORTARR I INC
 Tax Account ID: 2112413 SUMMERFIELDS WEST LLC

Tax Account ID: 2100276 BOANCO INC
 Tax Account ID: 2112087 BIRCHWOOD FOREST HOMEOWNERS ASSOCIATION INC
 Tax Account ID: 2112085 BIRCHWOOD FOREST HOMEOWNERS ASSOCIATION INC
 Tax Account ID: 2100261 HAMMOCK TRAIL DEVELOPMENT LLC
 Tax Account ID: 2100951 HARTMAN, GERALD HARTMAN, REBECCA
 Tax Account ID: 2113542 MANSOLILLO, KAREN M
 Tax Account ID:
 Tax Account ID: 2100938 SHERWOOD GOLF CLUB INC
 Tax Account ID: 2112241 OXENDINE, JOHN FRANKLIN OXENDINE, DENNIE RENEE
 Tax Account ID: 2101279 HOMEOWNERS OF SHERWOOD FOREST INC
 Tax Account ID: 2112094 ARENA, JOSEPH ARENA, MARJORIE TRUSTEES
 Tax Account ID: 2112096 PETERSON, WILLIAM ALAN
 Tax Account ID: 2112097 RAYMOND G EGGEMAN REVOCABLE TRUST
 Tax Account ID: 2112090 MAUCH, PATRICK J MAUCH, LAURA S
 Tax Account ID: 3026653
 Tax Account ID: 3026658
 Tax Account ID: 2111427 N/A - CONDO COMMON AREA
 Tax Account ID: 3019471 DESHLER, KEVIN DESHLER, MORGAN
 Tax Account ID: 3019472
 Tax Account ID: 3020705 BREVARD COUNTY
 Tax Account ID: 3026654
 Tax Account ID: 3026659
 Tax Account ID: 2100977 FRENCH, JOHN L,JR FRENCH, AMY WARREN
 Tax Account ID: 2100978 MC FARLANE, EARLE K MC FARLANE, CASTALIA
 Tax Account ID: 2100979 STEPHEN E MINER TRUST
 Tax Account ID: 2100980 TICE, AMANDA SHAY
 Tax Account ID: 2100981 TICE, MERLIN E,III TICE, ILA M
 Tax Account ID: 2100982 ALTMAN, GARY D ALTMAN, BARBARA A
 Tax Account ID: 2100954 LEE, WILLIAM T LEE, KYLE KRISTINE
 Tax Account ID: 2100955 TICE, AMANDA S
 Tax Account ID: 2100956 PETERSON, JOANNE E
 Tax Account ID: 2100957 TICE, ILA M TICE, MERLIN E III
 Tax Account ID: 2100958 HURSTON, JOSEPH R HURSTON, CYNTHIA A
 Tax Account ID: 2100959 MILLER, MARC S
 Tax Account ID: 2100960 SIMMONS, TERRY W
 Tax Account ID: 2100961 SIMMONS, GARY R SIMMONS, JOAN R
 Tax Account ID: 2100962 TICE, MERLIN E III TICE, ILA M
 Tax Account ID: 2100963 TICE, MERLIN TICE, ILA
 Tax Account ID: 2100964 RC LIGHTHOUSE 1 LLC
 Tax Account ID: 2100965 TICE, MERLIN E III TICE, ILA
 Tax Account ID: 2100966 ROSATA, LORETTA ROSATA, CESARE V
 Tax Account ID: 2100967 KLABER, CHARLES KLABER, CAROL
 Tax Account ID: 2100968 ANDERSON, CAROL RENA
 Tax Account ID: 2100969 ALTMAN, TIM
 Tax Account ID: 2100970 ENGELHARD, HOWARD D MC LAUGHLIN, BONITA L
 Tax Account ID: 2100971 O'NEILL, RANDALL W,SR
 Tax Account ID: 2100972 LUTHER, BRIAN E SON, SUK CHA

Tax Account ID: 2100973 GRIFFIN, AUSTIN M GRIFFIN, BONITA S
 Tax Account ID: 2100974 ALTMAN, TIMOTHY J ALTMAN, MARY E
 Tax Account ID: 2100975 KNOPE, JACQUELINE F,LIFE ESTATE
 Tax Account ID: 2100976 RICE, LINWOOD V RICE, OLGA CHRISTINA
 Tax Account ID: 2100983 MILAM, VICTORIA G
 Tax Account ID: 2100984 KIMPLE, JEFFREY KIMPLE, SCOTT
 Tax Account ID: 2100985 ORELLANA, LUIS PAEZ, CECILIA
 Tax Account ID: 2100986 SMART, DAVID C SMART, LINDA L
 Tax Account ID: 2100987 JASTREMSKI, BERNARD BURKS, THERESA
 Tax Account ID: 2100988 CAPOROSSI, NELLO III
 Tax Account ID: 2100989 SMITH, REBECCA
 Tax Account ID: 2100990 VEGH, ALEXANDER
 Tax Account ID: 2100991 TICE, MERLIN E III TICE, ILA M
 Tax Account ID: 2100992 MILLER, IRA L MILLER, ALICE M
 Tax Account ID: 2100993 DEMAYO, EUGENE PAUL
 Tax Account ID: 2100994 STOVER, KELLIE J
 Tax Account ID: 2100995 STEINMAN, DICK STEINMAN, CAROL
 Tax Account ID: 2100996 MILLER, THERESA M
 Tax Account ID: 2100997 RC LIGHTHOUSE 4 LLC
 Tax Account ID: 2100998 LAWRENCE, JOHN D
 Tax Account ID: 2100999 BRADY, THOMAS J BRADY, RENEE L
 Tax Account ID: 2101000 HOGUE, IAN J
 Tax Account ID: 2101001 BALDWIN, PATRICIA
 Tax Account ID: 2101002 SEMONSKI, DEBRA
 Tax Account ID: 2101003 HARPER, TAMORA
 Tax Account ID: 2101004 FRAKES, PAUL D LIFE ESTATE
 Tax Account ID: 2101005 VOGELMAN, ELLEN AMELIA BARTLETT, ROBERT DARRELL
 Tax Account ID: 2101006 MATTHEWS, KATHRYN
 Tax Account ID: 2101007 JOHN C WYNOCKER REVOCABLE TRUST
 Tax Account ID: 2101008 RC LIGHTHOUSE 5 LLC
 Tax Account ID: 2101009 STEPHEN E MINER TRUST
 Tax Account ID: 2101010 NGUYEN, ANH DUNG NGUYEN, BORI MEAK
 Tax Account ID: 2101011 MULHOLLAND, JANICE MULHOLLAND, FAYE
 Tax Account ID: 2101012 UNITED EXCEL INVESTMENT INC
 Tax Account ID: 2101013 WERNER, DUSTIN E
 Tax Account ID: 2113238 BRANDON, BRENT BRANDON, CLAUDINE
 Tax Account ID: 2113239 MOGG, CLAUDINE TRUSTEE
 Tax Account ID: 2113240 VILLAS OF SHERWOOD TITUSVILLE INC
 Tax Account ID: 2113241 SHOKO ROOKS-HOULE REVOCABLE TRUST
 Tax Account ID: 2113242 VILLAS OF SHERWOOD TITUSVILLE INC
 Tax Account ID: 2113243 VILLAS OF SHERWOOD TITUSVILLE INC
 Tax Account ID: 2113244 VILLAS OF SHERWOOD TITUSVILLE INC
 Tax Account ID: 2113245 VILLAS OF SHERWOOD TITUSVILLE INC
 Tax Account ID: 2113246 VILLAS OF SHERWOOD TITUSVILLE INC
 Tax Account ID: 2113247 VILLAS OF SHERWOOD TITUSVILLE INC
 Tax Account ID: 2113248 VILLAS OF SHERWOOD TITUSVILLE INC
 Tax Account ID: 2113249 VILLAS OF SHERWOOD TITUSVILLE INC

Tax Account ID: 2113250	VILLAS OF SHERWOOD TITUSVILLE INC
Tax Account ID: 2113251	VILLAS OF SHERWOOD TITUSVILLE INC
Tax Account ID: 2113252	VILLAS OF SHERWOOD TITUSVILLE INC
Tax Account ID: 2113253	VILLAS OF SHERWOOD TITUSVILLE INC
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Tax Account ID: 2113255	VILLAS OF SHERWOOD TITUSVILLE INC
Tax Account ID: 2113256	VILLAS OF SHERWOOD TITUSVILLE INC
Tax Account ID: 2113257	VILLAS OF SHERWOOD TITUSVILLE INC
Tax Account ID: 2113258	VILLAS OF SHERWOOD TITUSVILLE INC
Tax Account ID: 2113259	VILLAS OF SHERWOOD TITUSVILLE INC
Tax Account ID: 2113260	VILLAS OF SHERWOOD TITUSVILLE INC
Tax Account ID: 2113261	VILLAS OF SHERWOOD TITUSVILLE INC
Tax Account ID: 2100278	BOANCO INC
Tax Account ID: 2100279	BOANCO INC
Tax Account ID: 2100280	BOANCO INC
Tax Account ID: 2100281	BOANCO INC
Tax Account ID: 2100282	BOANCO INC
Tax Account ID: 2100283	BOANCO INC
Tax Account ID: 2100284	BOANCO INC
Tax Account ID: 2100285	BOANCO INC
Tax Account ID: 2100286	BOANCO INC
Tax Account ID: 2100287	BOANCO INC
Tax Account ID: 2100288	BOANCO INC
Tax Account ID: 2100289	BOANCO INC

OWNER_STREET_NAME	OWNER_ADD	OWNER_CITY	OWNER_STATE	OWNER_ZIP5
4465 SOUTH ST		TITUSVILLE, FL		32780
4481 LONGBOW DR		TITUSVILLE, FL		32796
4471 LONGBOW DR		TITUSVILLE, FL		32796
4461 LONGBOW DR		TITUSVILLE, FL		32796
4451 LONGBOW DR		TITUSVILLE, FL		32796
4441 LONGBOW DR		TITUSVILLE, FL		32796
4431 LONGBOW DR		TITUSVILLE, FL		32796
4421 LONGBOW DR		TITUSVILLE, FL		32796
4401 LONGBOW DR		TITUSVILLE, FL		32796
3206 S HOPKINS AVE SUITE 230A		TITUSVILLE, FL		32780
4530 LONGBOW DR		TITUSVILLE, FL		32796
4520 LONGBOW DR		TITUSVILLE, FL		32796
4500 LONGBOW DR		TITUSVILLE, FL		32796
4625 LONGBOW DR		TITUSVILLE, FL		32796
4490 LONGBOW DR		TITUSVILLE, FL		32796
4480 LONGBOW DR		TITUSVILLE, FL		32796
4655 CALLE CORTO		TITUSVILLE, FL		32780
4460 LONGBOW DR		TITUSVILLE, FL		32796
1226 LAKESIDE BLVD, # A		BROWNSVILLE, TX		78520
4618 LONGBOW DR		TITUSVILLE, FL		32796
1850 SIR PAGE LANE		TITUSVILLE, FL		32796
4855 YEW COURT		TITUSVILLE, FL		32796
4913 CARODOC CIR		TITUSVILLE, FL		32796
4361 FLINTSHIRE WAY		TITUSVILLE, FL		32796
4473 BOWSTRING CT		TITUSVILLE, FL		32796
4485 BOWSTRING CT		TITUSVILLE, FL		32796
4915 CARODOC CIR		TITUSVILLE, FL		32796
4471 BOWSTRING CT		TITUSVILLE, FL		32796
1965 TURPENTINE RD		MIMS, FL		32754
4916 CARODOC CIR		TITUSVILLE, FL		32796
1870 SIR PAGE LN		TITUSVILLE, FL		32796
PO BOX 3025		TITUSVILLE, FL		32781
4675 LONGBOW DR		TITUSVILLE, FL		32796
4740 GUIL DRIVE		MIMS, FL		32754
4917 CARODOC CIR		TITUSVILLE, FL		32796
1931 MALMSEY CT		TITUSVILLE, FL		32796
5001 PLAZA ON THE LK, STE 200		AUSTIN, TX		78746
1880 SIR PAGE LN		TITUSVILLE, FL		32796
4308 IVANHOE DR		TITUSVILLE, FL		32796
4490 BOWSTRING CT		TITUSVILLE, FL		32796
1985 TURPENTINE ROAD		MIMS, FL		32754
4745 LONGBOW DR		TITUSVILLE, FL		32796
4755 LONGBOW DR		TITUSVILLE, FL		32796
4759 LONGBOW DR		TITUSVILLE, FL		32796
4763 LONGBOW DR		TITUSVILLE, FL		32796

4767 LONGBOW DR	TITUSVILLE, FL 32796
4670 LONGBOW DR	TITUSVILLE, FL 32796
4680 LONGBOW DR	TITUSVILLE, FL 32796
1985 TURPENTINE RD	MIMS, FL 32754
4720 LONGBOW DR	TITUSVILLE, FL 32796
4730 LONGBOW DR	TITUSVILLE, FL 32796
4740 LONGBOW DR	TITUSVILLE, FL 32796
120 S RIVERSIDE PLZ, STE 2000	CHICAGO, IL 60606
4245 ABBEY LANE	TITUSVILLE, FL 32796
117 DEER RIDGE DR	HUDSON, NC 28638
1717 MAIN ST, STE 2000	DALLAS, TX 75201
4787 LONGBOW DR	TITUSVILLE, FL 32796
4795 SQUIRES DR	TITUSVILLE, FL 32796
4791 SQUIRES DR	TITUSVILLE, FL 32796
4813 SQUIRES DR	TITUSVILLE, FL 32796
4817 SQUIRES DR	TITUSVILLE, FL 32796
4781 SQUIRES DR	TITUSVILLE, FL 32796
6011 CLUBHOUSE LANE	MUKILTEO, WA 98275
4819 SQUIRES DR	TITUSVILLE, FL 32796
4260 ABBEY LN	TITUSVILLE, FL 32796
4240 ABBEY LN	TITUSVILLE, FL 32796
4330 LONGBOW DR	TITUSVILLE, FL 32796
4829 SQUIRES DRIVE	TITUSVILLE, FL 32796
6011 CLUBHOUSE LANE	MUKILTEO, WA 98275
4247 WILL SCARLET DR	TITUSVILLE, FL 32796
4812 SQUIRES DR	TITUSVILLE, FL 32796
4913 SQUIRES DR	TITUSVILLE, FL 32796
1955 KING RICHARD DR	TITUSVILLE, FL 32796
4310 LONGBOW DR	TITUSVILLE, FL 32796
1964 KING RICHARD DR	TITUSVILLE, FL 32796
4300 LONGBOW DR	TITUSVILLE, FL 32796
4948 SQUIRES DR	TITUSVILLE, FL 32796
2015 TURPENTINE RD	MIMS, FL 32754
4280 LONGBOW DR	TITUSVILLE, FL 32796
1996 LONDON TOWN LANE	TITUSVILLE, FL 32796
1974 LANCE CT	TITUSVILLE, FL 32796
2025 TURPENTINE RD	MIMS, FL 32754
4349 VISTA VERDE WAY	OCEANSIDE, CA 92057
1998 LONDON TOWN LANE	TITUSVILLE, FL 32796
4250 LONGBOW DR	TITUSVILLE, FL 32796
4240 LONGBOW DR	TITUSVILLE, FL 32796
2035 TURPENTINE RD	MIMS, FL 32754
2018 KING RICHARD DR	TITUSVILLE, FL 32796
2010 LONDON TOWN LN	TITUSVILLE, FL 32796
2045 TURPENTINE RD	MIMS, FL 32754
2042 KING RICHARD DR	TITUSVILLE, FL 32796

12457 EVERARD DR	SPRING HILL, FL 34609
2055 TURPENTINE ROAD	MIMS, FL 32754
4349 VISTA VERDE WAY	OCEANSIDE, CA 92057
2065 TURPENTINE RD	MIMS, FL 32754
PO BOX 292037	DAVIE, FL 33329
2018 ARNOLD PALMER DR	TITUSVILLE, FL 32796
4420 LONDON TOWN RD	TITUSVILLE, FL 32796
3410 BREVARD RD	MIMS, FL 32754
4447 SHERWOOD FOREST DR	TITUSVILLE, FL 32796
2049 ARNOLD PALMER DR	TITUSVILLE, FL 32796
2117 KINGS CROSS ST	TITUSVILLE, FL 32796
2119 KINGS CROSS	TITUSVILLE, FL 32796
2106 KINGS CROSS ST	TITUSVILLE, FL 32796
2121 KINGS CROSS ST	TITUSVILLE, FL 32796
2108 KINGS CROSS ST	TITUSVILLE, FL 32796
2125 KINGS CROSS ST	TITUSVILLE, FL 32796
2110 KINGS CROSS ST	TITUSVILLE, FL 32796
3705 CHIARA DR	TITUSVILLE, FL 32796
1419 CLEARFORD RD	MOREHEAD, KY 40351
2111 FOGGY BOTTOM LN	MIMS, FL 32754
992 WILLINGHAM RD	CHULUOTA, FL 32766
2131 KINGS CROSS	TITUSVILLE, FL 32796
2135 KINGS CROSS ST	TITUSVILLE, FL 32796
2118 KINGS CROSS ST	TITUSVILLE, FL 32796
2120 KINGS CROSS	TITUSVILLE, FL 32796
2139 KINGS CROSS	TITUSVILLE, FL 32796
2122 KINGS CROSS ST	TITUSVILLE, FL 32796
2108 ARNOLD PALMER DR	TITUSVILLE, FL 32796
375 COUNTY CLUB DR	MOREHEAD, KY 40351
2143 KINGS CROSS	TITUSVILLE, FL 32796
4522 BEN HOGAN WAY	TITUSVILLE, FL 32796
2126 KINGS CROSS ST	TITUSVILLE, FL 32796
2145 KINGS CROSS	TITUSVILLE, FL 32796
2128 KINGS CROSS ST	TITUSVILLE, FL 32796
2130 KINGS CROSS ST	TITUSVILLE, FL 32796
2132 KINGS CROSS ST	TITUSVILLE, FL 32796
2729 HANSROB RD, # B	ORLANDO, FL 32804
2118 ARNOLD PALMER DR	TITUSVILLE, FL 32796
4542 BEN HOGAN WAY	TITUSVILLE, FL 32796
5684 RICHGROVE LN	DUBLIN, OH 43016
2136 KINGS CROSS ST	TITUSVILLE, FL 32796
2153 KINGS CROSS ST	TITUSVILLE, FL 32796
2155 KINGS CROSS ST	TITUSVILLE, FL 32796
2157 KINGS CROSS ST	TITUSVILLE, FL 32796
2138 KINGS CROSS ST	TITUSVILLE, FL 32796
4455 SHERWOOD FOREST DR	TITUSVILLE, FL 32796
4453 SHERWOOD FOREST DR	TITUSVILLE, FL 32796

4451 SHERWOOD FOREST DR	TITUSVILLE, FL 32796
PO BOX 1032	MOREHEAD, KY 40351
4447 SHERWOOD FOREST DR	TITUSVILLE, FL 32796
4445 SHERWOOD FOREST DR	TITUSVILLE, FL 32796
2159 KINGS CROSS	TITUSVILLE, FL 32796
2142 KINGS CROSS ST	TITUSVILLE, FL 32796
2144 KINGS CROSS ST	TITUSVILLE, FL 32796
3243 BELLWIND CIR	ROCKLEDGE, FL 32955
2148 KINGS CROSS	TITUSVILLE, FL 32796
PO BOX 585	MIMS, FL 32754
2150 KINGS CROSS	TITUSVILLE, FL 32796
2139 ARNOLD PALMER DR	TITUSVILLE, FL 32796
PO BOX 175	BROOKSVILLE, KY 41004
2138 ARNOLD PALMER DR	TITUSVILLE, FL 32796
PO BOX 000556	VANCEBURG, KY 41179
2158 KINGS CROSS	TITUSVILLE, FL 32796
4446 SHERWOOD FOREST DR	TITUSVILLE, FL 32796
4444 SHERWOOD FOREST DR	TITUSVILLE, FL 32796
4448 SHERWOOD FOREST DR	TITUSVILLE, FL 32796
4450 SHERWOOD FOREST DR	TITUSVILLE, FL 32796
4442 SHERWOOD FOREST DR	TITUSVILLE, FL 32796
4440 SHERWOOD FOREST DR	TITUSVILLE, FL 32796
2160 KINGS CROSS ST	TITUSVILLE, FL 32796
2162 KINGS CROSS ST	TITUSVILLE, FL 32796
4335 LONDON TOWN RD	TITUSVILLE, FL 32796
2168 KINGS CROSS	TITUSVILLE, FL 32796
2172 KINGS CROSS ST	TITUSVILLE, FL 32796
2174 KINGS CROSS ST	TITUSVILLE, FL 32796
2175 KINGS CROSS	TITUSVILLE, FL 32796
2177 KINGS CROSS ST	TITUSVILLE, FL 32796
2171 KINGS CROSS ST	TITUSVILLE, FL 32796
2173 KINGS CROSS ST	TITUSVILLE, FL 32796
2179 KINGS CROSS	TITUSVILLE, FL 32796
2181 KINGS CROSS	TITUSVILLE, FL 32796
40258 WOODSIDE N DR N	NORTHVILLE, MI 48168
300 MERRITT ST	BRIDGEPORT, CT 06606
2182 KINGS CROSS	TITUSVILLE, FL 32796
2186 KINGS CROSS ST	TITUSVILLE, FL 32796
2187 KINGS CROSS ST	TITUSVILLE, FL 32796
2185 KINGS CROSS ST	TITUSVILLE, FL 32796
2189 KINGS CROSS ST	TITUSVILLE, FL 32796
2166 KINGS CROSS	TITUSVILLE, FL 32796
2191 KINGS CROSS ST	TITUSVILLE, FL 32796
2195 KINGS CROSS ST	TITUSVILLE, FL 32796
148 SUGARTREE LN	VERSAILLES, KY 40383
417 JEWELL LN	MOREHEAD, KY 40351
550 LITTON ROAD	MOREHEAD, KY 40351

9863 OSPREY LANDING DR	ORLANDO, FL 32832
4400 SUGARBERRY LN	TITUSVILLE, FL 32796
4491 SUGARBERRY LN	TITUSVILLE, FL 32796
4391 SUGARBERRY LN	TITUSVILLE, FL 32796
512 SW 5TH ST	HALLANDALE BEACH, FL 33009
4401 SUGARBERRY LN	TITUSVILLE, FL 32796
4495 LONDON TOWN RD	TITUSVILLE, FL 32796
4381 LONGBOW DR	TITUSVILLE, FL 32796
4840 CARODOC CIR	TITUSVILLE, FL 32796
4619 LONGBOW DR	TITUSVILLE, FL 32796
4610 LONGBOW DRIVE	TITUSVILLE, FL 32796
4377 LONGBOW DR	TITUSVILLE, FL 32796
4550 LONGBOW DRIVE	TITUSVILLE, FL 32796
1880 TANNER CT	TITUSVILLE, FL 32796
4450 LONGBOW DRIVE	TITUSVILLE, FL 32796
4540 LONGBOW DR	TITUSVILLE, FL 32796
4400 LONGBOW DR	TITUSVILLE, FL 32796
4865 YEW CT	TITUSVILLE, FL 32796
4895 YEW CT	TITUSVILLE, FL 32796
2743 DENNIS DR	ORANGE PARK, FL 32065
4380 LONGBOW DR	TITUSVILLE, FL 32796
4375 LONGBOW DR	TITUSVILLE, FL 32796
4635 LONGBOW DR	TITUSVILLE, FL 32796
1891 TANNER CT	TITUSVILLE, FL 32796
4499 BOWSTRING CT	TITUSVILLE, FL 32796
4374 LONGBOW DR	TITUSVILLE, FL 32796
1890 TANNER CT	TITUSVILLE, FL 32796
4373 LONGBOW DR	TITUSVILLE, FL 32796
1919 MALMSEY COURT	TITUSVILLE, FL 32796
4626 LONGBOW DR	TITUSVILLE, FL 32796
1860 SIR PAGE LN	TITUSVILLE, FL 32796
4495 BOWSTRING CT	TITUSVILLE, FL 32796
5001 PLAZA ON THE LK, STE 200	AUSTIN, TX 78746
4489 BOWSTRING CT	TITUSVILLE, FL 32796
4645 LONGBOW DR	TITUSVILLE, FL 32796
3545 SABLE PALM LN, UNIT F	TITUSVILLE, FL 32780
2612 AMAYA TER	LAKE MARY, FL 32746
4481 BOWSTRING CT	TITUSVILLE, FL 32796
PO BOX 1291	TITUSVILLE, FL 32781
4890 YEW CT	TITUSVILLE, FL 32796
4655 LONGBOW DR	TITUSVILLE, FL 32796
4665 LONGBOW DRIVE	TITUSVILLE, FL 32796
4370 LONGBOW DR	TITUSVILLE, FL 32796
4371 FLINTSHIRE WAY	TITUSVILLE, FL 32796
4320 IVANHOE DR	TITUSVILLE, FL 32796
18917 GEETING ROAD	KEEDYSVILLE, MD 21756
1920 MALMSEY CT	TITUSVILLE, FL 32796

4634 LONGBOW DR	TITUSVILLE, FL 32796
4695 LONGBOW DR	TITUSVILLE, FL 32796
1920 MALMSEY CT	TITUSVILLE, FL 32796
336 BARNUM ST	DUNDEE, MI 48131
1875 SIR PAGE LN	TITUSVILLE, FL 32796
4498 BOWSTRING CT	TITUSVILLE, FL 32796
4494 BOWSTRING CT	TITUSVILLE, FL 32796
4650 LONGBOW DR	TITUSVILLE, FL 32796
4367 LONGBOW DR	TITUSVILLE, FL 32796
4660 LONGBOW DR	TITUSVILLE, FL 32796
4715 LONGBOW DR	TITUSVILLE, FL 32796
4486 BOWSTRING CT	TITUSVILLE, FL 32796
4725 LONGBOW DR	TITUSVILLE, FL 32796
4735 LONGBOW DR	TITUSVILLE, FL 32796
1913 FLINTSHIRE CT	TITUSVILLE, FL 32796
4302 IVANHOE DR	TITUSVILLE, FL 32796
4771 LONGBOW DR	TITUSVILLE, FL 32796
1917 FLINTSHIRE CT	TITUSVILLE, FL 32796
4482 BOWSTRING CT	TITUSVILLE, FL 32796
4365 LONGBOW DR	TITUSVILLE, FL 32796
4775 LONGBOW DR	TITUSVILLE, FL 32796
4300 IVANHOE DR	TITUSVILLE, FL 32796
4779 LONGBOW DR	TITUSVILLE, FL 32796
1900 FLINTSHIRE CT	TITUSVILLE, FL 32796
11610 NW 83RD WAY	PARKLAND, FL 33076
3885 SOUTH ST	TITUSVILLE, FL 32780
4354 LONGBOW DR	TITUSVILLE, FL 32796
4351 LONGBOW DR	TITUSVILLE, FL 32796
4710 LONGBOW DR	TITUSVILLE, FL 32796
1921 FLINTSHIRE CT	TITUSVILLE, FL 32796
1910 FLINTSHIRE CT	TITUSVILLE, FL 32796
4269 ABBEY LN	TITUSVILLE, FL 32796
4783 LONGBOW DR	TITUSVILLE, FL 32796
920 OLEANDER CIR	BAREFOOT BAY, FL 32976
4754 LONGBOW DRIVE	TITUSVILLE, FL 32796
4762 LONGBOW DR	TITUSVILLE, FL 32796
4766 LONGBOW DR	TITUSVILLE, FL 32796
4770 LONGBOW DR	TITUSVILLE, FL 32796
4350 LONGBOW DR	TITUSVILLE, FL 32796
3544 HOGAN PL	TITUSVILLE, FL 32780
4809 SQUIRES DRIVE	TITUSVILLE, FL 32796
4789 SQUIRES DR	TITUSVILLE, FL 32796
4815 SQUIRES DR	TITUSVILLE, FL 32796
4785 SQUIRES DRIVE	TITUSVILLE, FL 32796
4782 LONGBOW DR	TITUSVILLE, FL 32796
4340 LONGBOW DR	TITUSVILLE, FL 32796
4775 SQUIRES DR	TITUSVILLE, FL 32796

4821 SQUIRES DR	TITUSVILLE, FL 32796
4341 LONGBOW DR	TITUSVILLE, FL 32796
4250 ABBEY LN	TITUSVILLE, FL 32796
4823 SQUIRES DRIVE	TITUSVILLE, FL 32796
4771 SQUIRES DR	TITUSVILLE, FL 32796
4786 LONGBOW DR	TITUSVILLE, FL 32796
4800 ARCHER CT	TITUSVILLE, FL 32796
3505 LAKE LYNDA DR, STE 200	ORLANDO, FL 32817
4794 SQUIRES DR	TITUSVILLE, FL 32796
4820 ARCHER CT	TITUSVILLE, FL 32796
4767 SQUIRES DR	TITUSVILLE, FL 32796
4827 SQUIRES DR	TITUSVILLE, FL 32796
1935 KING RICHARD DR	TITUSVILLE, FL 32796
1951 SQUIRES CT	TITUSVILLE, FL 32796
4791 LONGBOW DR	TITUSVILLE, FL 32796
4790 LONGBOW DR	TITUSVILLE, FL 32796
4831 SQUIRES DR	TITUSVILLE, FL 32796
1948 KING RICHARD DR	TITUSVILLE, FL 32796
4265 WILL SCARLET DR	TITUSVILLE, FL 32796
4321 LONGBOW DRIVE	TITUSVILLE, FL 32796
PO BOX 407	MIMS, FL 32754
4816 ARCHER CT	TITUSVILLE, FL 32796
4804 ARCHER CT	TITUSVILLE, FL 32796
4919 SQUIRES DR	TITUSVILLE, FL 32796
4320 LONGBOW DR	TITUSVILLE, FL 32796
4820 SQUIRES DRIVE	TITUSVILLE, FL 32796
4955 SQUIRES DR	TITUSVILLE, FL 32796
4822 SQUIRES DR	TITUSVILLE, FL 32796
101 NESBITT NE ST NE	PALM BAY, FL 32907
4931 SQUIRES DR	TITUSVILLE, FL 32796
4937 SQUIRES DR	TITUSVILLE, FL 32796
4943 SQUIRES DR	TITUSVILLE, FL 32796
4949 SQUIRES DR	TITUSVILLE, FL 32796
4828 SQUIRES DRIVE	TITUSVILLE, FL 32796
4959 SQUIRES DR	TITUSVILLE, FL 32796
1956 KING RICHARD DR	TITUSVILLE, FL 32796
1950 BEDFORD DR	TITUSVILLE, FL 32796
4808 ARCHER CT	TITUSVILLE, FL 32796
4812 ARCHER CT	TITUSVILLE, FL 32796
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1951 ADALE CT	TITUSVILLE, FL 32796
1955 SQUIRES CT	TITUSVILLE, FL 32796
1959 SQUIRES CT	TITUSVILLE, FL 32796
1960 BEDFORD DR	TITUSVILLE, FL 32796
1991 LONDON TOWN LN	TITUSVILLE, FL 32796
1950 ADALE CT	TITUSVILLE, FL 32796

4960 SQUIRES DRIVE	TITUSVILLE, FL 32796
1990 LONDON TOWN LN	TITUSVILLE, FL 32796
1965 KING RICHARD DR	TITUSVILLE, FL 32796
4230 WILL SCARLET DR	TITUSVILLE, FL 32796
206 SOUTH HOPKINS AVE	TITUSVILLE, FL 32796
4301 LONGBOW DR	TITUSVILLE, FL 32796
1972 KING RICHARD DR	TITUSVILLE, FL 32796
1971 LANCE CT	TITUSVILLE, FL 32796
1961 ADALE CT	TITUSVILLE, FL 32796
4958 SQUIRES DR	TITUSVILLE, FL 32796
4954 SQUIRES DR	TITUSVILLE, FL 32796
4942 SQUIRES DR	TITUSVILLE, FL 32796
4936 SQUIRES DR	TITUSVILLE, FL 32796
3615 GRANTLINE RD	MIMS, FL 32754
1970 BEDFORD DR	TITUSVILLE, FL 32796
4924 SQUIRES DR	TITUSVILLE, FL 32796
1420 WATERFORD OAK DR, APT 302	ORLANDO, FL 32828
4918 SQUIRES DR	TITUSVILLE, FL 32796
4912 SQUIRES DR	TITUSVILLE, FL 32796
1972 LANCE CT	TITUSVILLE, FL 32796
160 SAINT CLAIR RIVER DR	ALGONAC, MI 48001
1994 LONDON TOWN LN	TITUSVILLE, FL 32796
1975 KING RICHARD DR	TITUSVILLE, FL 32796
1997 LONDON TOWN LN	TITUSVILLE, FL 32796
4211 LONGBOW DR	TITUSVILLE, FL 32796
1980 KING RICHARD DR	TITUSVILLE, FL 32796
1980 BEDFORD DR	TITUSVILLE, FL 32796
4231 LONGBOW DR	TITUSVILLE, FL 32796
4241 LONGBOW DR	TITUSVILLE, FL 32796
4251 LONGBOW DR	TITUSVILLE, FL 32796
1965 ADALE CT	TITUSVILLE, FL 32796
1988 KING RICHARD DR	TITUSVILLE, FL 32796
1985 KING RICHARD DR	TITUSVILLE, FL 32796
4826 SQUIRES DRIVE	TITUSVILLE, FL 32796
1717 MAIN ST, STE 2000	DALLAS, TX 75201
4420 S WASHINGTON AVE	TITUSVILLE, FL 32780
4816 SQUIRES DR	TITUSVILLE, FL 32796
PO BOX 95	MIMS, FL 32754
4270 LONGBOW DR	TITUSVILLE, FL 32796
1994 KING RICHARD DR	TITUSVILLE, FL 32796
1995 KING RICHARD DRIVE	TITUSVILLE, FL 32796
4816 SQUIRES DR	TITUSVILLE, FL 32796
1983 BEDFORD DRIVE	TITUSVILLE, FL 32796
4260 LONGBOW DR	TITUSVILLE, FL 32796
4230 LONGBOW DR	TITUSVILLE, FL 32796
4220 LONGBOW DR	TITUSVILLE, FL 32796
2000 BEDFORD DR	TITUSVILLE, FL 32796

2051 CHESTER CT	TITUSVILLE, FL 32796
2053 CHESTER CT	TITUSVILLE, FL 32796
2005 LONDON TOWN LN	TITUSVILLE, FL 32796
2000 LONDON TOWN LN	TITUSVILLE, FL 32796
2002 KING RICHARD DR	TITUSVILLE, FL 32796
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2010 KING RICHARD DR	TITUSVILLE, FL 32796
2045 KING RICHARD DR	TITUSVILLE, FL 32796
2055 CHESTER CT	TITUSVILLE, FL 32796
2015 LONDON TOWN LANE	TITUSVILLE, FL 32796
HIGHFIELD FARMHOUSE DOLES LANE	,
2067 KING RICHARD DR	TITUSVILLE, FL 32796
2034 KING RICHARD DR	TITUSVILLE, FL 32796
2020 LONDON TOWN LN	TITUSVILLE, FL 32796
2051 LONDON TOWN LN	TITUSVILLE, FL 32796
2050 KING RICHARD DR	TITUSVILLE, FL 32796
2058 KING RICHARD DR	TITUSVILLE, FL 32796
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2066 KING RICHARD DR	TITUSVILLE, FL 32796
2060 LONDON TOWN LN	TITUSVILLE, FL 32796
4349 VISTA VERDE WAY	OCEANSIDE, CA 92057
2071 LONDON TOWN ROAD	TITUSVILLE, FL 32796
2074 KING RICHARD DR	TITUSVILLE, FL 32796
2070 LONDON TOWN LANE	TITUSVILLE, FL 32796
2081 LONDON TOWN LN	TITUSVILLE, FL 32796
2080 LONDON TOWN LN	TITUSVILLE, FL 32796
4375 LONDON TOWN RD	TITUSVILLE, FL 32796
4395 LONDON TOWN RD	TITUSVILLE, FL 32796
4365 LONDON TOWN RD	TITUSVILLE, FL 32796
2082 KING RICHARD DR	TITUSVILLE, FL 32796
4405 LONDON TOWN RD	TITUSVILLE, FL 32796
300 WEYMAN RD, STE 210	PITTSBURGH, PA 15236
4355 LONDON TOWN RD	TITUSVILLE, FL 32796
4349 VISTA VERDE WAY	OCEANSIDE, CA 92057
4415 LONDON TOWN RD	TITUSVILLE, FL 32796
4445 LONDON TOWN RD	TITUSVILLE, FL 32796
4425 LONDON TOWN RD	TITUSVILLE, FL 32796
4435 LONDON TOWN RD	TITUSVILLE, FL 32796
4521 PGA BLVD #201	PALM BEACH GARDENS, FL 33418
PO BOX 955	MIMS, FL 32754
1415 S CARPENTER RD	TITUSVILLE, FL 32796
4500 LONDON TOWN RD	TITUSVILLE, FL 32796
4400 LONDON TOWN RD	TITUSVILLE, FL 32796
4490 LONDON TOWN ROAD	TITUSVILLE, FL 32796
4380 LONDON TOWN RD	TITUSVILLE, FL 32796
213 RUDOLPH LN	HUBERT, NC 28539
4370 LONDON TOWN ROAD	TITUSVILLE, FL 32796

4410 LONDON TOWN RD
2058 ARNOLD PALMER DR
4480 LONDON TOWN RD
1983 BEDFORD DR
3656 FARM BELL PL
1983 BEDFORD DR
2068 ARNOLD PALMER DR
2008 ARNOLD PALMER DR
PO BOX 1324
4470 LONDON TOWN RD
1983 BEDFORD DR
4430 LONDON TOWN RD
2728 ROYAL TROON DR
4450 LONDON TOWN RD
4460 LONDON TOWN RD
2100 KINGS CROSS
PO BOX 955
992 WILLINGHAM RD
2104 KINGS CROSS ST
3656 FARM BELL PL
2019 ARNOLD PALMER DR
PO BOX 603
2099 ARNOLD PALMER DR
2129 KINGS CROSS ST
2107 FOGGY BOTTOM LN
2109 FOGGY BOTTOM LN
2039 ARNOLD PALMER DR
2114 KINGS CROSS ST
PO BOX 399
PO BOX 955
2137 KINGS CROSS ST
4541 BEN HOGAN WAY
PO BOX 824
2109 ARNOLD PALMER DR
2141 KINGS CROSS ST
2147 KINGS CROSS ST
4532 BEN HOGAN WAY
2134 KINGS CROSS ST
2140 KINGS CROSS ST
2729 HANSROB RD, # B
2729 HANSROB RD, # B
2129 ARNOLD PALMER DR
2190 KINGS CROSS ST
4552 BEN HOGAN WAY
2729 HANSROB RD, # B
162 ISLAND VIEW DR
2154 KINGS CROSS ST
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
LAKE MARY, FL 32746
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
TITUSVILLE, FL 32781
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
PLANO, TX 75025
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
MIMS, FL 32754
CHULUOTA, FL 32766
TITUSVILLE, FL 32796
LAKE MARY, FL 32746
TITUSVILLE, FL 32796
MIMS, FL 32754
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
MIMS, FL 32754
MIMS, FL 32754
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
MOREHEAD, KY 40351
MIMS, FL 32754
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
MIMS, FL 32754
TITUSVILLE, FL 32796
ORLANDO, FL 32804
ORLANDO, FL 32804
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
ORLANDO, FL 32804
INDIAN HARBOUR BEACH, FL 32937
TITUSVILLE, FL 32796

2149 ARNOLD PALMER DR	TITUSVILLE, FL 32796
2164 KINGS CROSS ST	TITUSVILLE, FL 32796
2148 ARNOLD PALMER DR	TITUSVILLE, FL 32796
2166 KINGS CROSS ST	TITUSVILLE, FL 32796
1511 SANDELIN AVE	SAN LEANDRO, CA 94577
2199 ARNOLD PALMER DR	TITUSVILLE, FL 32796
2158 ARNOLD PALMER DR	TITUSVILLE, FL 32796
2176 KINGS CROSS ST	TITUSVILLE, FL 32796
2179 ARNOLD PALMER DR	TITUSVILLE, FL 32796
2184 KINGS CROSS	TITUSVILLE, FL 32796
2729 HANSROB RD, # B	ORLANDO, FL 32804
PO BOX 955	MIMS, FL 32754
2190 KINGS CROSS ST	TITUSVILLE, FL 32796
15008 92 STREET EDMONTON ALBER,	
4335 LONDON TOWN RD	TITUSVILLE, FL 32796
PO BOX 585	MIMS, FL 32754
2199 ARNOLD PALMER DR	TITUSVILLE, FL 32796
2195 WHERRY RD	MIMS, FL 32754
1420 WAR EAGLE BLVD	TITUSVILLE, FL 32796
2199 ARNOLD PALMER DR	TITUSVILLE, FL 32796
C/O MARION J PARKER PRESIDENT PC	MIMS, FL 32754
4390 SUGARBERRY LN	TITUSVILLE, FL 32796
4380 SUGARBERRY LN	TITUSVILLE, FL 32796
4490 SUGARBERRY LN	TITUSVILLE, FL 32796
4370 SUGARBERRY LN	TITUSVILLE, FL 32796
4500 SUGARBERRY LN	TITUSVILLE, FL 32796
PO BOX 411784	MELBOURNE, FL 32941
4501 SUGARBERRY LN	TITUSVILLE, FL 32796
4511 SUGARBERRY LN	TITUSVILLE, FL 32796
164 EASY ST	MELBOURNE, FL 32934
2967 DAIRY RD	TITUSVILLE, FL 32796
2400 SEASONS IN THE SUN BLVD	MIMS, FL 32754
4480 SUGARBERRY LANE	TITUSVILLE, FL 32796
4461 SUGARBERRY LN	TITUSVILLE, FL 32796
4471 SUGARBERRY LN	TITUSVILLE, FL 32796
4481 SUGARBERRY LN	TITUSVILLE, FL 32796
4421 SUGARBERRY LN	TITUSVILLE, FL 32796
4451 SUGARBERRY LA	TITUSVILLE, FL 32796
4521 SUGARBERRY LN	TITUSVILLE, FL 32796
4531 SUGARBERRY LN	TITUSVILLE, FL 32796
4410 SUGARBERRY LA	TITUSVILLE, FL 32796
4520 SUGARBERRY LN	TITUSVILLE, FL 32796
4349 VISTA VERDE WAY	OCEANSIDE, CA 92057
	,
	,
PO BOX 292037	DAVIE, FL 33329
4760 N US HIGHWAY 1, #201	MELBOURNE, FL 32935

1842 SUMMERTIME TR #17	LAFAYETTE, IN 47909
4511 SUGARBERRY LN	TITUSVILLE, FL 32796
4511 SUGARBERRY LN	TITUSVILLE, FL 32796
3305 S WASHINGTON AVE	TITUSVILLE, FL 32780
4505 LONDON TOWN ROAD	TITUSVILLE, FL 32796
4509 LONDON TOWN RD	TITUSVILLE, FL 32796
	,
4349 VISTA VERDE WAY	OCEANSIDE, CA 92057
1989 ARNOLD PALMER DR	TITUSVILLE, FL 32796
PO BOX 585	MIMS, FL 32754
4411 SUGARBERRY LN	TITUSVILLE, FL 32796
4431 SUGARBERRY LN	TITUSVILLE, FL 32796
4441 SUGARBERRY LN	TITUSVILLE, FL 32796
338 PLANTATION DR	TITUSVILLE, FL 32780
	,
	,
	,
2967 DAIRY RD	TITUSVILLE, FL 32796
	,
345 WENNER WAY C/O ASSET MANA	COCOA, FL 32926
	,
	,
216 SIMON ST	FAIRHOPE, AL 36532
120 NE CAPRONA AVE	PORT SAINT LUCIE, FL 34983
100 CANEBREAKERS DR, APT 102	COCOA, FL 32927
418 MONTICELLO DR	ALTAMONTE SPRINGS, FL 32701
4304 LONDON TOWN RD, # B210	TITUSVILLE, FL 32796
4304 LONDON TOWN RD, APT 111	TITUSVILLE, FL 32796
1312 INDIAN RIVER AVE	TITUSVILLE, FL 32780
418 MONTICELLO DR	ALTAMONTE SPRINGS, FL 32701
4304 LONDON TOWN ROAD A129	TITUSVILLE, FL 32796
4304 LONDONTOWN RD # 130	TITUSVILLE, FL 32796
4304 LONDON TOWN RD, APT 131	TITUSVILLE, FL 32796
4304 LONDON TOWN RD, # A132	TITUSVILLE, FL 32796
1033 THOMAS 84 ROAD	EIGHTY FOUR, PA 15330
96 WEST PATTERSON RD	EIGHTY FOUR, PA 15330
4304 LONDON TOWN RD UNIT 130	TITUSVILLE, FL 32796
4304 LONDON TOWN RD #130	TITUSVILLE, FL 32796
PO BOX 656	TITUSVILLE, FL 32781
4304 LONDON TOWN RD #130	TITUSVILLE, FL 32796
UNIT B105 4304 LONDON TOWN ROA	TITUSVILLE, FL 32796
3447 WILLOW NEAVE RD	FALMOUTH, KY 41040
4304 LONDON TOWN RD, APT 217	TITUSVILLE, FL 32796
41023 COUNTY ROAD 103	CAMPBELL, MO 63933
34 SAVIN PARK	WEST HAVEN, CT 06516
4304 LONDON TOWN RD, # B110	TITUSVILLE, FL 32796
1260 WAR EAGLE BLVD	TITUSVILLE, FL 32796

4304 LONDON TOWN RD B202
41023 COUNTY ROAD 103
19825 SOMERS ST
505 INDIAN RIVER AVE
4304 LONDON TOWN RD, # C112
4785 HIDDEN CREEK RD
3999 TANGLE DR
4304 LONDON TOWN RD, # C115
4304 LONDON TOWN RD, #C116
4304 LONDON TOWN RD UNIT 117
4304 LONDON TOWN RD, # C118
1158 RICE AVE
4304 LONDON TOWN RD UNIT 130
63 MICHIGAN ST
4304 LONDON TOWN RD, # C212
4304 LONDON TOWN RD, # C213
327 ROSE ANN DR
4304 LONDON TOWN RD, 215
PO BOX 656
7615 MAHOGANY RUN
4304 LONDON TOWN RD, # C218
4304 LONDON TOWN RD, APT 207
4304 LONDON TOWN RD #C220
4304 LONDON TOWN RD, # D121
4304 LONDON TOWN RD, # D122
1635 CARPENTER RD N
4304 LONDON TOWN RD #124
4304 LONDON TOWN RD, # D125
3100 GREEN TURTLE CIR
PO BOX 656
100 CANEBREAKERS DR, APT 102
4304 LONDON TOWN RD, 223
4304 LONDON TOWN RD, # D224
4304 LONDON TOWN RD, # D225
4304 LONDON TOWN RD #D226
162 ISLAND VIEW DR
162 ISLAND VIEW DR
2729 HANSROB RD, # B
7 INDIAN RIVER AVE, APT 503
2729 HANSROB RD, # B
TITUSVILLE, FL 32796
CAMPBELL, MO 63933
NEW BOSTON, MI 48164
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
MELBOURNE, FL 32935
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
COLUMBUS, OH 43230
TITUSVILLE, FL 32796
MILLINOCKET, ME 04462
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
OLNEY, IL 62450
TITUSVILLE, FL 32796
TITUSVILLE, FL 32781
PORT SAINT LUCIE, FL 34986
TITUSVILLE, FL 32796
MIMS, FL 32754
TITUSVILLE, FL 32781
COCOA, FL 32927
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
TITUSVILLE, FL 32796
INDIAN HARBOUR BEACH, FL 32937
INDIAN HARBOUR BEACH, FL 32937
ORLANDO, FL 32804
TITUSVILLE, FL 32796
ORLANDO, FL 32804
ORLANDO, FL 32804

2729 HANSROB RD, # B	ORLANDO, FL 32804
2729 HANSROB RD, # B	ORLANDO, FL 32804
2729 HANSROB RD, # B	ORLANDO, FL 32804
2729 HANSROB RD, # B	ORLANDO, FL 32804
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2729 HANSROB RD, # B	ORLANDO, FL 32804
1842 SUMMERTIME TRAIL #17	LAFAYETTE, IN 47909
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1842 SUMMERTIME TRAIL #17	LAFAYETTE, IN 47909
1842 SUMMERTIME TRAIL #17	LAFAYETTE, IN 47909
1842 SUMMERTIME TRAIL #17	LAFAYETTE, IN 47909
1842 SUMMERTIME TRAIL #17	LAFAYETTE, IN 47909



ENGINEERING, INC.

CIVIL ■ STRUCTURAL ■ SURVEYING ■ ENVIRONMENTAL

Vero Beach Melbourne Ft. Pierce
772.569.0035 321.253.1510 772.468.9055

ATTACHMENT E – CITIZEN INTERACTION

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**Sherwood Golf Course Community Meeting
September 6, 2023**

General Comments prior to and during Meeting:

All need to wear blue shirts to show opposition.
We will get lawyers.
Not going down without a fight.
Lots of other land they can develop.
Why ruin a beautiful neighborhood.
What is in it for use/how will in benefit the community.
Flooding from storms last November, this will make it worse.
Impact on evacuation routes.
Don't want ponds filled in.
They will "pay them off" to get this approved.
"live how we live".
"what can we do to stop rezoning".

Q. HUD Money?

A. No, no low income, will be market rate, will not control pricing.

Q. Flooding occurred during Hurricane Ian, how will flooding be impacted when the golf course is brought to higher elevations, how can he receive copies of drainage plan?

A. Stormwater engineering not completed yet, will be public records once submitted to County and other agencies. County should be maintaining stormwater system. Any development cannot make it worse for nearby neighboring property. New development standards are more stringent than those in place when most of Sherwood built. New development will not block water or cause it to rise. Existing stormwater systems may be upgraded by Developer.

Q. Herbicides/pesticides/pollutants on and in golf course land. What are plans for mitigation of arsenic, dust plan and plans for reclaimed water? Will developer review these plans with Community in the future?

A. Soils testing has been completed. No mitigation plan has been prepared yet. Developer will need to mitigate – most likely – arsenic. Any mitigation plan would have to be approved by County and will be a public record.

Q. What are you doing with the ponds, why changing to RES15, what are the lot sizes? Hole 3 shows MF between single-family.

A. Only requesting change of less than 8 acres to RES15. PUD is to allow variety of uses. Intent is to build multi-family near roadway and keep single-family near single family. With PUD, the PDP cannot be changed in major way without public hearing. Lots sizes are 4000 – 6500 sq ft in size.

Q. Can you send the documents that show what is changing?
A. Diagram sent with community meeting notice letter shows changes. What is shown as green and purple is existing land use, and the double crosshatch is the area that is proposed for a land use amendment to RES-15. Limits of land use change is 7.7 acres. Plans Shows 17 acres for 320 MF units. Plan shows 796 SF homes.

Q. How far back are new homes going to be from existing homes' lots?
A. Rear setbacks are 10 feet.

Q. You are adding 900 units. How will this impact traffic in and out of subdivision? What will you do to improve or add access points to subdivision?
A. Actually adding 796 SF homes. Traffic Engineer James Taylor stated that the TIA methodology is for evaluation of 11 intersections, with a radius of 3.5 miles from subdivision, "20 reads", counts from 7-9 and 4 -6.

Q. Already have trouble on Kingston. Evaluation need to include Oct. through Jan. counts as Community is very active at those time. People use golf course For access/travel around subdivision.
A. James Taylor of Kimley Horne stated that adjustments will be made to evaluation for seasonal increase in traffic. Current evaluation adds 3 or 4 access points on Carpenter.

Q. Traffic problems at SR46 and Carpenter; u-turns are bad.
A. Taylor stated that Developer will mitigate any deficiencies with signalization changes and turn lanes.

A statement was made by Jim McKnight that the number of units being proposed is only 50% of what is currently the potential based upon existing Comp Plan Designations.

Q. What does that mean?
A. Jim explained what the future land uses are currently and what the designations mean.

Q. Hurricanes from last year caused flooding, with water 2 feet from my front door. What are you doing to mitigation potential flooding. Pipe that goes to St. Johns River was full of water so flooding did not drain for weeks.
A. Part of subdivision built a lone time ago. The system at that time was not designed to handle flooding problem. Development will store all its water on site. County needs to maintain the publicly dedicated stormwater system that has 60 year old pipes. New system may help the flooding.

Comment: "We don't want your help!"

Q. What does “mitigate” mean as to drainage, transportation; what are your solutions; are you planning for 100 year storm; are you going to leave us “hanging in the balance”?

A. The stormwater basin analysis will include drainage from the streets. The developer will work with the County on stormwater and traffic design.

Q. Are you going to fill the ponds and use the fairways? Live on 10th Fairway and will be “screwed” if you fill in the pond.

A. Developer will be moving the ponds but recovering all water currently stored in the pond in large new ponds. There are rules in place to protect property owners from flooding that were not in place when the community was built.

Q. Received letter with diagram and it looks like you are building houses in ponds.

A. There will be a major renovation to the pond system. Water will be routed to ponds, treated, and stored. Because of more pavement in the PUD, there will be a large stormwater system.

Q. You say that Brevard County is responsible for current flooding problems. Governments aren’t perfect. You are here for pure profit. What happens when flooding occurs, and you are gone?

A. Moia stated that as a P.E., he is bound to protect safety. The stormwater system will be better when the development is done.

Comment: “class action lawsuit”.

Q. There is a rock wall shown on the plan. Will there be pipes to convey water from one side of the wall to the other?

A. The wall was shown to stop any concerns about headlights in homes. Yes, pipes will be installed.

Q. Why don’t you design the stormwater system first, before rezoning?

A. County won’t accept the plans for a system until the rezoning is completed.

Q. How will you provide drinking water to the new homes?

A. County has sufficient capacity to service the new homes.

Q. Live at the cul-de-sac in Eagle Point. What will the muck removal, dirt and trucks due to the roads/road damage.

A. County will require Developer to fix any damage. Building something new may fix current problems.

- Q. To whom was the meeting notice sent?
A. To all property owners within 500 feet of the PUD.
- Q. What is being built in the fairways, townhomes? The lake on Fairway 13 was flooded during Irma.
A. The red section of the plan is townhomes.
- Q. What will be the impact on wildlife? Blue herons, sand hill cranes, eagles on Fairway 13, fish in ponds.
A. Fla. Environmental Consulting/Ben said that gopher tortoises will be relocated on site, will be doing scrub jay survey. Most birds are birds of prey that will remain and continue to eat rodents in area. The cranes and herons will continue to use the wetlands and ponds and co-exist with residents. Most fish can be relocated. Turtles in ponds can move to new ponds, will relocate themselves.
- Q. Will you do a blanket wildlife survey, including ducks and cranes?
A. Ben: we only look at what can be protected, what state requires. Ducks and cranes will come back to other ponds.
- Q. What will be your green space, open space and amenities?
A. Trails, parks, tot lots, dog park, pool, clubhouse with restaurant for the Community.
- Q. Lives in Birchwood Forrest, which has 51 homes, about ¾ mile away from development. Six or seven homes abut the 16th Fairway. There is also a Forrest Preserve of 9 acres that is maintained by SJRWMD. There are “vacant parcels” west of us. Trying to understand the whole picture and if this plan will impact Birchwood Forrest.
A. Moia: no, it will not impact Birchwood Forrest’s water flow. MBV designed Birchwood; the speaker admitted that Birchwood does not flood.
- Q. You all have stated “if” and “hope” the development plan is approved. How fast will the 6 phases be developed?
A. With permitting and platting, it will take 1.5 years to start construction.
- Q. Do you own the property?
A. No, under contract to purchase.
- Q. Are you building the homes or bringing in builders?
A. Intend to bring in national home builders but cannot say which ones now because of confidentiality issues.

- Q. Will moving ponds have a negative impact on the surrounding land?
A. No. As muck is removed, the area will be stabilized. There will be no sink holes.
- Q. Are you putting homes on pond that is Eagle Point's property, part of HOA.
A. No.
- Q. What is required dimensions or roadway access paved area, one road is only 30 feet in width.
A. You must have 22' width of asphalt.
- Q. Will you maintain all the property? Currently, some areas are not being maintained.
A. The property is an abandoned golf course, which will continue to be overgrown. Once developed, the HOA and new owners will maintain all the land.
- Q. Has the developer ever seen this level of opposition?
A. No. This is the first golf course developer has redeveloped. Developer does have over 30 years of experience.
- Q. What is the number of new vehicles on the roads due to this plan; this will "Seriously impact roads".
A. Taylor: ADT is 6000 average trips per day of new trips. Carpenter Road currently has 7000 daily trips, capacity is 15,000, resulting in 70% capacity. Development will meet any mitigation standards.
- Q. Traffic is substantial during Halloween (can't get into to neighborhoods) and at Christmas time/all month; this will impact community, flooding so bad, all going to go downhill, don't see how to make this work, dust clouds and contaminants.
A. New development can't harm others properties or people, mitigation required. Port Malabar County Club successfully redeveloped. Arsenic removal will have to meet state standards.
- Q. How is this development going to benefit us, how will it enhance our life?
A. This will be a quality development, will help property values and will improve drainage.
- Q. What will be done with the oak trees?
A. Davis, landscape architect: Will protect as many as possible after finished floor elevation established. The plan shows trees to be saved, many on northern parcel. Designed around bigger trees.

Q. Is this a small-scale plan? Will it run current with the PUD zoning? What is the review process status?

A. Small scale plan because it is less than 8 acres. Zoning is concurrent. Formal application has been submitted. The plan has changed many times, moved buildings to protect trees. Two years in planning.

Q. Will roads be private and gated? There is an area that shows a cul-de-sac with only one road. (Arnold Palmer Drive)

A. Private roads but not gated.

Q. Will the development meet ADA standards?

A. Yes, sidewalks will meet those standards.

Comment: Having more houses is not going to increase value, not going to be a selling point, especially with a road behind my house.

Q. Have you investigated any third party rating systems, such as LEED?

A. Far from that because not in design yet, not building yet. Will consider for clubhouse.

Q. Will the pool be available for everyone?

A. The pool will be managed by the Master Association. It will be open to everyone but there may be a fee.

Comment: My parents have been here for 54 years. Sherwood is a coveted neighborhood, everybody wants to live here. May be best to sell quickly.

Q. Is your contract contingent on zoning?

A. We will give up contract if not rezoned.

Q. In 1998 there were fires in the area with mandatory evacuations. Has evacuations been considered?

A. The traffic study will include emergency evacuations.

Q. Will the developer be the Master Developer? Are you a hedge fund?

A. We are working with national homebuilders for a Master Planned Community.

Previous approvals:

PRELIMINARY DEVELOPMENT PLAN

Sherwood Golf Club PUD

Prepared for:

Ballarena Group Corp.
4750 W. Commercial Blvd.
Tamarac, FL 33319

Prepared by:

MBV Engineering, Inc.
1250 W. Eau Gallie Blvd., Suite L
Melbourne, FL 32935

MBV # 21-1114
July 17, 2024

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I. INTRODUCTION

LOCATION:

The Sherwood Golf Club PUD (136.46 ± acres) is located on the west side of Interstate 95, approximately one-half of a mile south of State Road 46. The project is located within unincorporated Brevard County in:

SECTION	TOWNSHIP	RANGE
13, 24	21 South	34 East

LEGAL DESCRIPTION:

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY TITLE COMMITMENT No, 1260451-A1, DATED APRIL 22, 2022.

(1) PARCEL A-14 DRIVING RANGE

A PART OF THE NORTHEAST 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:
COMMENCING AT THE POINT OF INTERSECTION OF THE WESTERLY RIGHT OF WAY LINE OF CARPENTER ROAD AND THE NORTHERLY RIGHT OF WAY LINE OF LONDONTOWN ROAD, RUN THENCE WESTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE OF THE FOLLOWING FIVE (5) COURSES AND DISTANCE. SOUTH 70°00'20" WEST, 144.51 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 210.00 FEET AND A CENTRAL ANGLE OF 12°00'20", SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, 44.00 FEET TO THE POINT OF REVERSE CURVATURE OF A CIRCULAR CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 320.00 FEET AND A CENTRAL ANGLE 45°30'00", WESTERLY ALONG THE ARC OF SAID CURVE, 254.12 FEET TO THE POINT OF REVERSE CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 300.00 FEET AND A CENTRAL ANGLE OF 13°30'00", WESTERLY ALONG THE ARC OF SAID CURVE, 70.69 FEET TO THE POINT OF TANGENCY, WEST, 75.00 FEET TO THE POINT OF BEGINNING OF THE LANDS HEREIN DESCRIBED, THENCE NORTH 13°34'54" WEST, 787.14 FEET, THENCE NORTH 54°08'30" WEST, 225.00 FEET, THENCE SOUTH 35°51'30" WEST, 230.15 FEET, THENCE SOUTH 22°00'00" EAST, 766.19 FEET TO A POINT ON THE AFOREMENTIONED NORTHERLY RIGHT OF WAY LINE OF LONDONTOWN ROAD, THENCE EAST ALONG SAID RIGHT OF WAY LINE, 215.00 FEET TO THE POINT OF BEGINNING.

(2) PARCEL A-21 2ND DRIVING RANGE

A PARCEL OF LAND LYING IN THE NORTHEAST 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE INTERSECTION OF THE WESTERLY RIGHT OF WAY LINE OF CARPENTER ROAD (A 66 FOOT WIDE RIGHT OF WAY) WITH THE NORTHERLY RIGHT OF WAY LINE OF LONDONTOWN ROAD (A 60 FOOT WIDE RIGHT OF WAY). THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE OF LONDONTOWN ROAD THE FOLLOWING SIX (6) COURSES AND DISTANCES, THENCE SOUTH 70°00'20" WEST, 144.51 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE, CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 210.00 FEET, THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 12°00'20", A DISTANCE OF 44.00 FEET TO THE POINT OF REVERSE CURVATURE OF A CIRCULAR CURVE, CONCAVE NORTHERLY AND HAVING A RADIUS OF 320.00 FEET, THENCE WESTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 45°30'00", A DISTANCE OF 254.12 FEET TO THE POINT OF REVERSE CURVATURE OF A CIRCULAR CURVE, CONCAVE SOUTHERLY AND HAVING A RADIUS OF 300.00 FEET, THENCE WESTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 13°30'00", 70.69 FEET TO THE POINT OF TANGENCY, THENCE ON A BEARING OF WEST, 59.07 FEET TO THE POINT OF BEGINNING,

THENCE ON A BEARING OF WEST, 35.93 FEET, THENCE DEPARTING THE NORTHERLY RIGHT OF WAY LINE OF LONDONTOWN ROAD, ON A BEARING OF NORTH 13°03'28" WEST, 796.59 FEET, THENCE SOUTH 54°06'53" EAST, 53.29 FEET, THENCE SOUTH 13°03'28" EAST, 764.52 FEET TO THE POINT OF BEGINNING.

(3) PARCEL 102

A PARCEL OF LAND LYING IN THE NORTHEAST 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 24, THENCE NORTH 88°46'29" EAST, ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF SECTION 24, A DISTANCE OF 870.37 FEET, THENCE SOUTH 32°57'46" EAST, 214.32 FEET, THENCE SOUTH 57°02'14" WEST, 151.47 FEET TO A POINT LYING ON THE EAST BOUNDARY LINE OF SHERWOOD FOREST P.U.D. II STAGE TWO, PHASE ONE AS RECORDED IN PLAT BOOK 31, PAGE 88, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE ALONG THE BOUNDARIES OF SAID PLAT, THE FOLLOWING TWO COURSES, THENCE SOUTH 36°13'31" EAST, 30.00 FEET, THENCE NORTH 88°46'29" EAST, 260.00 FEET TO THE POINT OF BEGINNING OF THE LAND HEREIN DESCRIBED THENCE SOUTH 54°06'53" EAST, 660.01 FEET, THENCE SOUTH 13°03'28" EAST, 796.60 FEET TO A POINT LYING ON THE NORTH RIGHT OF WAY LINE OF LONDONTOWN ROAD AS SHOWN ON THE PLAT OF SHERWOOD ESTATES UNIT NO 7, AS RECORDED IN THE PLAT BOOK 20, PAGE 96, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE ALONG SAID NORTH RIGHT OF WAY LINE OF LONDONTOWN ROAD, THE FOLLOWING TWO COURSES AND DISTANCES, THENCE EAST 95.00 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE, CONCAVE SOUTHERLY AND HAVING A RADIUS OF 300.00 FEET, THENCE EASTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE 04°26'50", 23.29 FEET, THENCE NORTH 13°03'28" WEST, 867.26 FEET, THENCE NORTH 54°06'53" WEST, 703.07 FEET, THENCE SOUTH 35°53'07" WEST, 115.00 FEET TO THE POINT OF BEGINNING.

(4) PARCEL A

A PARCEL OF LAND LYING IN THE NORTHWEST 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST; THENCE NORTH 88°46'22" EAST ALONG THE NORTH LINE OF SAID SECTION 24, S A DISTANCE OF 364.95 FEET; THENCE SOUTH 02°21'27" EAST, 13733 FEET TO A POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 50.00 FEET AN TO WHICH POINT A RADIAL LINE BEARS NORTH 02°21'27" WEST; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 76°00'07", A DISTANCE OF 66.32 FEET TO THE POINT OF BEGINNING OF THE LAND HEREIN DESCRIBED; THENCE CONTINUE SOUTHEASTERLY, ALONG THE ARC OF THE AFORESAID CURVE, THROUGH A CENTRAL ANGLE OF 62°11'16", 54.27 FET; THENCE SOUTH 71°45'29" WEST, 41.62 FEET; THENCE SOUTH 13°25'19" WEST, 311.07 FEET; THENCE SOUTH 02°51'15" WEST, 471.47 FEET; THENCE SOUTH 02°06'07" EAST, 328.99 FEET; THENCE SOUTH 38°43'50" WEST, 78.60 FEET; THENCE SOUTH 01°13'45" EAST, 300 FEET; THENCE NORTH 89°00'55" EAST, 219.35 FEET, THENCE NORTH 00°59'05" WEST, 86.88 FEET; THENCE NORTH 77°26'21" EAST, 270.54 FEET; THENCE NORTH 31°41'42" WEST, 94.82 FEET; THENCE NORTH 31°15'04" EAST, 108.89 FEET; THENCE NORTH 85°17'13" EAST, 324.23 FEET; THENCE SOUTH 63°33'29' WEST, 65.83 FEET; THENCE SOUTH 40°13'20" WEST, 435.42 FEET; THENCE SOUTH 89°00'55" WEST, 521.23 FEET TO A POINT LYING ON AN EASTERLY BOUNDARY OF THE LAND DESCRIBED IN OFFICIAL RECORDS BOOK 2566, PAGE 275 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE ALONG THE BOUNDARIES OF SAID PARCEL, THE FOLLOWING TWO (2) COURSES AND DISTANCES; THENCE NORTH 01°13'45" WEST, 390.05 FEET; THENCE SOUTH 88°46'15" WEST, 92.98 FEET TO THE SOUTHWEST CORNER OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST; THENCE NORTH 01°02'15" WEST, ALONG THE WEST LINE OF SAID NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 24, A DISTANCE OF 1151.41; THENCE NORTH 88°46'22" EAST, 320.49 FEET TO THE POINT OF BEGINNING.

(5) PARCEL B

A PARCEL OF LAND LYING IN THE NORTH 1/2 OF SECTION 24, AND THE SOUTHEAST 1/4 OF SECTION 13, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST; THENCE NORTH 88°46'22" EAST, ALONG THE NORTH LINE OF SAID SECTION 24, A DISTANCE OF 364.95 FEET; THENCE SOUTH 02°21'27" EAST, 137.73 FEET TO A POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 50.00 FEET AND TO WHICH POINT A RADIAL LINE BEARS NORTH 02°21'27" WEST; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 78°15'43", A DISTANCE OF 68.30 FEET TO THE POINT OF BEGINNING OF THE LAND HEREIN DESCRIBED; THENCE NORTH 88°46'22" EAST, 145.15 FEET; THENCE SOUTH 06°10'44" EAST, 160.68 FEET, THENCE SOUTH 27°44'22" EAST, 351.26 FEET; THENCE SOUTH 52°04'06" EAST, 99.75 FEET; THENCE SOUTH 62° EAST 207.19 FEET; THENCE NORTH 45°24'19" EAST, 55.98 FEET; THENCE NORTH 55°57'19" EAST, 219.18 FEET; THENCE NORTH 54°27'09" EAST 183.46 FEET; THENCE NORTH 31°37'38" EAST, 51.91 FEET; THENCE SOUTH 45°19'31" EAST, 17.25 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHEASTERLY, EASTERLY AND NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 145°06'27", 63.32 FEET TO THE POINT OF COMPOUND CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 81.97 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 84°35'27", 121.03 FEET TO THE POINT OF TANGENCY, THENCE SOUTH 84°58'35" WEST, 45.67 FEET; THENCE SOUTH 50°38'47" WEST, 42.74 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 58.00 FEET; THENCE SOUTHWESTERLY, NORTHWESTERLY AND NORTHEASTERLY, ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 143°21'58", 145.13 FEET TO THE POINT OF TANGENCY; THENCE NORTH 14°00'45" EAST, 101.37 FEET; THENCE NORTH 28°35'52" EAST, 217.01 FEET; THENCE NORTH 01°20'25" WEST, 115.40 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 13, TOWNSHIP 21 SOUTH, RANGE 34 EAST; THENCE NORTH 00°57'00" WEST, ALONG THE WEST LINE OF SAID SOUTHEAST 1/4 OF SECTION 13, A DISTANCE 898.51 FEET TO A POINT LYING ON THE NORTH LINE OF PARCEL G-5 AS RECORDED IN OFFICIAL RECORDS BOOK 3080, PAGE 4652, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE ALONG THE BOUNDARIES OF SAID PLAT AND THE REPLAT OF SHERWOOD FOREST P.U.D, II, STAGE ONE, TRACT A AS RECORDED IN PLAT BOOK 29, PAGE 46 OF SAID PUBLIC RECORDS, THE FOLLOWING THREE (3) COURSES AND DISTANCES; THENCE SOUTH 78°13'31" EAST 380.00 FEET; THENCE SOUTH 00°44'46" EAST, 137.37 FEET; THENCE SOUTH 51°03'10" WEST, 900.00 FEET; THENCE NORTH 70°35'59" WEST, 405.67 FEET; THENCE NORTH 56°06'42" WEST 162.26 FEET; THENCE NORTH 43°47'40" WEST, 96.88 FEET; THENCE NORTH 02°46'21" WEST, 205.89 FEET; THENCE NORTH 02°19'01" WEST 303.65 FEET; THENCE SOUTH 81°32'56" WEST, 111.06 FEET TO A POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 50.00 FEET AND TO WHICH POINT A RADIAL LINE BEARS SOUTH 44°10'04" EAST; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 59°55'40", 52.30 FEET TO THE POINT OF BEGINNING.

(6) PARCEL G-2

A PART OF THE NORTH 1/2 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHWEST CORNER OF LOT 9, SHERWOOD VILLAS UNIT ONE, AS RECORDED IN PLAT BOOK 23, PAGE 90, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; RUN THENCE EASTERLY ALONG THE NORTHERLY BOUNDARY OF SAID SHERWOOD VILLAS UNIT ONE, THE FOLLOWING FOUR (4) COURSES AND DISTANCES: NORTH 32°47'45" EAST, A DISTANCE OF 61.47 FEET; THENCE NORTH 51°03'10" EAST, A DISTANCE OF 184.71 FEET; NORTH 89°45'35" EAST, A DISTANCE OF 263.39 FEET; SOUTH 56°15'15" EAST, A DISTANCE OF 427.79 FEET; THENCE NORTH 55°00'00" EAST, A DISTANCE OF 137.20 FEET; THENCE SOUTH 35°00'00" EAST, A DISTANCE OF 215.09 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF LONDONTOWN ROAD (A 60 FOOT ROW), SAID POINT BEING ON THE ARC OF A CIRCULAR

CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 300.00 FEET AT WHICH POINT A RADIAL LINE BEARS SOUTH 36°54'33" EAST; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°54'33" A DISTANCE OF 10.00 FEET; THENCE NORTH 35°00'00" WEST, ALONG A LINE RADIAL TO THE LAST MENTIONED CURVE, A DISTANCE OF 388.22 FEET; THENCE NORTH 56°15'15" WEST, A DISTANCE OF 425.48 FEET TO THE SOUTHEAST CORNER OF SHERWOOD FOREST P.U.D. II STAGE TWO PHASE ONE, AS RECORDED IN PLAT BOOK 31, PAGE 88 OF THE AFORESAID PUBLIC RECORDS; THENCE SOUTH 89°45'35" WEST, ALONG THE BOUNDARY OF SAID SHERWOOD FOREST P.U.D. II STAGE TWO PHASE ONE AND ALONG THE BOUNDARY OF REPLAT OF SHERWOOD FOREST P.U.D. II STAGE ONE TRACT B, AS RECORDED IN PLAT BOOK 30, AT PAGE 94, OF THE BOUNDARY OF REPLAT OF SHERWOOD FOREST P.U.D. II STAGE ONE TRACT A, AS RECORDED IN PLAT BOOK 29, AT PAGE 46, OF THE AFORESAID PUBLIC RECORDS, A DISTANCE OF 592.58 FEET TO THE NORTHEAST CORNER OF TRACT C, SHERWOOD FOREST P.U.D. II STAGE ONE AS RECORDED IN PLAT BOOK 29, AT PAGE 46, OF THE AFORESAID PUBLIC RECORDS; THENCE SOUTH 08°56'50" EAST ALONG THE EASTERLY LINE OF SAID TRACT C, A DISTANCE OF 11.55 FEET; THENCE NORTH 51°03'10" EAST, A DISTANCE OF 105.67 FEET; THENCE SOUTH 38°56'50" EAST, A DISTANCE OF 55.50 FEET; THENCE SOUTH 42°16'09" EAST, A DISTANCE OF 169.03 FEET; THENCE NORTH 54°36'53" EAST, A DISTANCE OF 161.09 TO THE POINT OF BEGINNING.

(7) A PART OF THE NORTHEAST 1/4 SECTION OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 24; RUN THENCE NORTH 88°46'29" EAST, ALONG THE NORTH LINE OF THE NORTHEAST 1/4, A DISTANCE OF 1100.00 FEET; THENCE SOUTH 46°13'31" EAST, 10.51 FEET TO THE POINT OF BEGINNING OF THE LAND HEREIN DESCRIBED; THENCE SOUTH 43°46'29" WEST, 84.97 FEET; THENCE SOUTH 32°57'46" EAST, A DISTANCE OF 24.62 FEET; THENCE SOUTH 54°06'53" EAST, A DISTANCE OF 879.36 FEET; THENCE SOUTH 13°03'28" EAST, A DISTANCE OF 867.26 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF LONDONTOWN ROAD (A 60 FOOT ROW), SAID POINT BEING ON THE ARC OF A CIRCULAR CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 300.00 FEET, AT WHICH POINT A RADIAL LINE BEARS SOUTH 04°26'50" WEST, THENCE EASTERLY ALONG THE ARC OF SAID CURVE AND ALONG SAID NORTHERLY RIGHT OF WAY LINE THROUGH A CENTRAL ANGLE OF 09°03'10", A DISTANCE 47.40 FEET TO THE POINT OF REVERSE CURVATURE OF A CIRCULAR CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 320.00 FEET; THENCE CONTINUE EASTERLY ALONG THE ARC OF THE LAST MENTIONED CURVE AND ALONG SAID NORTHERLY RIGHT OF WAY LINE THROUGH A CENTRAL ANGLE OF 17°19'14", A DISTANCE OF 96.74 FEET; THENCE NORTH 14°04'52" WEST, A DISTANCE OF 561.92 FEET; THENCE NORTH 00°13'50" WEST, A DISTANCE OF 187.94 FEET; THENCE NORTH 19°59'40" WEST, A DISTANCE OF 230.00 FEET; THENCE NORTH 62°01'29" WEST, A DISTANCE OF 657.48 FEET; THENCE NORTH 46°13'31" WEST, A DISTANCE OF 289.50 FEET TO THE POINT OF BEGINNING.

(8) PARCEL G-4

A PART OF THE NORTHEAST 1/4 OF SECTION 24 AND A PART OF THE SOUTHEAST 1/4 OF SECTION 13, ALL IN TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 24; RUN THENCE NORTH 88°46'29" EAST, ALONG THE NORTH LINE OF THE NORTHEAST 1/4, A DISTANCE OF 670.87 FEET TO THE POINT OF BEGINNING OF THE LANDS HEREIN DESCRIBED; THENCE SOUTH 36°13'31" EAST, A DISTANCE OF 319.78 FEET; THENCE NORTH 57°02'14" EAST, A DISTANCE OF 151.47 FEET; THENCE NORTH 32°57'46" WEST, A DISTANCE OF 1043.88 FEET; THENCE NORTH 57°02'14" EAST, A DISTANCE OF 75.00 FEET; THENCE NORTH 32°57'46" WEST, A DISTANCE OF 214.28 FEET; THENCE SOUTH 78°03'33" WEST, A DISTANCE OF 89.37 FEET; THENCE SOUTH 18°18'48" EAST, A DISTANCE OF 321.04 FEET; THENCE SOUTH 27°12'39" EAST, A DISTANCE OF 161.04 FEET; THENCE SOUTH 36°13'31" EAST, A DISTANCE OF 210.22 FEET TO THE POINT OF BEGINNING.

(9) PARCEL G-6

A PART OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY FLORIDA, AS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SHERWOOD VILLAS UNIT ONE, AS RECORDED IN PLAT BOOK 23, AT PAGE 90 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; RUN THENCE DUE EAST ALONG THE BOUNDARY OF SAID SHERWOOD VILLAS UNIT ONE A DISTANCE OF 159.17 FEET TO A POINT ON THE ARC OF A CIRCULAR CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 200.00 FEET AT WHICH POINT A RADIAL LINE BEARS SOUTH 62°56'11" WEST, SAID POINT BEING ON THE BOUNDARY OF SHERWOOD VILLAS UNIT NO. TWO, AS RECORDED IN PLAT BOOK 24, AT PAGE 32, OF SAID PUBLIC RECORDS; THENCE ALONG SAID BOUNDARY THE FOLLOWING THREE (3) COURSES AND DISTANCES; SOUTHERLY ALONG THE ARC OF THE LAST MENTIONED CURVE THROUGH A CENTRAL ANGLE OF 20°54'50" (20°54'44" PLAT), A DISTANCE OF 73.00 FEET; SOUTH 60°16'20" WEST, A DISTANCE OF 613.36 FEET; SOUTH 48°51'10" WEST, A DISTANCE OF 148.28 FEET; THENCE NORTH 41° 08'50" WEST, A DISTANCE OF 40.00 FEET; THENCE SOUTH 48°51'10" WEST A DISTANCE OF 248.23 FEET; THENCE NORTH 58°49'20" WEST, A DISTANCE OF 106.24 FEET; THENCE SOUTH 79°30'00" WEST, A DISTANCE OF 529.26 FEET; THENCE SOUTH 10°30'00" EAST, A DISTANCE OF 55.00 FEET TO A POINT ON THE AFORESAID BOUNDARY OF SHERWOOD VILLAS UNIT NO TWO; THENCE ALONG SAID BOUNDARY THE FOLLOWING SEVEN (7) COURSES AND DISTANCES; SOUTH 79°30'00" WEST, A DISTANCE OF 134.95 FEET; SOUTH 87°58'10" WEST, A DISTANCE OF 804.62 FEET; SOUTH 02°05'35" WEST, A DISTANCE OF 305.84 FEET; SOUTH 87°04'40" EAST, A DISTANCE OF 707.50 FEET; SOUTH 75°23'20" EAST, A DISTANCE OF 155.30 FEET; SOUTH 67°52'10" EAST, A DISTANCE OF 387.80 FEET; SOUTH 80°37'40" EAST, A DISTANCE OF 401.22 FEET; THENCE SOUTH 00°54'25" EAST, A DISTANCE OF 165.93 FEET TO A POINT ON THE BOUNDARY OF SHERWOOD ESTATES UNIT NO. 9 (AS NOW ESTABLISHED), AS RECORDED IN PLAT BOOK 21, AT PAGE 8 OF THE AFORESAID PUBLIC RECORDS; THENCE WESTERLY ALONG SAID BOUNDARY THE FOLLOWING TWO (2) COURSES AND DISTANCES; SOUTH 89°05'45" WEST (SOUTH 89°02'03" WEST PLAT) A DISTANCE OF 75.00 FEET; SOUTH 58°07'45" WEST (SOUTH 58°04'13" WEST PLAT), A DISTANCE OF 29.16 FEET TO A POINT ON THE BOUNDARY OF SHERWOOD ESTATES UNIT NO. 10 (AS NOW ESTABLISHED) AS RECORDED IN PLAT BOOK 22, AT PAGE 2, OF THE AFORESAID PUBLIC RECORDS; THENCE WESTERLY ALONG SAID BOUNDARY THE FOLLOWING FIVE (5) COURSES AND DISTANCES; NORTH 85°53'16" WEST, (NORTH 85°55'04" WEST PLAT), A DISTANCE OF 127.17 FEET; SOUTH 89°08'47" WEST (SOUTH 89°06'59 WEST PLAT), A DISTANCE OF 300.00 FEET; NORTH 28°32'46" WEST (NORTH 28°34'34" WEST PLAT) A DISTANCE OF 151.71 FEET; NORTH 16°00'50" EAST (NORTH 15°59'02" EAST PLAT), A DISTANCE OF 80.89 FEET; NORTH 05°10'34" EAST (NORTH 05°08'46" EAST PLAT), A DISTANCE OF 32.40 FEET; THENCE NORTH 05°06'06" EAST, A DISTANCE OF 484.67 FEET; THENCE NORTH 44°59'41" EAST, A DISTANCE OF 50.00 FEET; THENCE NORTH 65°40'51" EAST, A DISTANCE OF 156.60 FEET; THENCE SOUTH 87°00'33" EAST, A DISTANCE OF 803.07 FEET; THENCE NORTH 89°00'55" EAST, A DISTANCE OF 642.62 FEET; THENCE NORTH 40°13'20" EAST, A DISTANCE OF 510.00 FEET; THENCE NORTH 70°58'50" EAST, A DISTANCE OF 425.00; THENCE DUE EAST A DISTANCE OF 105.06 FEET TO THE POINT OF BEGINNING.

(10) PARCEL G-7

A PART OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE MOST WESTERLY CORNER OF LOT 26, BLOCK 8, SHERWOOD ESTATES UNIT NO. 7 (AS NOW ESTABLISHED), AS RECORDED IN PLAT BOOK 20, PAGE 96 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; RUN THENCE ALONG THE BOUNDARY OF SAID SHERWOOD ESTATES UNIT NO. 7, THE FOLLOWING ELEVEN (11) COURSES AND DISTANCES; SOUTH 26°10'30" EAST, A DISTANCE OF 81.97 FEET; SOUTH 19°52'39" WEST. A DISTANCE OF 183.30 FEET; SOUTH 13°00'00" WEST, A DISTANCE OF 215.84 FEET; (232.36 FEET PLAT); SOUTH 10°04'05" WEST, (SOUTH 08°04'05" WEST PLAT) A DISTANCE OF 603.70 FEET (594.65 FEET PLAT); SOUTH 56°40'30" EAST, (SOUTH 58°40'30" EAST PLAT) A DISTANCE OF 191.11 FEET (193.79 FEET PLAT); SOUTH 47°40'30" EAST (SOUTH 49°40'30" EAST PLAT) A DISTANCE OF 168.04 FEET (165.41 FEET PLAT); SOUTH 49°01'32" EAST (SOUTH 41°10'30" EAST PLAT); A DISTANCE OF 137.10 FEET (117.77 FEET PLAT); SOUTH 48°49'33" WEST, A DISTANCE OF 63.71 FEET (63.99 FEET PLAT); SOUTH

15°08'10" WEST, A DISTANCE 178.72 FEET; SOUTH 88.2°41'43" WEST, A DISTANCE OF 135.40 FEET; SOUTH 01°16'17" EAST, A DISTANCE OF 30.00 FEET TO A POINT ON THE BOUNDARY OF SHERWOOD ESTATES UNIT NO. 8 (AS NOW ESTABLISHED), AS RECORDED IN PLAT BOOK 20, AT PAGE 149 OF THE AFORESAID PUBLIC RECORDS; THENCE ALONG SAID BOUNDARY. THE FOLLOWING FOUR (4) COURSES AND DISTANCES ; SOUTH 88°57'50" WEST, A DISTANCE OF 5.07 FEET; SOUTH 03°50'00" WEST, A DISTANCE OF 119.31 FEET; SOUTH 45°25'43" WEST (NORTH 87°28'38" WEST PLAT). A DISTANCE OF 84.68 FEET (85.02 FEET PLAT) NORTH 01°14'45" WEST, (NORTH 01°18'17" WEST PLAT) A DISTANCE OF 274.54 FEET; SOUTH 79°52'31" WEST (SOUTH 79°48'59" WEST PLAT), A DISTANCE OF 405.66 FEET, NORTH 89°48'40" WEST (NORTH 89°52'12" WEST PLAT), A DISTANCE OF 16208 FEET; SOUTH 78°47'17" WEST, (SOUTH 78°43'45" WEST PLAT) A DISTANCE OF 111.80 FEET; THENCE NORTH 00°54'25" WEST, A DISTANCE OF 80.07 FEET; THENCE NORTH 69°01'26" EAST, A DISTANCE OF 115.43 FEET; THENCE NORTH 00°54'25" A DISTANCE OF 60.00 FEET TO A POINT ON THE BOUNDARY OF SHERWOOD VILLAS UNIT NO. 2, AS RECORDED IN PLAT BOOK 24, AT PAGE 32 OF THE AFORESAID [PUBLIC RECORDS; THENCE ALONG SAID BOUNDARY THE FOLLOWING SIX (6) COURSES AND DISTANCES; NORTH 59°12'54" WEST, NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 58°17'54" (58°18'02" PLAT) A DISTANCE OF 254.37 FEET TO A POINT ON THE AFORESAID BOUNDARY OF SHERWOOD VILLAS UNIT NO. ONE; THENCE EASTERLY ALONG SAID BOUNDARY THE FOLLOWING TWO (2) COURSES AND DISTANCES; NORTH 48°40'30" EAST, A DISTANCE OF 152.91 FEET; SOUTH 58°56'00" EAST, A DISTANCE OF 197.74 FEET TO THE POINT OF BEGINNING.

(11) PARCEL G-8A

A PART OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY FLORIDA, MORE PARTICULARLY AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF LOT 1, BLOCK 8, SHERWOOD ESTATES UNIT NO. 7, AS RECORDED IN PLAT BOOK 20, AT PAGE 96, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; RUN THENCE SOUTH 41°21'35" EAST, A DISTANCE OF 286.96 FEET; THENCE SOUTH 13°29'51" WEST, A DISTANCE OF 460.03 FEET TO A REAR CORNER POINT OF LOT 6, BLOCK 7 A SHOWN ON THE AFORESAID PLAT OF SHERWOOD ESTATES UNIT NO. 7; THENCE ALONG SAID BOUNDARY OF SHERWOOD ESTATES UNIT NO. 7 (AS NOW ESTABLISHED), THE FOLLOWING 19 COURSES AND DISTANCES; SOUTH 12°20'58" WEST, A DISTANCE OF 302.86 FEET; SOUTH 07°04'56 WEST, A DISTANCE OF 100.27 FEET; SOUTH 14°00'58" WEST, A DISTANCE OF 90.00 FEET; NORTH 75°59'02" WEST, A DISTANCE OF 30.00 FEET; SOUTH 14°00'58" WEST, A DISTANCE OF 108.50; SOUTH 19°43'36" WEST, A DISTANCE OF 97.53 FEET; SOUTH 25°19'34" WEST, A DISTANCE OF 95.4 FEET (94.97 FEET PLAT); SOUTH 44°41'15" WEST (SOUTH 46°15'17" WEST PLAT); A DISTANCE OF 15.78 FEET (17.54 FEET PLAT); NORTH 65°32'40" WEST (NORTH 65°23'42" WEST PLAT) A DISTANCE OF 114.03 FEET (114.53 FEET PLAT); NORTH 63°47'39" WEST, A DISTANCE OF 60.13 FEET; SOUTH 82°30'58" WEST, A DISTANCE OF 121.10 FEET; SOUTH 48°49'33" WEST, A DISTANCE OF 9.08 FEET; NORTH 49°01'32" WEST (NORTH 36°27'05" WEST PLAT) A DISTANCE OF 140.88 FEET (113.61 FEET PLAT) NORTH 62°00'00" EAST, (NORTH 60°00'00" EAST PLAT) A DISTANCE OF 120.00 FEET; NORTH 13°20'46" WEST (NORTH 15°21'05" WEST PLAT) A DISTANCE OF 275.35 FEET (280.33 FEET PLAT); NORTH 08°30'11" EAST (NORTH 06°59'12" EAST PLAT) A DISTANCE OF 93.01 FEET (87.31 FEET PLAT); NORTH 13.00'00" EAST, A DISTANCE OF 100.00 FEET; THENCE SOUTH 77°00'00" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 13°00'00" EAST, A DISTANCE OF 84.98 FEET; THENCE NORTH 62°55'23" WEST, A DISTANCE OF 20.62 FEET TO A POINT ON THE AFORESAID BOUNDARY OF SHERWOOD ESTATES UNIT NO. 7; THENCE NORTH 35°21'39" EAST, ALONG SAID BOUNDARY OF SHERWOOD ESTATES UNITS NO. 7, A DISTANCE OF 74.58 FEET; THENCE SOUTH 48°01'30" EAST, A DISTANCE OF 20.11 FEET; THENCE NORTH 48°00'00" EAST, A DISTANCE OF 97.89 FEET; THENCE NORTH 42°00'00" WEST, A DISTANCE OF 20.00 FEET TO A POINT ON THE AFORESAID BOUNDARY OF SHERWOOD ESTATES UNIT NO. 7; THENCE ALONG THE BOUNDARY OF SAID SHERWOOD ESTATES UNIT NO. 7; THE FOLLOWING TWO (2) COURSES AND DISTANCES; NORTH 48°00'00" EAST A DISTANCE OF 306.10 FEET; NORTH 61°32'40" EAST, A DISTANCE OF 82.74 FEET TO THE POINT OF BEGINNING.

(12) PARCEL C

A PART OF THE NORTHEAST 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHEAST CORNER OF LOT 1, BLOCK 8, SHERWOOD ESTATES UNIT NO. 7, AS RECORDED IN PLAT BOOK 20, AT PAGE 96, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; RUN THENCE DUE NORTH ALONG THE BOUNDARY OF SAID SHERWOOD ESTATES UNIT NO. 7, A DISTANCE OF 120.00 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF LONDOWNTOWN ROAD (A 60 FOOT ROW); THENCE DUE EAST ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 330.80 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 540.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°30'00" A DISTANCE OF 56.55 FEET TO A POINT OF REVERSE CURVATURE OF A CIRCULAR CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 380.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 26°39'22", A DISTANCE OF 176.90 FEET; THENCE SOUTH 19°59'40" EAST; A DISTANCE OF 291.11 FEET, THENCE SOUTH 70°00'20" WEST, A DISTANCE OF 237.19 FEET; THENCE NORTH 19°59'40" WEST, A DISTANCE OF 110.00 FEET; THENCE SOUTH 70°00'20" WEST, A DISTANCE OF 225.00 FEET; THENCE NORTH 41°21'35" WEST, A DISTANCE OF 286.96 FEET TO THE POINT OF BEGINNING.

AND THE FOLLOWING DESCRIBED PARCELS.

(13) A PARCEL OF LAND LYING IN THE SW 1/4 OF THE SE 1/4 OF SECTION 13, AND THE NW 1/4 OF THE NE 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST NORTHERLY CORNER OF TRACT A-2 AS SHOWN ON THE PLAT OF SHERWOOD FOREST PUD STAGE TWO PHASE ONE, AS RECORDED IN PLAT BOOK 31, PAGE 88, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE S88°46'29"W, ALONG THE NORTH LINE OF SAID TRACT A-2 A DISTANCE OF 235.00 FEET TO THE NORTHWEST CORNER THEREOF, THENCE S23°46'29"W ALONG THE WEST LINE OF SAID TRACT A-2 AND ALONG THE WEST LINE OF TRACT OF A-1 AS SHOWN ON THE REPLAT OF SHERWOOD FOREST PUD II STAGE ONE TRACT B, AS RECORDED IN PLAT BOOK 30 PAGE 94, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, A DISTANCE OF 470.00 FEET TO THE MOST WESTERLY CORNER OF SAID TRACT A-1 AND A CORNER OF PARCEL B AS DESCRIBED IN OFFICIAL RECORDS BOOK 5495, PAGE 1440 OF SAID PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE ALONG THE BOUNDARIES OF SAID PARCEL B, THE FOLLOWING TWO (2) COURSES AND DISTANCES; THENCE N08°10'42"E, 590.70 FEET THENCE N00°16'19"E, 568.68 FEET, THENCE N78°03'33"E 70.43 FEET TO A POINT LYING ON THE WESTERLY BOUNDARY OF PARCEL G-4 AS DESCRIBED IN THE AFORESAID OFFICIAL RECORDS BOOK 5495 PAGE 1440, THENCE ALONG THE BOUNDARIES OF SAID PARCEL G-4 THE FOLLOWING TWO (2) COURSES AND DISTANCES THENCE S18°18'48"E, 621.04 FEET THENCE S27°12'39"E, 161.04 FEET TO THE POINT OF BEGINNING.

AND

(14) A PARCEL OF LAND LYING IN THE SOUTHEAST 1/4 OF SECTION 13, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SAID SECTION 13, THENCE N00°56'18"W, ALONG THE WEST LINE OF SAID SOUTHEAST 1/4 OF SECTION 13 A DISTANCE OF 920.79 FEET TO A POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE NORTHWESTERLY HAVING A RADIUS OF 300.00 FEET AND TO A POINT LYING ON THE SOUTHEASTERLY RIGHT OF WAY OF HAMMOCK TRAIL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1212, PAGE 917 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE ARC OF A CIRCULAR CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 644.65 FEET AND TO WHICH POINT A RADIAL LINE BEARS S37°46'02"E THENCE NORTHEASTERLY ALONG SAID RIGHT OF WAY AND ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 17°54'23", 201.47 FEET TO A POINT LYING ON THE WESTERLY BOUNDARY OF THAT PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 2676, PAGE 0012 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE ALONG THE BOUNDARIES OF SAID PARCEL, THE FOLLOWING TWO (2) COURSES AND DISTANCES THENCE S54°21'29"E, 247.45 FEET, THENCE S32°57'46"E 82.36 FEET, THENCE S78°03'33"W, 123.00 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED THENCE N77°42'41"W, 180.00 FEET, THENCE

S83°32'24"W, 76.00 FEET, THENCE S40°24'42"W, 16.00 FEET, THENCE N89°03'23"E, 25.55 FEET, THENCE N78°03'33"E 79.66 FEET TO THE POINT OF BEGINNING.

AND

(15) PART OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 5423, PAGE 1760, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, AND BEING PART OF THE SE 1/4 OF SECTION 13, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE SW CORNER OF SAID SE 1/4 OF SECTION 13; THENCE N88°46'29"E (ASSUMED BEARING) ALONG THE SOUTH LINE OF SAID SECTION 13, 870.37 FEET TO THE WESTERLY LINE OF SAID LAND DESCRIBED IN OFFICIAL RECORDS BOOK 5423, PAGE 1760; THENCE N32°57'46"W, ALONG SAID WESTERLY LINE 569.55 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE CONTINUE ALONG SAID WESTERLY LINE N32°57'46"W, 260.00 FEET TO THE NORTHWESTERLY CORNER OF SAID LAND; THENCE N57°02'14"E, ALONG THE NORTHERLY LINE OF SAID LAND 49.00 FEET; THENCE S22°17'25"E, 264.58 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE FOLLOWING DESCRIBED PARCELS:

(16) PART OF PARCEL G-3 AS DESCRIBED IN OFFICIAL RECORDS BOOK 5495, PAGE 1440, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, BEING PART OF THE NE 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 24 EAST, BREVARD COUNTY FLORIDA MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE NW CORNER OF THE NE 1/4 OF SAID SECTION 24; RUN THENCE N88°26'29" (ASSUMED BEARING) ALONG THE NORTH LINE OF THE NE 1/4, A DISTANCE OF 1100.00 FEET; THENCE S46°13'31"E, 100.51 FEET TO THE POINT OF BEGINNING OF THE LAND HEREIN DESCRIBED AND THE NORTHERN MOST CORNER OF SAID PARCEL G-3; THENCE S43°46'29"W, 84.79 FEET; THENCE S32°57'46"E, A DISTANCE OF 24.62 FEET; THENCE S54°06'53"E, ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL G-3 ALSO BEING THE NORTHEASTERLY LINE OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK 5423 PAGE 1760 PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, A DISTANCE OF 11.14 FEET; THENCE N43°46'29"E, 89.09 FEET TO THE NORTHEASTERLY LINE OF SAID PARCEL G-3; THENCE N46°46'31"W, ALONG SAID NORTHEASTERLY LINE 35.00 FEET TO THE POINT OF BEGINNING.

AND

(17) PART OF PARCEL G-4 AS DESCRIBED IN OFFICIAL RECORDS BOOK 5495, PAGE 1440, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND BEING PART OF THE NE 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE NW CORNER OF THE NE 1/4 OF SAID SECTION 24; RUN THENCE N88°46'29"E (ASSUMED BEARING) ALONG THE NORTH LINE OF THE NE 1/4 A DISTANCE OF 870.37 FEET TO THE EASTERLY LINE OF SAID PARCEL G-4; THENCE S32°57'46"E, ALONG SAID EASTERLY LINE 164.32 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE CONTINUE S32°57'46"E, ALONG SAID EASTERLY LINE 50.00 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL G-4; THENCE S57°02'14"W, ALONG THE SOUTHERLY LINE OF SAID PARCEL G-4, 50.00 FEET TO THE POINT OF CUSP OF A CURVE CONCAVE NORTHWEST HAVING A RADIUS OF 50.00 FEET FROM WHICH A RADIAL LINE BEARS N32°57'46"W, THENCE NORTHEASTERLY ALONG THE ARC OF SAID THROUGH A CENTRAL OF 90°00'00", A DISTANCE OF 78.54 FEET TO THE POINT OF BEGINNING.

AND

(18) A PART OF THE E 1/4 OF SECTION 13, TOWNSHIP 21 S, RANGE 34 E, BREVARD COUNTY, FLORIDA, ALSO BEING PART OF PARCEL G-4, AS DESCRIBED IN OFFICIAL RECORDS BOOK 5495,

PAGE 1440, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SW CORNER OF SE 1/4 OF SAID SECTION 13; THENCE N88°46'29"E, ALONG THE SOUTH LINE OF SAID SECTION 13, 870.37 FEET TO THE EASTERLY LINE OF SAID PARCEL G-4; THENCE N32°57'46"W, ALONG SAID EASTERLY LINE, 829.55 FEET; THENCE N57°02'14"E, ALONG THE SOUTHERLY BOUNDARY OF PARCEL G-4, 49.0 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE N32°57'46"W, PARALLEL TO SAID EASTERLY LINE OF PARCEL G-4, 224.27 FEET TO THE NORTHERLY LINE THEREOF; THENCE N78°03'33"E ALONG SAID NORTHERLY LINE, 27.85 FEET TO THE NORTHERN MOST CORNER OF SAID PARCEL G-4, 26.0 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH EASEMENT (PER OFFICIAL RECORDS BOOK 3692 PAGE 1934)

(19) A TEN FOOT WIDE EASEMENT FOR INGRESS, EGRESS, PRIVATE AND PUBLIC UTILITY PURPOSES LYING FIVE FEET ON EITHER SIDE OF THE FOLLOWING DESCRIBED CENTERLINE: A PART OF THE NORTH 1/2 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF TRACT C, SHERWOOD FOREST P.U.D. II STAGE ONE AS RECORDED IN PLAT BOOK 29, AT PAGE 40, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE SOUTH 08°56'50" EAST, ALONG THE EAST BOUNDARY LINE OF SAID TRACT C, A DISTANCE OF 5.76 FEET TO THE POINT OF BEGINNING OF THE CENTERLINE OF EASEMENT HEREIN DESCRIBED; THENCE SOUTH 51°03'10" WEST, A DISTANCE OF 156.97 FEET; THENCE NORTH 77°01'12" WEST, A DISTANCE OF 159.86 FEET; THENCE SOUTH 85°17'13" WEST, A DISTANCE OF 113.40 FEET TO THE POINT OF TERMINATION/ LESS THAT PORTION LYING WITHIN TRACT C, SHERWOOD FOREST P.U.D. II STAGE ONE PLAT BOOK 29, PAGE 40, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

AND EASEMENT (PER OFFICIAL RECORDS BOOK 3080 PAGE 4680)

(20) A TEN (10 FOOT) WIDE EASEMENT FOR INGRESS, EGRESS, PRIVATE AND PUBLIC UTILITY PURPOSES LYING 5 FEET ON EITHER SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

A PART OF THE SE 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE NE CORNER OF THE NW 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA; RUN THENCE N00°56'37"W, ALONG THE WEST LINE OF THE AFORESAID SE 1/4 OF SECTION 13, A DISTANCE OF 898.60 FEET; THENCE N89°03'23"E, A DISTANCE OF 223.63 FEET; THENCE S00°16'19"W, A DISTANCE OF 5.12 FEET TO THE POINT OF BEGINNING OF THE CENTERLINE OF EASEMENT HEREIN DESCRIBED; THENCE N78°03'54"E, A DISTANCE OF 72.08 FEET TO THE POINT OF TERMINATION OF THE CENTERLINE OF THE EASEMENT.

AND EASEMENT (PER OFFICIAL RECORDS BOOK 3692 PAGE 1938)

(21) A TEN (10 FOOT) WIDE EASEMENT FOR INGRESS, EGRESS, PRIVATE AND PUBLIC UTILITY PURPOSES LYING 5 FEET ON EITHER SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

A PART OF THE SE 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE NW CORNER OF SHERWOOD ESTATES UNIT NO. 9, AS RECORDED IN PLAT BOOK 21, AT PAGE 89, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; RUN THENCE ALONG THE BOUNDARY OF SAID SHERWOOD ESTATES NO. 9 THE FOLLOWING TWO (2) COURSES AND DISTANCES: N58°07'45"E (N58°04'13"E PLAT), A DISTANCE OF 29.16 FEET; N89°05'35"E (N89°02'03"E PLAT), A DISTANCE OF 75.00 FEET; THENCE N00°54'25"W, A DISTANCE OF 75.07 FEET TO THE POINT OF BEGINNING OF THE CENTERLINE OF EASEMENT HEREIN DESCRIBED; THENCE N89°05'35"E, A DISTANCE OF 75.00 FEET TO THE POINT OF TERMINATION OF THE CENTERLINE OF EASEMENT.

AND

(22) PARCEL A:

A PARCEL OF LAND LYING IN THE SE 1/4 PF THE NE 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NE CORNER OF LOT 3, BLOCK 6, OF SHERWOOD ESTATES, UNIT NO. 6, AS RECORDED IN PLAT BOOK 19, PAGE 118, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, SAID POINT BEING ON THE WESTERLY RIGHT OF WAY LINE OF CARPENTER ROAD, AND RUN N00°59'02"W, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 131.51 FEET TO THE POINT OF CURVATURE OF A 1000.00 FOOT RADIUS CURVE TO THE LEFT; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE AND ALONG SAID RIGHT OF WAY LINE, THROUGH A CENTRAL ANGLE OF 02°01'37", AN ARC DISTANCE OF 35.38 FEET; THENCE RUN S89°00'58"W, 268.67 FEET; THENCE TUN S01°49'22"E, 156.90 FEET TO A POINT ON THE NORTH LINE OF LOT 4, BLOCK 6, OF SAID SHERWOOD ESTATES UNIT NO. 6; THENCE TN N89°00'58"E ALONG THE SAID NORTH LINE OF LOT 4, CLOCK 6, A DISTANCE OF 117.0 FEET TO THE NE CORNER OF SAID LOT 4; THENCE TURN S00°59'02"E ALONG THE EAST LINE OF SAID LOT 4, A DISTANCE OF 10.0 FEET TO THE NW CORNER OF THE AFORESAID LOT 3, BLOCK 6, OF SHERWOOD ESTATES UNIT NO. 6; THENCE RUN N89°00'58"E, ALONG THE NORTH LINE OF SAID LOT 3, DISTANCE OF 150.0 FEET TO THE POINT OF BEGINNING.

(23) PARCEL B:

A PART OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NE CORNER OF LOT1, BLOCK 8, SHERWOOD ESTATES UNIT NO. 7, AS RECORDED IN PLAT BOOK 20, PAGE 96, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE ON A BEARING OF SOUTH, ALONG THE EAST LINE OF SAID LOT 1, 120.00 FEET TO THE SE CORNER THEREOF; THENCE S41°21'35"E, 286.96 FEET TO THE POINT OF BEGINNING OF THE LAND HEREIN DESCRIBED; THENCE S13°29'51"W 46003 FEET TO THE MOST REAR CORNER OF LOT 6, BLOCK 7 AS SHOWN ON THE AFOREMENTIONED PLAT OF SHERWOOD ESTATES UNIT NO. 7; THENCE ALONG THE BOUNDARIES OF SAID PLAT, THE FOLLOWING FIVE (5) COURSES AND DISTANCES; THENCE N48°22'12"E, 135.37 FEET; THENCE N89°00'58"E, 300.00 FEET; THENCE S85°16'24"E, 100.50 FEET; THENCE N89°00'58"E, 119.00 FEET; THENCE S00°59'02"E, 40.00 FEET TOT HE NW CORNER OF FLINTSHIRE WAY AS SHOWN ON THE PLAT OF SHERWOOD ESTATES UNIT NO. 6, AS RECORDED IN PLAT BOOK 19, PAGE 118, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE N89°00'58"E ALONG THE NORTH LINE OF SAID PLAT, 73.07 FEET TO THE SW CORNER OF THE PARCEL OF LAND DESCRIBED IN OFFICIAL RECORDS BOOK1859, PAGE 834, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE N01°46'41"W, ALONG THE WEST LINE OF SAID PARCEL AND THE NORTHERLY PROLONGATION THEREOF 233.05 FEET; THENCE S88°13'19"W 240.44 FEET; THENCE N01°46'41"W 176.16 FEET; THENCE S70°00'20"W, 90.00 FEET; THENCE N19°59'40"W 110.00 FEET; THENCE S70°00'00"W, 225.00 FEET TO THE POINT OF BEGINNING.

(24) PARCEL C

A PART OF THE NE 1.4 OF SECTION 24, TOWNSHIP 21 SOUTH RANGE 34 EAST, BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIED AS FOLLOWS:

COMMENCE AT THE SE CORNER OF LOT 1, BLOCK 8, SHERWOOD ESTATES UNIT NO. 7, AS RECORDED IN PLAT BOOK 20, PAGE 96, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; RUB THENCE DUE NORTH ALONG THE BOUNDARY OF SAID SHERWOOD STATES UNIT NO 7, A DISTANCE OF 120.00 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF LONDON ROAD (A 60 FOOT ROW); THENCE DUE EAST ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 330.80 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 240.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°30'00", A DISTANCE OF 56.55 FEET TO A POINT OF REVERSE CURVATURE OF A CIRCULAR CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 380.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID THROUGH A CENTRAL ANGLE OF

26°39'22", A DISTANCE OF 176.90 FEET; THENCE S19°59'40"E, A DISTANCE OF 291.11 FEET; THENCE S01°46'41"E, A DISTANCE OF 176.16 FEET; THENCE N88°13'19"E, A DISTANCE OF 240.44 FEET; THENCE N01°46'41"W, A DISTANCE IF 151.58 FEET; THENCE N19°59'40"W A DISTANCE OF 98.50 FEET; THENCE S70°00'20"W, A DISTANCE OF 43.50 FEET; THENCE S19°59'40"E, A DISTANCE OF 17.26 FEET TO THE POINT OF A CURVATURE OF A CIRCULAR CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 94.44 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 19°00'36" A DISTANCE OF 31.33 FEET; THENCE S88°41'13"W, A DISTANCE OF 149.95 FEET TO THE POINT OF BEGINNING.

PARCEL D:

(25) PARCEL 1:

A PART OF THE SE 1/4 OF THE NE 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA DESCRIBED IN OFFICIAL RECORDS BOOK 1049, PAGE 733, LESS AND EXCEPT OFFICIAL RECORDS BOOK 1418, PAGE 990 AND OFFICIAL RECORDS BOOK 1603, PAGE 374, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

(26) PARCEL 2:

A PART OF THE NE 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF LONDONTOWN ROAD AND THE WESTERLY RIGHT OF WAY LINE OF CARPENTER ROAD, RUN THENCE S19°59'40"E, ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 300.00 FEET; THENCE S70°00'20"W, 300.00 FEET; THENCE N19°59'40"W, 291.11 FEET TO A POINT ON THE AFORESAID SOUTHERLY RIGHT OF WAY LINE OF LONDONTOWN ROAD, SAID POINT BEING ON THE ARC OF A CIRCULAR CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 380.00 FEET; THENCE ALONG SAID SOUTHERLY RIGHT OF WAY LINE, THE FOLLOWING THREE (3) COURSES AND DISTANCES; NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°50'38", A DISTANCE OF 124.98 FEET TO A POINT OF REVERSE CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 150.00 FEET; NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°00'20", A DISTANCE OF 31.43 FEET TO THE POINT OF TANGENCY; N70°00'20"E, 144.51 FEET TO THE POINT OF BEGINNING.

(27) PARCEL 3:

A PARCEL OF LAND LYING IN THE SE 1/4 OF THE NE 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NE CORNER OF LOT 3, BLOCK 6, SHERWOOD FOREST ESTATES UNIT NO, 6, AS RECORDED IN PLAT BOOK 19, PAGE 118, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, SAID POINT BEING ON THE WESTERLY RIGHT OF WAY LINE OF CARPENTER ROAD (A 70; RIGHT OF WAY); THENCE RUN NORTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE THE FOLLOWING TWO (2) COURSES AND DISTANCES; N00°59'02"W, 131.97 FEET (131.51' DEED) TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE WESTERLY HAVING A RADIUS OF 1000.00 FEET; THENCE ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°51'01", A DISTANCE OF 206.83 FEET TO THE POINT OF BEGINNING OF THE LANDS DESCRIBED HEREIN, THENCE CONTINUE NORTHERLY ALONG THE AFORESAID WESTERLY RIGHT OF WAY LINE THE FOLLOWING TWO (2) COURSES AND DISTANCES; CONTINUE ALONG THE ARC OF THE AFORESAID CURVE THROUGH A CENTRAL ANGLE OF 7°09'37" A DISTANCE OF 124.97 FEET TO THE POINT OF TANGENCY; N19°59'40"W, 109.72 FEET (S1°49'22"E DEED), 57.23 FEET. THENCE N89°00'58"E, 250.24 FEET TO THE POINT OF BEGINNING.

(33-A)(34-B)

TRACTS A AND B, EAGLE POINT SUBDIVISION, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 52, PAGE 37, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

AND OLD REPUBLIC TITLE INSURANCE COMPANY TITLE COMMITMENT NO. 1297851, DATED JULY 26, 2022.3

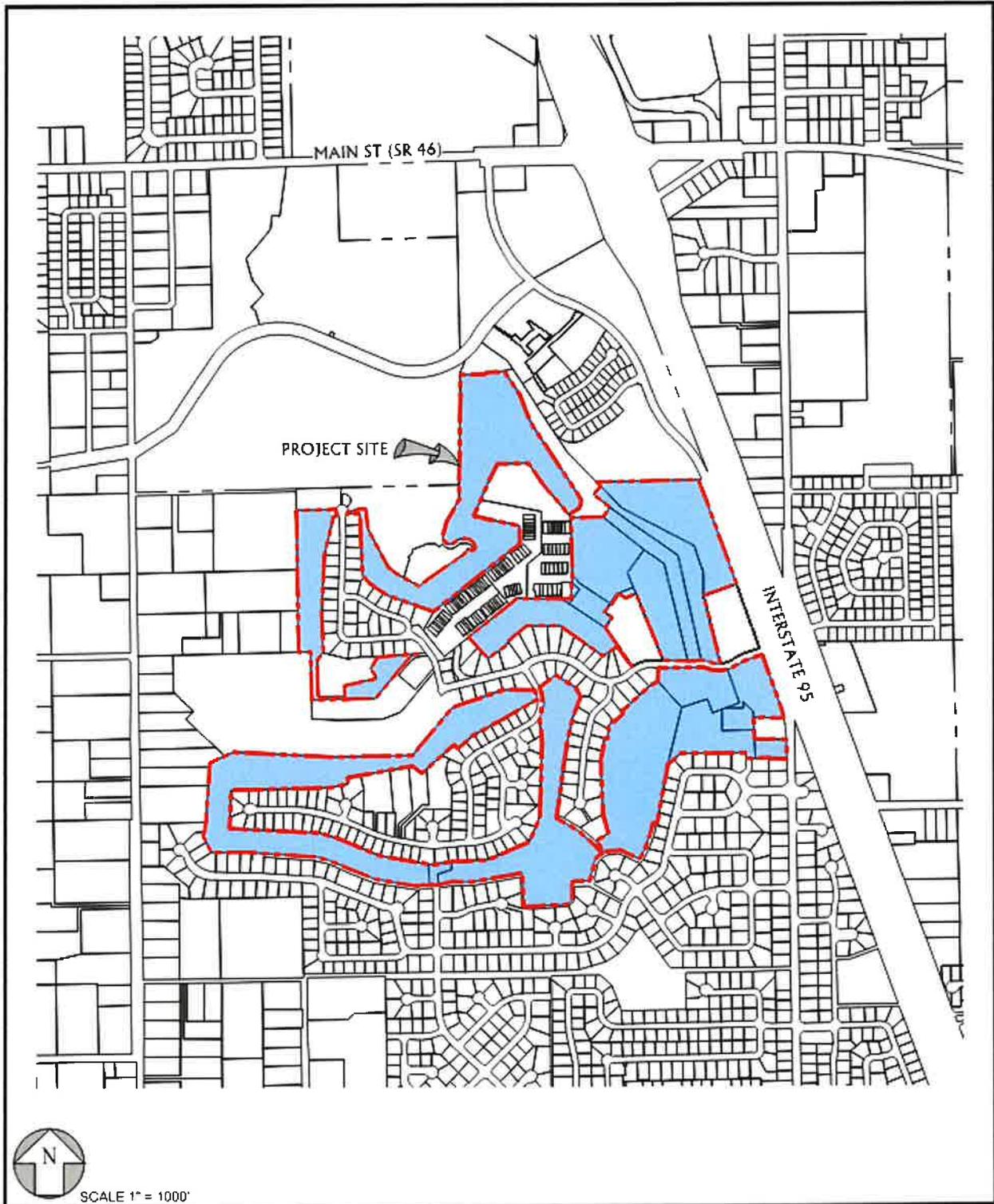
(28) PARCEL 1:
TRACT R1 OF SHERWOOD VILLAS, A CONDOMINIUM, ACCORDING TO THE DECLARATION OF CONDOMINIUM RECORDED IN O.R. BOOK 5514, PAGE 341, AS AMENDED IN O.R. BOOK 5665, PAGE 7850 AND O.R. BOOK 5832, PAGE 2315, AND ALL EXHIBITS AND AMENDMENTS THEREOF, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

(29) PARCEL 2:
TRACT R2 OF SHERWOOD VILLAS, A CONDOMINIUM, ACCORDING TO THE DECLARATION OF CONDOMINIUM RECORDED IN O.R. BOOK 5514, PAGE 341, AS AMENDED IN O.R. BOOK 5665, PAGE 7850 AND O.R. BOOK 5832, PAGE 2315, AND ALL EXHIBITS AND AMENDMENTS THEREOF, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

(3) PARCEL 3:
A PART OF THE NE 1/4 OF SECTION 24, TOWNSHIP 21 SOUTH, RANGE 34 EAST, BREVARD COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NW CORNER OF THE NE 1/4 OF THE NE 1/4 OF SECTION 24, RUN THENCE N88°44'52"E ALONG THE NORTH LINE OF SAID NE1/4 OF SECTION 24, A DISTANCE OF 613.12 FEET TO A POINT ON THE WESTERLY RIGHT OF WA LINE OF CARPENTER ROAD; THENCE S19°59'40"E ALONG SAID RIGHT OF WAY LINE, 895.11 FEET; THENCE S70°00'20"W, 286.00 FEET; THENCE N00°13'50"W, 187.94 FEET; THENCE N19°59'40"W, 230.00 FEET; THENCE N62°00'18"W, 658.43 FEET; THENCE N49°15'08"W, 300.00 FEET TO A POINT ON THE NORTH LINE OF SAID NE 1/4 OF SECTION 24; THENCE N88°44'52"E ALONG SAID LINE 227.28 FEET TO THE POINT OF BEGINNING.

(31) PARCEL 4:
TRACT B, SHERWOOD VILLAS, SHERWOOD FOREST P.U.D. II, STAGE 2, PHASE 2 AND STAGE 3, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 53, PAGES 67 THROUGH 70, INCLUSIVE, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

(32) PARCEL 5:
TRACT C, SHERWOOD VILLAS, SHERWOOD FOREST P.U.D. II STAGE 2, PHASE 2 AND STAGE 3, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 53, PAGES 67 THROUGH 70, ALL INCLUSIVE OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.



(LOCATION EXHIBIT)

PROJECT HISTORY:

Zoning:	AU, EU-2, GU, SR, RU-2-10, RU-2-15, PUD
Land use:	Residential 4 & Residential 15
Total land area:	136.46 ± acres
	Land Use Residential 4 – 38.86 ± acres Land Use Residential 15 – 97.60 ± acres
Number of units:	None
Gross density:	N/A
Road ROW:	0.00 acres
Golf course:	132.53 ± acres
Clubhouse (& Parking):	3.93 ± acres
Stormwater Area:	9.73 ± acres *
Wetlands:	9.87 ± acres *

Note (*): Existing stormwater and wetlands are part of the existing golf course acreage.

Waivers applied for:

Sec. 62-1446. PUD-Land Use Regulations; Sub-Section (d) Minimum lot area, frontage, and setbacks; accessory uses; Paragraph (1) – to reduce the required 5,000 sf minimum lot area to 4,000 sf.

Sec. 62-1446. PUD-Land Use Regulations; Sub-Section (d) Minimum lot area, frontage, and setbacks; accessory uses; Paragraph (3) – to reduce the rear setback from 20 feet to 10 feet for Pod III.

Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (1) – to reduce the required minimum 50 feet wide right-of-way to a minimum of 30 feet with 10-foot easements on each side for Pod III.

Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (1) – to reduce the required minimum 50 feet wide right-of-way to a minimum of 30 feet with a 5-foot easement on each side for Pods I and IV.

Sec. 62-2956. Transportation technical guidelines and performance standards.; Sub-Section (a) Roadway; Paragraph (3) – to reduce the minimum 100-foot setback of the cul-de-sac right-of-way to the plat boundary to 15 feet with the inclusion of a 6' high wall and landscaping in one (1) location (Pod III).

Sec. 62-2883. General design requirements and standards.; Sub-Section (d) – to replace the required 15' perimeter buffer tract with a 15' perimeter buffer easement, or 10' perimeter easement where adjacent to an existing drainage easement, and allow it to be disturbed for grading, landscape, and buffer improvements, including but not limited to walls, fences, retention slopes, walking paths, and utilities (Pod III).

Sec. 62-3206. Parking and Loading Requirements; Sub-Section (c); Paragraph (13) – to remove the requirement for one level of parking under a building that would exceed 45' in height for Pod V.

II. PROPOSED PRELIMINARY DEVELOPMENT PLAN

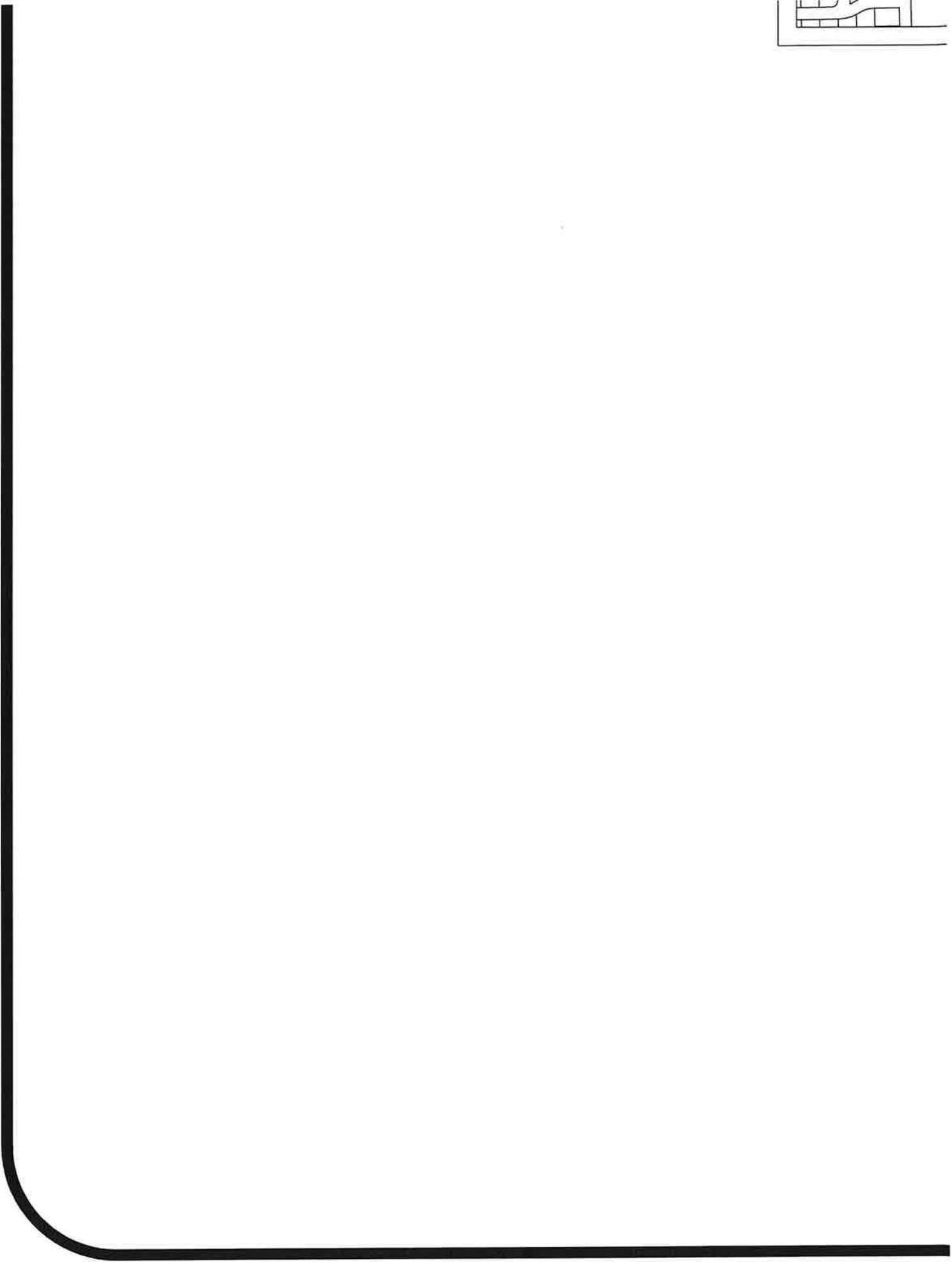
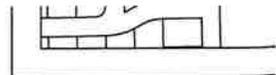
Zoning:	PUD
Land use:	Residential 4 & Residential 15
Total land area:	136.46 ± acres
	Residential 4 – 29.37 ± acres
	Residential 15 – 107.09 ± acres
Number of units:	595 units (187 Single-Family, 408 Multi-Family)
Gross density:	4.36 units/acre
Road ROW:	8.02 ± acres
Residential use:	30.37 ± acres
Stormwater area:	62.88 ± acres
Wetlands:	7.86 ± acres
Clubhouse:	3.61 ± acres
Common usable open space required:	19.57 ± acres
Single-family (10%)	3.16 ± acres
Single-family attached (25%)	6.28 ± acres
Multi-family (25%)	10.13 ± acres
Common usable open space provided:	61.96 ± acres
Lakes with observation deck, walking trail and bench:	55.95 ± acres
Improved open space:	6.01 ± acres
Passive open space provided:	26.51 ± acres
Buffer/open space/conservation:	88.47 ± acres

III. OPEN SPACE AND AREA CALCULATIONS

PHASE	POD	AREA	RESIDENTIAL UNIT TYPE	OPEN SPACE REQUIRED	PASSIVE O.S. PROVIDED	ACTIVE O.S. PROVIDED
1	1	28.28 ac.	SINGLE-FAMILY TOWNHOMES	7.07 ac.	7.67 ac.	3.61 ac.
2	2	39.21 ac.	N/A	0.00 ac.	5.95 ac.	33.27 ac.
3	3	31.63 ac.	SINGLE-FAMILY DETACHED	3.16 ac.	5.06 ac.	18.75 ac.
4	4	25.12 ac.	SINGLE-FAMILY ATTACHED VILLAS	6.28 ac.	7.83 ac.	3.27 ac.
5	5	12.23 ac.	MULTI-FAMILY APARTMENTS	3.06 ac.	0.00 ac.*	3.06 ac. *
TOTAL	1-5	136.46 ac.		19.48 ac.	26.51 ac.	61.96 ac.

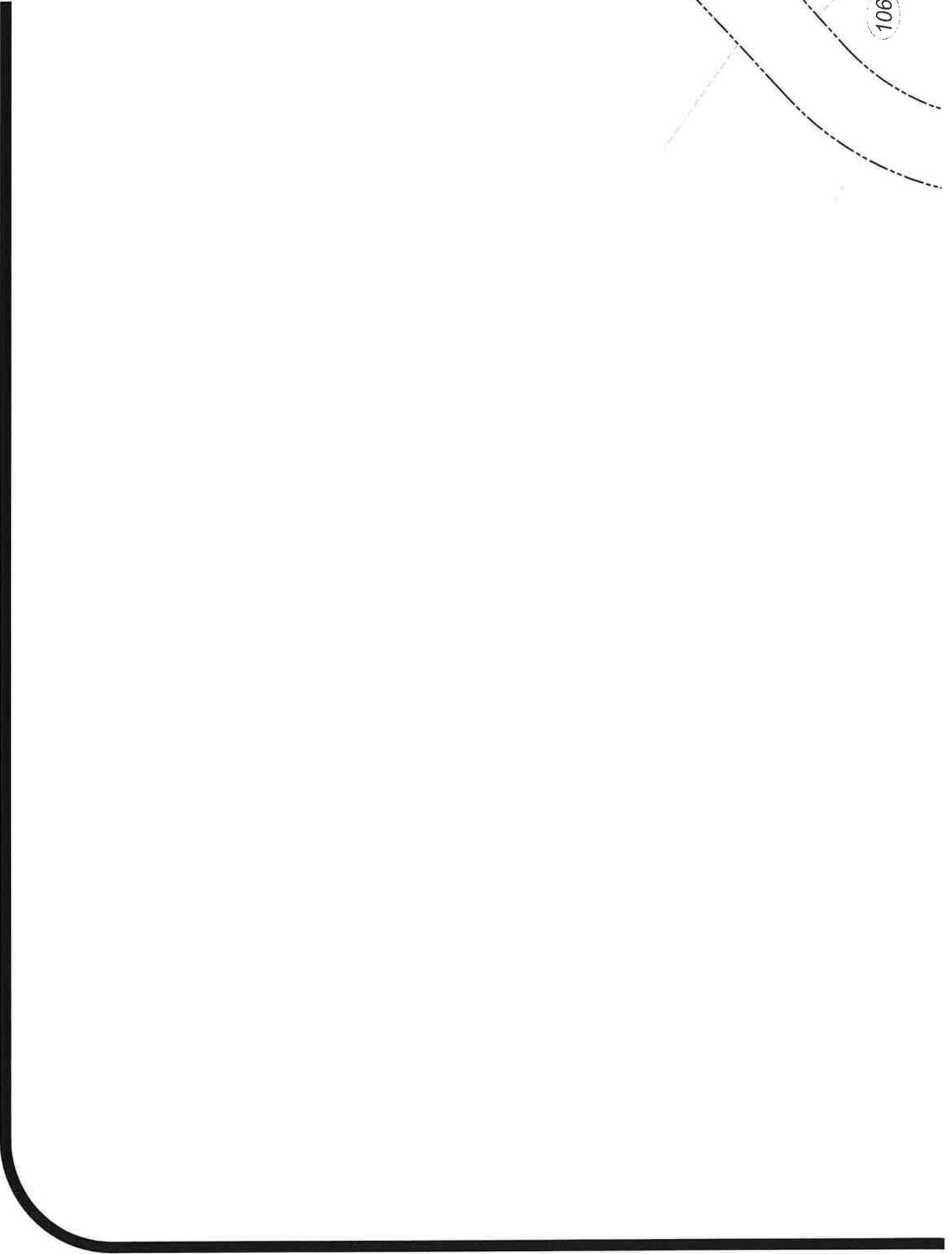
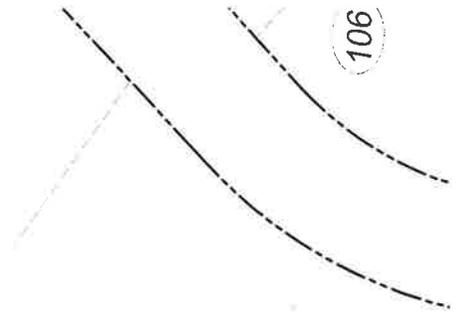
*** Note: Pod 5 open space requirements are provided within Pods 1 and 2, but shall be met as part of the Site Plan submittal process for the development of the 12.23 ac. and one hundred and seventy-eight (178) apartment units if not already accounted for elsewhere within the PUD due to Pod 5 being constructed before others where the active open space it provided.**

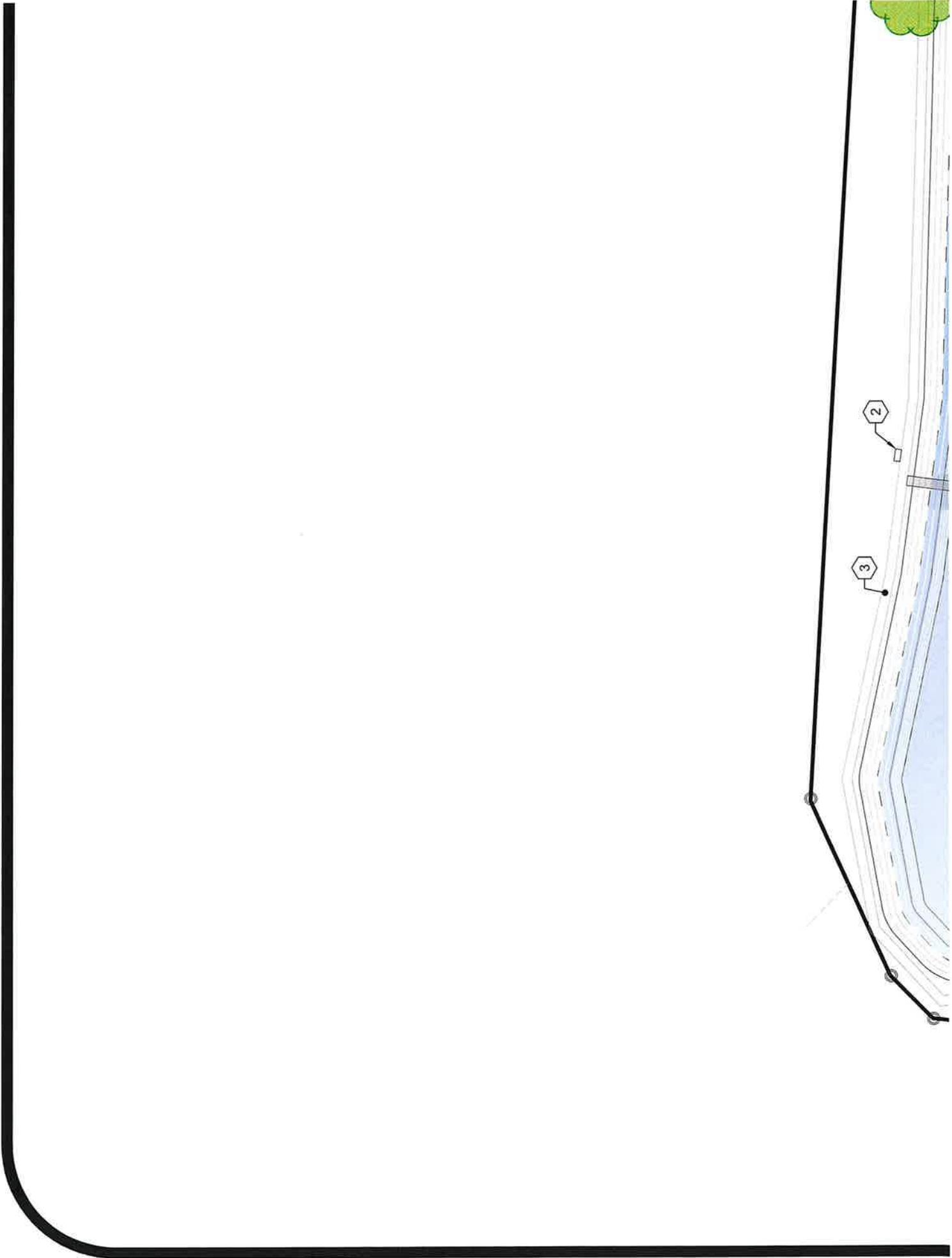
(Project Exhibits)

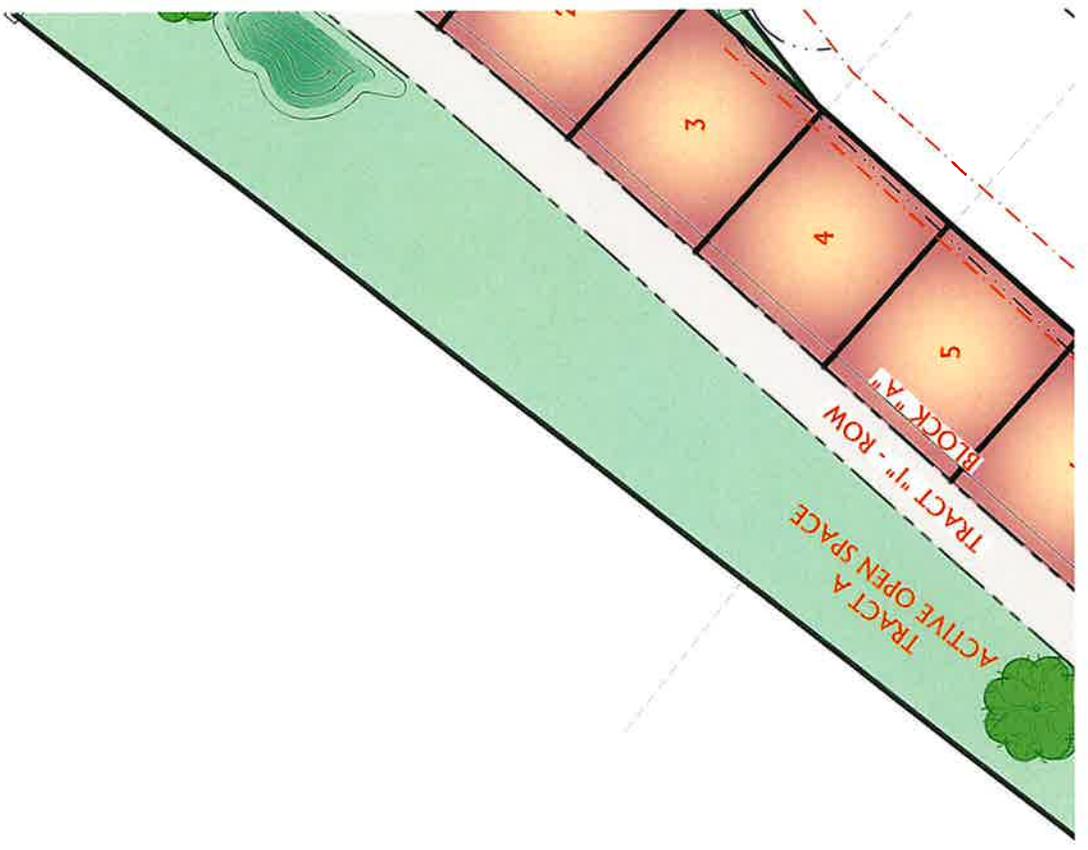












POD 4

DENSITY & UNIT TYPE:

TOTAL ACREAGE: 25.12 AC.
PROPOSED UNITS: 150 UNITS
DENSITY: 5.97 U.P.A.
UNIT TYPE: VILLAS (1-STORY SINGLE-FAMILY ATTACHED)

BUFFER NOTE:

MINIMUM 15 FOOT PERIMETER BUFFER PROVIDED ALONG POD BOUNDARY EXCEPT WHERE ADJACENT TO ANOTHER POD (POD 5).

SETBACKS:

FRONT: 20 FEET
SIDE: 5 FEET
REAR: 10 FEET

OPEN SPACE NOTE:

MINIMUM 25% OPEN SPACE SHALL BE PROVIDED (6.28 AC.) SEE RECREATION AREA EXHIBIT FOR OPEN SPACE TRACTS AND CALCULATIONS.

BUILDING HEIGHT:

MAXIMUM: 35 FEET

RIGHTS-OF-WAY:

PRIVATELY MAINTAINED

POD 5

DENSITY & UNIT TYPE:

TOTAL ACREAGE: 12.23 AC.
PROPOSED UNITS: 178 UNITS (MAX.)
DENSITY: 14.55 U.P.A.
UNIT TYPE: APARTMENTS

SIDEWALK NOTE:

SIDEWALKS SHALL BE PROVIDED IN ACCORDANCE (c)(13) AND 62-3206.

BUFFER NOTE:

MINIMUM 15 FOOT PERIMETER BUFFER PROVIDED / EXCEPT WHERE ADJACENT TO ANOTHER POD (POD 5).

SETBACKS:

20 FEET UNLESS BASED ON HEIGHT.

POD 5 DEVELOPMENT STANDARDS

LOT REQUIREMENTS:

MIN. LOT SIZE = 7,500 SQUARE FEET
MIN. LOT WIDTH = 75 FEET
MIN. LOT DEPTH = 75 FEET
MAX. DENSITY = 14.66 UNITS PER GRC
MAX. LOT COVERAGE = FORTY PERCENT (40%)

SETBACKS:

FRONT = 20 FEET
REAR = 20 FEET
SIDE = 20 FEET

NOTE: A MINIMUM OF 15 FEET SHALL BE PROVIDED STRUCTURES

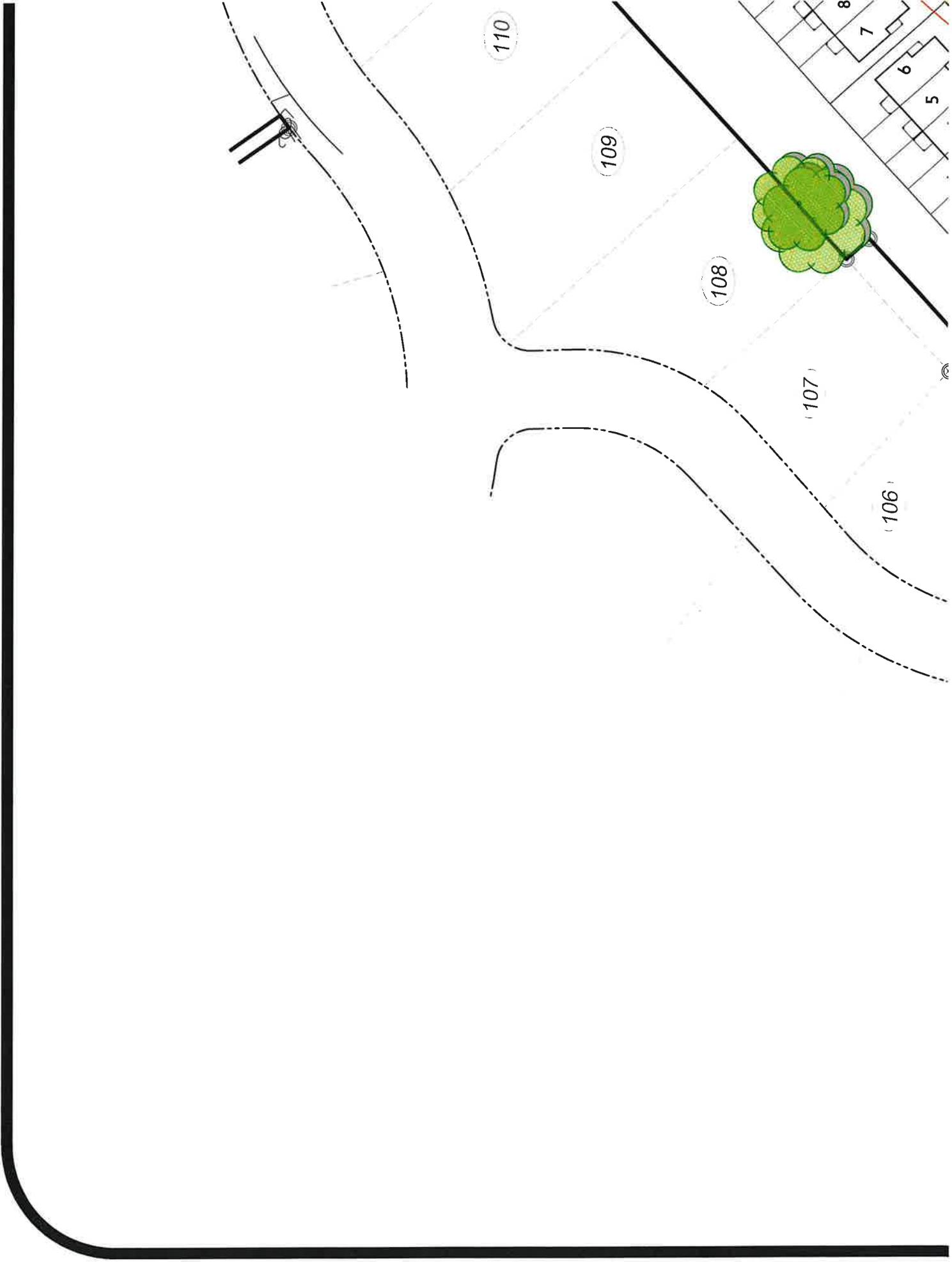
OPEN SPACE NOTE:

MINIMUM 25% OPEN SPACE SHALL BE PROVIDED (C RECREATION AREA EXHIBIT FOR OPEN SPACE TRACTS AND CALCULATIONS)

MINIMUM FLOOR AREA:

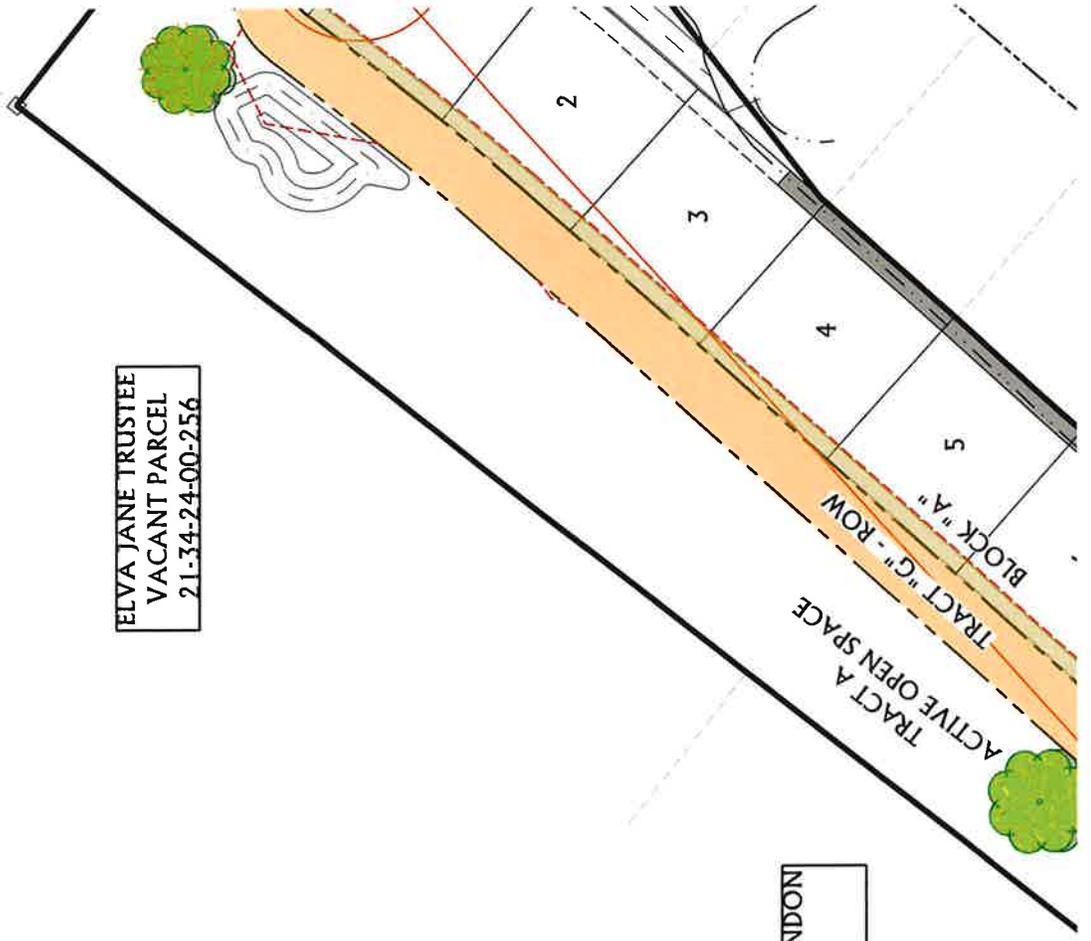
ONE BEDROOM = 500 SF
TWO BEDROOM = 750 SF PLUS 100 SF PER ADDITIONAL BEDROOM





ELVA JANE TRUSTEE
VACANT PARCEL
21-34-24-00-256

BRENT & CLAUDINE BRANDON
VACANT PARCEL
21-34-24-00-251



LIST OF WAIVERS

CODE SECTION

PROPOSED CRITERIA

POD 4:

• 62-2956(a)(1) RIGHT-OF-WAY WIDTH (50 FT) 30 FEET WITH TWO (2) 5 F'

POD 5:

• 62-3206(c)(13) INTERIOR PARKING NO UNDERSTORY PARKING

POD 4

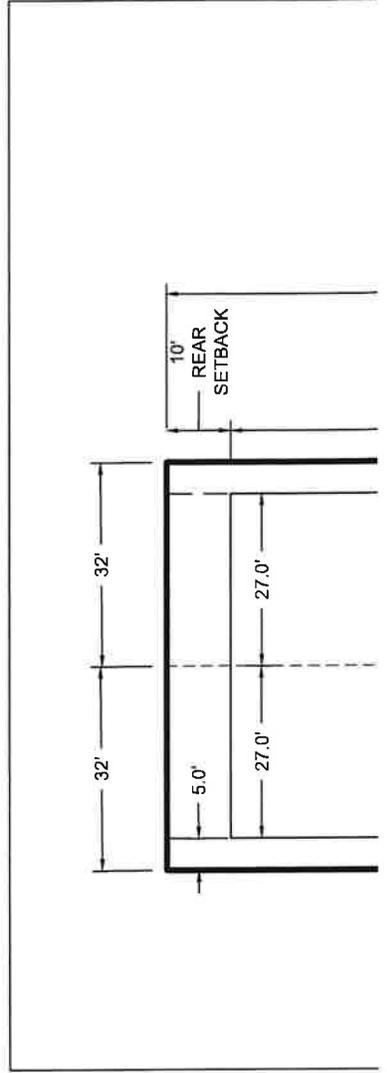
DENSITY & UNIT TYPE:

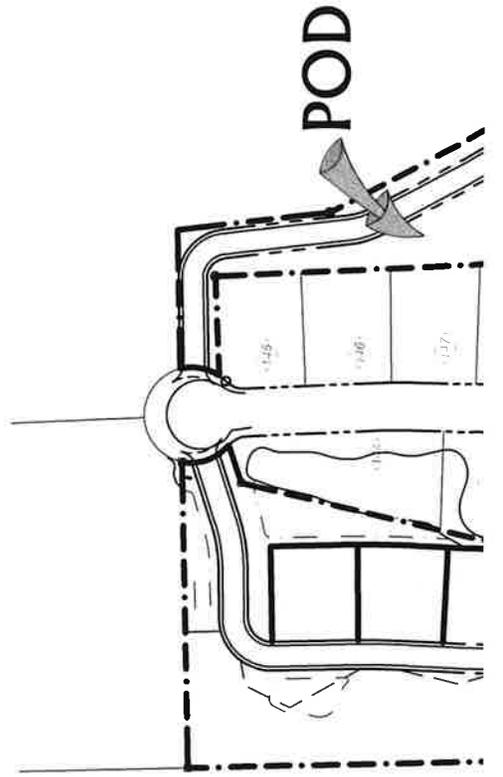
TOTAL ACREAGE: 25.12 AC.
PROPOSED UNITS: 150 UNITS
DENSITY: 5.97 U.P.A.
UNIT TYPE: VILLAS (1-STORY ATTACHED)

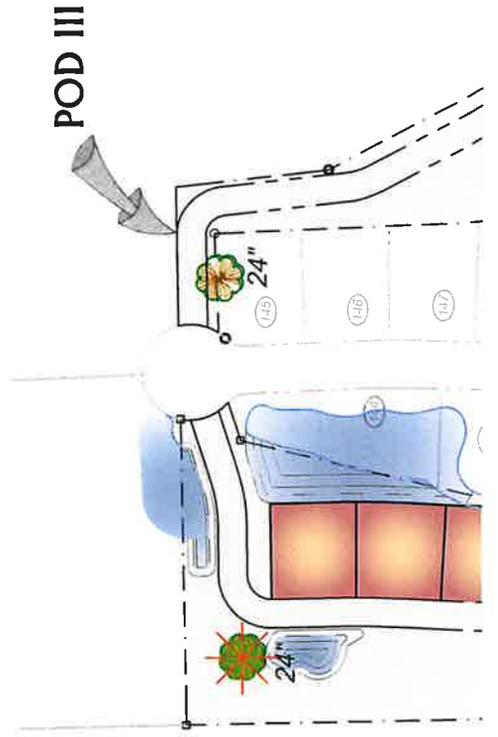
POD 5

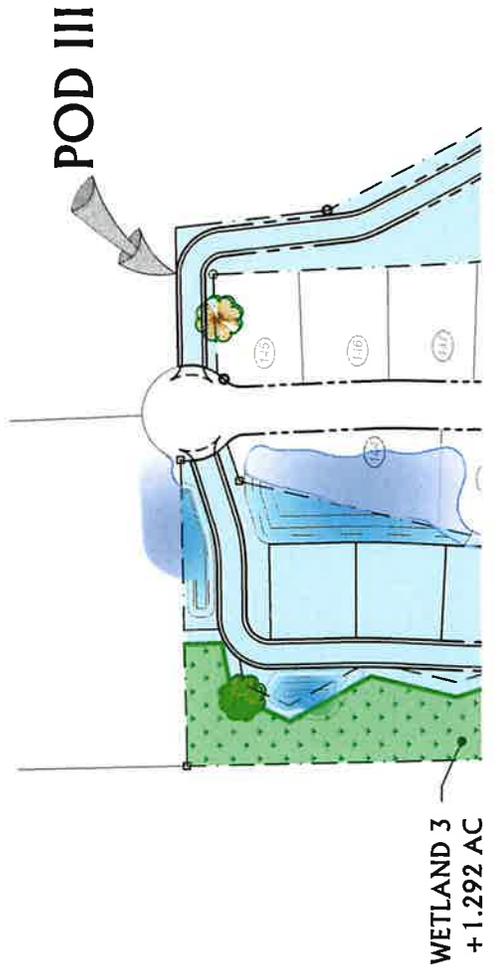
DENSITY & UNIT TYPE:

TOTAL ACREAGE: 12.23 AC.
PROPOSED UNITS: 178 UNITS
DENSITY: 14.55 U.P.A.
UNIT TYPE: APARTMENTS











IV. SURFACE WATER MANAGEMENT SYSTEM

The surface water management system will consist of swales, culverts, lakes, and shallow retention areas which will overflow into existing on-site wetland systems and/or existing on- and off-site drainage systems. On an overall basis, in the developed condition, the historic drainage patterns on the site will generally be maintained within the on-site drainage basins.

Within each drainage basin, stormwater runoff will be routed to the stormwater management facilities which will be sized following the greater of the County and/or SJRWMD design criteria. Regardless of which phase is developed first, the project shall submit a basin study and associated master drainage plan to include, but not limited to the existing development, proposed development, connection and outfall to the floodplain, existing drainage features including canals, ditches, wetlands, depressional storage areas, and associated hydraulic connections. Each Pod shall include its own stormwater system and associated calculations meeting the requirements of Code of Ordinances of Brevard County Section 62-3751, Exhibit A – Stormwater Management Criteria as written at the time of approval of the PDP.

The project lies within the Salt Lake Basin and receives off-site runoff from approximately 200 acres of developed and undeveloped areas to the north, south, and east. Off-site flows will be routed through the existing on-site wetland and ditch systems separate from the proposed surface water management facilities.

It should be noted that the exact configuration and location of the surface water management facilities shown on the master plan are conceptual. Final configuration and location will be determined at the time of final design and permitting.

V. PROPOSED DENSITY SCHEDULE

POD	LAND USE	ACREAGE	UNITS	DENSITY (UPA)
1	Single-family Townhome	28.28	230	8.1
2	N/A	39.21	0	0.0
3	Single-family Residential	31.62	37	1.2
4	Single-family Attached	25.12	150	6.0
5	Multi-family Residential	12.23	178	14.6
	TOTAL	136.46	595	4.4

VI. PHASING SCHEDULE AND TIMING:

The Sherwood Golf Club PUD will be developed in six phases. Each Pod will be developed in a manner with the infrastructure including onsite and offsite roads, water, sewer and storm water drainage to enable the Pod to be an independent unit. The phases of development may slightly vary from the numeral chronology depending on market conditions. Multiple Pods within the PUD can be developed concurrently.

A. DEVELOPMENT PHASING

PHASE	DEVELOPMENT
PHASE ONE	• POD 1
PHASE TWO	• POD 2
PHASE THREE	• POD 3
PHASE FOUR	• POD 4
PHASE FIVE	• POD 5

B. USABLE COMMON OPEN SPACE PER POD

POD 1		
<i>TRACT / LAKE ID</i>	<i>USABLE OPEN SPACE PROVIDED</i>	<i>TRACT ACREAGE</i>
TRACT F	0.54 ac.	0.54 ac.
TRACT G	3.07 ac.	3.07 ac.
TOTAL PROVIDED	3.61 ac.	n/a
TOTAL REQUIRED	7.07 ac.	n/a

POD 2		
<i>TRACT / LAKE ID</i>	<i>USABLE OPEN SPACE PROVIDED</i>	<i>TRACT ACREAGE</i>
TRACT A	12.82 ac.	15.03 ac.
TRACT C	20.44 ac.	23.76 ac.
TOTAL PROVIDED	33.27 ac.	n/a
TOTAL REQUIRED	0.00 ac.	n/a

POD 3		
<i>TRACT / LAKE ID</i>	<i>USABLE OPEN SPACE PROVIDED</i>	<i>TRACT ACREAGE</i>
TRACT A	4.95 ac.	5.07 ac.
TRACT F	13.80 ac.	13.80 ac.
TOTAL PROVIDED	18.75 ac.	n/a
TOTAL REQUIRED	3.16 ac.	n/a

POD 4		
<i>TRACT / LAKE ID</i>	<i>USABLE OPEN SPACE PROVIDED</i>	<i>TRACT ACREAGE</i>
TRACT A	3.27 ac.	3.27 ac.
TOTAL PROVIDED	3.27 ac.	n/a
TOTAL REQUIRED	6.20 ac.	n/a

POD 5	
TOTAL PROVIDED	3.06 ac. *
TOTAL REQUIRED	3.06 ac. *

*Note: Provided open space is the minimum required, actual acreage shall be determined during site layout and design. No additional open space shall be required if already provided within other Pods that are developed prior to the design of the subsequent Pod.

Sherwood Golf Club PUD

Traffic Impact Analysis

Brevard County, FL

May 2024

Kimley » Horn

TRAFFIC IMPACT ANALYSIS

Sherwood Golf Club PUD

Brevard County, FL

Prepared by:

Kimley-Horn and Associates, Inc.

Revised May 2024

JAMES MICHAEL TAYLOR, P.E.

STATE OF FLORIDA,
PROFESSIONAL ENGINEER,
LICENSE NO. 69979

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JAMES MICHAEL TAYLOR, P.E. ON THE
DATE INDICATED HERE.

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ON ANY ELECTRONIC COPIES.

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M Taylor
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c=US, o=KIMLEY-HORN
AND ASSOCIATES INC,
email=james.taylor@kimley-
horn.com
Date: 2024.05.23 15:51:48
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1.0 INTRODUCTION

Kimley-Horn has been retained to analyze and document the traffic impacts associated with the development of the Sherwood Golf Club Planned Unit Development (PUD). The proposed development is located in the southwest quadrant of Interstate 95 and State Road 46 off Carpenter Road in Brevard County.

Sherwood Golf Club is an existing residential development that includes a ±136.46-acre golf course that is no longer in use. This traffic study will evaluate a proposal to redevelop the golf course with the addition of the following:

- 228 Townhomes (Pod 1)
- 41 Single-family homes (Pod 3)
- 158 Townhomes (Pod 4)
- 178 Apartment Units (Pod 5)

The Methodology Statement used to guide this transportation analysis and is provided in **Appendix A**, along with County Staff's comments on the methodology. These comments were addressed in this analysis.

Access to the site will be provided via three (3) intersections on London Fog Road (labeled A, B, C), one (1) access point on Arnold Palmer Drive (labeled D), one (1) access point on Long Bow Drive (labeled Ingress/Egress #5), and three (3) connections to Carpenter Road (labeled Ingress/Egress #1, #2, #4). The conceptual site plan provided in **Appendix B**.

Pod 1 is anticipated for buildout in 2026. Pods 3, 4, and 5 are anticipated for buildout in 2030.

1.1 STUDY AREA

The study area, determined using the Brevard County *Guidelines on Minimum Requirements for Traffic Impact Analyses* (2022), was discussed and approved as part of the Traffic Impact Analysis Methodology (**Appendix A**). The agreed-upon study area roadway segments and intersections are listed below and displayed on **Figure 1**.

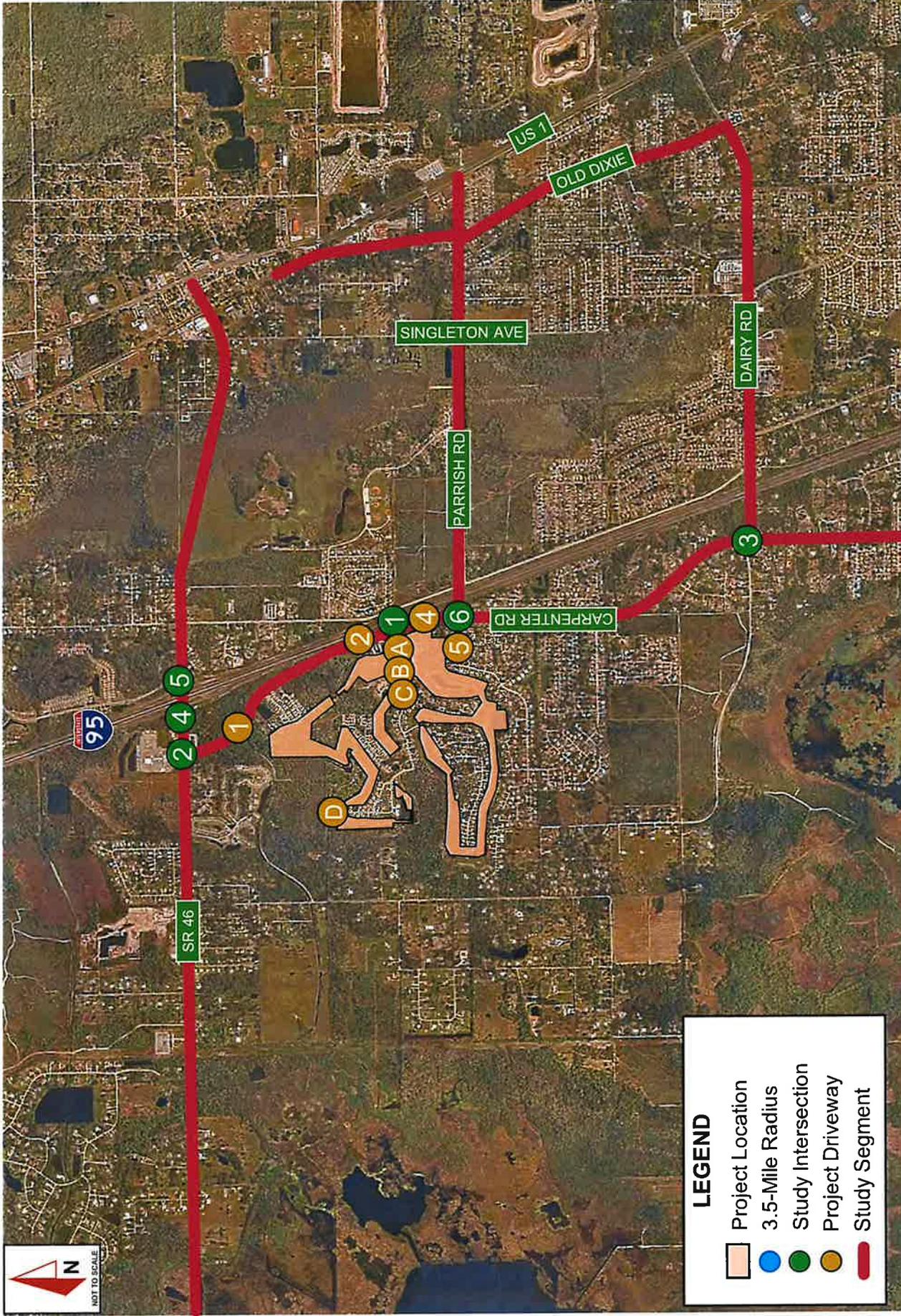
Study Area Roadway Segments

- 183 N Carpenter Rd from Dairy to SR-46
- 184 N Carpenter Rd from Garden to Dairy
- 188 N Carpenter Rd from Fox Lake to Garden
- 185 Dairy Rd from Carpenter to Holder
- 523 Dairy Rd from Holder to Singleton
- 186 Dairy Rd from Singleton to Old Dixie
- 199 SR 46 from I-95 to US 1
- 200 SR 46 from Fawn Lake to I-95
- 201 SR 46 from Volusia County to Fawn Lake
- 202 SR 406 (Garden Street) from I-95 to Singleton
- 203 SR 406 (Garden Street) from Singleton to Park
- 595 SR 406 (Garden Street) from Carpenter to I-95
- 240 Old Dixie from Dairy to Parker
- 241 Parrish from Singleton to US 1
- 242 Parrish from Holder to Singleton

- London Town from Arnold Palmer to Carpenter Rd

Study Area Intersections

- Study Intersection #1: N Carpenter Rd & London Town Rd
- Study Intersection #2: N Carpenter Rd & SR 46
- Study Intersection #3: N Carpenter Rd & Dairy Rd
- Study Intersection #4: SR 46 & I-95 NB Off-Ramp
- Study Intersection #5: SR 46 & I-95 SB On-Ramp
- Study Intersection #6: N Carpenter Rd & Longbow Rd
- Driveway #1: N Carpenter Rd & Ingress/Egress #1
- Driveway #2: N Carpenter Rd & Ingress/Egress #2
- Driveway #4: N Carpenter Rd & Ingress/Egress #4
- Driveway #5: Longbow Rd & Ingress/Egress #5
- Driveway A: London Tower Rd & Pod 1 Connection
- Driveway B: London Tower Rd & Pod 4 Connection
- Driveway C: London Tower Rd & Pod 1/Pod 4 Connection
- Driveway D: Arnold Palmer Dr & Pod 3 Connection



LEGEND

- Project Location
- 3.5-Mile Radius
- Study Intersection
- Project Driveway
- Study Segment

Kimley»Horn
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 189 S Orange Ave, Suite 1000, Orlando, FL, 32801
 Phone: (407) 998-1511

May 2024
 Project No.: 249297000

Figure 1: Project Location & Study Area

Aerial imagery provided by: [nearmap](https://nearmap.com)

2.0 EXISTING CONDITIONS ANALYSIS (2024)

2.1 EXISTING TRAFFIC COUNTS

Turning movement counts (TMCs) were collected at the study intersections on Wednesday, May 8, 2024 and are provided in **Appendix C**. Data was collected during the AM Peak Period (7:00 AM to 9:00 AM) and PM Peak Period (4:00 PM to 6:00 PM) at the study area intersections.

Turning movement volumes were adjusted by a seasonal factor (SF) based on data from FDOT's Florida Traffic Online (FTO) database, as shown in **Appendix D**. Turning movement volume worksheets for all intersections can be found in **Appendix E**.

Existing traffic signal timings were obtained from Brevard County and are provided in **Appendix F**.

2.2 EXISTING ROADWAY SEGMENT CONDITIONS

A roadway segment analysis was performed within the study area to determine existing Daily and PM peak hour conditions. The Daily analysis was conducted by comparing the 2024 Average Annual Daily Traffic (AADT) segment volumes to the TPO's Daily Maximum Service Volumes (MSV) corresponding to the adopted Level of Service (LOS) standard for each roadway segment. 2022 AADTs were obtained from the latest Space Coast Transportation Planning Organization (TPO) Traffic Count publication and grown to existing year 2024 using a 2% annual growth rate. The Space Coast TPO Traffic Count publication is provided in **Appendix G**.

Additionally, a PM peak hour roadway segment analysis was conducted by comparing peak hour two-way volumes to the peak hour two-way MSV corresponding to the adopted Level of Service (LOS) standard for each roadway segment. Existing peak hour two-way roadway segment volumes were obtained from the Space Coast TPO's most recent data collection. The FDOT Q/LOS Handbook was used to determine of each segment's peak hour two-way service volume. Excerpts from the Space Coast TPO Data Management System are provided in **Appendix F**.

Per County Comments, service volumes for SR 46 and SR 406 were determined using the 2023 Q/LOS handbook, assuming segments #199, #200, #202, #203, and #595 are classified as C3C. Segment #201 is classified as C3R. The state level of service standard for urban roadways is LOS D and LOS C for rural roadways.

Additionally, the County requested that London Town Road be included in the analysis. This segment is not included in the Space Coast TPO count document. Existing PM peak hour volumes were determined from the field collected data. A daily AADT for this segment was calculated by dividing the peak hour volume by the standard k-factor (0.09).

The existing roadway segment data is included in **Tables 1 and 2** for Daily and PM peak hour conditions, respectively. As shown in the tables, the analysis identifies no roadway segment capacity deficiencies within the study area under existing Daily and PM peak hour conditions.

Table 1: Existing Roadway Segment Analysis (Daily)

Roadway Link ID	From	To	Roadway Attributes					Daily - Existing (2024)				
			Functional Classification ¹	Number of Lanes	Speed Limit	Adopted LOS ¹	Daily MSV ¹	2022 AADT ¹	Growth Rate	Existing 2024 AADT ²	V/C Ratio	Existing Deficiency?
Carpenter												
183	Dairy	SR-46	Urban Major Collector	2	40	E	15,600	4,740	2%	4,951	0.32	No
184	Garden	Dairy	Urban Major Collector	2	30	E	15,600	5,420	2%	5,639	0.36	No
188	Fox Lake	Garden	Urban Major Collector	2	30	E	15,600	3,670	2%	3,818	0.24	No
Dairy												
185	Carpenter	Holder ³	Urban Major Collector	2	30	E	15,600	5,180	2%	5,497	0.35	No
523	Holder	Singleton	Urban Major Collector	2	30	E	15,600	6,160	2%	6,409	0.41	No
186	Singleton	Old Dixie ³	Urban Major Collector	2	30	E	15,600	6,650	2%	7,057	0.45	No
SR 46												
199	I-95	US 1	Urban Principal Arterial-Other	2	45	D	21,700	12,500	2%	13,005	0.60	No
200	Fawn Lake	I-95	Urban Principal Arterial-Other	2	55	D	21,700	10,540	2%	10,966	0.51	No
201	Volusia County	Fawn Lake	Rural Principal Arterial-Other	2	55	C	19,600	6,750	2%	7,023	0.36	No
SR 406 (Garden Street)												
202	I-95	Singleton	Urban Principal Arterial-Other	4	40	D	36,600	16,130	2%	16,782	0.46	No
203	Singleton	Park	Urban Principal Arterial-Other	4	40	D	36,600	16,240	2%	16,896	0.46	No
595	Carpenter	I-95	Urban Major Collector	2	35	D	21,700	7,440	2%	7,741	0.36	No
Old Dixie												
240	Dairy	Parker ³	Urban Major Collector	2	35	E	15,600	890	2%	944	0.06	No
Parrish												
241	Singleton	US 1 ³	Urban Major Collector	2	25	E	15,600	690	2%	747	0.05	No
242	Holder	Singleton ³	Urban Major Collector	2	25	E	15,600	1,120	2%	1,189	0.08	No
London Town												
-	Arnold Palmer	Carpenter	Local	2	25	E	15,600	-	2%	1,550	0.10	No

Notes

1. Data obtained from Space Coast TPO 2023 Traffic Counts Document.
2. Existing (2024) AADT developed by applying the calculated growth rates as agreed upon in the TIA Methodology.
3. A 2022 AADT was not provided in the SCTPO Traffic Count Document for this segment. Therefore, the most recent count was used and growth rate was applied for the appropriate number of years.

Table 2: Existing Roadway Segment Analysis (PM Peak Hour)

Roadway	Roadway Attributes						Peak Hour - Existing (2024)					
	Link ID From	To	Functional Classification	Number of Lanes	Speed Limit	Adopted LOS ¹	Peak Hour Two-Way MSV ¹	Latest Peak Hour Two-Way Volume ²	Growth Rate	Existing 2024 Peak Hour Two-Way Volume ³	V/C Ratio	Existing Deficiency?
Carpenter												
183 Dairy	SR-46		Urban Major Collector	2	30	E	1,410	466	2%	475	0.33	No
184 Garden	Dairy		Urban Major Collector	2	30	E	1,410	539	2%	550	0.38	No
188 Fox Lake	Garden		Urban Major Collector	2	30	E	1,410	364	2%	371	0.26	No
Dairy												
185 Carpenter	Holder		Urban Major Collector	2	30	E	1,410	523	2%	533	0.37	No
523 Holder	Singleton ³		Urban Major Collector	2	30	E	1,410	664	2%	691	0.47	No
186 Singleton	Old Dixie		Urban Major Collector	2	30	E	1,410	700	2%	714	0.5	No
SR 46												
199 I-95	US 1		Urban Principal Arterial-Other	2	45	D	1,950	1,097	2%	1,119	0.56	No
200 Fawn Lake	I-95		Urban Principal Arterial-Other	2	55	D	1,950	1,018	2%	1,038	0.52	No
201 Volusia County	Fawn Lake		Rural Principal Arterial-Other	2	55	C	1,760	636	2%	649	0.36	No
SR 406 (Garden Street)												
202 I-95	Singleton		Urban Principal Arterial-Other	4	40	D	3,290	1,408	2%	1,436	0.43	No
203 Singleton	Park		Urban Principal Arterial-Other	4	40	D	3,290	1,447	2%	1,476	0.44	No
595 Carpenter	I-95 ³		Urban Major Collector	2	35	D	1,950	777	2%	808	0.4	No
Old Dixie												
240 Dairy	Parker		Urban Major Collector	2	35	E	1,410	88	2%	90	0.06	No
Parrish												
241 Singleton	US 1		Urban Major Collector	2	25	E	1,410	113	2%	115	0.08	No
242 Holder	Singleton ³		Urban Major Collector	2	25	E	1,410	74	2%	80	0.05	No
London Town												
- Arnold Palmer	Carpenter		Local	2	25	E	1,410	139	2%	150	0.10	No

Notes

1. Data obtained from Space Coast TPO 2023 Traffic Counts Document.
2. Existing (2024) volume developed by applying the appropriate seasonal factor and calculated growth rates as agreed upon in the TIA Methodology.
3. A 2023 volume was not provided in the SCTPO Traffic Count database for this segment. Therefore, the most recent count was used and growth rate was applied for the appropriate number of years.

2.3 EXISTING INTERSECTION CONDITIONS

An intersection operational analysis was performed for existing conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 6th Edition* with Synchro (v11) software. Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the AM and PM peak hour existing conditions are provided in **Tables 3 and 4**. Synchro outputs are provided in **Appendix G**.

As shown in **Tables 3 and 4**, all study area intersections currently operate with acceptable overall LOS and with v/c ratios less than one (1.0) under existing (2024) AM and PM peak hour conditions with the exception of the northbound approach at SR 46 & I-95 NB Ramp, which operates with LOS F during both AM and PM peak hour conditions but has an acceptable v/c ratio during both analysis periods.

Table 3: Existing Intersection Conditions (AM Peak Hour)

Existing Condition - 2024						
Intersection	Control Type	Approach	AM Peak Hour			
			Max Level of Service	Max V/C Ratio	Max V/C Movement	
1 Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	A	0.11	EBL/R	
		WB	-	-	-	
		NB(L)	A	0.01	NBL	
		SB (L)	-	-	-	
		Overall	-	0.11	EBL/R	
2 Carpenter Rd & SR 46	Signalized	EB	C	0.87	EBT/R	
		WB	B	0.45	WBT	
		NB	D	0.73	NBT/R	
		SB	C	0.52	SBL	
		Overall	C (25.7 s)	0.87	EBT/R	
3 Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.08	EBL/T/R	
		WB	B	0.30	WBL/T	
		NB	A	0.27	NBL/T/R	
		SB	B	0.45	SBL/T/R	
		Overall	-	0.45	SBL/T/R	
4 SR 46 & I-95 SB Ramp	Unsignalized (TWSC)	EB (L)	-	-	-	
		WB(L)	A	0.28	WBL	
		NB	-	-	-	
		SB	C	0.17	SBL	
		Overall	-	0.28	WBL	
5 SR 46 & I-95 NB Ramp	Signalized	EB	A	0.24	EBT	
		WB	B	0.25	WBT	
		NB	F	0.93	NBL	
		SB	-	-	-	
		Overall	C (26.7 s)	0.93	NBL	
6 Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	A	0.04	EBL/T/R	
		WB	A	0.00	WBL/T/R	
		NB(L)	A	0.00	NBL	
		SB (L)	A	0.00	SBL/T/R	
		Overall	-	0.04	EBL/T/R	

Table 4: Existing Intersection Conditions (PM Peak Hour)

Existing Condition - 2024						
Intersection	Control Type	Approach	PM Peak Hour			
			Max Level of Service	Max V/C Ratio	Max V/C Movement	
1 Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.08	EBL/R	
		WB	-	-	-	
		NB(L)	A	0.04	NBL	
		SB (L)	-	-	-	
		Overall	-	0.08	EBL/R	
2 Carpenter Rd & SR 46	Signalized	EB	C	0.70	EBT/R	
		WB	C	0.86	WBT	
		NB	C	0.57	NBT/R	
		SB	C	0.45	SBL	
		Overall	C (23.8 s)	0.86	WBT	
3 Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.05	EBL/T/R	
		WB	A	0.23	WBL/T	
		NB	B	0.37	NBL/T/R	
		SB	B	0.29	SBL/T/R	
		Overall	-	0.37	NBL/T/R	
4 SR 46 & I-95 SB Ramp	Unsignalized (TWSC)	EB (L)	-	-	-	
		WB(L)	A	0.13	WBL	
		NB	-	-	-	
		SB	C	0.25	SBR	
		Overall	-	0.25	SBR	
5 SR 46 & I-95 NB Ramp	Signalized	EB	B	0.21	EBT	
		WB	C	0.24	WBT	
		NB	F	0.95	NBL	
		SB	-	-	-	
		Overall	D (43.5 s)	0.95	NBL	
6 Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	B	0.03	EBL/T/R	
		WB	A	0.00	WBL/T/R	
		NB(L)	A	0.00	NBL	
		SB (L)	A	0.00	SBL	
		Overall	-	0.03	EBL/T/R	

3.0 POD 1 DEVELOPMENT TRAFFIC

Pod 1 of the Sherwood Gold Club PUD development is proposed to consist of 228 townhomes. Buildout of Pod 1 is anticipated in 2026. The latest industry standards were referenced to evaluate the amount of new external trips to be generated by the site at buildout. The adopted regional travel demand model was used to forecast the distribution of trips throughout the study area.

3.1 TRIP GENERATION

Trip generation for the proposed project was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The following Land Use Code (LUCs) was used for the proposed development: ITE LUC 215 – Single-Family Attached Housing

Relevant excerpts from the *Trip Generation Manual* are included in **Appendix H**.

Table 5 provides the Daily, AM peak hour, and PM peak hour trip generation summary for Pod 1. The proposed development is anticipated to generate 1,687 daily trips, 113 AM peak hour trips (28 inbound and 85 outbound), and 133 PM peak hour trips (78 inbound and 55 outbound).

3.2 TRIP DISTRIBUTION

Projected traffic demand of project trips on study roadways was derived with use of the most recent adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the latest Central Florida Regional Planning Model set and situated within the existing roadway network to appropriately represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project build-out year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting model plot showing the percent of daily project distribution is provided in **Appendix I**.

Daily model project distribution was referenced to manually assign project distribution at the study area intersections and driveways in general accordance with the model output. **Figure 2** shows the intersection movement project distribution within the study area for use in forecasting project trips.

3.3 TRIP ASSIGNMENT

The project trip distribution percentages were used to assign anticipated project trips to the study area roadways and intersections. **Figure 3** shows the anticipated project trip assignment at the study area intersections during the AM and PM peak hours.

Table 5: Pod 1 Trip Generation

Daily	POD	Land Use	ITE LUC ¹	Size	Units	Trip Generation Equation	Daily				
							Total	In ¹	Out ¹		
	1	Single-Family Attached Housing	215	228	DU	$T = 7.62 * X - 50.48$	1,687	50%	843	50%	844
Total Generated Trips							1,687		843		844
AM Peak Hour	POD	Land Use	ITE LUC ¹	Size	Units	Trip Generation Equation	AM Peak Hour				
							Total	In ¹	Out ¹		
	1	Single-Family Attached Housing	215	228	DU	$T = 0.52 * X - 5.70$	113	25%	28	75%	85
Total Generated Trips							113		28		85
PM Peak Hour	POD	Land Use	ITE LUC ¹	Size	Units	Trip Generation Equation	PM Peak Hour				
							Total	In ¹	Out ¹		
	1	Single-Family Attached Housing	215	228	DU	$T = 0.60 * X - 3.93$	133	59%	78	41%	55
Total Generated Trips							133		78		55

Note: ¹ Vehicle trip rate and directional splits per ITE Trip Generation, 11th Edition

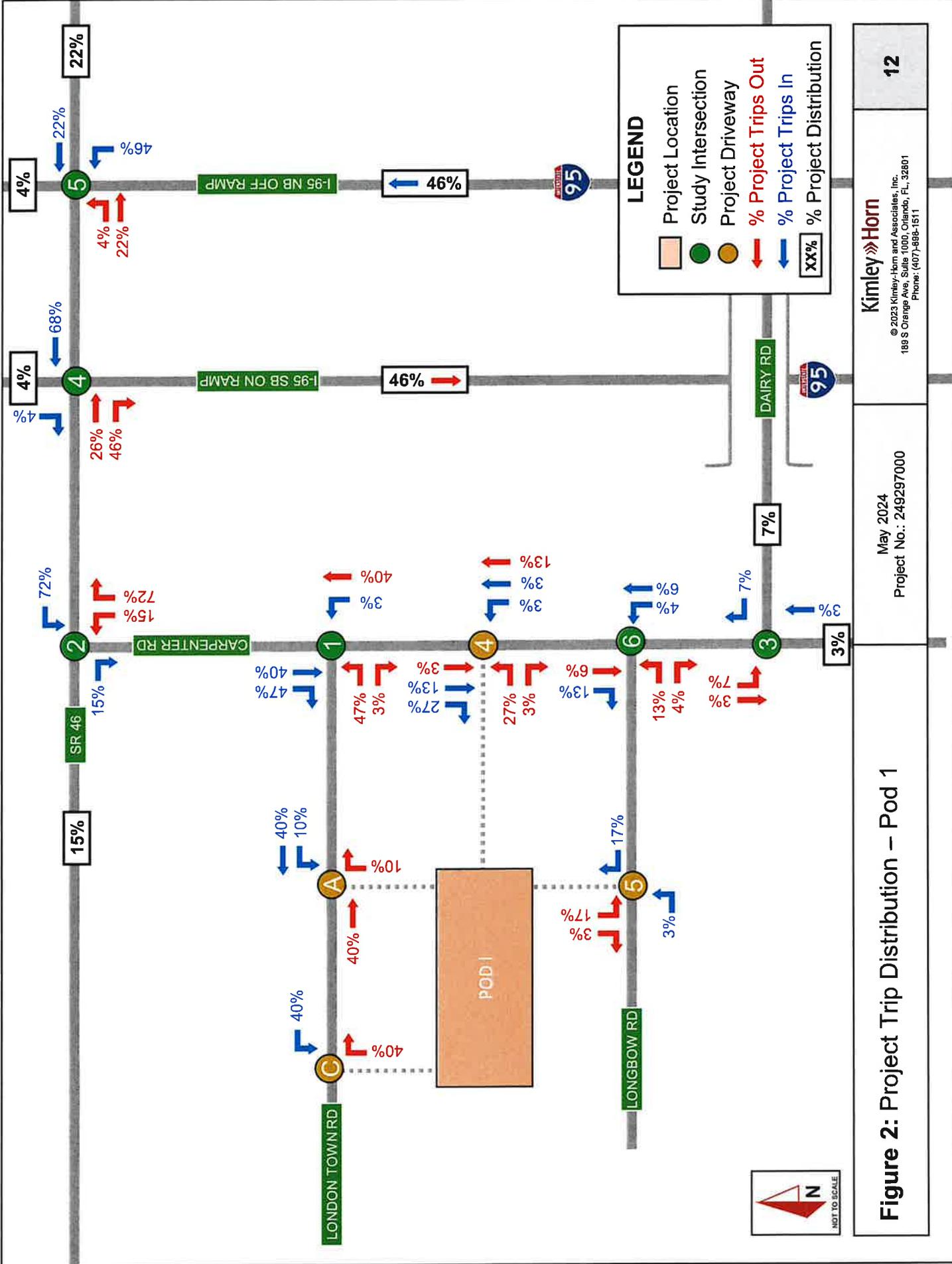


Figure 2: Project Trip Distribution – Pod 1

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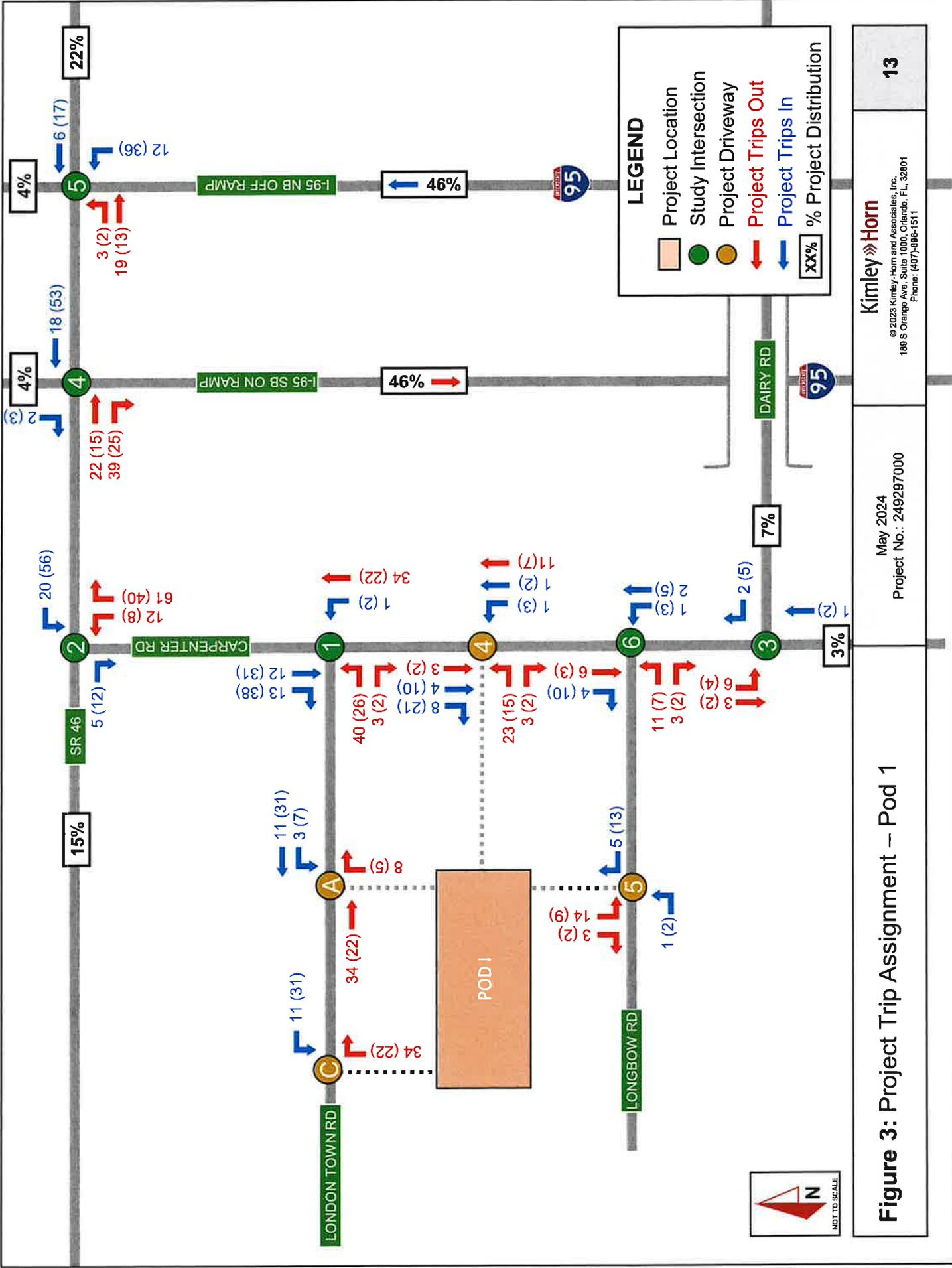


Figure 3: Project Trip Assignment – Pod 1

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4.0 POD 1 BACKGROUND AND BUILDOUT OPERATIONS (2026)

4.1 BACKGROUND AND BUILDOUT TRAFFIC

Traffic conditions were evaluated for year 2026 background conditions, without the impact of project trips on the roadway network. Per County Comments, the applied annual growth rate was determined by applying the minimum growth factor or calculating the annual growth rate, whichever is greater. The minimum growth factor was calculated using the latest Bureau of Economic and Business Research (BEBR) Projections of Florida population by county. The calculated annual growth rate for Brevard between 2023 and 2030 is 1.2%. Roadway segment growth rates were low. Therefore, to provide a conservative analysis, a 2% annual growth rate was applied.

Buildout volumes were developed by adding anticipated project trips to background volumes.

Adjusted turning movement volume worksheets for all intersections can be found in **Appendix E**.

Figures 4 and 5 illustrate turning movement buildout 2026 volumes at the study intersections for the AM and PM peak hour, respectively.

4.2 2026 ROADWAY SEGMENT ANALYSIS

A roadway segment analysis was performed within the study area to determine background and buildout Daily and PM peak hour conditions. The analysis was conducted by comparing the projected 2026 background and buildout AADT and PM peak hour two-way segment volumes to the segment's Maximum Service Volumes (MSV).

The background and buildout 2026 roadway segment data is included in **Tables 6 and 7** for Daily and PM peak hour conditions, respectively. As shown in the tables, the analysis identifies no capacity deficiencies under 2026 conditions.

Table 6: 2026 Roadway Segment Analysis (Daily)

Roadway Link ID	From	To	Roadway Attributes					Daily - Background (2026)				Daily - Pod 1 Buildout (2026)					
			Functional Classification ¹	Number of Lanes	Speed Limit	Adopted LOS ¹	Daily MSV ¹	Existing 2024 AADT	Growth Rate	2026 AADT ²	V/C Ratio	Background Deficiency?	% Assign ³	Project Trips	Buildout 2026 AADT ⁴	V/C Ratio	Buildout Deficiency?
Carpenter																	
183 Dairy	SR-46		Urban Major Collector	2	40	E	15,600	4,931	2%	5,131	0.33	No	87%	1,468	6,599	0.42	No
184 Garden	Dairy		Urban Major Collector	2	30	E	15,600	5,639	2%	5,867	0.38	No	3%	51	5,918	0.38	No
188 Fox Lake	Garden		Urban Major Collector	2	30	E	15,600	3,818	2%	3,973	0.25	No	1%	17	3,990	0.26	No
Dairy																	
185 Carpenter	Holder		Urban Major Collector	2	30	E	15,600	5,497	2%	5,719	0.37	No	7%	118	5,837	0.37	No
523 Holder	Singleton		Urban Major Collector	2	30	E	15,600	6,409	2%	6,668	0.43	No	6%	101	6,769	0.43	No
186 Singleton	Old Dixie		Urban Major Collector	2	30	E	15,600	7,057	2%	7,342	0.47	No	2%	34	7,376	0.47	No
SR 46																	
199 I-95	US 1		Urban Principal Arterial-Other	2	45	D	21,700	13,005	2%	13,530	0.62	No	22%	371	13,901	0.64	No
200 Fawn Lake	I-95		Urban Principal Arterial-Other	2	55	D	21,700	10,966	2%	11,409	0.53	No	72%	1,215	12,624	0.58	No
201 Volusia County	Fawn Lake		Rural Principal Arterial-Other	2	55	C	19,600	7,023	2%	7,306	0.37	No	14%	236	7,542	0.38	No
SR 406 (Garden Street)																	
202 I-95	Singleton		Urban Principal Arterial-Other	4	40	D	36,600	16,782	2%	17,460	0.48	No	14%	236	17,696	0.48	No
203 Singleton	Park		Urban Principal Arterial-Other	4	40	D	36,600	16,896	2%	17,579	0.48	No	6%	101	17,680	0.48	No
595 Carpenter	I-95		Urban Major Collector	2	35	D	21,700	7,741	2%	8,053	0.37	No	0%	0	8,053	0.37	No
Old Dixie																	
240 Dairy	Parker		Urban Major Collector	2	35	E	15,600	944	2%	983	0.06	No	0%	0	983	0.06	No
Parrish																	
241 Singleton	US 1		Urban Major Collector	2	25	E	15,600	747	2%	777	0.05	No	0%	0	777	0.05	No
242 Holder	Singleton		Urban Major Collector	2	25	E	15,600	1,189	2%	1,237	0.08	No	0%	0	1,237	0.08	No
London Town																	
-	Arnold Palmer	Carpenter	Local	2	25	E	15,600	1,550	2%	1,613	0.10	No	50%	843	2,456	0.16	No

Notes
 1. Data obtained from Space Coast TPO 2023 Traffic Counts Document.
 2. Background (2026) AADT developed by applying the calculated growth rates as agreed upon in the TIA Methodology.
 3. Percent assigned as the highest percent across the segment.
 4. Buildout (2026) AADT developed by adding project trips to background (2026) volumes.

Table 7: 2026 Roadway Segment Analysis (PM Peak Hour)

Roadway	Roadway Attributes										Peak Hour - Background (2026)				Peak Hour - Pod 1 Buildout (2026)			
	Link ID From	To	Functional Classification	Number of Lanes	Speed Limit	Adopted LOS ¹	Peak Hour Two-Way MSV ²	Existing 2024 Peak Hour Two-Way Volume	Growth Rate	Background 2026 Peak Hour Two-Way Volume ²	V/C Ratio	Background Deficiency?	% Assign ³	Project Trips	Buildout 2026 Peak Hour Two-Way Volume ⁴	V/C Ratio	Buildout Deficiency?	
																		Project Trips
Carpenter	183 Dairy	SR-46 Dairy Garden	Urban Major Collector	2	30	E	1,410	475	2%	546	0.39	No	87%	116	662	0.47	No	
	184 Garden		Urban Major Collector	2	30	E	1,410	550	2%	632	0.45	No	3%	4	636	0.45	No	
	188 Fox Lake		Urban Major Collector	2	30	E	1,410	371	2%	426	0.30	No	1%	1	427	0.30	No	
Dairy	185 Carpenter	Holder	Urban Major Collector	2	30	E	1,410	533	2%	612	0.43	No	7%	9	621	0.44	No	
	523 Holder	Singleton	Urban Major Collector	2	30	E	1,410	691	2%	794	0.56	No	6%	8	802	0.57	No	
	186 Singleton	Old Dixie	Urban Major Collector	2	30	E	1,410	714	2%	820	0.58	No	2%	3	823	0.58	No	
SR 46	199 I-95	US 1	Urban Principal Arterial-Other	2	45	D	1,950	1,119	2%	1,285	0.66	No	22%	29	1,314	0.67	No	
	200 Fawn Lake	I-95	Urban Principal Arterial-Other	2	55	D	1,950	1,038	2%	1,192	0.61	No	72%	96	1,288	0.66	No	
	201 Volusia County	Fawn Lake	Rural Principal Arterial-Other	2	55	C	1,210	649	2%	745	0.62	No	14%	19	764	0.63	No	
SR 406 (Garden Street)	202 I-95	Singleton	Urban Principal Arterial-Other	4	40	D	3,290	1,436	2%	1,650	0.50	No	14%	19	1,669	0.51	No	
	203 Singleton	Park	Urban Principal Arterial-Other	4	40	D	3,290	1,476	2%	1,695	0.52	No	6%	8	1,703	0.52	No	
	595 Carpenter	I-95	Urban Major Collector	2	35	D	1,950	808	2%	928	0.48	No	0%	0	928	0.48	No	
Old Dixie	240 Dairy	Parker	Urban Major Collector	2	35	E	1,410	90	2%	103	0.07	No	0%	0	103	0.07	No	
Parrish	241 Singleton	US 1	Urban Major Collector	2	25	E	1,410	115	2%	132	0.09	No	0%	0	132	0.09	No	
	242 Holder	Singleton	Urban Major Collector	2	25	E	1,410	80	2%	92	0.07	No	0%	0	92	0.07	No	
London Town		Arnold Palmer	Local	2	25	E	1,410	150	2%	159	0.11	No	50%	66	225	0.15	No	

Notes

1. Data obtained from Space Coast TPO 2023 Traffic Counts Document.
2. Background (2026) volume developed by applying the calculated growth rates as agreed upon in the TIA Methodology.
3. Percent assigned as the highest percent across the segment.
4. Buildout (2026) volume developed by adding project trips to background (2026) volumes.



Figure 6A: Intersection Buildout (2026) Volumes AM Peak Hour

Buildout Total Traffic = [Project Traffic] + (Background Growth) + Existing

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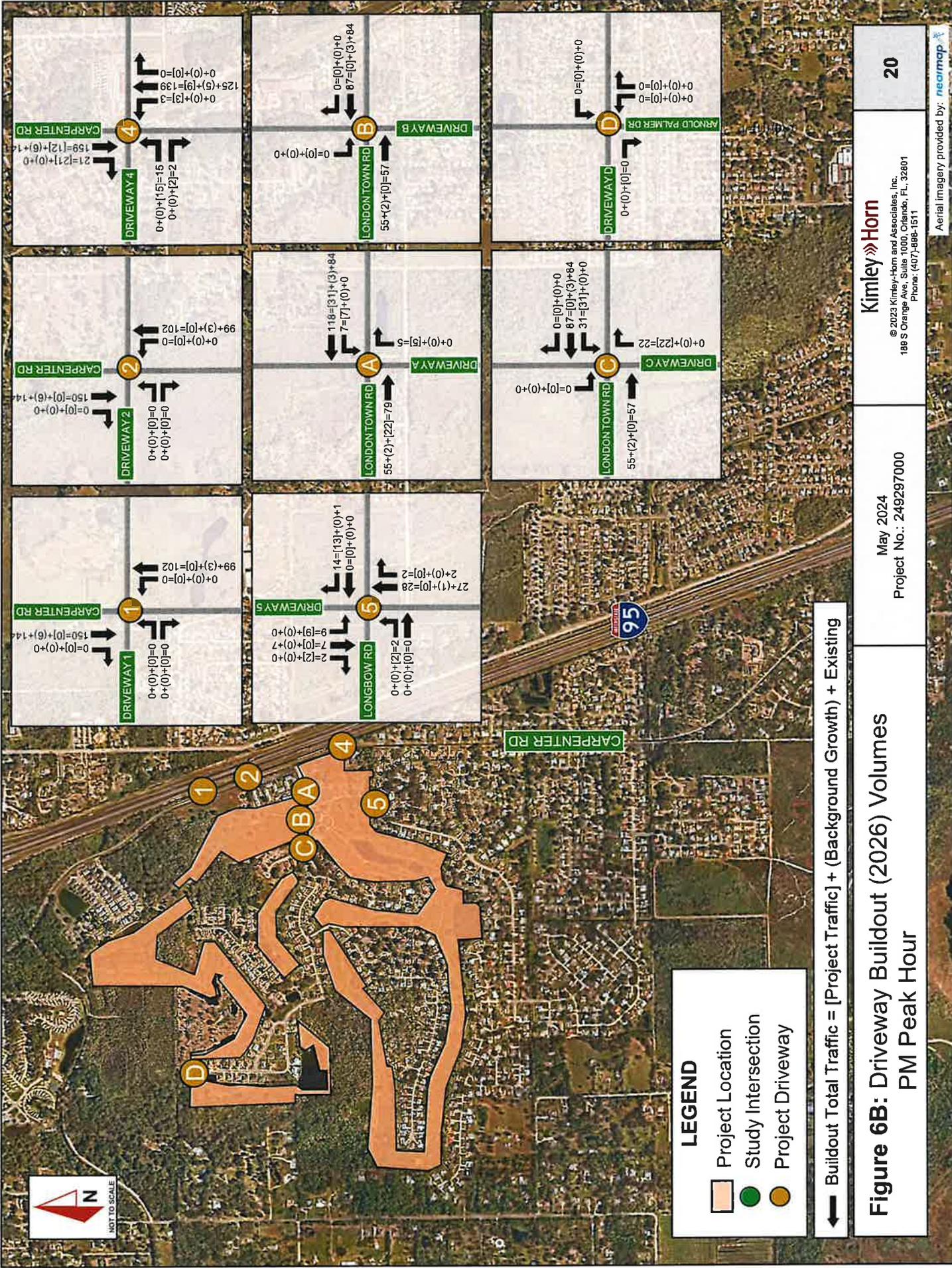


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4.3 BACKGROUND (2026) INTERSECTION ANALYSIS

An intersection operational analysis was performed for background conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 6th Edition* with Synchro (v11) software. Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the AM and PM peak hour background conditions are provided in **Tables 8 and 9**. Synchro outputs are provided in **Appendix G**.

As shown in **Tables 8 and 9**, all study area intersections are expected to operate at an acceptable LOS overall and v/c ratio in the background (2026) AM and PM peak hour with the exception of the existing deficiencies at the northbound approach at SR 46 & I-95 NB Ramp during both the AM and PM Peak Hour. As the movement continues to operate with acceptable v/c ratios under background (2026) conditions, no improvements are recommended at this intersection.

4.4 BUILDOUT (2026) INTERSECTION ANALYSIS

An intersection operational analysis was performed for Year 2026 buildout conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 6th Edition* with Synchro (v11) software. Intersection level of service (LOS), delay, and maximum volume to capacity (v/c) ratios for the AM and PM peak hour buildout conditions are provided in **Tables 10 and 11**. Synchro outputs are provided in **Appendix H**.

As shown in the tables below, all study area intersections operate at an acceptable LOS and v/c ratio in the buildout AM and PM peak hour with the exception of the existing and background deficiency.

Table 8: Background (2026) Intersection Conditions (AM Peak Hour)

Background Condition - 2026						
Intersection		Control Type	Approach	AM Peak Hour		
				Max Level of Service	Max V/C Ratio	Max V/C Movement
1	Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	A	0.12	EBL/R
			WB	-	-	-
			NB(L)	A	0.01	NBL
			SB(L)	-	-	-
			Overall	-	0.12	EBL/R
2	Carpenter Rd & SR 46	Signalized	EB	C	0.62	EBT/R
			WB	B	0.33	WBT
			NB	E	0.80	NBT/R
			SB	D	0.72	SBL
			Overall	C (26.1 s)	0.80	NBT/R
3	Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.09	EBL/T/R
			WB	B	0.31	WBL/T
			NB	A	0.29	NBL/T/R
			SB	B	0.47	SBL/T/R
			Overall	-	0.47	SBL/T/R
4	SR 46 & I-95 SB Ramp	Unsignalized (TWSC)	EB	-	-	-
			WB	A	0.29	WBL
			NB	-	-	-
			SB	C	0.18	SBL
			Overall	-	0.29	WBL
5	SR 46 & I-95 NB Ramp	Signalized	EB	A	0.25	EBL
			WB	B	0.26	WBT
			NB	F	0.93	NBL
			SB	-	-	-
			Overall	C (27.0 s)	0.93	NBL
6	Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	A	0.04	EBL/T/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.00	NBL
			SB (L)	A	0.00	SBL/T/R
			Overall	-	0.04	EBL/T/R

Table 9: Background (2026) Intersection Conditions (PM Peak Hour)

Background Condition - 2026						
Intersection	Control Type	Approach	PM Peak Hour			
			Max Level of Service	Max V/C Ratio	Max V/C Movement	
1 Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.08	EBL/R	
		WB	-	-	-	
		NB(L)	A	0.04	NBL	
		SB(L)	-	-	-	
		Overall	-	0.08	EBL/R	
2 Carpenter Rd & SR 46	Signalized	EB	B	0.42	EBT/R	
		WB	B	0.58	WBT	
		NB	E	0.75	NBT/R	
		SB	D	0.66	SBL	
		Overall	C (22.8 s)	0.75	NBT/R	
3 Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.05	EBL/T/R	
		WB	A	0.24	WBL/T	
		NB	B	0.39	NBL/T/R	
		SB	B	0.31	SBL/T/R	
		Overall	-	0.39	NBL/T/R	
4 SR 46 & I-95 SB Ramp	Unsignalized (TWSC)	EB	-	-	-	
		WB	A	0.13	WBL	
		NB	-	-	-	
		SB	C	0.24	SBR	
		Overall	-	0.24	SBR	
5 SR 46 & I-95 NB Ramp	Signalized	EB	B	0.23	EBT	
		WB	C	0.25	WBT	
		NB	F	0.95	NBL	
		SB	-	-	-	
		Overall	D (44.2 s)	0.95	NBL	
6 Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	B	0.11	EBL/T/R	
		WB	A	0.00	WBL/T/R	
		NB(L)	A	0.01	NBL	
		SB (L)	A	0.00	SBL	
		Overall	-	0.11	EBL/T/R	

Table 10: Buildout (2026) Intersection Conditions (AM Peak Hour)

Buildout Condition - 2026						
Intersection	Control Type	Approach	AM Peak Hour			
			Max Level of Service	Max V/C Ratio	Max V/C Movement	
1 Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.19	EBL/R	
		WB	-	-	-	
		NB(L)	A	0.01	NBL	
		SB(L)	-	-	-	
		Overall	-	0.19	EBL/R	
2 Carpenter Rd & SR 46	Signalized	EB	C	0.68	EBT/R	
		WB	B	0.33	WBT	
		NB	E	0.87	NBT/R	
		SB	D	0.72	SBL	
		Overall	C (31.6 s)	0.87	NBT/R	
3 Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.09	EBL/T/R	
		WB	B	0.32	WBL/T	
		NB	A	0.29	NBL/T/R	
		SB	B	0.49	SBL/T/R	
		Overall	-	0.49	SBL/T/R	
4 SR 46 & I-95 SB Ramp	Unsignalized (TWSC)	EB	-	-	-	
		WB	A	0.30	WBL	
		NB	-	-	-	
		SB	C	0.18	SBL	
		Overall	-	0.30	WBL	
5 SR 46 & I-95 NB Ramp	Signalized	EB	A	0.27	EBT	
		WB	B	0.27	WBT	
		NB	F	0.93	NBL	
		SB	-	-	-	
		Overall	C (27.6s)	0.93	NBL	
6 Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	A	0.06	EBL/T/R	
		WB	A	0.00	WBL/T/R	
		NB(L)	A	0.00	NBL	
		SB (L)	A	0.00	SBL/T/R	
		Overall	-	0.06	EBL/T/R	
Driveway #4 Ingress/Egress #4 & N Carpenter Rd	Unsignalized (TWSC)	EB	B	0.04	EBL/R	
		WB	-	-	-	
		NB(L)	A	0.00	NBL	
		SB(L)	-	-	-	
		Overall	-	0.04	EBL/R	
Driveway #5 Longbow Rd & Ingress/Egress #4	Unsignalized (TWSC)	EB(L)	A	0.00	EBL/T/R	
		WB(L)	A	0.00	WBL	
		NB	-	-	-	
		SB	A	0.03	SBL/T/R	
		Overall	-	0.03	SBL/T/R	
Driveway A London Tower Rd & Pod 1 Connection	Unsignalized (TWSC)	EB(L)	-	-	-	
		WB(L)	A	0.00	WBL	
		NB	A	0.01	NBL/R	
		SB	-	-	-	
		Overall	-	0.01	NBL/R	
Driveway C London Tower Rd & Pod 1/Pod 4 Connection	Unsignalized (TWSC)	EB	-	-	-	
		WB	A	0.01	WBL	
		NB(L)	A	0.04	NBL/R	
		SB(L)	-	-	-	
		Overall	-	0.04	NBL/R	

Table 11: Buildout (2026) Intersection Conditions (PM Peak Hour)

Buildout Condition - 2026						
Intersection	Control Type	Approach	PM Peak Hour			
			Max Level of Service	Max V/C Ratio	Max V/C Movement	
1	Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.14	EBL/R
			WB	-	-	-
			NB(L)	A	0.05	NBL
			SB(L)	-	-	-
			Overall	-	0.14	EBL/R
2	Carpenter Rd & SR 46	Signalized	EB	B	0.46	EBT/R
			WB	B	0.61	WBT
			NB	E	0.81	NBT/R
			SB	D	0.66	SBL
			Overall	C (25.1 s)	0.81	NBT/R
3	Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.05	EBL/T/R
			WB	B	0.24	WBL/T
			NB	B	0.40	NBL/T/R
			SB	B	0.32	SBL/T/R
			Overall	-	0.40	NBL/T/R
4	SR 46 & I-95 SB Ramp	Unsignalized (TWSC)	EB	-	-	-
			WB	A	0.14	WBL
			NB	-	-	-
			SB	C	0.26	SBR
			Overall	-	0.26	SBR
5	SR 46 & I-95 NB Ramp	Signalized	EB	B	0.24	EBT
			WB	C	0.27	WBT
			NB	F	0.96	NBL
			SB	-	-	-
			Overall	D (46.2s)	0.96	NBL
6	Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	B	0.05	EBL/T/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.01	NBL
			SB (L)	A	0.00	SBL
			Overall	-	0.05	EBL/T/R
Driveway #4	Ingress/Egress #4 & N Carpenter Rd	Unsignalized (TWSC)	EB	B	0.03	EBL/R
			WB	-	-	-
			NB(L)	A	0.00	0
			SB(L)	-	-	-
			Overall	-	0.03	EBL/R
Driveway #5	Longbow Rd & Ingress/Egress #4	Unsignalized (TWSC)	EB	A	0.00	EBL/R
			WB	A	0.00	WBL
			NB(L)	-	-	-
			SB(L)	A	0.02	SBL/T/R
			Overall	-	0.02	SBL/T/R
Driveway A	London Tower Rd & Pod 1 Connection	Unsignalized (TWSC)	EB	-	-	-
			WB	A	0.01	WBL
			NB(L)	A	0.01	NBL/R
			SB(L)	-	-	-
			Overall	-	0.01	NBL/R
Driveway C	London Tower Rd & Pod 1/Pod 4 Connection	Unsignalized (TWSC)	EB	-	-	-
			WB	A	0.02	WBL
			NB(L)	A	0.02	NBL/R
			SB(L)	-	-	-
			Overall	-	0.02	NBL/R

5.0 PODS 3, 4 & 5 DEVELOPMENT TRAFFIC

Pods 3, 4, and 5 of the Sherwood Gold Club PUD development is proposed to consist of the following:

- 41 Single-family homes (Pod 3)
- 158 Townhomes (Pod 4)
- 178 Apartment Units (Pod 5)

Buildout of these pods is anticipated in 2030. The latest industry standards were referenced to evaluate the amount of new external trips to be generated by the site at buildout. The adopted regional travel demand model was used to forecast the distribution of trips throughout the study area.

5.1 TRIP GENERATION

Trip generation for the proposed project was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The following Land Use Codes (LUCs) were used for the proposed development.

- ITE LUC 210 – Single-Family Detached Housing
- ITE LUC 215 – Single-Family Attached Housing
- ITE LUC 220 – Multifamily Housing (Low-Rise)

Relevant excerpts from the *Trip Generation Manual* are included in **Appendix H**.

Table 12 provides the Daily, AM peak hour, and PM peak hour trip generation summary for the project. The proposed site is anticipated to generate 2,814 daily trips, 187 AM peak hour trips (46 inbound and 141 outbound), and 231 PM peak hour trips (142 inbound and 89 outbound).

5.2 TRIP DISTRIBUTION

Projected traffic demand of project trips on study roadways was derived with use of the most recent adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the latest Central Florida Regional Planning Model set and situated within the existing roadway network to appropriately represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project build-out year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting model plot showing the percent of daily project distribution is provided in **Appendix I**.

Daily model project distribution was referenced to manually assign project distribution at the study area intersections and driveways in general accordance with the model output. **Figure 6** shows the intersection movement project distribution within the study area for use in forecasting project trips.

5.3 TRIP ASSIGNMENT

The project trip distribution percentages were used to assign anticipated project trips to the study area roadways and intersections. **Figure 7** shows the anticipated project trip assignment at the study area intersections during the AM and PM peak hours.

Table 12: Trip Generation

	POD	Land Use	ITE LUC ¹	Size	Units	Trip Generation Equation	Daily				
							Total	In ¹	Out ¹		
Daily	3	Single-Family Detached Housing	210	41	DU	$\text{Ln}(T) = 0.92 * \text{Ln}(X) + 2.68$	444	50%	222	50%	222
	4	Single-Family Attached Housing	215	158	DU	$T = 7.62 * X - 50.48$	1,154	50%	577	50%	577
	5	Multifamily Housing (Low-Rise)	220	178	DU	$T = 6.41 * X + 75.31$	1,216	50%	608	50%	608
	Total Generated Trips							2,814		1,407	
	POD	Land Use	ITE LUC ¹	Size	Units	Trip Generation Equation	AM Peak Hour				
							Total	In ¹	Out ¹		
AM Peak Hour	3	Single-Family Detached Housing	210	41	DU	$\text{Ln}(T) = 0.91 * \text{Ln}(X) + 0.12$	33	25%	8	75%	25
	4	Single-Family Attached Housing	215	158	DU	$T = 0.52 * X - 5.70$	76	25%	19	75%	57
	5	Multifamily Housing (Low-Rise)	220	178	DU	$T = 0.31 * X + 22.85$	78	24%	19	76%	59
	Total Generated Trips							187		46	
	POD	Land Use	ITE LUC ¹	Size	Units	Trip Generation Equation	PM Peak Hour				
							Total	In ¹	Out ¹		
PM Peak Hour	3	Single-Family Detached Housing	210	41	DU	$\text{Ln}(T) = 0.94 * \text{Ln}(X) + 0.28$	43	63%	27	37%	16
	4	Single-Family Attached Housing	215	158	DU	$T = 0.60 * X - 3.93$	91	59%	54	41%	37
	5	Multifamily Housing (Low-Rise)	220	178	DU	$T = 0.43 * X + 20.55$	97	63%	61	37%	36
	Total Generated Trips							231		142	

Note: ¹ Vehicle trip rate and directional splits per ITE Trip Generation, 11th Edition

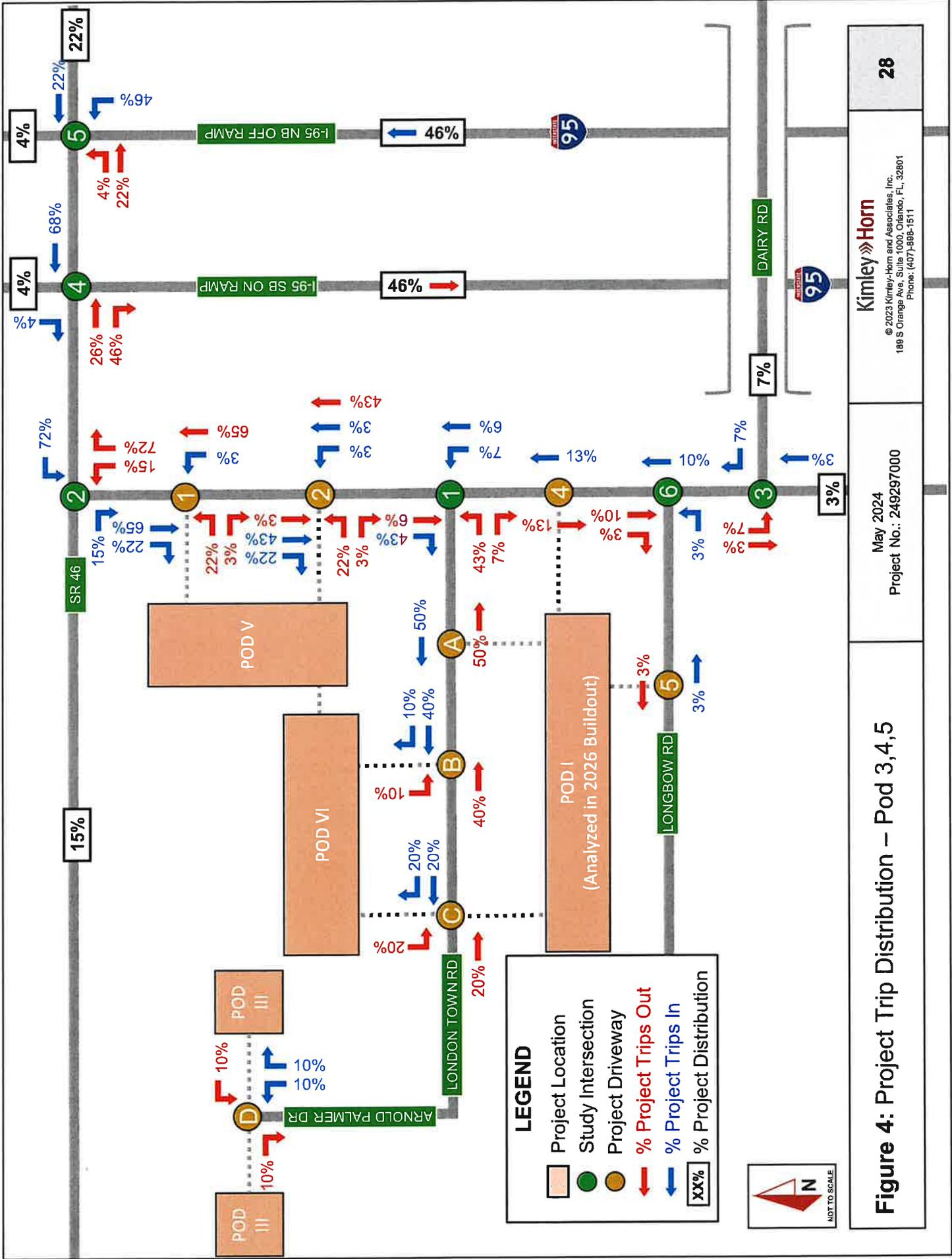


Figure 4: Project Trip Distribution – Pod 3,4,5

May 2024
Project No.: 249297000

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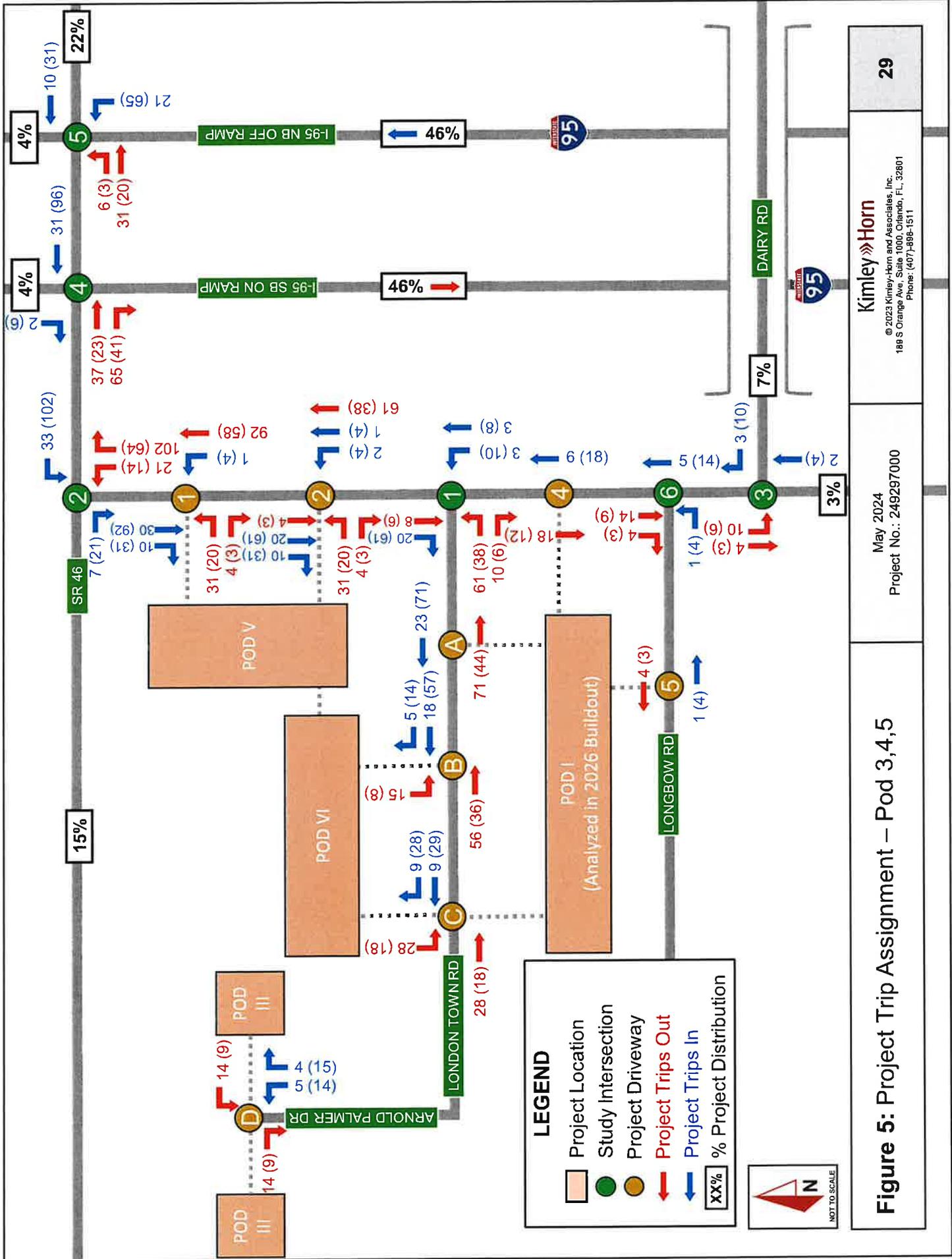


Figure 5: Project Trip Assignment – Pod 3,4,5

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6.0 POD 3, 4 & 5 FUTURE OPERATIONS (2030)

6.1 BACKGROUND AND BUILDOUT TRAFFIC

Traffic conditions were evaluated for year 2020 background conditions, without the impact of project trips from Pods 3, 4, or 5 on the roadway network. Background (2030) volumes on study area roadway segments and intersections were derived by applying a 2% annual growth rate over 4 year (2026 to 2030) to the buildout 2026 volumes.

Buildout 2030 volumes were developed by adding anticipated project trips to background 2030 volumes.

Adjusted turning movement volume worksheets for all intersections can be found in **Appendix E**.

Figures 8 and 9 illustrate turning movement buildout 2030 volumes at the study intersections for the AM and PM peak hour, respectively.

6.2 2030 ROADWAY SEGMENT ANALYSIS

A roadway segment analysis was performed within the study area to determine background and buildout Daily and PM peak hour conditions. The analysis was conducted by comparing the projected 2026 background and buildout AADT and PM peak hour two-way segment volumes to the segment's Maximum Service Volumes (MSV).

The background and buildout 2030 roadway segment data is included in **Tables 13 and 14** for Daily and PM peak hour conditions, respectively. As shown in the tables, the analysis identifies no capacity deficiencies under 2030 conditions.

Table 13: 2030 Roadway Segment Analysis (Daily)

Roadway Link ID	From	To	Roadway Attributes					Daily - Background (2030)				Daily - Ultimate Buildout (2030)					
			Functional Classification	Number of Lanes	Speed Limit	Adopted LOS ¹	Daily MSV ¹	Buildout 2026 AADT	Growth Rate	2030 AADT ²	V/C Ratio	Background Deficiency?	% Assign ³	Project Trips	Buildout 2030 AADT ⁴	V/C Ratio	Buildout Deficiency?
Carpenter																	
183 Dairy	SR-46		Urban Major Collector	2	40	E	15,600	6,599	2%	7,143	0.46	No	87%	2,448	9,591	0.61	No
184 Garden	Dairy		Urban Major Collector	2	30	E	15,600	5,918	2%	6,406	0.41	No	3%	84	6,490	0.42	No
188 Fox Lake	Garden		Urban Major Collector	2	30	E	15,600	3,990	2%	4,318	0.28	No	1%	28	4,346	0.28	No
Dairy																	
185 Carpenter	Holder		Urban Major Collector	2	30	E	15,600	5,837	2%	6,318	0.41	No	7%	197	6,515	0.42	No
523 Holder	Singleton		Urban Major Collector	2	30	E	15,600	6,769	2%	7,327	0.47	No	6%	169	7,496	0.48	No
186 Singleton	Old Dixie		Urban Major Collector	2	30	E	15,600	7,376	2%	7,984	0.51	No	2%	56	8,040	0.52	No
SR 46																	
199 I-95	US 1		Urban Principal Arterial-Other	2	45	D	21,700	13,901	2%	15,047	0.69	No	22%	619	15,666	0.72	No
200 Fawn Lake	I-95		Urban Principal Arterial-Other	2	55	D	21,700	12,624	2%	13,664	0.63	No	72%	2,026	15,690	0.72	No
201 Volusia County	Fawn Lake		Rural Principal Arterial-Other	2	55	C	19,600	7,542	2%	8,164	0.42	No	14%	394	8,558	0.44	No
SR 406 (Garden Street)																	
202 I-95	Singleton		Urban Principal Arterial-Other	4	40	D	36,600	17,696	2%	19,154	0.52	No	14%	394	19,548	0.53	No
203 Singleton	Park		Urban Principal Arterial-Other	4	40	D	36,600	17,680	2%	19,137	0.52	No	6%	169	19,306	0.53	No
595 Carpenter	I-95		Urban Major Collector	2	35	D	21,700	8,053	2%	8,717	0.40	No	0%	0	8,717	0.4	No
Old Dixie																	
240 Dairy	Parker		Urban Major Collector	2	35	E	15,600	983	2%	1,064	0.07	No	0%	0	1,064	0.07	No
Parrish																	
241 Singleton	US 1		Urban Major Collector	2	25	E	15,600	777	2%	841	0.05	No	0%	0	841	0.05	No
242 Holder	Singleton		Urban Major Collector	2	25	E	15,600	1,237	2%	1,339	0.09	No	0%	0	1,339	0.09	No
London Town																	
-	Arnold Palmer	Carpenter	Local	2	25	E	15,600	2,456	2%	2,658	0.17	No	50%	1,407	4,065	0.26	No

Notes

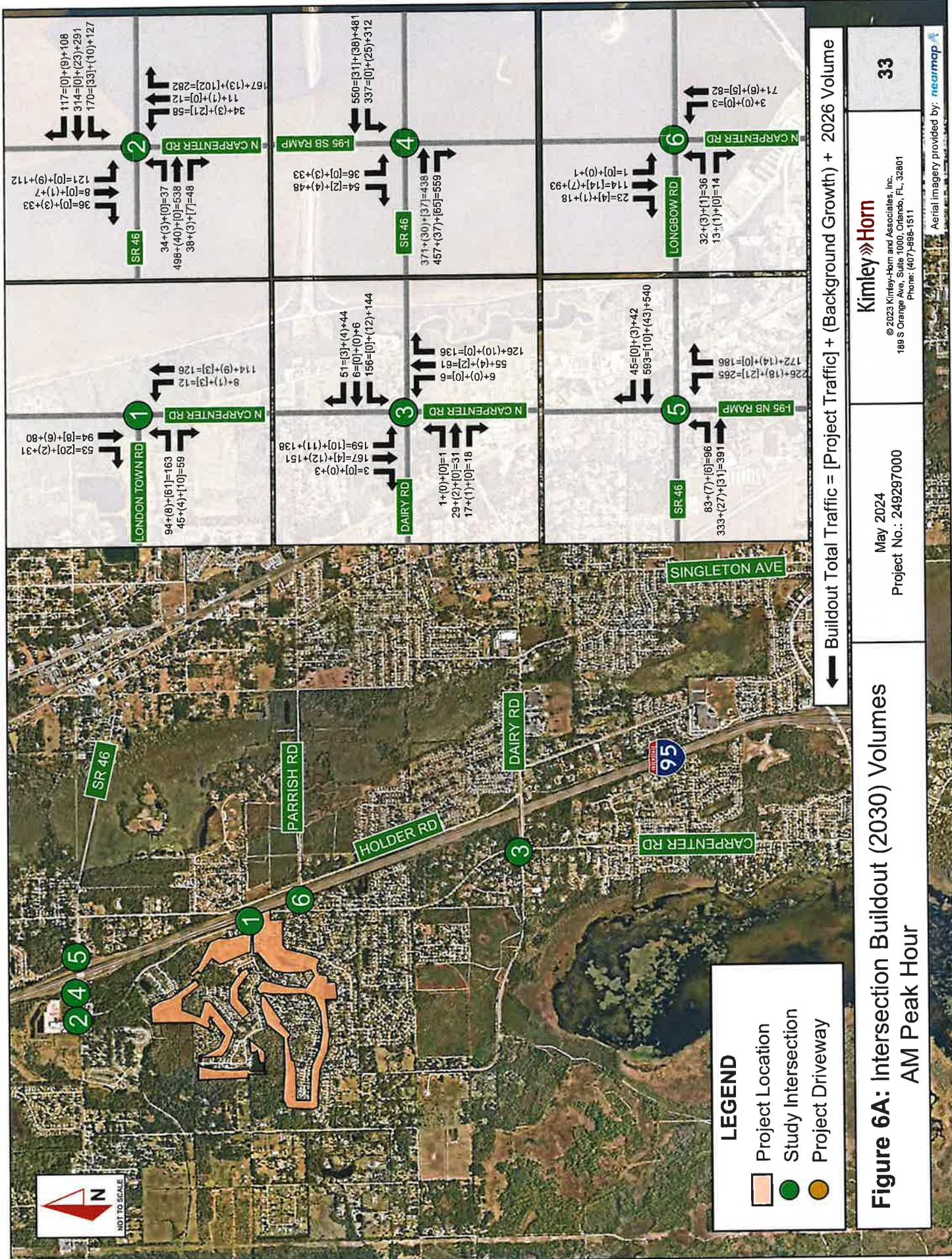
1. Data obtained from Space Coast TPO 2023 Traffic Counts Document.
2. Background (2030) AADT developed by applying the calculated growth rates as agreed upon in the TIA Methodology.
3. Percent assigned as the highest percent across the segment.
4. Buildout (2030) AADT developed by adding project trips to background (2030) volumes.

Table 14: 2030 Roadway Segment Analysis (PM Peak Hour)

Roadway	Roadway Attributes						Peak Hour - Background (2030)				Peak Hour - Buildout (2030)						
	Link ID From	To	Functional Classification	Number of Lanes	Speed Limit	Adopted LOS ³	Peak Hour Two-Way MSV ¹	Buildout 2026 Peak Hour Two-Way Volume	Growth Rate	Background 2030 Peak Hour Two-Way Volume ²	V/C Ratio	Background Deficiency?	Project Trips		Buildout 2030 Peak Hour Two-Way Volume ⁴	V/C Ratio	Buildout Deficiency?
													% Assign ³	Project Trips			
Carpenter																	
183 Dairy	SR-46	SR-46	Urban Major Collector	2	30	E	1,410	662	2%	717	0.51	No	87%	201	918	0.65	No
184 Garden	Dairy	Dairy	Urban Major Collector	2	30	E	1,410	636	2%	688	0.49	No	3%	7	695	0.49	No
188 Fox Lake	Garden	Garden	Urban Major Collector	2	30	E	1,410	427	2%	462	0.33	No	1%	2	464	0.33	No
Dairy																	
185 Carpenter	Holder	Holder	Urban Major Collector	2	30	E	1,410	621	2%	672	0.48	No	7%	16	688	0.49	No
523 Holder	Singleton	Singleton	Urban Major Collector	2	30	E	1,410	802	2%	868	0.62	No	6%	14	882	0.63	No
186 Singleton	Old Dixie	Old Dixie	Urban Major Collector	2	30	E	1,410	823	2%	891	0.63	No	2%	5	896	0.64	No
SR 46																	
199 I-95	US 1	US 1	Urban Principal Arterial-Other	2	45	D	1,600	1,314	2%	1,422	0.89	No	22%	51	1,473	0.92	No
200 Fawn Lake	I-95	I-95	Urban Principal Arterial-Other	2	55	D	1,600	1,288	2%	1,394	0.87	No	72%	166	1,560	0.98	No
201 Volusia County	Fawn Lake	Fawn Lake	Rural Principal Arterial-Other	2	55	C	1,210	764	2%	827	0.68	No	14%	32	859	0.71	No
SR 406 (Garden Street)																	
202 I-95	Singleton	Singleton	Urban Principal Arterial-Other	4	40	D	3,290	1,669	2%	1,807	0.55	No	14%	32	1,839	0.56	No
203 Singleton	Park	Park	Urban Principal Arterial-Other	4	40	D	3,290	1,703	2%	1,843	0.56	No	6%	14	1,857	0.56	No
595 Carpenter	I-95	I-95	Urban Major Collector	2	35	D	1,950	928	2%	1,004	0.51	No	0%	0	1,004	0.51	No
Old Dixie																	
240 Dairy	Parker	Parker	Urban Major Collector	2	35	E	1,410	103	2%	111	0.08	No	0%	0	111	0.08	No
Parrish																	
241 Singleton	US 1	US 1	Urban Major Collector	2	25	E	1,410	132	2%	143	0.10	No	0%	0	143	0.10	No
242 Holder	Singleton	Singleton	Urban Major Collector	2	25	E	1,410	92	2%	100	0.07	No	0%	0	100	0.07	No
London Town																	
- Arnold Palmer	Carpenter	Carpenter	Local	2	25	E	1,410	225	2%	244	0.17	No	50%	115	359	0.25	No

Notes

1. Data obtained from Space Coast TPO 2023 Traffic Counts Document.
2. Background (2030) volume developed by applying the calculated growth rates as agreed upon in the TIA Methodology.
3. Percent assigned as the highest percent across the segment.
4. Buildout (2030) volume developed by adding project trips to background (2030) volumes.



- LEGEND**
- Project Location
 - Study Intersection
 - Project Driveway

Figure 6A: Intersection Buildout (2030) Volumes
AM Peak Hour

Buildout Total Traffic = [Project Traffic] + (Background Growth) + 2026 Volume

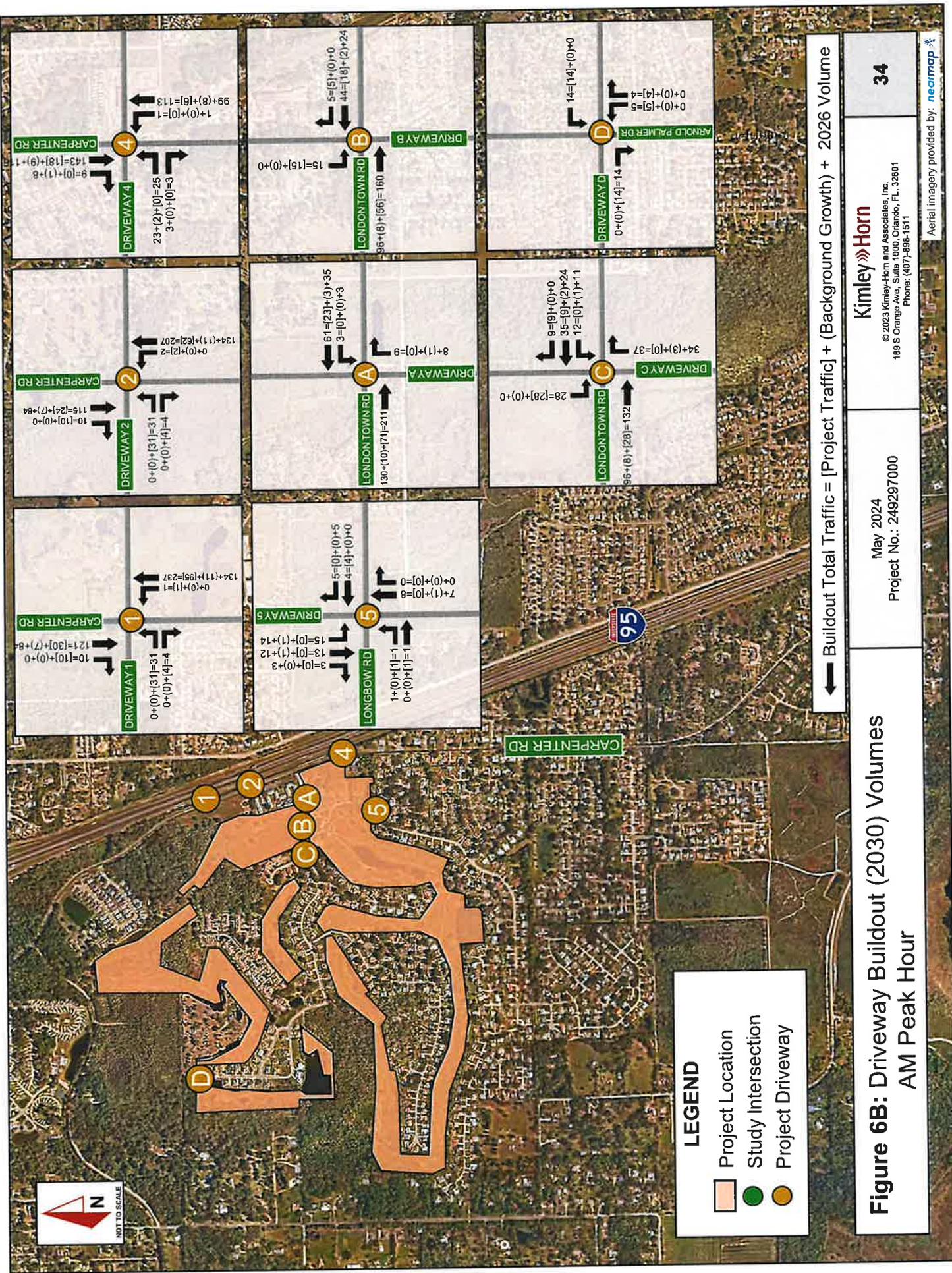


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Project No.: 249297000

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Aerial imagery provided by: **nearmap**



May 2024
Project No.: 249297000

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Buildout Total Traffic = [Project Traffic] + (Background Growth) + 2026 Volume

May 2024
 Project No.: 249297000

Figure 6A: Intersection Buildout (2030) Volumes
 PM Peak Hour

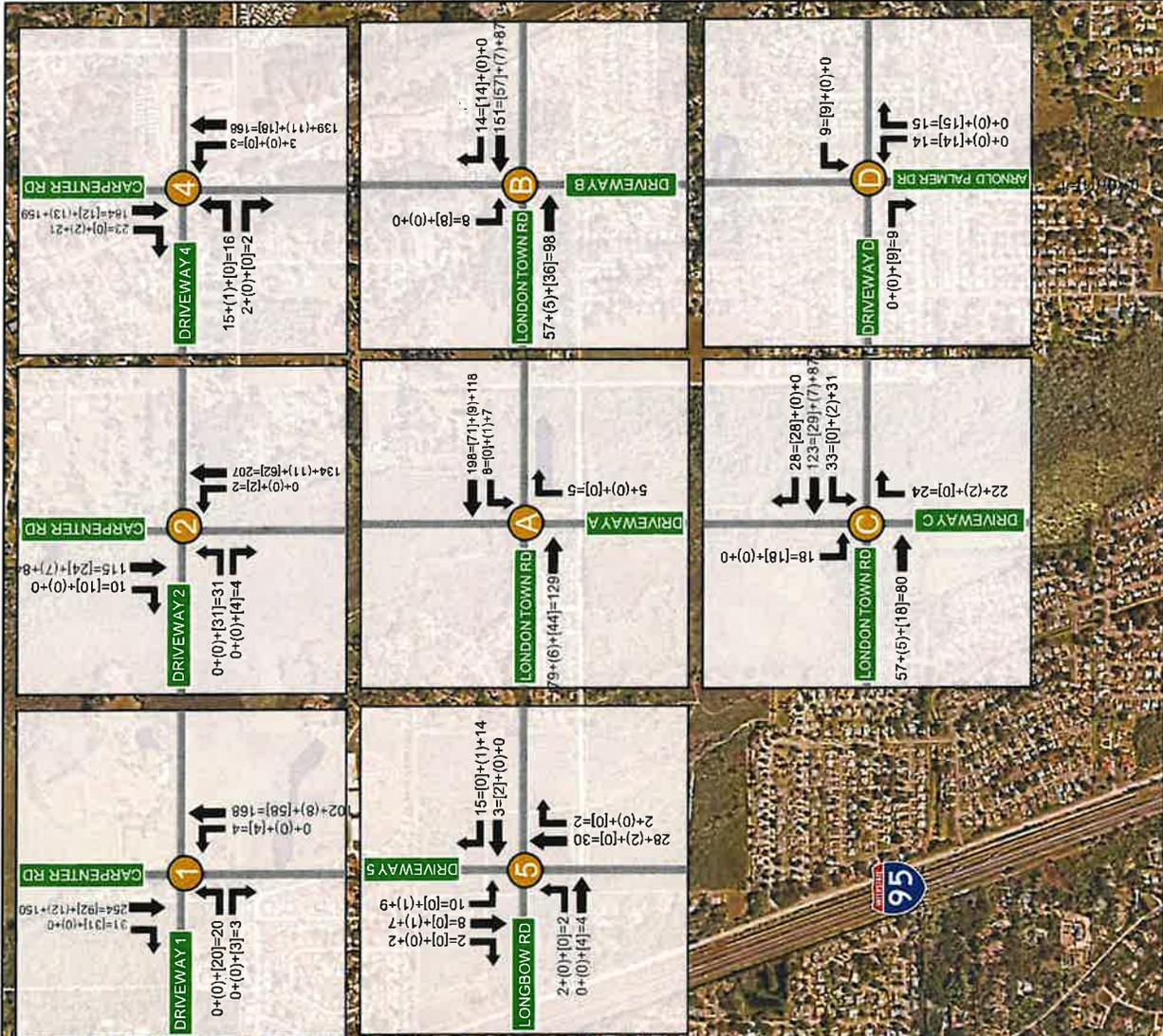
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Aerial imagery provided by: **naemap**



LEGEND

- Project Location
- Study Intersection
- Project Driveway



Buildout Total Traffic = [Project Traffic] + (Background Growth) + 2026 Volume

Figure 6B: Driveway Buildout (2030) Volumes
PM Peak Hour

May 2024
Project No.: 249297000

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Aerial imagery provided by: **nearmap**

6.3 BACKGROUND (2030) INTERSECTION ANALYSIS

An intersection operational analysis was performed for background conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 6th Edition* with Synchro (v11) software. Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the AM and PM peak hour background conditions are provided in **Tables 15 and 16**. Synchro outputs are provided in **Appendix G**.

As shown in **Tables 15 and 16**, all study area intersections are expected to operate at an acceptable LOS overall and v/c ratio in the background (2030) AM and PM peak hour with the exception of the existing and 2026 deficiencies at the northbound approach at SR 46 & I-95 NB Ramp during both the AM and PM Peak Hour. As the movement continues to operate with acceptable v/c ratios under background (2030) conditions, no improvements are recommended at this intersection.

6.4 BUILDOUT (2030) INTERSECTION ANALYSIS

An intersection operational analysis was performed for Year 2026 buildout conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 6th Edition* with Synchro (v11) software. Intersection level of service (LOS), delay, and maximum volume to capacity (v/c) ratios for the AM and PM peak hour buildout conditions are provided in **Tables 17 and 18**. Synchro outputs are provided in **Appendix H**.

As shown in the tables below, all study area intersections operate at an acceptable LOS and v/c ratio in the buildout AM and PM peak hour with the exception of the existing and background deficiency and the following buildout deficiency:

- The shared northbound through/right-turn movement at the Carpenter Road & SR 46 intersection operates at LOS F with a v/c of over one (1.0) during the AM Peak Hour.

6.5 IMPROVED BUILDOUT INTERSECTION ANALYSIS

To mitigate this buildout deficiency at the intersection of SR 46 & N Carpenter Road, signal timings adjustments during the AM peak hour are recommended at this intersection. **Table 19** provides the improved intersection's LOS and maximum volume to capacity (v/c) ratios for the AM peak hour. With the recommended improvements, all intersections are anticipated to operate within capacity under buildout AM and PM peak hour conditions. Synchro outputs for improved buildout conditions are provided in **Appendix H**.

Without the signal timing improvements, the northbound through/right movement capacity is 274 vehicles. Under background 2030 conditions, a total of 192 vehicles (12 straight + 180 right) are anticipated to complete the through/right movement. Therefore, the remaining capacity for project trips (without signal timing adjustments) is 82 vehicles. 102 trips are assigned to the right movement and 0 project trips are assigned to the through movement. Therefore, the signal timings adjustments are needed when buildout of Pods 3, 4, and 5 is 80% (= 82/102) complete.

Table 15: Background (2030) Intersection Conditions (AM Peak Hour)

Background Condition - 2030						
Intersection		Control Type	Approach	AM Peak Hour		
				Max Level of Service	Max V/C Ratio	Max V/C Movement
1	Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.21	EBL/R
			WB	-	-	-
			NB(L)	A	0.01	NBL
			SB(L)	-	-	-
			Overall	-	0.21	EBL/R
2	Carpenter Rd & SR 46	Signalized	EB	C	0.76	EBR
			WB	B	0.40	WBL
			NB	E	0.88	NBT/R
			SB	D	0.73	SBL
			Overall	C (33.9 s)	0.88	NBT/R
3	Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.10	EBL/T/R
			WB	B	0.35	WBL/T
			NB	B	0.33	NBL/T/R
			SB	B	0.54	SBL/T/R
			Overall	-	0.54	SBL/T/R
4	SR 46 & I-95 SB Ramp	Signalized	EB	-	-	-
			WB	A	0.33	WBL
			NB	-	-	-
			SB	C	0.23	SBL
			Overall	-	0.33	WBL
5	SR 46 & I-95 NB Ramp	Signalized	EB	A	0.29	EBT
			WB	B	0.29	WBT
			NB	F	0.94	NBL
			SB	-	-	-
			Overall	C (28.3 s)	0.94	NBL
6	Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	A	0.07	EBL/T/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.00	NBL
			SB (L)	A	0.00	SBL/T/R
			Overall	-	0.07	EBL/T/R

Table 16: Background (2030) Intersection Conditions (PM Peak Hour)

Background Condition - 2030						
Intersection	Control Type	Approach	PM Peak Hour			
			Max Level of Service	Max V/C Ratio	Max V/C Movement	
1 Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.16	EBL/R	
		WB	-	-	-	
		NB(L)	A	0.05	NBL	
		SB(L)	-	-	-	
		Overall	-	0.16	EBL/R	
2 Carpenter Rd & SR 46	Signalized	EB	C	0.50	EBT/R	
		WB	B	0.67	WBT	
		NB	E	0.82	NBT/R	
		SB	D	0.71	SBL	
		Overall	C (26.7 s)	0.82	NBT/R	
3 Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.06	EBL/T/R	
		WB	B	0.26	WBL/T	
		NB	B	0.44	NBL/T/R	
		SB	B	0.35	SBL/T/R	
		Overall	-	0.44	NBL/T/R	
4 SR 46 & I-95 SB Ramp	Signalized	EB	-	-	-	
		WB	A	0.15	WBT	
		NB	-	-	-	
		SB	C	0.30	SBR	
		Overall	-	0.30	SBR	
5 SR 46 & I-95 NB Ramp	Signalized	EB	B	0.27	EBT	
		WB	C	0.31	WBT	
		NB	F	0.96	NBL	
		SB	-	-	-	
		Overall	D (47.8 s)	0.96	NBL	
6 Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	B	0.05	EBL/T/R	
		WB	A	0.00	WBL/T/R	
		NB(L)	A	0.01	NBL	
		SB (L)	A	0.00	SBL/T/R	
		Overall	-	0.05	EBL/T/R	

Table 17: Buildout (2030) Intersection Conditions (AM Peak Hour)

Buildout Condition - 2030						
Intersection	Control Type	Approach	AM Peak Hour			
			Max Level of Service	Max V/C Ratio	Max V/C Movement	
1 Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB	B	0.32	EBL/R	
		WB	-	-	-	
		NB(L)	A	0.01	NBL	
		SB(L)	-	-	-	
		Overall	-	0.32	EBL/R	
2 Carpenter Rd & SR 46	Signalized	EB	C	0.81	EBT/L	
		WB	C	0.53	WBT	
		NB	F	1.17	NBT/R	
		SB	D	0.73	SBL	
		Overall	D (53.1 s)	1.17	NBT/R	
3 Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB	A	0.10	EBL/T/R	
		WB	B	0.35	WBL/T	
		NB	B	0.33	NBL/T/R	
		SB	C	0.57	SBL/T/R	
		Overall	-	0.57	SBL/T/R	
4 SR 46 & I-95 SB Ramp	Signalized	EB	-	-	-	
		WB	B	0.35	WBL	
		NB	-	-	-	
		SB	C	0.25	SBL	
		Overall	-	0.35	WBL	
5 SR 46 & I-95 NB Ramp	Signalized	EB	A	0.32	EBT	
		WB	B	0.31	WBT	
		NB	F	0.94	NBL	
		SB	-	-	-	
		Overall	C (29.5s)	0.94	NBL	
6 Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB	B	0.07	EBL/T/R	
		WB	A	0.00	WBL/T/R	
		NB(L)	A	0.00	NBL/T/R	
		SB (L)	A	0.00	SBL/T/R	
		Overall	-	0.07	EBL/T/R	
Driveway #1 Ingress/Egress #1 & N Carpenter Rd	Unsignalized (TWSC)	EB	B	0.06	EBL/R	
		WB	-	-	-	
		NB(L)	A	0.00	NBL	
		SB(L)	-	-	-	
		Overall	-	0.06	EBL/R	
Driveway #2 Ingress/Egress #2 & N Carpenter Rd	Unsignalized (TWSC)	EB	B	0.06	EBL/R	
		WB	-	-	-	
		NB(L)	A	0.00	NBL/T	
		SB(L)	-	-	-	
		Overall	-	0.06	EBL/R	
Driveway #4 Ingress/Egress #4 & N Carpenter Rd	Unsignalized (TWSC)	EB	B	0.04	EBL/R	
		WB	-	-	-	
		NB(L)	A	0.00	NBL	
		SB(L)	-	-	-	
		Overall	-	0.04	EBL/R	
Driveway #5 Longbow Rd & Ingress/Egress #4	Unsignalized (TWSC)	EB	A	0.00	EBL/R	
		WB	A	0.00	WBL/T/R	
		NB(L)	A	0.00	NBL	
		SB(L)	A	0.04	SBL/T/R	
		Overall	-	0.04	SBL/T/R	
Driveway A London Tower Rd & Pod 1 Connection	Unsignalized (TWSC)	EB	-	-	-	
		WB	A	0.00	WBL/T	
		NB(L)	A	0.01	NBL/R	
		SB(L)	-	-	-	
		Overall	-	0.01	NBL/R	
Driveway B London Tower Rd & Pod 4 Connection	Unsignalized (TWSC)	EB	A	0.00	EBL/T	
		WB	-	-	-	
		NB(L)	-	-	-	
		SB(L)	A	0.02	SBL/R	
		Overall	-	0.02	SBL/R	
Driveway C London Tower Rd & Pod 1/Pod 4 Connection	Unsignalized (TWSC)	EB	A	0.00	EBL/T/R	
		WB	A	0.01	WBL/T/R	
		NB(L)	A	0.04	NBL/T/R	
		SB(L)	B	0.04	SBL/T/R	
		Overall	-	0.04	NBL/T/R	
Driveway D Pod 3 Connection & Arnold Palmer Dr	Unsignalized (TWSC)	EB	A	0.12	EBT/R	
		WB	A	0.02	WBL/T	
		NB(L)	-	-	-	
		SB(L)	-	-	-	
		Overall	-	0.12	EBT/R	

Table 18: Buildout (2030) Intersection Conditions (PM Peak Hour)

Buildout Condition - 2030						
Intersection	Control Type	Approach	PM Peak Hour			
			Max Level of Service	Max V/C Ratio	Max V/C Movement	
1 Carpenter Rd & London Town Rd	Unsignalized (TWSC)	EB WB NB(L) SB(L) Overall	EB	B	0.27	EBL/R
			WB	-	-	-
			NB(L)	A	0.06	NBL
			SB(L)	-	-	-
			Overall	-	0.27	EBL/R
2 Carpenter Rd & SR 46	Signalized	EB WB NB SB Overall	EB	C	0.58	EBT/R
			WB	C	0.76	WBL
			NB	E	0.88	NBT/R
			SB	D	0.71	SBL
			Overall	C (33.9 s)	0.88	NBT/R
3 Carpenter Rd & Dairy Rd	Unsignalized (AWSC)	EB WB NB SB Overall	EB	A	0.06	EBL/T/R
			WB	B	0.27	WBL/T
			NB	B	0.45	NBL/T/R
			SB	B	0.36	SBL/T/R
			Overall	-	0.45	NBL/T/R
4 SR 46 & I-95 SB Ramp	Signalized	EB WB NB SB Overall	EB	-	-	-
			WB	A	0.15	WBL
			NB	-	-	-
			SB	C	0.37	SBR
			Overall	-	0.37	SBR
5 SR 46 & I-95 NB Ramp	Signalized	EB WB NB SB Overall	EB	C	0.31	EBT
			WB	C	0.35	WBT
			NB	F	0.97	NBL
			SB	-	-	-
			Overall	D (51.4 s)	0.97	NBL
6 Carpenter Rd & Longbow Rd	Unsignalized (TWSC)	EB WB NB(L) SB(L) Overall	EB	B	0.06	EBL/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.01	NBL
			SB(L)	A	0.00	SBL/T/R
			Overall	-	0.06	EBL/R
Driveway #1 Ingress/Egress #1 & N Carpenter Rd	Unsignalized (TWSC)	EB WB NB(L) SB(L) Overall	EB	B	0.05	EBL/R
			WB	-	-	-
			NB(L)	A	0.00	NBL
			SB(L)	-	-	-
			Overall	-	0.05	EBL/R
Driveway #2 Ingress/Egress #2 & N Carpenter Rd	Unsignalized (TWSC)	EB WB NB(L) SB(L) Overall	EB	B	0.04	EBL/R
			WB	-	-	-
			NB(L)	A	0.00	NBL
			SB(L)	-	-	-
			Overall	-	0.04	EBL/R
Driveway #4 Ingress/Egress #4 & N Carpenter Rd	Unsignalized (TWSC)	EB WB NB(L) SB(L) Overall	EB	B	0.03	EBL/R
			WB	-	-	-
			NB(L)	A	0.00	NBL
			SB(L)	-	-	-
			Overall	-	0.03	EBL/R
Driveway #5 Longbow Rd & Ingress/Egress #4	Unsignalized (TWSC)	EB WB NB(L) SB(L) Overall	EB	A	0.00	EBL/T/R
			WB	A	0.00	WBL/T/R
			NB(L)	A	0.04	NBL/T/R
			SB(L)	A	0.02	SBL/T/R
			Overall	-	0.04	NBL/T/R
Driveway A London Tower Rd & Pod 1 Connection	Unsignalized (TWSC)	EB WB NB(L) SB(L) Overall	EB	-	-	-
			WB	A	0.01	WBL/T
			NB(L)	A	0.01	NBL/R
			SB(L)	-	-	-
			Overall	-	0.01	WBL/T
Driveway B London Tower Rd & Pod 4 Connection	Unsignalized (TWSC)	EB WB NB(L) SB(L) Overall	EB	A	0.00	EBL/T
			WB	-	-	-
			NB(L)	-	-	-
			SB(L)	B	0.01	SBL/R
			Overall	-	0.01	SBL/R
Driveway C London Tower Rd & Pod 1/ Pod 4 Connection	Unsignalized (TWSC)	EB WB NB(L) SB(L) Overall	EB	A	0.00	EBL/T/R
			WB	A	0.02	WBL/T/R
			NB(L)	A	0.03	NBL
			SB(L)	B	0.03	SBL/T/R
			Overall	-	0.03	SBL/T/R
Driveway D Pod 3 Connection & Arnold Palmer Dr	Unsignalized (TWSC)	EB WB NB(L) SB(L) Overall	EB	A	0.01	EBT/R
			WB	A	0.01	WBL/T
			NB(L)	-	-	-
			SB(L)	-	-	-
			Overall	-	0.01	WBL/T

Table 19: Buildout with Improvement (2030) Intersection Conditions (AM Peak Hour)

Buildout with Improvements Condition - 2030						
Intersection	Control Type	Improvement	Approach	AM Peak Hour		
				Max Level of Service	Max V/C Ratio	Max V/C Movement
2	Carpenter Rd & SR 46	Signalized	EB	D	0.91	EBT/R
			WB	C	0.64	WBL
			NB	E	0.93	NBT/R
			SB	D	0.74	SBL
			Overall	D (45.2 s)	0.93	NBT/R

7.0 DRIVEWAY TURN LANE ANALYSIS

The need for exclusive ingress left-turn and right-turn lanes at the proposed study intersections on N Carpenter Road were evaluated using the National Cooperative Highway Research Program (NCHRP) Report 457 thresholds.

- Study Intersection #1: N Carpenter Rd & London Town Rd
- Driveway #1: N Carpenter Rd & Ingress/Egress #1
- Driveway #2: N Carpenter Rd & Ingress/Egress #2
- Driveway #4: N Carpenter Rd & Ingress/Egress #4

The need for exclusive right-turn lanes at the four (4) full access intersections on N Carpenter Road was determined by comparing the right turning volumes with the approach volumes. Based on the project volumes shown in **Figures 8 and 9** and thresholds specified by the NCHRP Report 457, a right turn is not warranted by any of the intersections along N Carpenter Road.

The need for exclusive left-turn lanes at the four (4) full access intersections on N Carpenter Road was determined by comparing the percent left turning volume with the advancing and opposing volumes. Based on the project volumes shown in **Figures 8 and 9** and thresholds specified by the NCHRP Report 457, a left turn is not warranted by any of the intersections along N Carpenter Road.

NCHRP outputs are provided in **Appendix J**.

8.0 CONCLUSION

This traffic impact analysis was performed to analyze and document the transportation impacts associated with the buildout of the proposed Sherwood Golf Club PUD development located in the southwest quadrant of Interstate 95 and State Road 46 in Brevard County. The development will consist of the following:

- 228 Townhomes (Pod 1)
- 41 Single-family homes (Pod 3)
- 158 Townhomes (Pod 4)
- 178 Apartment Units (Pod 5)

Pod 1 is proposed for buildout in 2026, with the remaining Pods proposed for buildout in 2030. Access to the site will be provided via intersections on London Fog Road, Arnold Palmer Drive, Long Bow Drive, and Carpenter Road.

The proposed development is anticipated to generate a total of 4,501 daily trips, 300 AM peak hour trips (74 inbound and 226 outbound), and 364 PM peak hour trips (220 inbound and 144 outbound) based on data from the ITE *Trip Generation Manual*. Project trips were distributed onto the surrounding roadway network using the adopted regional travel demand model and manual assignment at the study area intersections.

A roadway segment capacity analysis was performed for the study area roadway segments for existing, background, and buildout conditions. All study area roadway segments are anticipated to operate within their maximum service volume under existing, background, and buildout conditions. No roadway segment capacity deficiencies were identified.

An operational analysis for existing and background conditions was performed at the study area intersections. Under existing (2024) and background (2026 and 2030) AM and PM peak hour conditions, all intersections are expected to operate at an acceptable LOS with acceptable v/c ratios with the exception of the northbound approach of SR 46 & I-95 NB Ramp, which operates at LOS F but with acceptable v/c ratios. Therefore, improvements are not recommended at this intersection.

Under buildout (2026) AM and PM peak hour conditions, all study area intersections operate at an acceptable LOS and v/c ratio. No deficiencies were identified as a result of the proposed Pod 1 development under buildout (2026) conditions.

Under buildout (2030) AM and PM peak hour conditions, all study area intersections operate at an acceptable LOS and v/c ratio, with the exception of the new deficiency at the intersection of N Carpenter Road & SR 46. To mitigate this deficiency, signal timing adjustments are recommended at this intersection during the AM peak hour. With the proposed improvement, no additional new deficiencies were identified as a result of the proposed development. The signal timings adjustments are needed when buildout of Pods 3, 4, and 5 is 80% (= 82/102) complete.

The need for exclusive ingress right-turn lanes and left-turn lanes at the full access project driveways on N Carpenter Road was evaluated based on the National Cooperative Highway Research Program (NCHRP) Report 457 thresholds. No turn lanes are warranted at any project driveways.

APPENDIX A
Methodology Statement

Miller, Erika (Shellenberger)

From: Figueroa-Chanza, Veronica <Veronica.Figueroa-Chanza@brevardfl.gov>
Sent: Wednesday, May 15, 2024 12:00 PM
To: Miller, Erika (Shellenberger)
Cc: Gumm, Corrina; Taylor, James; Johnson, William; Swanson, Devin A; Gilliam, Trina; Hill, Brian K
Subject: RE: Sherwood PUD 23SP00016 [Traffic Impact Analysis Methodology]
Attachments: Sherwood PUD-TIA Methodology BCTO Comments(2024.05.15).pdf

Categories: External

Erika,

Brevard County has completed the review of the Sherwood PUD Traffic Impact Analysis (TIA) Methodology and provided comments in the attached letter.

Please let me know if you have any questions.

Regards,
Verónica

Verónica M. Figueroa-Chanza, PE

Transportation Engineer

Traffic Operations | Brevard County Public Works

☎ 321-455-1440 | veronica.figueroa-chanza@brevardfl.gov

From: Miller, Erika (Shellenberger) <Erika.Miller@kimley-horn.com>
Sent: Wednesday, May 8, 2024 4:50 PM
To: Figueroa-Chanza, Veronica <Veronica.Figueroa-Chanza@brevardfl.gov>
Cc: Gumm, Corrina <corrina.gumm@brevardfl.gov>; Taylor, James <James.Taylor@kimley-horn.com>
Subject: RE: Sherwood PUD 23SP00016

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Veronica,

Based on your recommendation to have the County review the TIA Methodology again, see below the updated TIA Methodology for the Sherwood PUD development. The development program has been significantly reduced (from 796 units to 605 units) and the site plan has been modified to address County comments and local feedback. In addition, County traffic comments (dated 10.19.23) were incorporated into this methodology and will be resolved in the forthcoming TIA.

Land Use and Access

The proposed Sherwood PUD development (latest site plan attached) is anticipated to consist of the following:

- Pod 1 – 228 Townhomes
- Pod 2 – Open Space
- Pod 3 – 41 Single-Family Homes

- Pod 4 – 158 Townhomes
- Pod 5 – 178 Apartments
- Total = 605 Residential Units
- In the previously submitted TIA (dated September 2023), 796 residential units were proposed.

Access to each Pod is proposed in the following locations (latest site plan attached):

- Pod 1
 - Direct Access to Carpenter Road (#4 on site plan)
 - Two (2) Direct Access Points to London Town Road
 - Direct Access to Tamworth Street (#5 on site plan)
- Pod 2
 - None
- Pod 3
 - Direct Access to Arnold Palmer Drive
- Pod 4
 - Two (2) Direct Access Points to London Town Road
 - Cross Access to Carpenter Road (#2 on site plan)
- Pod 5
 - Two (2) Direct Access Points to Carpenter Road (#1 and #2 on site plan)

Trip Generation

The table below provides the daily, AM peak hour, and PM peak hour trip generation summary for the project. The proposed development is anticipated to generate 4,501 daily trips, 300 AM peak hour trips (74 in, 226 out), and 364 PM peak hour trips (220 in, 144 out). This is a significant reduction compared to the trip generation for the previously completed analysis.

	POD	Land Use	ITE LUC ¹	Size	Units	Trip Generation Equation	Daily				
							Total	In ²	Out ²		
Daily	1	Single Family Attached Housing	215	223	0	$T = 7.82 * X - 50.48$	1,687	50%	843	50%	844
	3	Single Family Detached Housing	215	41	0	$Ln(T) = 0.92 * Ln(X) + 2.68$	444	50%	222	50%	222
	4	Single Family Attached Housing	215	153	0	$T = 7.82 * X - 50.48$	1,154	50%	577	50%	577
	5	Multifamily Housing (Low Rise)	200	173	0	$T = 8.41 * X + 75.31$	1,216	50%	608	50%	608
	Total Generated Trips							4,501		2,250	
AM Peak Hour	1	Single Family Attached Housing	215	223	0	$T = 0.52 * X - 5.70$	113	25%	28	75%	85
	3	Single Family Detached Housing	215	41	0	$Ln(T) = 0.91 * Ln(X) + 0.12$	33	25%	8	75%	25
	4	Single Family Attached Housing	215	153	0	$T = 0.52 * X - 5.70$	76	25%	19	75%	57
	5	Multifamily Housing (Low Rise)	200	173	0	$T = 0.31 * X + 22.85$	78	24%	19	76%	59
	Total Generated Trips							300		74	
PM Peak Hour	1	Single Family Attached Housing	215	223	0	$T = 0.60 * X - 3.90$	103	50%	78	41%	55
	3	Single Family Detached Housing	215	41	0	$Ln(T) = 0.94 * Ln(X) + 0.28$	43	53%	27	37%	16
	4	Single Family Attached Housing	215	153	0	$T = 0.60 * X - 3.90$	91	50%	54	41%	37
	5	Multifamily Housing (Low Rise)	200	173	0	$T = 0.43 * X + 29.55$	97	53%	61	37%	36
	Total Generated Trips							364		220	

Note: ¹Vehicle Trip Rate and ²in/out from Table 4.10-118, Trip Generation, TIA-03-0001

Trip Distribution (no change from the previously approved TIA Methodology)

Projected traffic demand of project trips on study roadways and intersections will be derived with use of the previously used adopted regional travel demand model. The distribution internal to the site will be modified to reflect the new land use and access, but the general distribution will not be modified, as shown below. The trip distribution figure included in the TIA will include all driveway connections.



Study Area (no change from the previous TIA, w/additional intersections noted below to address TIA comments)
 To provide a conservative and consistent analysis, the study area for this analysis will remain the same as in the previously completed TIA. Under buildout conditions, all driveway connections to County right-of-way will be analyzed. The study area segments and intersections are outlined below:

Study Area Roadway Segments

- 183 N Carpenter Rd from Dairy to SR-46
- 184 N Carpenter Rd from Garden to Dairy
- 188 N Carpenter Rd from Fox Lake to Garden
- 185 Dairy Rd from Carpenter to Holder
- 523 Dairy Rd from Holder to Singleton
- 186 Dairy Rd from Singleton to Old Dixie
- 199 SR 46 from I-95 to US 1
- 200 SR 46 from Fawn Lake to I-95
- 201 SR 46 from Volusia County to Fawn Lake
- 202 SR 406 (Garden Street) from I-95 to Singleton
- 203 SR 406 (Garden Street) from Singleton to Park
- 595 SR 406 (Garden Street) from Carpenter to I-95
- 240 Old Dixie from Dairy to Parker
- 241 Parrish from Singleton to US 1
- 242 Parrish from Holder to Singleton

Study Area Intersections

- N Carpenter Rd & London Town Rd (Ingress/Egress #3 on site plan)
- N Carpenter Rd & SR 46
- N Carpenter Rd & Dairy Rd
- SR 46 & I-95 NB Ramp
- SR 46 & I-95 SB Ramp
- N Carpenter Rd & Ingress/Egress #1
- N Carpenter Rd & Ingress/Egress #2
- N Carpenter Rd & Ingress/Egress #4
- Tamworth & Longbow (Ingress/Egress #5) – ADDED SINCE PREVIOUS TIA

- N Carpenter Rd & Longbow Dr – ADDED SINCE PREVIOUS TIA
- London Tower Rd & Pod 1/Pod 4 Connection
- Arnold Palmer Dr & Pod 3 Connection – ADDED SINCE PREVIOUS TIA

Analysis Periods (no change from the previous TIA, except buildout year of Pod 1 updated to 2026 and phase analysis updated to staff preference to address TIA comments)

Similar to the previously completed TIA, the segment analysis will be completed for daily and PM peak hour conditions. The intersection analysis will be completed for AM and PM peak hour conditions. Existing conditions will be analyzed for 2024, the year the traffic counts will be collected. A background and buildout (2026) condition will be analyzed for Pod 1, as Pod 1 is anticipated for buildout in 2026. The specifics and timing of buildout of the other pods is unknown at this time, but buildout of the total development is anticipated in 2030. So, an ultimate background and buildout (2030) scenario will be analyzed. The Pod 1 trips will be considered as vested trips in the background in the 2030 analysis. As determined in the previously completed methodology and analysis, a 2% annual growth rate will be used to determine future year volumes.

All analysis and findings will be documented in a report to be provided to Brevard County for review. Any operational deficiencies will be identified. If necessary, mitigating measures for any operational deficiencies identified due to project traffic impact will be recommended in the TIA. A volume threshold or percentage of total buildout will be specified if any improvements are warranted.

Please let us know if you have any comments or need to discuss further. Otherwise, we will proceed with the TIA as documented above. Thank you!

Erika (Shellenberger) Miller, P.E.

Kimley-Horn | 200 South Orange Ave, Suite 600, Orlando, FL 32801

Direct: 689 206 9002

From: Miller, Erika (Shellenberger)

Sent: Tuesday, April 23, 2024 2:56 PM

To: Figueroa-Chanza, Veronica <Veronica.Figueroa-Chanza@brevardfl.gov>

Cc: Gumm, Corrina <corrina.gumm@brevardfl.gov>; Taylor, James <James.Taylor@kimley-horn.com>

Subject: RE: Sherwood PUD 23SP00016

Veronica,

Understood. When we revise the Sherwood analysis, we will use counts collected no more than one year prior to the analysis. In addition, we will coordinate with the County prior to proceeding with the analysis.

Thank you for coordinating with us on this!

Erika (Shellenberger) Miller, E.I.

Kimley-Horn | 200 South Orange Ave, Suite 600, Orlando, FL 32801

Direct: 689 206 9002

From: Figueroa-Chanza, Veronica <Veronica.Figueroa-Chanza@brevardfl.gov>

Sent: Tuesday, April 23, 2024 8:50 AM

To: Miller, Erika (Shellenberger) <Erika.Miller@kimley-horn.com>

Cc: Gumm, Corrina <corrina.gumm@brevardfl.gov>

Subject: Sherwood PUD 23SP00016

Good morning Erika,

I'm returning your call regarding Sherwood. Please use counts collected no more than one year prior to the analysis.

I understand that the site plan has changed. The County strongly encourages a revised methodology letter to facilitate concurrence between the Engineer and the Review Engineer on trip generation, trip distribution, analysis extent, analysis periods, and other items applicable to the development prior to proceeding with the analysis.

Regards,
Verónica

Verónica M. Figueroa-Chanza, PE

Transportation Engineer

Traffic Operations | Brevard County Public Works

☎ 321-455-1440 | veronica.figueroa-chanza@brevardfl.gov

"Under Florida Law, email addresses are Public Records. If you do not want your e-mail address released in response to public record requests, do not send electronic mail to this entity. Instead, contact this office by phone or in writing."



BOARD OF COUNTY COMMISSIONERS

**Public Works Department
Traffic Operations Program**

2725 Judge Fran Jamieson Way
Building A, Room 211

May 15, 2024

James M. Taylor, PE
Kimley-Horn, Inc.
189 S Orange Ave, Suite 1000
Orlando, FL 32901
Via Email: james.taylor@kimley-horn.com

Re: 23SP00016 Sherwood Golf Club PUD – Traffic Impact Analysis Methodology

Dear Mr. Taylor:

Brevard County Traffic Engineering is in receipt of the updated Sherwood Golf Club PUD Park Traffic Impact Analysis (TIA) methodology received on May 8, 2024. In response to this submittal, County review comments are provided below:

Land Use and Access

- 1) Coordinate with Fire and confirm that staff has agreed to the number and location of proposed project driveways.
- 2) Coordinate with William Johnson, PE regarding the number and location of proposed project driveways along County right-of-way. Connection spacing shall meet Florida Statutes.

Trip Generation and Distribution

- 3) Provide a phased trip generation.
- 4) Provide a diagram that shows the project trip distribution as a percentage of total daily project traffic for each movement at all proposed driveways with the methodology once the number and location of the access points have been finalized.

Study Area

- 5) Analyze London Town Rd.
- 6) County agrees that all driveway connections to County right-of-way must be analyzed under buildout conditions. Existing driveways (e.g., London Town Rd & Pod 1 Connection to the west appears to be existing) must be analyzed under existing conditions. Any driveways planned for the background year must be analyzed under background and buildout conditions.
- 7) Additional segments and intersections may be required to be analyzed based on comments #1, #2, and #4.

Analysis Periods

- 8) Per Brevard County Guidelines on Minimum Requirements for Traffic Impact Analyses, "studies for multi-phased developments, which fall under section III.C.2.b, will provide analyses for the

completion year of each major phase of development assuming full build-out and occupancy. Each analysis will be provided as a separate section of the report.”

Growth Rates

- 9) As this is a new analysis, background traffic shall be developed using Annual Growth Rates by either applying a minimum growth factor or calculating the annual growth rate of the roadway, or adjacent roadway, using TPO historical count data, whichever is greater. The minimum growth factor shall be calculated using the latest Bureau of Economic and Business Research Projections of Florida Population by County and based on the proposed build-out year using the “Medium” series of projections.

Should you have any questions, please contact me at 321-633-2077.

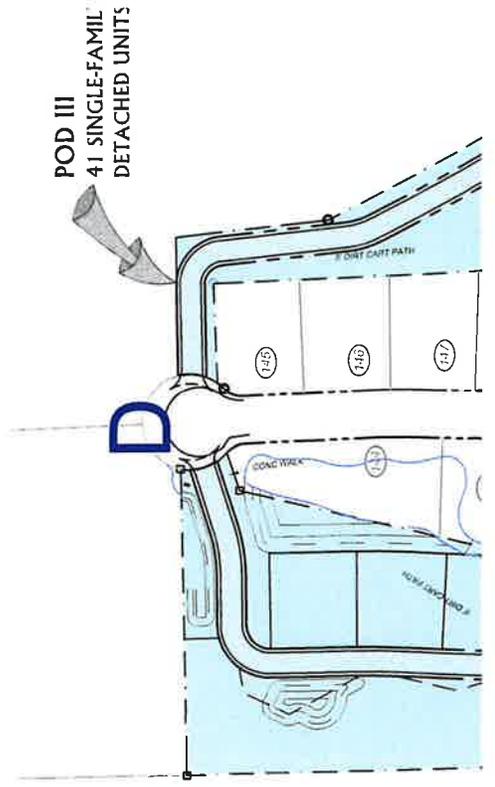
Best regards,

Verónica M. Figueroa-Chanza
Verónica M. Figueroa-Chanza, PE
Transportation Engineer

Cc: Corrina Gumm, PE, Traffic Operations Manager
Devin Swanson, Engineer II
William Johnson, PE, Engineer III
Trina Gilliam, MSURP, Senior Planner
Brian K. Hill, Assistant Fire Marshal



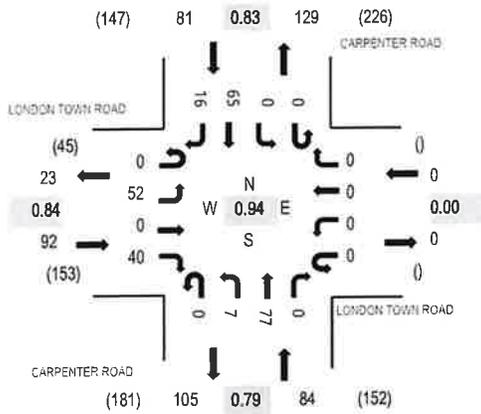
APPENDIX B
Concept Site Plan



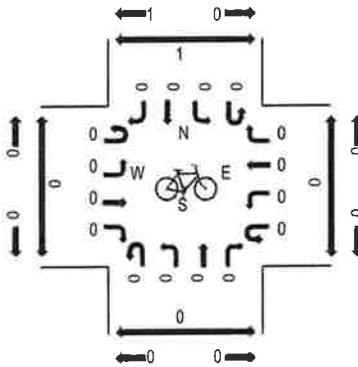
APPENDIX C

Turning Movement Counts

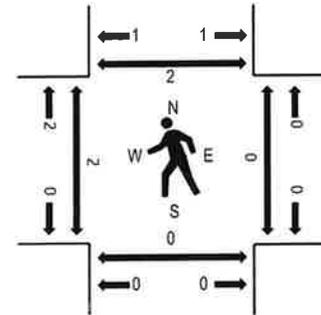
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LONDON TOWN ROAD Eastbound				LONDON TOWN ROAD Westbound				CARPENTER ROAD Northbound				CARPENTER ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	14	0	6	0	0	0	0	0	0	22	0	0	0	8			3	53	248	0
7:15 AM	0	17	0	11	0	0	0	0	0	2	23	0	0	0	12	1	66	257	1	0	0	1
7:30 AM	0	16	0	13	0	0	0	0	0	1	10	0	0	0	16	5	61	236	0	0	0	0
7:45 AM	0	13	0	7	0	0	0	0	0	2	25	0	0	0	16	5	68	225	1	0	0	1
8:00 AM	0	6	0	9	0	0	0	0	0	2	19	0	0	0	21	5	62	204	0	0	0	0
8:15 AM	0	9	0	6	0	0	0	0	0	0	12	0	0	0	14	4	45		1	0	0	0
8:30 AM	0	7	0	4	0	0	0	0	0	4	20	0	0	0	12	3	50		0	0	0	0
8:45 AM	0	6	0	9	0	0	0	0	0	3	7	0	0	0	17	5	47		0	0	0	0

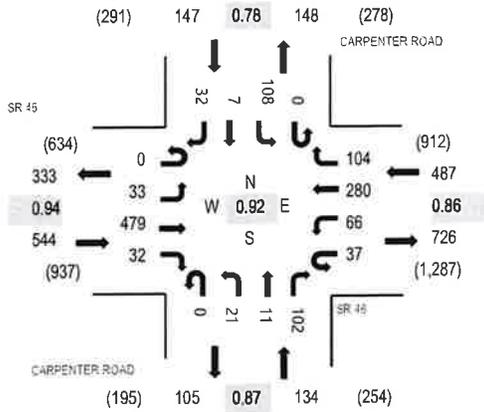
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Lights	0	49	0	38	0	0	0	0	0	7	76	0	0	0	64	14	248
Mediums	0	2	0	2	0	0	0	0	0	0	1	0	0	0	0	1	6
Total	0	52	0	40	0	0	0	0	0	7	77	0	0	0	65	16	257

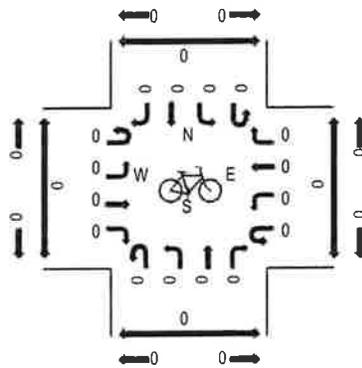
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		5.4%			0.0%				1.2%						3.7%		3.5%
Heavy Vehicle %	0.0%	5.8%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	1.5%	12.5%	3.5%
Peak Hour Factor		0.84			0.00				0.79						0.83		0.94
Peak Hour Factor	0.00	0.88	0.00	0.77	0.00	0.00	0.00	0.00	0.00	0.56	0.80	0.00	0.00	0.00	0.80	0.95	0.94

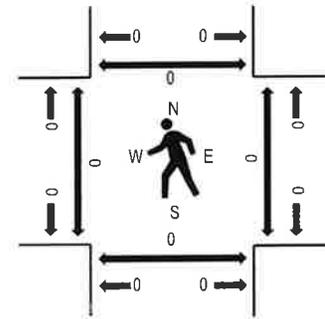
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 46 Eastbound				SR 46 Westbound				CARPENTER ROAD Northbound				CARPENTER ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	4	91	4	5	12	61	22	0	8	3	30	0	27	4			5	276	1,273	0
7:15 AM	0	4	130	7	9	9	60	21	0	3	2	31	0	24	2	6	308	1,312	0	0	0	0
7:30 AM	0	6	133	6	9	14	81	24	0	5	2	23	0	22	2	7	334	1,275	0	0	0	0
7:45 AM	0	10	118	9	10	21	79	34	0	5	5	33	0	25	1	7	355	1,211	0	0	0	0
8:00 AM	0	13	100	10	9	22	60	25	0	8	2	15	0	37	2	12	315	1,121	0	0	0	0
8:15 AM	0	5	95	5	7	16	60	26	0	6	1	16	0	21	2	11	271		2	0	1	0
8:30 AM	0	10	64	10	6	9	75	27	0	5	2	25	0	28	4	5	270		1	0	1	0
8:45 AM	0	5	89	11	9	12	55	23	0	3	2	19	0	29	1	7	265		0	0	0	0

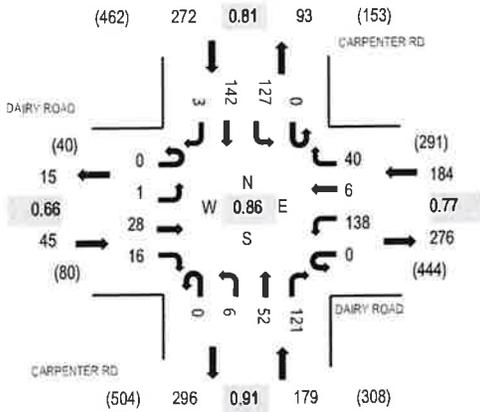
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	5	0	0	3	7	21	0	0	0	1	0	28	0	2	70
Lights	0	28	451	29	37	59	255	72	0	21	11	98	0	72	7	25	1,165
Mediums	0	2	23	3	0	4	18	11	0	0	0	3	0	8	0	5	77
Total	0	33	479	32	37	66	280	104	0	21	11	102	0	108	7	32	1,312

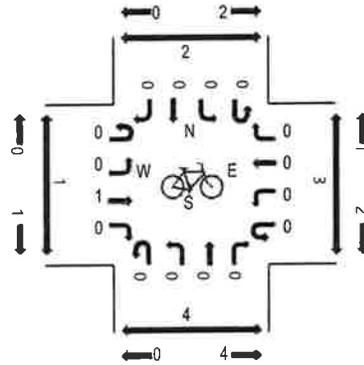
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.6%				13.1%				3.0%				29.3%			11.2%
Heavy Vehicle %	0.0%	15.2%	5.8%	9.4%	0.0%	10.6%	8.9%	30.8%	0.0%	0.0%	0.0%	3.9%	0.0%	33.3%	0.0%	21.9%	11.2%
Peak Hour Factor		0.94				0.86				0.87				0.78			0.92
Peak Hour Factor	0.00	0.73	0.90	0.82	0.93	0.83	0.87	0.82	0.00	0.75	0.60	0.89	0.00	0.78	0.56	0.77	0.92

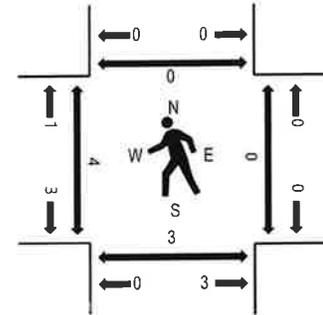
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DAIRY ROAD Eastbound				DAIRY ROAD Westbound				CARPENTER RD Northbound				CARPENTER RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	1	4	0	16	3	4	0	0	6	15	0	15	33	0	98	633	0	0	2	0
7:15 AM	0	0	6	8	0	21	3	3	0	2	8	32	0	28	32	0	143	665	0	0	0	0
7:30 AM	0	0	8	6	0	49	4	7	0	1	8	40	0	26	46	0	195	680	4	0	2	0
7:45 AM	0	0	4	5	0	40	1	12	0	1	17	31	0	35	51	0	147	600	0	0	1	0
8:00 AM	0	1	3	1	0	15	0	12	0	2	18	18	0	33	25	2	130	508	0	0	0	0
8:15 AM	0	0	13	4	0	34	1	9	0	2	9	32	0	33	20	1	158		0	0	0	0
8:30 AM	0	0	3	2	0	19	5	8	0	4	13	19	0	12	29	1	115		0	0	0	0
8:45 AM	0	0	3	7	0	15	4	6	0	3	11	16	0	18	22	0	105		0	0	2	0

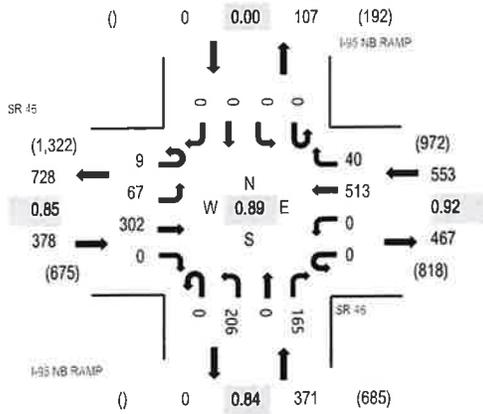
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	1	28	16	0	135	5	39	0	6	52	120	0	124	141	3	670
Mediums	0	0	0	0	0	3	1	1	0	0	0	1	0	3	0	0	9
Total	0	1	28	16	0	138	6	40	0	6	52	121	0	127	142	3	680

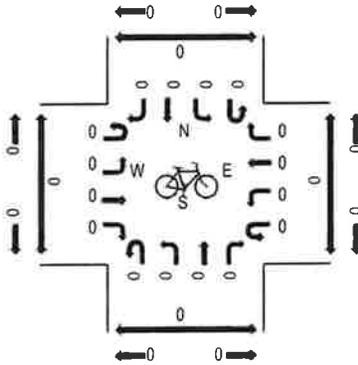
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				2.7%				0.6%				1.5%		1.5%	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	16.7%	2.5%	0.0%	0.0%	0.0%	0.8%	0.0%	2.4%	0.7%	0.0%	1.5%
Peak Hour Factor		0.66				0.77				0.91				0.81		0.86	
Peak Hour Factor	0.00	0.25	0.54	0.72	0.00	0.70	0.69	0.85	0.00	0.69	0.79	0.76	0.00	0.91	0.79	0.50	0.86

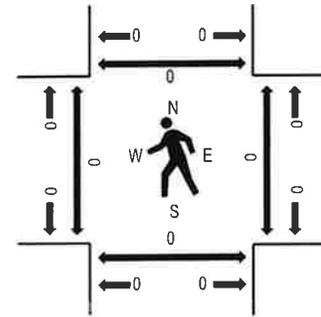
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 46 Eastbound				SR 46 Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	2	16	66	0	0	0	129	8	0	45	0	46	0	0	0	0	312	1,302	0	0	0	0
7:15 AM	4	23	84	0	0	0	125	13	0	41	0	32	0	0	0	0	322	1,268	0	0	0	0
7:30 AM	1	16	62	0	0	0	116	11	0	62	0	35	0	0	0	0	303	1,198	0	0	0	0
7:45 AM	2	12	90	0	0	0	143	8	0	58	0	52	0	0	0	0	365	1,141	0	0	0	0
8:00 AM	5	19	55	0	0	0	115	8	0	48	0	28	0	0	0	0	278	1,030	0	0	0	0
8:15 AM	1	9	66	0	0	0	96	5	0	48	0	27	0	0	0	0	252		0	0	0	0
8:30 AM	1	11	49	0	0	0	93	8	0	51	1	32	0	0	0	0	246		0	0	0	0
8:45 AM	1	18	62	0	0	0	88	6	0	47	0	32	0	0	0	0	254		0	0	0	0

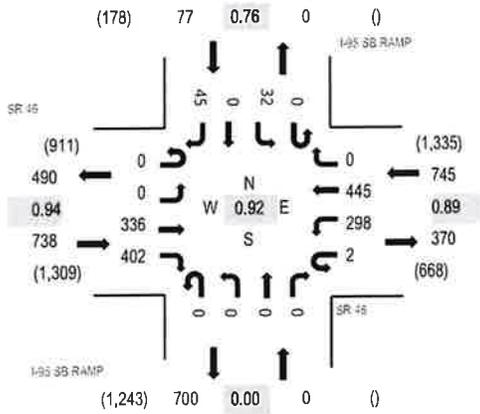
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	11	3	0	0	0	6	4	0	18	0	4	0	0	0	0	46
Lights	9	54	291	0	0	0	482	36	0	175	0	150	0	0	0	0	1,197
Mediums	0	2	8	0	0	0	25	0	0	13	0	11	0	0	0	0	59
Total	9	67	302	0	0	0	513	40	0	206	0	165	0	0	0	0	1,302

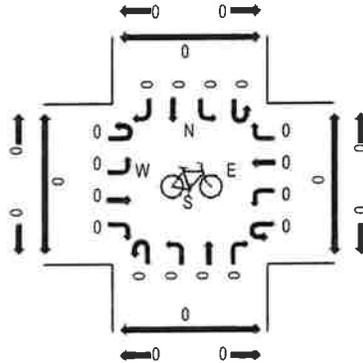
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	6.3%				6.3%				12.4%				0.0%				8.1%
Heavy Vehicle %	0.0%	19.4%	3.6%	0.0%	0.0%	0.0%	6.0%	10.0%	0.0%	15.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	8.1%
Peak Hour Factor	0.85				0.92				0.84				0.00				0.89
Peak Hour Factor	0.60	0.76	0.84	0.00	0.00	0.00	0.90	0.77	0.00	0.87	0.25	0.79	0.00	0.00	0.00	0.00	0.89

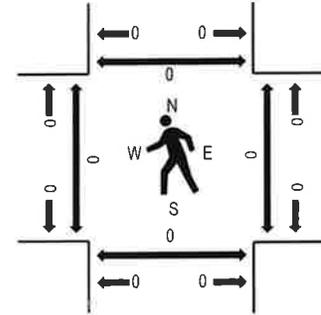
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

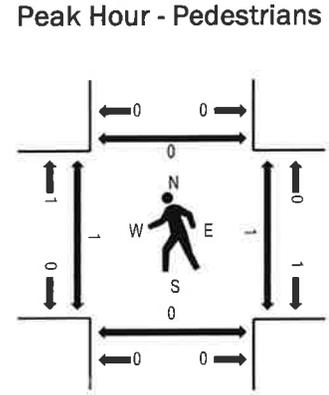
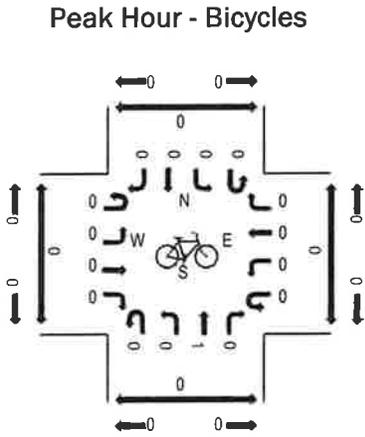
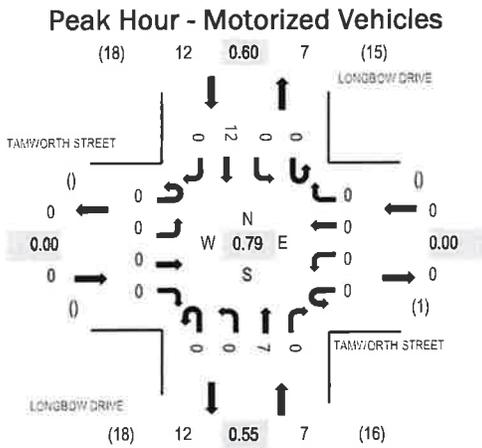
Interval Start Time	SR 46 Eastbound				SR 46 Westbound				I-95 SB RAMP Northbound				I-95 SB RAMP Southbound				Rolling Hour Total	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		West	East	South	North	
7:00 AM	0	0	71	83	1	79	86	0	0	0	0	0	0	10	0	14	344	1,553	0	0	0	0
7:15 AM	0	0	100	97	1	85	91	0	0	0	0	0	0	9	0	7	390	1,560	0	0	0	0
7:30 AM	0	0	70	117	0	64	119	0	0	0	0	0	0	9	0	18	397	1,487	0	0	0	0
7:45 AM	0	0	92	90	0	88	121	0	0	0	0	0	0	9	0	14	422	1,390	0	0	0	0
8:00 AM	0	0	74	90	1	61	114	0	0	0	0	0	0	5	0	6	351	1,269	0	0	0	0
8:15 AM	0	0	64	76	0	57	89	0	0	0	0	0	0	10	0	21	317		0	0	0	0
8:30 AM	0	0	49	78	0	47	94	0	0	0	0	0	0	12	0	20	300		0	0	0	0
8:45 AM	0	0	74	76	2	47	88	0	0	0	0	0	0	5	0	9	301		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	12	23	0	3	19	0	0	0	0	0	0	2	0	12	71
Lights	0	0	311	357	2	282	400	0	0	0	0	0	0	30	0	29	1,411
Mediums	0	0	13	22	0	13	26	0	0	0	0	0	0	0	0	4	78
Total	0	0	336	402	2	298	445	0	0	0	0	0	0	32	0	45	1,560

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	9.5%				8.2%				0.0%				23.4%				9.6%
Heavy Vehicle %	0.0%	0.0%	7.4%	11.2%	0.0%	5.4%	10.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	35.6%	9.6%
Peak Hour Factor	0.94				0.89				0.00				0.76				0.92
Peak Hour Factor	0.00	0.00	0.84	0.86	0.38	0.90	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.93	0.00	0.73	0.92



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TAMWORTH STREET Eastbound				TAMWORTH STREET Westbound				LONGBOW DRIVE Northbound				LONGBOW DRIVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3			0	4	15	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	17	1	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	6	19	0	1	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	15	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	19	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4		1	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	2	0	7		1	0	0	0

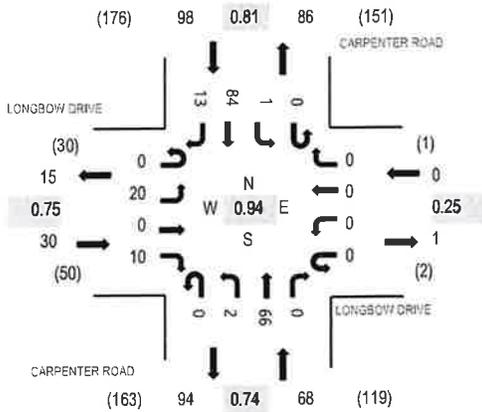
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0
Lights	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12	0	18					18
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1					1
Total	0	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	19					19

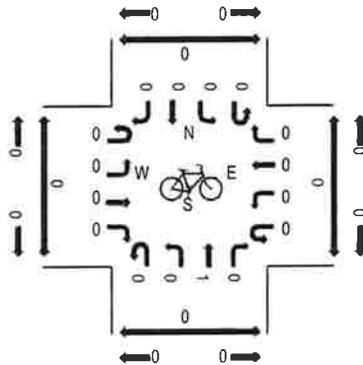
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
Heavy Vehicle %											14.3%						5.3%					
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%					
Peak Hour Factor											0.55						0.79					
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.25	0.00	0.00	0.60	0.00	0.79					

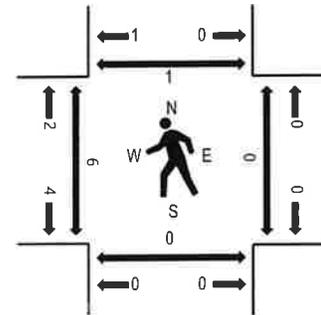
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LONGBOW DRIVE Eastbound				LONGBOW DRIVE Westbound				CARPENTER ROAD Northbound				CARPENTER ROAD Southbound				Rolling Hour Total	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		West	East	South	North	
	7:00 AM	0	6	0	1	0	0	0	0	0	0	15	0	0	0	14		1	37	182	0	0
7:15 AM	0	5	0	0	0	0	0	0	0	0	21	0	0	1	16	3	46	196	0	0	0	1
7:30 AM	0	3	0	5	0	0	0	0	0	0	8	0	0	0	29	2	47	187	4	0	0	0
7:45 AM	0	6	0	1	0	0	0	0	0	2	21	0	0	0	20	2	52	179	2	0	0	0
8:00 AM	0	6	0	4	0	0	0	0	0	0	16	0	0	0	19	6	51	164	0	0	0	0
8:15 AM	0	1	0	3	0	0	0	0	0	1	9	0	0	0	18	5	37		0	0	0	0
8:30 AM	0	6	0	0	0	0	0	1	0	0	17	0	0	0	13	2	39		1	0	0	0
8:45 AM	0	2	0	1	0	0	0	0	0	1	8	0	0	1	19	5	37		1	0	0	0

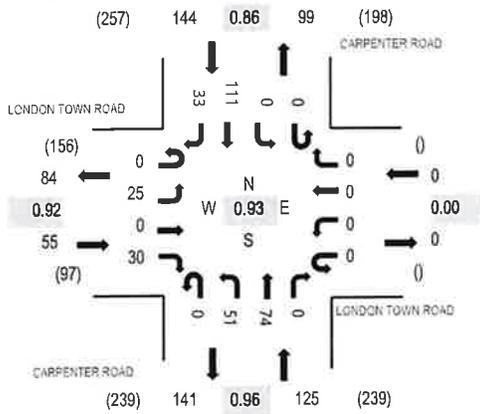
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1					
Lights	0	19	0	10	0	0	0	0	0	2	66	0	0	1	83	11	192					
Mediums	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3						
Total	0	20	0	10	0	0	0	0	0	2	66	0	0	1	84	13	196					

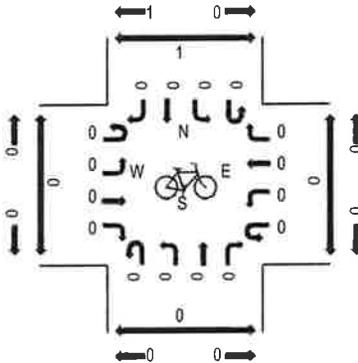
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
Heavy Vehicle %		3.3%			0.0%				0.0%					3.1%		2.0%						
Heavy Vehicle %	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	15.4%	2.0%					
Peak Hour Factor		0.75			0.25				0.74					0.81		0.94						
Peak Hour Factor	0.00	0.83	0.00	0.65	0.00	0.00	0.00	0.25	0.00	0.38	0.79	0.00	0.00	0.25	0.74	0.75	0.94					

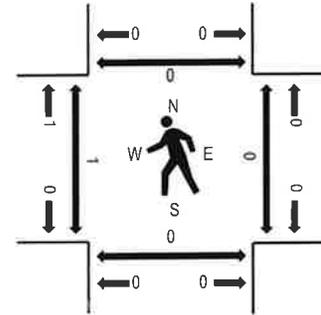
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LONDON TOWN ROAD Eastbound				LONDON TOWN ROAD Westbound				CARPENTER ROAD Northbound				CARPENTER ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	6	0	6	0	0	0	0	0	8	20	0	0	0	21			7	68	279	0
4:15 PM	0	4	0	5	0	0	0	0	0	6	16	0	0	0	12	8	51	284	0	0	0	0
4:30 PM	0	5	0	7	0	0	0	0	0	11	19	0	0	0	22	12	76	320	0	0	0	0
4:45 PM	0	5	0	8	0	0	0	0	0	16	18	0	0	0	29	8	84	324	0	0	0	0
5:00 PM	0	8	0	6	0	0	0	0	0	17	16	0	0	0	22	4	73	314	0	0	0	0
5:15 PM	0	9	0	6	0	0	0	0	0	8	25	0	0	0	29	10	87	324	1	0	0	0
5:30 PM	0	3	0	10	0	0	0	0	0	10	15	0	0	0	31	11	80	314	0	0	0	0
5:45 PM	0	5	0	4	0	0	0	0	0	10	24	0	0	0	21	10	74	314	0	0	0	0

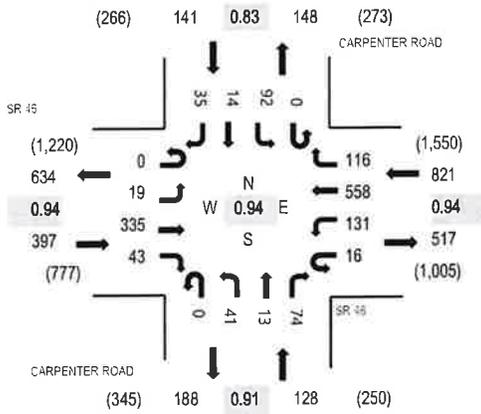
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	25	0	28	0	0	0	0	0	49	72	0	0	0	109	32	315	0	0	0	0	0
Mediums	0	0	0	2	0	0	0	0	0	2	2	0	0	0	2	1	9	0	0	0	0	0
Total	0	25	0	30	0	0	0	0	0	51	74	0	0	0	111	33	324	0	0	0	0	0

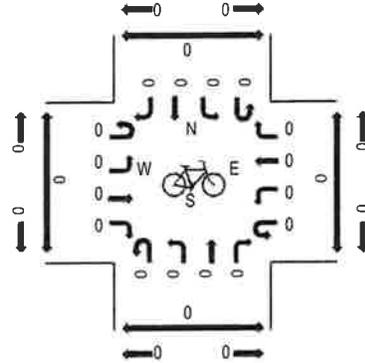
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
Heavy Vehicle %		3.6%			0.0%				3.2%				2.1%			2.8%						
Heavy Vehicle %	0.0%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	3.9%	2.7%	0.0%	0.0%	0.0%	1.8%	3.0%	2.8%					
Peak Hour Factor		0.92			0.00				0.96				0.86			0.93						
Peak Hour Factor	0.00	0.75	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.76	0.80	0.00	0.00	0.00	0.90	0.73	0.93					

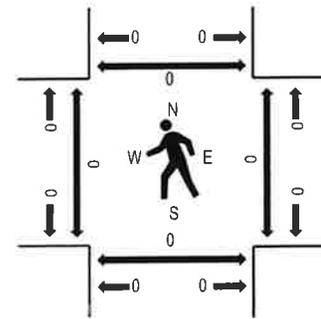
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 46 Eastbound				SR 46 Westbound				CARPENTER ROAD Northbound				CARPENTER ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	4	74	11	4	20	125	29	0	12	4	19	0	17	4			12	335	1,412	1
4:15 PM	0	6	74	9	4	25	137	24	0	12	2	16	0	20	0	5	334	1,443	0	0	0	0
4:30 PM	0	6	83	20	4	35	153	28	0	9	2	13	0	27	3	9	393	1,487	0	0	0	0
4:45 PM	0	3	75	7	5	32	131	34	0	10	3	17	0	20	4	7	348	1,431	0	0	0	0
5:00 PM	0	5	94	9	4	24	127	31	0	11	4	19	0	27	3	8	366	1,431	0	0	0	0
5:15 PM	0	5	83	7	3	40	147	25	0	11	4	20	0	18	4	11	378		0	0	0	0
5:30 PM	0	3	87	10	4	36	108	23	0	8	3	13	0	27	5	12	339		0	0	0	0
5:45 PM	0	4	86	12	3	24	140	23	0	9	0	24	0	16	1	6	348		0	0	0	0

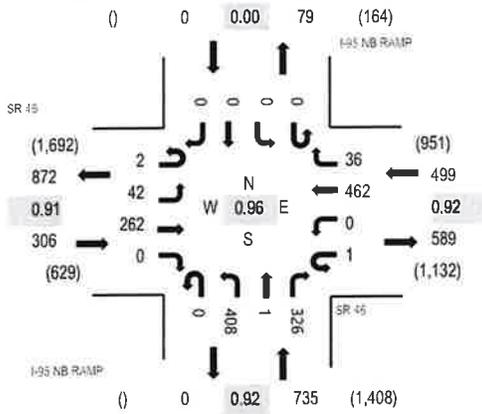
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	1	6	36	0	0	0	1	0	31	1	0	77
Lights	0	17	319	43	15	129	534	79	0	39	13	71	0	59	11	35	1,364
Mediums	0	2	15	0	1	1	18	1	0	2	0	2	0	2	2	0	46
Total	0	19	335	43	16	131	558	116	0	41	13	74	0	92	14	35	1,487

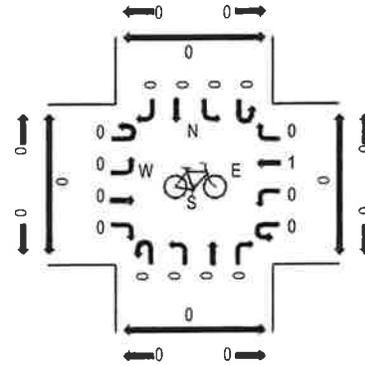
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.5%				7.8%				3.9%				25.5%			8.3%
Heavy Vehicle %	0.0%	10.5%	4.8%	0.0%	6.3%	1.5%	4.3%	31.9%	0.0%	4.9%	0.0%	4.1%	0.0%	35.9%	21.4%	0.0%	8.3%
Peak Hour Factor		0.94				0.94				0.91				0.83			0.94
Peak Hour Factor	0.00	0.83	0.93	0.59	0.85	0.83	0.91	0.85	0.00	0.90	0.88	0.79	0.00	0.87	0.80	0.79	0.94

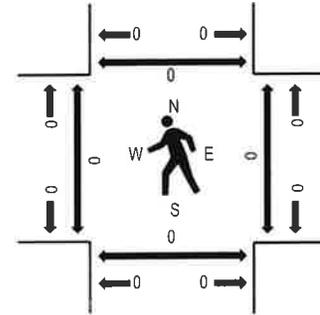
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 46 Eastbound				SR 46 Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	14	66	0	0	0	111	9	0	95	0	61	0	0	0	0	357	1,496	0	0	0	0
4:15 PM	0	15	59	0	0	0	119	6	0	91	0	74	0	0	0	0	364	1,509	0	0	0	0
4:30 PM	0	12	65	0	0	0	131	9	0	105	0	78	0	0	0	0	400	1,540	0	0	0	0
4:45 PM	0	10	61	0	0	0	119	9	0	95	0	81	0	0	0	0	375	1,508	0	0	0	0
5:00 PM	1	8	69	0	0	0	104	12	0	97	0	79	0	0	0	0	370	1,492	0	0	0	0
5:15 PM	1	12	67	0	1	0	108	6	0	111	1	88	0	0	0	0	395		0	0	0	0
5:30 PM	0	15	63	0	0	0	101	2	0	94	0	93	0	0	0	0	368		0	0	0	0
5:45 PM	1	18	71	0	0	0	98	6	0	109	0	56	0	0	0	0	359		0	0	0	0

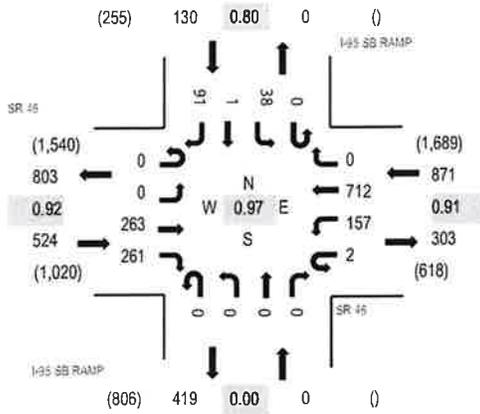
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	12	1	0	0	0	1	2	0	24	0	2	0	0	0	0	42
Lights	2	29	250	0	1	0	455	32	0	376	1	308	0	0	0	0	1,454
Mediums	0	1	11	0	0	0	6	2	0	8	0	16	0	0	0	0	44
Total	2	42	262	0	1	0	462	36	0	408	1	326	0	0	0	0	1,540

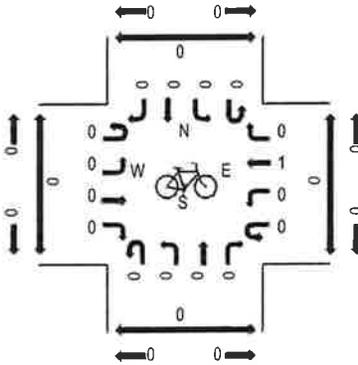
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		8.2%				2.2%				6.8%				0.0%			5.6%
Heavy Vehicle %	0.0%	31.0%	4.6%	0.0%	0.0%	0.0%	1.5%	11.1%	0.0%	7.8%	0.0%	5.5%	0.0%	0.0%	0.0%	0.0%	5.6%
Peak Hour Factor		0.91				0.92				0.92				0.00			0.96
Peak Hour Factor	0.75	0.74	0.95	0.00	0.25	0.00	0.92	0.75	0.00	0.93	0.25	0.92	0.00	0.00	0.00	0.00	0.96

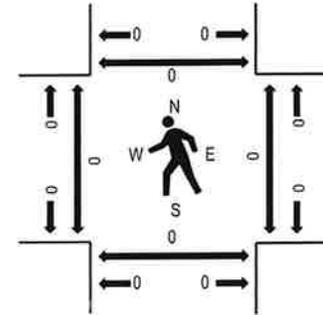
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR 46 Eastbound				SR 46 Westbound				I-95 SB RAMP Northbound				I-95 SB RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	69	50	0	46	160	0	0	0	0	0	0	12	0	18	355	1,491	0	0	0	0
4:15 PM	0	0	64	54	0	38	172	0	0	0	0	0	0	8	0	27	363	1,507	0	0	0	0
4:30 PM	0	0	62	60	1	41	195	0	0	0	0	0	0	14	0	11	394	1,525	0	0	0	0
4:45 PM	0	0	59	62	1	45	170	0	0	0	0	0	0	10	1	31	379	1,480	0	0	0	0
5:00 PM	0	0	74	70	0	41	153	0	0	0	0	0	0	6	0	27	371	1,473	0	0	0	0
5:15 PM	0	0	68	60	0	30	193	0	0	0	0	0	0	8	0	22	381		0	0	0	0
5:30 PM	0	0	72	54	0	46	147	0	0	0	0	0	0	5	0	25	349		0	0	0	0
5:45 PM	0	0	77	56	0	43	166	0	0	0	0	0	0	8	0	22	372		0	0	0	0

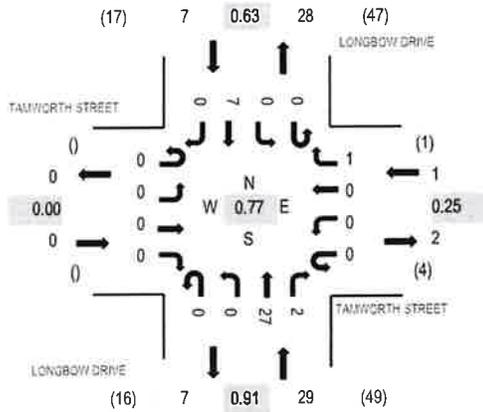
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	12	21	0	1	26	0	0	0	0	0	0	1	1	16	78
Lights	0	0	241	230	2	154	673	0	0	0	0	0	0	36	0	73	1,409
Mediums	0	0	10	10	0	2	13	0	0	0	0	0	0	1	0	2	38
Total	0	0	263	261	2	157	712	0	0	0	0	0	0	38	1	91	1,525

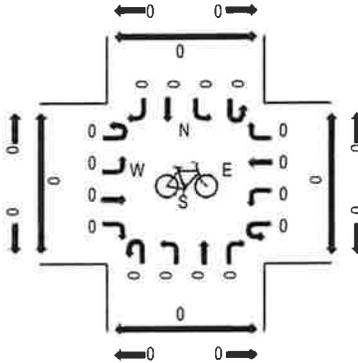
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	7.6%
Heavy Vehicle %	0.0%	0.0%	8.4%	11.9%	0.0%	1.9%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	100.0%	19.8%	7.6%
Peak Hour Factor																	0.97
Peak Hour Factor	0.00	0.00	0.94	0.93	0.50	0.92	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.79	0.25	0.85	0.97

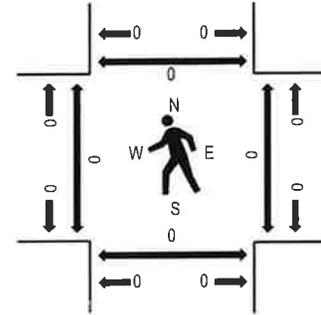
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TAMWORTH STREET Eastbound				TAMWORTH STREET Westbound				LONGBOW DRIVE Northbound				LONGBOW DRIVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4			0	11	30	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	1	1	0	7	26	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	27	1	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	2	0	7	34	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	37	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	7	1	0	0	4	0	12	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	5	1	0	0	3	0	10	0	0	0	0	0

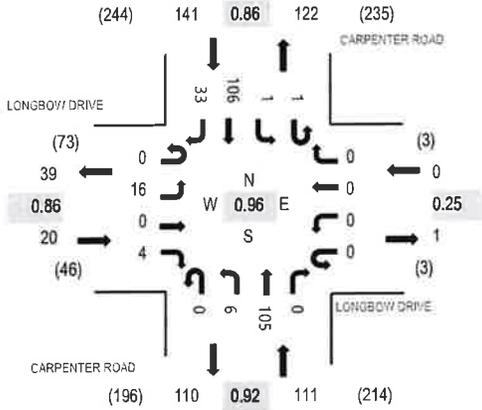
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	1	0	0	26	2	0	0	7	0	36	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	27	2	0	0	7	0	37	0	0	0	0	0

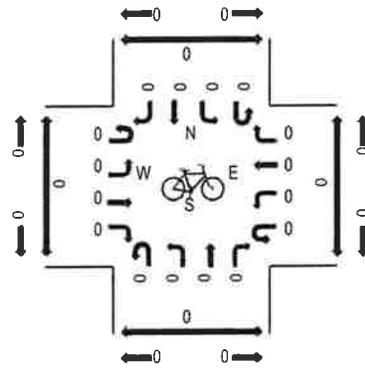
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
Heavy Vehicle %											3.4%						2.7%					
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%					
Peak Hour Factor											0.91						0.77					
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.84	0.50	0.00	0.25	0.56	0.00	0.77					

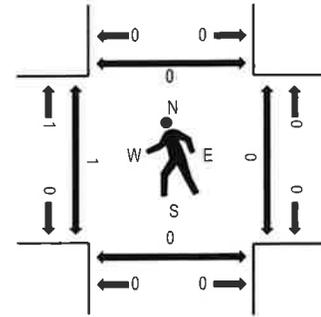
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LONGBOW DRIVE Eastbound				LONGBOW DRIVE Westbound				CARPENTER ROAD Northbound				CARPENTER ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	2	0	4	0	0	0	0	0	2	23	0	0	0	0	19	9	59	241	0	0	0	0
4:15 PM	0	3	0	3	0	0	0	0	0	2	21	0	0	0	0	16	3	48	245	0	0	0	0
4:30 PM	0	3	0	2	0	1	0	0	0	3	25	0	0	1	25	4	64	268	1	0	0	0	
4:45 PM	0	6	0	1	0	0	0	0	0	0	27	0	1	0	28	7	70	272	0	0	0	0	
5:00 PM	0	2	0	1	0	0	0	0	0	3	28	0	0	0	22	7	63	266	1	0	0	0	
5:15 PM	0	4	0	0	0	0	0	0	0	2	30	0	0	0	25	10	71	271	0	0	0	0	
5:30 PM	0	4	0	2	0	0	0	0	0	1	20	0	0	1	31	9	68	268	0	0	0	0	
5:45 PM	0	8	0	1	0	0	0	2	0	1	26	0	0	1	15	10	64	272	0	0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	16	0	4	0	0	0	0	0	6	101	0	1	1	103	32	264
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	1	8
Total	0	16	0	4	0	0	0	0	0	6	105	0	1	1	106	33	272

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				3.6%				2.8%				2.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	2.8%	3.0%	2.9%
Peak Hour Factor	0.86				0.25				0.92				0.86				0.96
Peak Hour Factor	0.00	0.56	0.00	0.63	0.00	0.25	0.00	0.25	0.00	0.67	0.92	0.00	0.25	0.50	0.85	0.90	0.96

APPENDIX D
FDOT's Florida Traffic Online (FTO) Data

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7000 BREVARD COUNTYWIDE

MOCF: 0.94
 PSCF

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.03	1.10
2	01/08/2023 - 01/14/2023	1.01	1.07
3	01/15/2023 - 01/21/2023	0.98	1.04
4	01/22/2023 - 01/28/2023	0.97	1.03
5	01/29/2023 - 02/04/2023	0.96	1.02
* 6	02/05/2023 - 02/11/2023	0.94	1.00
* 7	02/12/2023 - 02/18/2023	0.93	0.99
* 8	02/19/2023 - 02/25/2023	0.93	0.99
* 9	02/26/2023 - 03/04/2023	0.92	0.98
*10	03/05/2023 - 03/11/2023	0.92	0.98
*11	03/12/2023 - 03/18/2023	0.91	0.97
*12	03/19/2023 - 03/25/2023	0.92	0.98
*13	03/26/2023 - 04/01/2023	0.93	0.99
*14	04/02/2023 - 04/08/2023	0.94	1.00
*15	04/09/2023 - 04/15/2023	0.95	1.01
*16	04/16/2023 - 04/22/2023	0.95	1.01
*17	04/23/2023 - 04/29/2023	0.96	1.02
*18	04/30/2023 - 05/06/2023	0.96	1.02
19	05/07/2023 - 05/13/2023	0.96	1.02
20	05/14/2023 - 05/20/2023	0.96	1.02
21	05/21/2023 - 05/27/2023	0.98	1.04
22	05/28/2023 - 06/03/2023	1.00	1.06
23	06/04/2023 - 06/10/2023	1.02	1.09
24	06/11/2023 - 06/17/2023	1.04	1.11
25	06/18/2023 - 06/24/2023	1.04	1.11
26	06/25/2023 - 07/01/2023	1.04	1.11
27	07/02/2023 - 07/08/2023	1.05	1.12
28	07/09/2023 - 07/15/2023	1.05	1.12
29	07/16/2023 - 07/22/2023	1.05	1.12
30	07/23/2023 - 07/29/2023	1.05	1.12
31	07/30/2023 - 08/05/2023	1.05	1.12
32	08/06/2023 - 08/12/2023	1.06	1.13
33	08/13/2023 - 08/19/2023	1.06	1.13
34	08/20/2023 - 08/26/2023	1.06	1.13
35	08/27/2023 - 09/02/2023	1.06	1.13
36	09/03/2023 - 09/09/2023	1.06	1.13
37	09/10/2023 - 09/16/2023	1.06	1.13
38	09/17/2023 - 09/23/2023	1.06	1.13
39	09/24/2023 - 09/30/2023	1.05	1.12
40	10/01/2023 - 10/07/2023	1.05	1.12
41	10/08/2023 - 10/14/2023	1.04	1.11
42	10/15/2023 - 10/21/2023	1.04	1.11
43	10/22/2023 - 10/28/2023	1.04	1.11
44	10/29/2023 - 11/04/2023	1.04	1.11
45	11/05/2023 - 11/11/2023	1.04	1.11
46	11/12/2023 - 11/18/2023	1.04	1.11
47	11/19/2023 - 11/25/2023	1.03	1.10
48	11/26/2023 - 12/02/2023	1.03	1.10
49	12/03/2023 - 12/09/2023	1.03	1.10
50	12/10/2023 - 12/16/2023	1.03	1.10
51	12/17/2023 - 12/23/2023	1.01	1.07
52	12/24/2023 - 12/30/2023	1.00	1.06
53	12/31/2023 - 12/31/2023	0.98	1.04

* PEAK SEASON

09-MAR-2024 18:41:41

830UPD

5_7000_PKSEASON.TXT

APPENDIX E
Turning Movement Volume Worksheets

Intersection Development Worksheet



Expect More. Experience Better.

Intersection #: **1**
 Major Street: **N Carpenter Rd** / **M/S**
 Minor Street: **London Town Rd** / **E/W**
 PHF: **0.940**
 Existing Year: **2024**
 Interim Buildout Year: **2026**
 Buildout Year: **2030**
 Seasonal Factor: **1.00**
 TMC Year: **2024**
 Pod 1 AM Peak Hour Trips: IN = **28** OUT = **85**
 Remaining AM Peak Hour Trips: IN = **45** OUT = **141**

Weekday AM Peak Hour 7:15 AM - 8:15 AM	Northbound			N Carpenter Rd			Southbound			Eastbound			Westbound		
	U	L	T	U	L	T	U	L	T	U	L	T	U	L	T
TMC (2024)	0	7	77	0	0	65	16	0	52	0	40	0	0	0	
Seasonal Factor	1.00			1.00			1.00		1.00			1.00			
Heavy Vehicle (%)	0%	0%	1%	0%	0%	2%	13%	0%	6%	0%	5%	0%	0%	0%	
Existing (2024)	0	7	77	0	0	65	16	0	52	0	40	0	0	0	
Growth Rates	2.00%			2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.04			1.04			1.04			1.04			1.04		
Background (2026)	0	7	80	0	0	68	17	0	54	0	42	0	0	0	
Project Assignment															
Ingress	3%			40%			47%			47%			47%		
Egress	40%			40%			47%			47%			47%		
Project Trips	0	1	34	0	0	12	14	0	40	0	3	0	0	0	
Pod 1 Buildout (2026)	0	8	114	0	0	80	31	0	94	0	45	0	0	0	
Growth Rates	2.00%			2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.08			1.08			1.08			1.08			1.08		
Background (2030)	0	9	123	0	0	86	33	0	102	0	49	0	0	0	
Project Assignment															
Ingress	7%			43%			43%			43%			43%		
Egress	43%			43%			43%			43%			43%		
Project Trips	0	3	3	0	0	8	20	0	61	0	10	0	0	0	
Ultimate Buildout (2030)	0	12	126	0	0	94	53	0	163	0	59	0	0	0	

Weekday PM Peak Hour 4:45 PM - 5:45 PM	Northbound			N Carpenter Rd			Southbound			Eastbound			Westbound		
	U	L	T	U	L	T	U	L	T	U	L	T	U	L	T
TMC (2024)	0	51	74	0	0	111	33	0	25	0	30	0	0	0	
Seasonal Factor	1.00			1.00			1.00		1.00			1.00			
Heavy Vehicle (%)	0%	4%	3%	0%	0%	2%	3%	0%	0%	0%	0%	0%	0%	0%	
Existing (2024)	0	51	74	0	0	111	33	0	25	0	30	0	0	0	
Growth Rates	2.00%			2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.04			1.04			1.04			1.04			1.04		
Background (2026)	0	53	76	0	0	115	34	0	28	0	31	0	0	0	
Project Assignment															
Ingress	3%			40%			47%			47%			47%		
Egress	40%			40%			47%			47%			47%		
Project Trips	0	2	22	0	0	31	38	0	26	0	2	0	0	0	
Pod 1 Buildout (2026)	0	55	98	0	0	146	72	0	52	0	33	0	0	0	
Growth Rates	2.00%			2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.08			1.08			1.08			1.08			1.08		
Background (2030)	0	59	106	0	0	158	78	0	56	0	36	0	0	0	
Project Assignment															
Ingress	7%			43%			43%			43%			43%		
Egress	43%			43%			43%			43%			43%		
Project Trips	0	10	8	0	0	6	61	0	38	0	6	0	0	0	
Ultimate Buildout (2030)	0	69	114	0	0	164	139	0	94	0	42	0	0	0	

x:\w\l\lmo24527200_2024\road\gulf\cdu\mtd01_04\traffic\cetes\sho\road\gulf\cdu\pod 04_xp4pmt #1

Intersection Development Worksheet



Expect More. Experience Better.

Intersection #: **2**
 Major Street: **SR 46** E/W
 Minor Street: **N Carpenter Rd** N/S
 Existing Year: **2024**
 Interim Buildout Year: **2025**
 Buildout Year: **2030**
 Seasonal Factor: **1.00**

PHF: **0.920**

Pod 1 AM Peak Hour Trips: IN = **28** OUT = **65**
 Remaining AM Peak Hour Trips: IN = **45** OUT = **141**

Weekday AM Peak Hour 7:15 AM - 8:15 AM	Northbound			N Carpenter Rd			Southbound			Eastbound			Westbound		
	U	L	T	U	R	T	U	L	T	U	L	T	U	L	T
TMC (2024)	0	21	11	102	0	108	7	32	0	33	479	32	37	66	280
Seasonal Factor	0%	0%	0%	4%	0%	1.00	0%	33%	0%	15%	6%	9%	0%	11%	9%
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	0	21	11	102	0	108	7	32	0	33	479	32	37	66	280
Growth Rates	2.00%			2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.04			1.04			1.04			1.04			1.04		
Background (2026)	0	22	11	106	0	112	7	33	0	34	488	33	38	69	291
Project Assignment															
Ingress															
Egress															
Project Trips	0	12	0	61	0	0	0	0	0	0	0	0	0	20	0
Pod 1 Buildout (2026)	0	34	11	167	0	112	7	33	0	34	488	38	38	89	291
Growth Rates	2.00%			2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.08			1.08			1.08			1.08			1.08		
Background (2030)	0	37	12	180	0	121	8	36	0	37	538	41	41	96	314
Project Assignment															
Ingress															
Egress															
Project Trips	0	21	0	102	0	0	0	0	0	0	0	0	0	33	0
Ultimate Buildout (2030)	0	58	12	282	0	121	8	36	0	37	538	48	41	129	314

PHF: **0.940**

Pod 1 PM Peak Hour Trips: IN = **78** OUT = **55**
 Remaining PM Peak Hour Trips: IN = **142** OUT = **89**

Weekday PM Peak Hour 4:30 PM - 5:30 PM	Northbound			N Carpenter Rd			Southbound			Eastbound			Westbound		
	U	L	T	U	R	T	U	L	T	U	L	T	U	L	T
TMC (2024)	0	41	13	74	0	92	14	35	0	19	335	43	16	131	558
Seasonal Factor	0%	5%	0%	4%	0%	1.00	0%	0%	0%	0%	0%	0%	6%	2%	4%
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	0	41	13	74	0	92	14	35	0	19	335	43	16	131	558
Growth Rates	2.00%			2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.04			1.04			1.04			1.04			1.04		
Background (2026)	0	43	13	77	0	96	15	36	0	20	348	45	17	136	580
Project Assignment															
Ingress															
Egress															
Project Trips	0	8	0	40	0	0	0	0	0	0	0	0	0	56	0
Pod 1 Buildout (2026)	0	51	13	117	0	95	15	36	0	20	348	57	17	182	580
Growth Rates	2.00%			2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.08			1.08			1.08			1.08			1.08		
Background (2030)	0	55	14	126	0	104	16	39	0	22	376	62	18	207	626
Project Assignment															
Ingress															
Egress															
Project Trips	0	14	0	64	0	0	0	0	0	0	0	0	0	102	0
Ultimate Buildout (2030)	0	69	14	180	0	104	16	39	0	22	376	83	18	309	626

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Intersection Development Worksheet



Expect More. Experience Better.

Intersection #: 4

Existing Year: 2024

Interim Buildout Year: 2025

Buildout Year: 2030

Seasonal Factor: 1.00

TMC Year: 2024

PHF: 0.920

Major Street: I-95 SB Ramp

Minor Street: SR 46

N/S

E/W

Pod 1 AM Peak Hour Trips: IN = 28 OUT = 85
 Remaining AM Peak Hour Trips: IN = 46 OUT = 141

Weekday AM Peak Hour	I-95 SB Ramp						SR 46								
	Northbound			Southbound			Eastbound			Westbound					
	U	L	T	U	L	T	U	L	T	U	L	T			
TMC (2024)	0	0	0	0	32	0	45	0	0	336	402	2	288	445	0
Seasonal Factor	1.00			1.00			1.00			1.00			1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	6%	0%	36%	0%	0%	7%	11%	0%	5%	10%	0%
Existing (2024)	0	0	0	0	32	0	45	0	0	336	402	2	288	445	0
Growth Rates	2.00%			2.00%			2.00%			2.00%					
Growth Factor	1.04			1.04			1.04			1.04					
Background (2026)	0	0	0	0	33	0	47	0	0	349	418	2	310	463	0
Project Assignment															
Ingress															
Egress															
Project Trips	0	0	0	0	0	0	1	0	0	22	39	0	0	0	18
Pod 1 Buildout (2026)	0	0	0	0	33	0	48	0	0	371	457	2	310	481	0
Growth Rates	2.00%			2.00%			2.00%			2.00%					
Growth Factor	1.08			1.08			1.08			1.08					
Background (2030)	0	0	0	0	36	0	52	0	0	401	494	2	335	519	0
Project Assignment															
Ingress															
Egress															
Project Trips	0	0	0	0	0	0	2	0	0	37	65	0	0	0	31
Ultimate Buildout (2030)	0	0	0	0	36	0	54	0	0	438	559	2	335	550	0

Pod 1 PM Peak Hour Trips: IN = 78 OUT = 55
 Remaining PM Peak Hour Trips: IN = 142 OUT = 89

Weekday PM Peak Hour	I-95 SB Ramp						SR 46								
	Northbound			Southbound			Eastbound			Westbound					
	U	L	T	U	L	T	U	L	T	U	L	T			
TMC (2024)	0	0	0	0	38	1	91	0	0	283	261	2	157	712	0
Seasonal Factor	1.00			1.00			1.00			1.00			1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	5%	100%	20%	0%	0%	0%	0%	0%	2%	5%	0%
Existing (2024)	0	0	0	0	38	1	91	0	0	283	261	2	157	712	0
Growth Rates	2.00%			2.00%			2.00%			2.00%					
Growth Factor	1.04			1.04			1.04			1.04					
Background (2026)	0	0	0	0	40	1	95	0	0	274	271	2	163	740	0
Project Assignment															
Ingress															
Egress															
Project Trips	0	0	0	0	0	0	3	0	0	15	25	0	0	0	53
Pod 1 Buildout (2026)	0	0	0	0	40	1	98	0	0	289	296	2	163	793	0
Growth Rates	2.00%			2.00%			2.00%			2.00%					
Growth Factor	1.08			1.08			1.08			1.08					
Background (2030)	0	0	0	0	43	1	106	0	0	312	320	2	176	856	0
Project Assignment															
Ingress															
Egress															
Project Trips	0	0	0	0	0	0	6	0	0	23	41	0	0	0	96
Ultimate Buildout (2030)	0	0	0	0	43	1	112	0	0	335	381	2	176	952	0

Intersection Development Worksheet



Expect More. Experience Better.

TMC Year: 2024

Existing Year: 2024
 Interim Buildout Year: 2026
 Buildout Year: 2030
 Seasonal Factor: 1.00

Intersection #: 5
 Major Street: I-95 NB Ramp N/S
 Minor Street: SR 46 E/W

Pod 1 AM Peak Hour Trips: IN = 28 OUT = 85
 Remaining AM Peak Hour Trips: IN = 45 OUT = 141

PHF: 0.890

Weekday AM Peak Hour 7:00 AM - 9:00 AM	I-95 NB Ramp			SR 46												
	Northbound		Southbound		Eastbound		Westbound									
	U	T	R	U	T	R	U	T	R							
TMC (2024)	0	206	0	165	0	0	9	68	302	0	0	0	0	513	40	
Seasonal Factor	0%	15%	0%	9%	0%	0%	0%	19%	4%	0%	0%	0%	0%	6%	10%	
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Existing (2024)	0	206	0	168	0	0	9	68	302	0	0	0	0	513	40	
Growth Rates	2.00%		2.00%		2.00%		2.00%		2.00%		2.00%		2.00%		2.00%	
Growth Factor	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
Background (2026)	0	214	0	172	0	0	9	71	314	0	0	0	0	534	42	
Project Assignment																
Ingress																
Egress																
Project Trips	0	12	0	0	0	0	0	3	19	0	0	0	0	6	0	
Pod 1 Buildout (2026)	0	226	0	172	0	0	9	74	333	0	0	0	0	540	42	
Growth Rates	2.00%		2.00%		2.00%		2.00%		2.00%		2.00%		2.00%		2.00%	
Growth Factor	1.08		1.08		1.08		1.08		1.08		1.08		1.08		1.08	
Background (2030)	0	244	0	186	0	0	10	80	360	0	0	0	0	583	45	
Project Assignment																
Ingress																
Egress																
Project Trips	0	21	0	0	0	0	0	6	31	0	0	0	0	10	0	
Ultimate Buildout (2030)	0	265	0	186	0	0	10	86	381	0	0	0	0	593	45	

PHF: 0.960

Pod 1 PM Peak Hour Trips: IN = 78 OUT = 55
 Remaining PM Peak Hour Trips: IN = 142 OUT = 89

Weekday PM Peak Hour 4:30 PM - 5:30 PM	I-95 NB Ramp			SR 46												
	Northbound		Southbound		Eastbound		Westbound									
	U	T	R	U	T	R	U	T	R							
TMC (2024)	0	408	1	326	0	0	2	42	262	0	1	0	0	462	36	
Seasonal Factor	0%	8%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	11%	
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Existing (2024)	0	408	1	326	0	0	2	42	262	0	1	0	0	482	38	
Growth Rates	2.00%		2.00%		2.00%		2.00%		2.00%		2.00%		2.00%		2.00%	
Growth Factor	1.04		1.04		1.04		1.04		1.04		1.04		1.04		1.04	
Background (2026)	0	424	1	339	0	0	2	44	272	0	1	0	0	480	37	
Project Assignment																
Ingress																
Egress																
Project Trips	0	36	0	0	0	0	0	2	13	0	0	0	0	17	0	
Pod 1 Buildout (2026)	0	460	1	339	0	0	2	46	285	0	1	0	0	497	37	
Growth Rates	2.00%		2.00%		2.00%		2.00%		2.00%		2.00%		2.00%		2.00%	
Growth Factor	1.08		1.08		1.08		1.08		1.08		1.08		1.08		1.08	
Background (2030)	0	497	1	366	0	0	2	50	308	0	1	0	0	537	40	
Project Assignment																
Ingress																
Egress																
Project Trips	0	65	0	0	0	0	0	3	20	0	0	0	0	31	0	
Ultimate Buildout (2030)	0	562	1	386	0	0	2	53	328	0	1	0	0	568	40	

Intersection Development Worksheet



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Intersection #: **6**
 Major Street: **N Carpenter Rd** / **N/S**
 Minor Street: **Longbow Rd** / **E/W**
 Existing Year: **2024**
 Interim Buildout Year: **2026**
 Buildout Year: **2030**
 Seasonal Factor: **1.00**

TMC Year: **2024**

Pod 1 AM Peak Hour Trips: IN = **28** OUT = **85**
 Remaining AM Peak Hour Trips: IN = **46** OUT = **141**

PHF: **0.940**

Weekday AM Peak Hour 7:15 AM - 8:15 AM	Northbound			N Carpenter Rd			Southbound			Eastbound			Longbow Rd			Westbound		
	U	L	T	U	R	T	U	L	T	U	L	T	U	R	T	U	L	T
TMC (2024)	0	2	66	0	0	0	0	1	84	13	0	20	0	10	0	0	0	0
Seasonal Factor	1.00			1.00			1.00			1.00			1.00			1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	1%	15%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	0	2	66	0	0	0	0	1	84	13	0	20	0	10	0	0	0	0
Growth Rates	2.00%			2.00%			2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.04			1.04			1.04			1.04			1.04			1.04		
Background (2026)	0	2	69	0	0	0	0	1	87	14	0	21	0	10	0	0	0	0
Project Assignment																		
Ingress	4%			6%			13%			4%			4%			1.00		
Egress	13%			6%			13%			13%			3%			0%		
Project Trips	0	1	2	0	0	0	0	0	6	4	0	11	0	3	0	0	0	
Pod 1 Buildout (2026)	0	3	71	0	0	0	0	1	93	18	0	32	0	13	0	0	0	
Growth Rates	2.00%			2.00%			2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.08			1.08			1.08			1.08			1.08			1.08		
Background (2030)	0	3	77	0	0	0	0	1	100	19	0	35	0	14	0	0	0	
Project Assignment																		
Ingress	10%			10%			3%			3%			3%			0%		
Egress	3%			3%			3%			3%			3%			0%		
Project Trips	0	0	5	0	0	0	0	0	14	4	0	1	0	0	0	0	0	
Ultimate Buildout (2030)	0	3	82	0	0	0	0	1	114	23	0	38	0	14	0	0	0	

Pod 1 PM Peak Hour Trips: IN = **78** OUT = **55**
 Remaining PM Peak Hour Trips: IN = **142** OUT = **89**

PHF: **0.960**

Weekday PM Peak Hour 4:45 PM - 5:45 PM	Northbound			N Carpenter Rd			Southbound			Eastbound			Longbow Rd			Westbound		
	U	L	T	U	R	T	U	L	T	U	L	T	U	R	T	U	L	T
TMC (2024)	0	6	133	0	1	1	1	1	123	33	0	16	0	4	0	0	0	
Seasonal Factor	1.00			1.00			1.00			1.00			1.00			1.00		
Heavy Vehicle (%)	0%	0%	4%	0%	0%	0%	0%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	
Existing (2024)	0	6	133	0	1	1	1	1	123	33	0	16	0	4	0	0	0	
Growth Rates	2.00%			2.00%			2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.04			1.04			1.04			1.04			1.04			1.04		
Background (2026)	0	6	138	0	1	2	1	2	128	34	0	17	0	4	0	0	0	
Project Assignment																		
Ingress	4%			6%			13%			4%			4%			1.00		
Egress	13%			6%			13%			13%			3%			0%		
Project Trips	0	3	5	0	0	0	0	0	3	10	0	7	0	2	0	0	0	
Pod 1 Buildout (2026)	0	8	143	0	1	2	1	2	131	44	0	24	0	6	0	0	0	
Growth Rates	2.00%			2.00%			2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.08			1.08			1.08			1.08			1.08			1.08		
Background (2030)	0	10	154	0	1	2	1	2	141	48	0	28	0	6	0	0	0	
Project Assignment																		
Ingress	10%			10%			3%			3%			3%			0%		
Egress	3%			3%			3%			3%			3%			0%		
Project Trips	0	0	14	0	0	0	0	0	9	3	0	4	0	0	0	0	0	
Ultimate Buildout (2030)	0	10	168	0	1	2	1	2	150	51	0	30	0	6	0	0	0	

Intersection Development Worksheet



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Intersection #: **7** Existing Year: **2024** TMC Year: **2024**
 Major Street: **Carpenter Rd** Interim Buildout Year: **2026** Pod 1 AM Peak Hour Trips: IN = **28** OUT = **85**
 Minor Street: **Project Driveway 2, E/W** Buildout Year: **2030** Remaining AM Peak Hour Trips: IN = **45** OUT = **141**
 Seasonal Factor: **1.00** PHF: **0.920**

Weekday AM Peak Hour	Carpenter Rd						Project Driveway 2					
	Northbound			Southbound			Eastbound			Westbound		
	U	L	T	U	L	T	U	L	T	U	L	T
TMC (2024)	0	0	129	0	0	81	0	0	0	0	0	0
Seasonal Factor	1.00			1.00			1.00			1.00		
Heavy Vehicle (%)	0%			0%			0%			0%		
Existing (2024)	0	0	129	0	0	81	0	0	0	0	0	0
Growth Rates	2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.04			1.04			1.04			1.04		
Background (2026)	0	0	134	0	0	84	0	0	0	0	0	0
Project Assignment	Ingress											
Egress	Egress											
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	0	0	134	0	0	84	0	0	0	0	0	0
Growth Rates	2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.08			1.08			1.08			1.08		
Background (2030)	0	0	145	0	0	91	0	0	0	0	0	0
Project Assignment	Ingress											
Egress	3%	3%	43%	43%	22%	22%	22%	3%	3%	3%	3%	3%
Project Trips	0	2	62	0	0	24	10	31	4	0	0	0
Ultimate Buildout (2030)	0	2	207	0	0	115	10	31	4	0	0	0

PHF: **0.920** Pod 1 PM Peak Hour Trips: IN = **78** OUT = **55**
 Remaining PM Peak Hour Trips: IN = **142** OUT = **89**

Weekday PM Peak Hour	Carpenter Rd						Project Driveway 2					
	Northbound			Southbound			Eastbound			Westbound		
	U	L	T	U	L	T	U	L	T	U	L	T
TMC (2024)	0	0	99	0	0	144	0	0	0	0	0	0
Seasonal Factor	1.00			1.00			1.00			1.00		
Heavy Vehicle (%)	0%			0%			0%			0%		
Existing (2024)	0	0	99	0	0	144	0	0	0	0	0	0
Growth Rates	2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.04			1.04			1.04			1.04		
Background (2026)	0	0	102	0	0	150	0	0	0	0	0	0
Project Assignment	Ingress											
Egress	Egress											
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	0	0	102	0	0	150	0	0	0	0	0	0
Growth Rates	2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.08			1.08			1.08			1.08		
Background (2030)	0	0	110	0	0	162	0	0	0	0	0	0
Project Assignment	Ingress											
Egress	3%	3%	43%	43%	22%	22%	22%	3%	3%	3%	3%	3%
Project Trips	0	4	43	0	0	64	31	20	2	0	0	0
Ultimate Buildout (2030)	0	4	153	0	0	226	31	20	2	0	0	0

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Intersection Development Worksheet



TMC Year: **2024**

Existing Year: **2024**
 Interim Buildout Year: **2026**
 Buildout Year: **2030**
 Seasonal Factor: **1.00**

Intersection #: **9**
 Major Street: **Longbow Rd E/W**
 Minor Street: **Project Driveway 5 N/S**

PHF: **0.790**

Pod 1 AM Peak Hour Trips: IN = **28** OUT = **65**
 Remaining AM Peak Hour Trips: IN = **46** OUT = **141**

Weekday AM Peak Hour	Project Driveway 5						Longbow Rd								
	Northbound			Southbound			Eastbound			Westbound					
	U	L	T	U	L	T	U	L	T	U	L	T			
TMC (2024)	0	0	7	0	0	12	0	0	0	0	0	0	0	0	0
Seasonal Factor	1.00			1.00			1.00			1.00					
Heavy Vehicle (%)	0%			0%			0%			0%					
Existing (2024)	0	0	7	0	0	12	0	0	0	0	0	0	0	0	0
Growth Rates	2.00%			2.00%			2.00%			2.00%					
Growth Factor	1.04			1.04			1.04			1.04					
Background (2026)	0	0	7	0	0	12	0	0	0	0	0	0	0	0	0
Project Assignment															
Ingress															
Egress															
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rates	2.00%			2.00%			2.00%			2.00%					
Growth Factor	1.08			1.08			1.08			1.08					
Background (2030)	0	0	6	0	0	15	3	0	1	0	0	0	0	0	0
Project Assignment															
Ingress															
Egress															
Project Trips	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Ultimate Buildout (2030)	0	0	8	0	0	15	13	3	0	1	0	0	0	0	4

PHF: **0.770**

Pod 1 PM Peak Hour Trips: IN = **78** OUT = **55**
 Remaining PM Peak Hour Trips: IN = **142** OUT = **89**

Weekday PM Peak Hour	Project Driveway 5						Longbow Rd								
	Northbound			Southbound			Eastbound			Westbound					
	U	L	T	U	L	T	U	L	T	U	L	T			
TMC (2024)	0	0	27	2	0	7	0	0	0	0	0	0	0	0	0
Seasonal Factor	1.00			1.00			1.00			1.00					
Heavy Vehicle (%)	0%			0%			0%			0%					
Existing (2024)	0	0	27	2	0	7	0	0	0	0	0	0	0	0	0
Growth Rates	2.00%			2.00%			2.00%			2.00%					
Growth Factor	1.04			1.04			1.04			1.04					
Background (2026)	0	0	28	2	0	7	0	0	0	0	0	0	0	0	0
Project Assignment															
Ingress															
Egress															
Project Trips	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
Pod 1 Buildout (2026)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rates	2.00%			2.00%			2.00%			2.00%					
Growth Factor	1.08			1.08			1.08			1.08					
Background (2030)	0	0	30	2	0	10	8	2	0	2	0	0	0	0	0
Project Assignment															
Ingress															
Egress															
Project Trips	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
Ultimate Buildout (2030)	0	0	30	2	0	10	8	2	0	2	0	0	0	0	3

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Intersection Development Worksheet



Expect More. Experience Better.

TMC Year: 2024

Existing Year: 2024

Interim Buildout Year: 2026

Buildout Year: 2030

Seasonal Factor: 1.00

Intersection #: 10

Major Street: London Town Rd E/W

Minor Street: Project Driveway B N/S

PHF: 0.920

Pod 1 AM Peak Hour Trips: IN = 28 OUT = 85
Remaining AM Peak Hour Trips: IN = 45 OUT = 141

Weekday AM Peak Hour	Project Driveway B											
	Northbound			Southbound			Eastbound			Westbound		
	U	L	T	U	L	T	U	L	T	U	L	T
TMC (2024)	0	0	0	0	0	0	0	0	92	0	0	23
Seasonal Factor	1.00			1.00			1.00			1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	0	0	0	0	0	0	0	0	92	0	0	23
Growth Rates	2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.04			1.04			1.04			1.04		
Background (2026)	0	0	0	0	0	0	0	0	96	0	0	24
Project Assignment	Ingress											
Egress	Egress											
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	0	0	0	0	0	0	0	0	96	0	0	24
Growth Rates	2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.08			1.08			1.08			1.08		
Background (2030)	0	0	0	0	0	0	0	0	104	0	0	26
Project Assignment	Ingress											
Egress	Egress											
Project Trips	0	0	0	10%	15	0	40%	56	0	40%	18	5
Ultimate Buildout (2030)	0	0	0	10%	15	0	40%	180	0	40%	44	5

Pod 1 PM Peak Hour Trips: IN = 78 OUT = 55
Remaining PM Peak Hour Trips: IN = 142 OUT = 89

PHF: 0.920

Weekday PM Peak Hour	Project Driveway B											
	Northbound			Southbound			Eastbound			Westbound		
	U	L	T	U	L	T	U	L	T	U	L	T
TMC (2024)	0	0	0	0	0	0	0	0	55	0	0	84
Seasonal Factor	1.00			1.00			1.00			1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	0	0	0	0	0	0	0	0	55	0	0	84
Growth Rates	2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.04			1.04			1.04			1.04		
Background (2026)	0	0	0	0	0	0	0	0	57	0	0	87
Project Assignment	Ingress											
Egress	Egress											
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	0	0	0	0	0	0	0	0	57	0	0	87
Growth Rates	2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.08			1.08			1.08			1.08		
Background (2030)	0	0	0	0	0	0	0	0	62	0	0	94
Project Assignment	Ingress											
Egress	Egress											
Project Trips	0	0	0	10%	8	0	40%	36	0	40%	57	14
Ultimate Buildout (2030)	0	0	0	10%	8	0	40%	98	0	40%	151	14

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Intersection Development Worksheet



Expect More. Experience Better

TMC Year: 2024

Existing Year: 2024
 Interim Buildout Year: 2026
 Buildout Year: 2030
 Seasonal Factor: 1.00

Intersection #: 10
 Major Street: London Town Rd E/W
 Minor Street: Project Driveway C N/S

PHF: 0.920

Pod 1 AM Peak Hour Trips: IN = 28 OUT = 85
 Remaining AM Peak Hour Trips: IN = 46 OUT = 141

Weekday AM Peak Hour	Project Driveway C															
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seasonal Factor	1.00				1.00				1.00				1.00			
Heavy Vehicle (%)	0%				0%				0%				0%			
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rates	2.00%				2.00%				2.00%				2.00%			
Growth Factor	1.04				1.04				1.04				1.04			
Background (2026)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Assignment																
Ingress																
Egress	40%												40%			
Project Trips	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	11
Pod 1 Buildout (2026)	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	11
Growth Rates	2.00%				2.00%				2.00%				2.00%			
Growth Factor	1.08				1.08				1.08				1.08			
Background (2030)	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	12
Project Assignment																
Ingress																
Egress					20%								20%			
Project Trips	0	0	0	0	0	28	0	0	0	0	28	0	0	0	28	0
Ultimate Buildout (2030)	0	0	0	37	0	28	0	0	0	0	132	0	0	0	12	35

PHF: 0.920

Pod 1 PM Peak Hour Trips: IN = 78 OUT = 55
 Remaining PM Peak Hour Trips: IN = 142 OUT = 89

Weekday PM Peak Hour	Project Driveway C															
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seasonal Factor	1.00				1.00				1.00				1.00			
Heavy Vehicle (%)	0%				0%				0%				0%			
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rates	2.00%				2.00%				2.00%				2.00%			
Growth Factor	1.04				1.04				1.04				1.04			
Background (2026)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Assignment																
Ingress																
Egress	40%												40%			
Project Trips	0	0	0	22	0	0	0	0	0	0	57	0	0	0	31	0
Pod 1 Buildout (2026)	0	0	0	22	0	0	0	0	0	0	57	0	0	0	31	0
Growth Rates	2.00%				2.00%				2.00%				2.00%			
Growth Factor	1.08				1.08				1.08				1.08			
Background (2030)	0	0	0	24	0	0	0	0	0	0	62	0	0	0	33	94
Project Assignment																
Ingress																
Egress					20%								20%			
Project Trips	0	0	0	0	0	18	0	0	0	0	18	0	0	0	0	29
Ultimate Buildout (2030)	0	0	0	24	0	18	0	0	0	0	80	0	0	0	33	123

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Intersection Development Worksheet



Expect More. Experience Better

Intersection #: **11** Existing Year: **2024**
 Major Street: **Arnold Palmer Dr N/S** Interim Buildout Year: **2026**
 Minor Street: **Project Driveway D E/W** Buildout Year: **2030**
 Seasonal Factor: **1.00**
 PHF: **0.920** Pod 1 AM Peak Hour Trips: IN = **28** OUT = **85**
 Remaining AM Peak Hour Trips: IN = **45** OUT = **141**

Weekday AM Peak Hour	Arnold Palmer Dr						Project Driveway D					
	Northbound			Southbound			Eastbound			Westbound		
	U	L	T	U	L	T	U	L	T	U	L	T
TMC (2024)	0	0	0	0	0	0	0	0	0	0	0	0
Seasonal Factor	1.00			1.00			1.00			1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rates	2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.04			1.04			1.04			1.04		
Project Assignment												
Ingress												
Egress												
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rates	2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.08			1.08			1.08			1.08		
Project Assignment												
Ingress												
Egress												
Project Trips	0	5	0	4	0	0	0	0	0	14	0	0
Ultimate Buildout (2030)	0	5	0	4	0	0	0	0	0	14	0	0

Pod 1 PM Peak Hour Trips: IN = **78** OUT = **55**
 Remaining PM Peak Hour Trips: IN = **142** OUT = **89**

Weekday PM Peak Hour	Arnold Palmer Dr						Project Driveway D					
	Northbound			Southbound			Eastbound			Westbound		
	U	L	T	U	L	T	U	L	T	U	L	T
TMC (2024)	0	0	0	0	0	0	0	0	0	0	0	0
Seasonal Factor	1.00			1.00			1.00			1.00		
Heavy Vehicle (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing (2024)	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rates	2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.04			1.04			1.04			1.04		
Project Assignment												
Ingress												
Egress												
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pod 1 Buildout (2026)	0	0	0	0	0	0	0	0	0	0	0	0
Growth Rates	2.00%			2.00%			2.00%			2.00%		
Growth Factor	1.08			1.08			1.08			1.08		
Project Assignment												
Ingress												
Egress												
Project Trips	0	14	0	15	0	0	0	0	0	9	0	0
Ultimate Buildout (2030)	0	14	0	15	0	0	0	0	0	9	0	0

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APPENDIX F

Existing Signal Timings

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	25	0	17	0	23	0	23	0	0	0	0	0	0	0	0
Min Green	7	15	7	7	7	15	7	7	5	5	5	5	5	5	5	5
Passage	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1
Max1	15	45	25	25	15	45	25	25	25	25	25	25	25	25	25	25
Max2	0	0	0	0	0	0	0	0	50	50	50	50	50	50	50	50
Yellow	4.8	4.8	4.4	3.4	4.8	4.8	3.4	4.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2.4	2	2	3.2	2	2.4	4	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
Auto Exit																
Rest In Walk																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON															
Auto Entry																
Non Act1																
Non Act2																
Lock Call									ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON															
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1	0 0 0 0 0	0	0	0	0	0	0	0	0	0
2	0 0 0 0 0	0	0	0	0	0	0	0	0	0
3	0 0 0 0 0	0	0	0	0	0	0	0	0	0
4	0 0 0 0 0	0	0	0	0	0	0	0	0	0
5	0 0 0 0 0	0	0	0	0	0	0	0	0	0
6	0 0 0 0 0	0	0	0	0	0	0	0	0	0
7	0 0 0 0 0	0	0	0	0	0	0	0	0	0
8	0 0 0 0 0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1	0 0 0 0 0	0	0	0	0	0	0	0	0	0
2	0 0 0 0 0	0	0	0	0	0	0	0	0	0
3	0 0 0 0 0	0	0	0	0	0	0	0	0	0
4	0 0 0 0 0	0	0	0	0	0	0	0	0	0
5	0 0 0 0 0	0	0	0	0	0	0	0	0	0
6	0 0 0 0 0	0	0	0	0	0	0	0	0	0
7	0 0 0 0 0	0	0	0	0	0	0	0	0	0
8	0 0 0 0 0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
OFF		3	10	OFF			STD8	4PH		ON	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
500			OFF					

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	OFF	OFF	OFF

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	1	2	R-T/OTH		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	5	6	R-T/OTH		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			OFFOFF
Overlap 2			OFFOFF
Overlap 3			OFFOFF
Overlap 4			OFFOFF
Overlap 5			OFFOFF
Overlap 6			OFFOFF
Overlap 7			OFFOFF
Overlap 8			OFFOFF

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	3	7	4	1	5	7	8	2	2	6	6	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	8	5	5	0	8	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	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

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	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

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	2	2	3	4	6	6	7	8					2	4	6	8	1	3	5	7				
Type	OLP	VEH	VEH	VEH	OLP	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	VEH	VEH	VEH	VEH							
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK											
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	-	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	TX2_V14	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
4															
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Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac		Detector								MMU Diag								
	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8			
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8			
Present	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								

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
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	
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30	
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32	
33	
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47	
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51	
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54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
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	
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31	
32	
33	
34	
35	
36	
37	
38	
39	
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41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

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 Flash	ON	ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell	ON	ON	ON	ON	ON	ON
Link						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15	CHANNEL	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
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						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	LONG	MAX 1	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
FRC	TIMED	TIMED	NO RECYCLE	OFF	OFF	OFF	OFF	OFF	0	+	OFF OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggm															

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggm															

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord-Ph																

Station : 500 - SR 46 & Carpenter Rd (Permanent File)

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 500 - SR 46 & Carpenter Rd (Permanent 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												
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												
37												
38												
39												
40												
41												
42												
43												
44												
45												
46												
47												
48												
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99												
100												

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

Phase [1.1.1]

	1	2 (ET)	3	4	5 (EL)	6 (WT)	7	8 (NL)	9	10	11	12	13	14	15	16
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	14	0	0	10	14	0	10	3	0	3	0	3	0	3	0
Gap Ext	0	3.5	0	0	3.5	4.5	0	3.5	0	0	0	0	0	0	0	0
Max1	0	45	0	0	15	45	0	40	0	0	0	0	0	0	0	0
Max2	0	45	0	0	25	45	0	40	0	0	0	0	0	0	0	0
Yellow Clr	0	4.8	0	0	4.8	4.8	0	4.3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	0	2	0	0	2	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
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1	2 (ET)	3	4	5 (EL)	6 (WT)	7	8 (NL)	9	10	11	12	13	14	15	16
Enable		ON			ON	ON		ON								
Lock Call									ON							
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON				ON		ON		ON		ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1	0 0 0 0 0	0	0	0	0	0	0	0	0	0
2	0 0 0 0 0	0	0	0	0	0	0	0	0	0
3	0 0 0 0 0	0	0	0	0	0	0	0	0	0
4	0 0 0 0 0	0	0	0	0	0	0	0	0	0
5	0 0 0 0 0	0	0	0	0	0	0	0	0	0
6	0 0 0 0 0	0	0	0	0	0	0	0	0	0
7	0 0 0 0 0	0	0	0	0	0	0	0	0	0
8	0 0 0 0 0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1	0 0 0 0 0	0	0	0	0	0	0	0	0	0
2	0 0 0 0 0	0	0	0	0	0	0	0	0	0
3	0 0 0 0 0	0	0	0	0	0	0	0	0	0
4	0 0 0 0 0	0	0	0	0	0	0	0	0	0
5	0 0 0 0 0	0	0	0	0	0	0	0	0	0
6	0 0 0 0 0	0	0	0	0	0	0	0	0	0
7	0 0 0 0 0	0	0	0	0	0	0	0	0	0
8	0 0 0 0 0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Station : 334 - SR 46 & I-95 NB Ramp (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		ON		STD8	OFF	3PH	OFF		1	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
334								

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	2	2	5	6	6	0	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	3	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	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

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	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

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	OLP	OLP	OLP	OLP	PED	VEH	VEH	VEH	VEH														
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK											
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	-	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
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1															
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14

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac		Detector								MMU	Diag											
	1	2	3	4	5	6	7	8	1	2			3	4	5	6	7	8					
BIU#																							
Dev Present	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								

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	ON
8	ON
9	
10	ON
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	
25	
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	ON
36	
37	ON
38	ON
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	ON
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	ON
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	ON
8	ON
9	
10	ON
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	
25	
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	ON
36	
37	ON
38	ON
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	ON
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	ON
61	
62	
63	
64	

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						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	30		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases	2	6										
Overlaps												

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

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	ON					
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						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
RESERVED	TIMED	TIMED	P3478 INH	ON	OFF	ON	OFF	OFF	0	+	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn															

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				200	200	200	200	200	200	200						
Offset Time				9	72	9	37	9	37	27						
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Seq Number	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn															

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		114		86	21	93		86								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		153		47	21	132		47								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		114		86	21	93		86								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		150		50	25	125		50								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		150		50	25	125		50								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		150		50	25	125		50								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		155		45	22	133		45								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT							
Coord Phase		ON														

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Station : 334 - SR 46 & I-95 NB Ramp (Standard File)

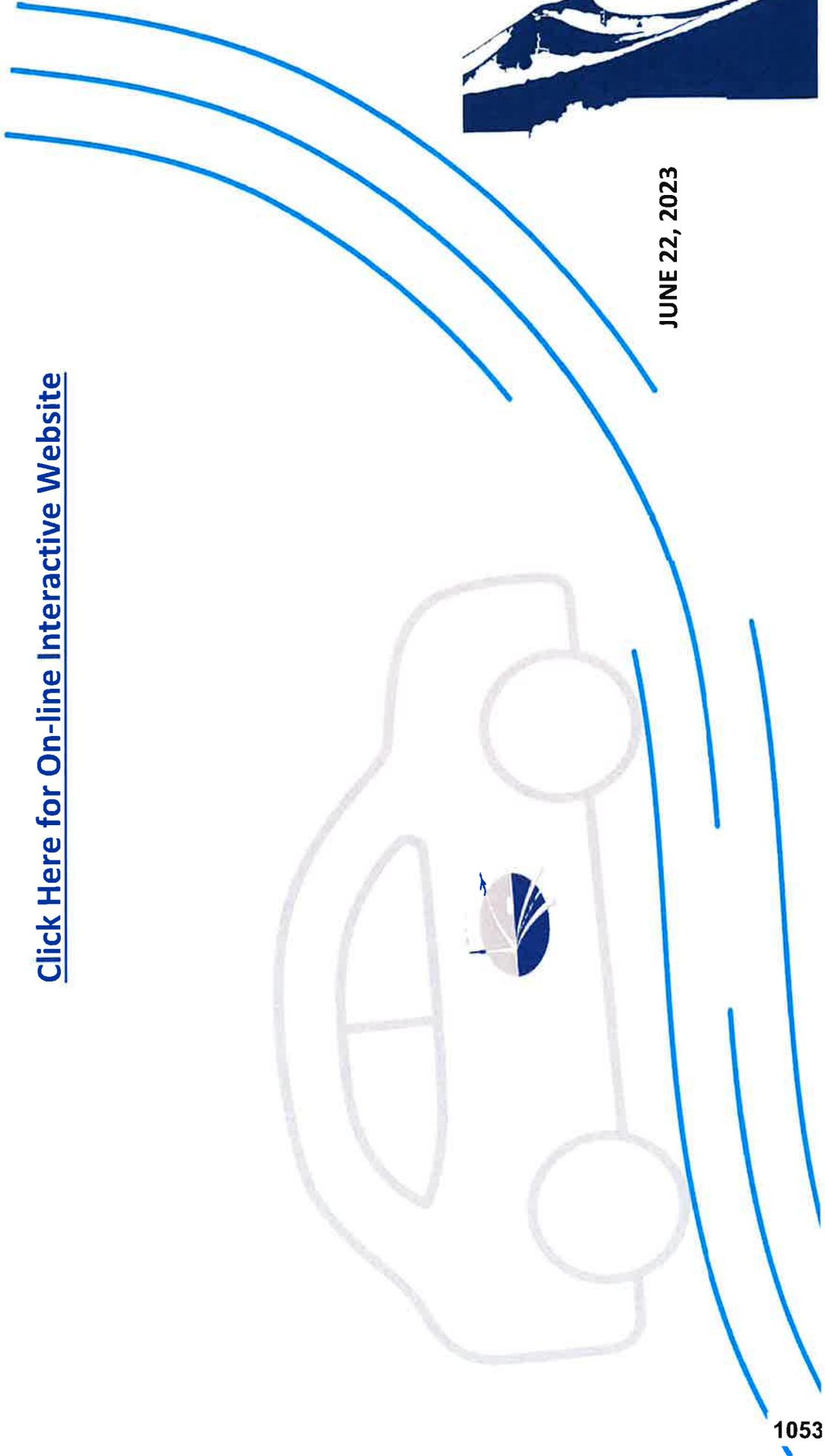
TB Coor, Action Table [4.5]

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	1				0	0						
27	2				0	0						
28	3				0	0						
29	4				0	0						
30	5				0	0						
31	6				0	0						
32	7				0	0						
33	8				0	0						
34	9				0	0						
35	10				0	0						
36	11				0	0						
37	12				0	0						
38	13				0	0						
39	14				0	0						
40	15				0	0						
41	16				0	0						
42	17				0	0						
43	18				0	0						
44	19				0	0						
45	20				0	0						
46	21				0	0						
47	22				0	0						
48	23				0	0						
49	24				0	0						
50	48				0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99	255				0	0						
100	254				0	0						

APPENDIX G
Space Coast TPO Traffic Counts

**SPACE COAST
TRANSPORTATION PLANNING ORGANIZATION
HISTORICAL TRAFFIC VOLUMES – 2013-2022**

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JUNE 22, 2023

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		Current MAV	Last Count Taken	Functional Classification	
				AADT	MAV	AADT	MAV	AADT	MAV	AADT	MAV	AADT	MAV	AADT	MAV				AADT								
AREA - NORTH																											
206	BARNABA AVE	SR 405	SR 50	4,770	4,930	5,160	5,640	5,620	NC	6,400	6,630	5,830	5,150	15,600	12/19/22-12/20/22	15,600	Urban Major Collector										
521	CAMP RD.	GRISSEM PKWY.	US 1	2,260	2,370	2,150	2,570	2,730	2,960	2,430	2,410	2,390	2,210	15,600	12/19/22-12/20/22	15,600	Urban Major Collector										
522	CITRUS BLVD./CANAVERAL GROVES BLVD.	PINE ST.	US 1	4,365	6,760	4,360	7,280	4,620	7,960	5,280	7,530	5,315	7,570	15,600	10/28/21-10/29/21	15,600	Urban Major Collector										
212	CITRUS BLVD.	LEE ST.	US 1	3,550	NC	3,380	NC	3,830	NC	4,500	NC	4,240	NC	15,600	12/19/22-12/20/22	15,600	Urban Major Collector										
213	CANAVERAL GROVES BLVD.	GRISSEM PKWY.	US 1	5,160	NC	5,340	NC	5,410	NC	6,020	NC	6,390	NC	15,600	11/30/21-12/01/21	15,600	Urban Major Collector										
187	CANAVERAL GROVES BLVD.	GRISSEM PKWY.	US 1	4,483	4,390	4,455	4,557	4,437	4,630	4,560	4,250	4,463	4,810	15,600	12/19/22-12/20/22	15,600	Urban Major Collector										
188	CARPENTER RD.	FOX LAKE RD.	SR 46	3,560	3,540	3,520	3,480	3,690	3,830	3,560	3,410	3,410	3,670	15,600	12/19/22-12/20/22	15,600	Urban Major Collector										
184	CARPENTER RD.	GARDEN ST.	DAIRY RD.	4,970	4,600	5,390	5,390	5,410	5,400	5,140	5,270	5,470	5,600	15,600	12/19/22-12/20/22	15,600	Urban Major Collector										
183	CARPENTER RD.	DAIRY RD.	SR 46	4,920	4,670	NC	4,800	4,210	4,660	4,670	4,320	4,710	4,740	15,600	12/19/22-12/20/22	15,600	Urban Major Collector										
185	DAIRY RD.	CARPENTER RD.	US 1	3,660	5,795	5,475	7,760	6,060	6,130	5,940	4,837	5,915	6,160	15,600	12/19/22-12/20/22	15,600	Urban Major Collector										
186	DAIRY RD.	CARPENTER RD.	HOLDER RD.	5,100	NC	4,820	NC	5,030	NC	5,270	NC	5,180	NC	15,600	11/03/21-11/04/21	15,600	Urban Major Collector										
523	DAIRY RD.	HOLDER RD.	SINGLETON AVE.	NC	6,070	NC	7,760	NC	6,330	NC	6,870	NC	6,160	15,600	11/28/22-11/29/22	15,600	Urban Major Collector										
186	DAIRY RD.	SINGLETON AVE.	OLD DIXIE HWY.	6,220	NC	6,130	NC	6,930	NC	6,610	NC	6,650	NC	15,600	11/03/21-11/04/21	15,600	Urban Major Collector										
187	DAIRY RD.	OLD DIXIE HWY.	US 1	NC	5,520	NC	NC	6,220	5,930	NC	5,490	NC	6,160	15,600	11/28/22-11/29/22	15,600	Urban Major Collector										
596	DEERING PKWY.	I-95	US 1	1,670	1,720	2,090	2,470	2,530	2,760	2,550	2,760	3,150	14,200	11/28/22-11/29/22	14,200	Rural Major Collector											
549	FAY BLVD.	GOLFVIEW AVE.	GRISSEM PKWY.	5,800	7,805	5,825	8,765	6,276	7,760	6,200	7,740	6,010	7,785	15,600	11/03/21-11/04/21	15,600	Urban Major Collector										
207	FAY BLVD.	GOLFVIEW AVE.	HOMESTEAD AVE.	2,680	NC	2,880	NC	3,160	NC	3,120	NC	3,410	NC	15,600	11/03/21-11/04/21	15,600	Urban Major Collector										
226	FAY BLVD.	HOMESTEAD AVE.	DEER LN.	NC	6,460	NC	6,640	NC	6,740	NC	6,590	NC	6,630	15,600	11/28/22-11/29/22	15,600	Urban Major Collector										
208	FAY BLVD.	FAY BLVD.	DEER LN	8,920	9,150	8,770	10,490	9,390	8,780	8,800	8,610	8,940	15,600	12/19/22-12/20/22	15,600	Urban Major Collector											
208	FAY BLVD.	GRISSEM PKWY.	US 1	13,730	13,670	13,580	14,465	14,280	14,325	13,425	14,875	14,765	15,600	11/14/22-11/15/22	15,600	Urban Major Collector											
208	FAY BLVD.	AREQUIPPA RD.	AREQUIPPA RD.	NC	12,850	13,400	13,590	NC	13,090	NC	12,150	NC	13,270	33,800	11/03/21-11/04/21	33,800	Urban Major Collector										
210	FAY BLVD.	AREQUIPPA RD.	CAROLE AVE.	12,230	NC	12,360	NC	12,860	NC	12,900	NC	14,190	NC	33,800	11/03/21-11/04/21	33,800	Urban Major Collector										
210	FAY BLVD.	CAROLE AVE.	US 1	15,230	14,510	15,020	15,340	15,710	15,760	14,700	15,560	16,260	33,800	11/28/22-11/29/22	33,800	Urban Major Collector											
213	FOX LAKE RD.	CARPENTER RD.	SOUTH ST.	NC	3,920	NC	NC	4,130	NC	NC	NC	NC	17,700	11/27/18-11/28/18	17,700	Urban Major Collector											
634	GRISSEM PKWY.	INDUSTRY RD.	PORT ST. JOHN PKWY	9,753	10,223	10,213	10,033	10,357	10,077	10,197	9,237	10,263	8,830	15,600	11/30/21-12/01/21	15,600	Urban Minor Arterial										
107	GRISSEM PKWY.	INDUSTRY RD.	FED EX CENTER	10,680	11,540	11,720	11,300	11,160	10,800	10,640	9,480	NC	8,690	15,600	11/14/22-11/15/22	15,600	Urban Minor Arterial										
186	GRISSEM PKWY.	INDUSTRY RD.	CAMP RD.	8,960	9,010	8,660	9,360	9,140	9,470	8,550	8,560	8,860	17,700	11/14/22-11/15/22	17,700	Urban Minor Arterial											
186	GRISSEM PKWY.	CANAVERAL GROVES BLVD.	CAMP RD.	9,620	10,120	9,430	10,140	10,550	10,230	10,480	9,690	9,520	8,940	17,700	11/14/22-11/15/22	17,700	Urban Minor Arterial										
186	GRISSEM PKWY.	CAMP RD.	US 1	11,573	12,220	11,170	14,117	11,860	12,660	12,667	11,933	11,700	12,630	15,600	11/14/22-11/15/22	15,600	Urban Minor Arterial										
184	GRISSEM PKWY.	PORT ST. JOHN PKWY.	BRIDGE RD.	12,720	13,990	NC	14,940	13,920	14,180	14,550	13,230	13,240	13,740	17,700	11/14/22-11/15/22	17,700	Urban Minor Arterial										
183	GRISSEM PKWY.	BRIDGE RD.	FAY BLVD.	12,130	12,840	12,740	13,700	12,070	12,670	11,980	11,820	11,980	12,770	17,700	11/14/22-11/15/22	17,700	Urban Minor Arterial										
182	GRISSEM PKWY.	FAY BLVD.	CURTIS BLVD.	9,970	NC	9,600	NC	9,680	NC	10,260	NC	9,860	NC	15,600	11/03/21-11/04/21	15,600	Urban Minor Arterial										
181	GRISSEM PKWY.	CURTIS BLVD	KINGS HWY	NC	10,430	NC	13,710	NC	11,160	NC	10,750	NC	11,380	15,600	11/28/22-11/29/22	15,600	Urban Minor Arterial										
180	GRISSEM PKWY.	KINGS HWY	SR 405	8,970	9,310	9,320	8,660	10,090	9,160	10,440	7,070	10,270	9,940	15,600	11/03/21-11/04/21	15,600	Rural Minor Arterial										
180	GRISSEM PKWY.	SHEPARD DR	SR 405	NC	9,310	NC	8,620	NC	9,160	NC	8,560	NC	9,940	39,800	11/14/22-11/15/22	39,800	Urban Minor Arterial										
524	GOLFVIEW AVE.	PORT ST. JOHN PKWY.	FAY BLVD.	NC	4,830	NC	NC	5,570	5,680	NC	5,580	NC	5,700	15,600	11/28/22-11/29/22	15,600	Urban Major Collector										
528	HOLDER RD.	DAIRY RD.	SR 46	2,670	NC	NC	NC	2,840	NC	2,730	NC	2,880	NC	17,700	11/03/21-11/04/21	17,700	Urban Major Collector										
583	HOPKINS AVE.	HOPKINS AVE.	SR 50	7,640	6,390	6,770	6,995	7,765	7,715	7,885	7,665	8,955	15,600	11/03/21-11/04/21	15,600	Urban Major Collector											
584	HOPKINS AVE.	HOPKINS AVE.	SR 50	6,970	7,130	NC	7,190	NC	7,420	NC	6,840	NC	7,450	15,600	11/28/22-11/29/22	15,600	Urban Minor Arterial										
677	HOPKINS AVE.	COUNTRY CLUB DR.	COUNTRY CLUB DR.	5,640	9,850	NC	10,800	NC	10,570	NC	10,380	NC	10,280	15,600	11/03/21-11/04/21	15,600	Urban Minor Arterial										
588	HOPKINS AVE.	HARRISON ST	GRACE ST.	4,550	NC	4,450	NC	4,820	NC	5,050	NC	5,050	5,140	15,600	11/28/22-11/29/22	15,600	Urban Minor Arterial										
198	INDUSTRY RD. (SR 524)	INDUSTRY RD.	GRISSEM PKWY.	16,040	18,530	18,030	18,430	17,560	18,700	20,700	17,390	17,720	17,010	41,780	11/14/22-11/15/22	41,780	Urban Minor Arterial										
594	INDUSTRY RD.	INDUSTRY RD.	CIDCO RD.	4,360	NC	4,700	4,590	4,840	4,570	NC	4,790	4,170	15,600	10/25/22-10/26/22	15,600	Urban Local											
245	KINGS HWY.	INDUSTRY RD.	US 1	4,300	NC	4,060	NC	5,060	NC	5,200	NC	5,350	NC	15,600	11/03/21-11/04/21	15,600	Urban Major Collector										
223	MAGA CSWY.	US 1	SPACE COMMERCE WAY	10,620	11,110	10,170	12,070	12,260	13,400	14,380	8,870	9,900	13,730	30,400	11/28/22-11/29/22	30,400	Rural Principal Arterial Other										
239	OLD DIXIE HWY.	GARDEN ST.	DAIRY RD.	NC	1,190	NC	NC	1,350	NC	1,060	1,170	1,160	15,800	11/28/22-11/29/22	15,800	Urban Major Collector											
240	OLD DIXIE HWY.	DAIRY RD.	PARRISH RD.	910	NC	960	NC	940	NC	820	NC	890	NC	15,600	12/01/21-12/02/21	15,600	Urban Major Collector										
242	PARRISH RD.	HOLDER RD.	US 1	1,340	780	1,240	650	1,210	840	1,110	690	1,120	NC	15,600	12/01/21-12/02/21	15,600	Urban Major Collector										
241	PARRISH RD.	HOLDER RD.	SINGLETON AVE.	NC	780	NC	840	NC	840	NC	690	NC	NC	15,600	12/08/21-12/09/21	15,600	Urban Major Collector										
211	PT ST JOHN PKWY.	PARRISH RD.	GRISSEM PKWY.	8,880	9,960	10,550	10,370	10,960	11,030	10,940	10,660	10,830	11,460	39,800	11/28/22-11/29/22	39,800	Urban Major Collector										
578	SINGLETON AVE.	SR 405 (SOUTH ST.)	SR 46	7,730	1,660	NC	NC	8,160	4,570	9,140	4,560	8,640	1,520	15,600	11/16/20-11/17/20	15,600	Urban Major Collector										
238	SINGLETON AVE.	GARDEN ST.	DAIRY RD.	7,730	NC	NC	NC	8,790	NC	9,140	NC	8,840	NC	15,600	12/07/21-12/08/21	15,600	Urban Major Collector										
547	SINGLETON AVE.	DAIRY RD.	SR 46	NC	1,660	NC	NC	NC	1,630	NC	1,490	NC	1,520	15,600	11/28/22-11/29/22	15,600	Urban Major Collector										
234	SISSON RD.	SR 405	SR 50	6,150	6,770	6,825	7,500	7,895	7,070	7,810	7,845	7,515	7,620	15,600	11/28/22-11/29/22	15,600	Urban Major Collector										
650	SISSON RD.	SR 405	SAN WATEO BLVD.	5,300	5,670	5,980	6,450	6,890	7,330	6,810	6,670	6,150	6,280	15,600	12/19/22-12/20/22	15,600	Urban Major Collector										
201	SR 46	SR 46	VOLUSIA CO	7,000	5,770	7,670	8,550	8,830	8,810	8,520	8,860	8,950	8,950	15,600	11/19/22-12/01/22	15,600	Urban Major Collector										
200	SR 46	SR 46	FAWN LAKE BLVD.	5,760	5,970	5,680	7,230	7,070	7,660	6,520	6,130	6,360	6,750	8,400	11/28/22-11/29/22	8,400	Rural Principal Arterial Other										
189	SR 46	SR 46	FAWN LAKE BLVD.	9,325	8,695	11,000	10,755	11,040	10,440	10,780	10,400	11,485	11,520	15,600	11/28/22-11/29/22	15,600	Urban Principal Arterial-Other										
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SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Current	Last Count	Functional Classification
				AAOT	MAV	Taken										
231	SR 50	ORANGE CO.	I-95	9,180	10,190	10,270	10,470	11,500	12,370	13,290	11,180	12,010	13,510	40,300	11/28/22-11/28/22	Rural Principal Arterial-Other
232	SR 50	I-95	US 1	18,923	18,487	21,715	20,256	21,555	24,043	23,148	20,596	21,908	22,328			Urban Principal Arterial-Other
164	SR 405	SR 405	BARNA AVE	24,260	UC	27,590	23,810	30,320	34,830	31,190	29,760	29,350	31,490	41,790	11/28/22-11/28/22	Urban Minor Arterial
163	SR 50	BARNA AVE	SISSON RD.	19,220	NC	24,060	NC	23,350	NC	23,940	NC	22,460	NC	41,790	11/28/22-11/28/22	Urban Minor Arterial
162	SR 50	SISSON RD.	HOPKINS AVE.	18,620	NC	20,800	NC	21,360	NC	23,450	NC	18,740	NC	41,790	11/28/22-11/28/22	Urban Minor Arterial
161	SR 50	HOPKINS AVE.	US 1	13,590	14,200	14,500	15,000	15,840	16,310	15,560	13,720	15,210	14,530	34,020	11/28/22-11/28/22	Urban Minor Arterial
218	SR 405	(COLUMBIA BLVD.)	US 1	16,330	16,710	17,004	17,604	18,292	19,163	19,590	16,259	17,396	17,992			Urban Principal Arterial-Other
219	SR 405	(COLUMBIA BLVD.)	BARNA AVE.	17,090	19,070	19,500	19,110	20,210	20,330	20,540	18,790	21,070	21,540	41,790	11/28/22-11/28/22	Urban Principal Arterial-Other
220	SR 407	BARNA AVE.	GRISWOLD PKWY.	17,220	16,500	17,740	17,950	18,510	19,530	19,670	17,220	17,600	18,500	41,790	11/28/22-11/28/22	Urban Principal Arterial-Other
221	SR 405	(COLUMBIA BLVD.)	SISSON RD.	19,660	19,730	20,020	21,110	21,370	22,430	23,250	19,140	20,140	21,610	41,790	11/28/22-11/28/22	Urban Principal Arterial-Other
222	SR 405	(COLUMBIA BLVD.)	US 1	15,200	16,080	15,730	17,140	17,060	NC	18,920	14,940	15,970	14,640	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
217	SR 405	(SOUTH ST.)	SINGLETON AVE	12,480	11,820	12,030	12,710	14,310	14,360	15,370	11,200	12,000	13,570	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
216	SR 405	(SOUTH ST.)	FOX LAKE RD.	14,665	15,095	14,255	15,690	16,130	15,110	16,075	14,770	15,690	16,015	18,590	12/01/22-12/02/22	Urban Minor Arterial
215	SR 405	(SOUTH ST.)	SINGLETON AVE.	16,840	17,720	16,910	18,210	18,840	18,770	19,950	17,070	18,490	19,160	17,700	12/01/22-12/02/22	Urban Minor Arterial
214	SR 405	(SOUTH ST.)	WASHINGTON AVE.	6,270	6,070	6,930	6,480	6,630	6,240	6,800	6,600	6,350	5,990	5,990		Urban Minor Arterial
213	SR 405	(SOUTH ST.)	PARK AVE.	6,480	6,660	6,930	6,960	6,630	7,010	6,800	6,300	6,350	6,590	37,810	11/28/22-11/28/22	Urban Minor Arterial
585	SR 405	(GARDEN ST.)	CARPENTER RD.	NC	5,290	NC	5,520	NC	5,470	NC	4,920	NC	5,390	34,020	11/28/22-11/28/22	Urban Minor Arterial
202	SR 405	(GARDEN ST.)	I-95	11,345	11,880	12,833	13,613	13,243	13,763	14,050	12,443	12,813	13,745	15,600	11/28/22-11/28/22	Urban Major Collector
203	SR 405	(GARDEN ST.)	SINGLETON AVE.	11,670	12,890	13,650	14,510	14,730	16,310	15,700	14,820	15,300	16,130	41,790	11/28/22-11/28/22	Urban Principal Arterial-Other
204	SR 406	(GARDEN ST.)	PARK AVE.	14,980	15,690	16,060	16,180	16,930	17,230	14,980	15,810	16,240	16,240	39,800	11/28/22-11/28/22	Urban Principal Arterial-Other
205	SR 406	(GARDEN ST.)	HOPKINS AVE.	10,080	10,960	10,940	13,780	10,930	11,480	11,210	11,380	11,890	11,890	39,800	11/28/22-11/28/22	Urban Principal Arterial-Other
233	A. MAX BREWER MEMORIAL PKWY.	WASHINGTON AVE	MAX BREWER MEMORIAL PKWY. (SR 402)	4,510	4,030	4,800	5,960	5,290	6,120	5,530	4,960	5,360	6,060	14,800	11/28/22-11/28/22	Urban Principal Arterial-Other
225	SR 407	SR 528	SR 405	6,867	8,833	7,210	8,550	8,653	9,433	12,110	8,023	6,050	8,720			Rural Principal Arterial - Freeways & Expressways
640	SR 407	SR 528	SHEPARD DR.	6,140	5,830	7,220	8,150	9,150	9,970	12,640	7,520	6,660	7,270	8,820	12/01/22-12/02/22	Urban Principal Arterial - Freeways & Expressways
224	SR 407	SHEPARD DR.	SR 405	6,290	7,460	7,660	9,190	8,890	10,080	12,650	9,370	9,690	10,470	24,200	12/01/22-12/02/22	Urban Principal Arterial - Freeways & Expressways
226	US 1	SR 528	SR 405	5,170	6,210	6,750	7,710	7,950	8,240	10,840	7,180	7,600	8,420	24,200	12/01/22-12/02/22	Urban Principal Arterial - Freeways & Expressways
159	US 1	CANAVERAL GROVES BLVD.	CANAVERAL GROVES BLVD.	25,834	24,064	24,543	22,713	22,772	27,953	29,697	26,237	26,770	27,892			Urban Principal Arterial-Other
160	US 1	CAMP RD.	CAMP RD.	UC	NC	29,100	31,820	31,420	32,820	28,080	27,860	28,660	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other	
227	US 1	BROADWAY BLVD.	BROADWAY BLVD.	27,210	25,690	NC	28,610	25,990	30,980	26,290	26,840	27,670	27,670	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
228	US 1	FAY BLVD.	FAY BLVD.	27,090	24,890	24,300	28,130	29,170	29,210	30,280	26,300	25,890	27,230	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
230	US 1	KINGS HWY.	KINGS HWY.	27,830	25,530	27,110	27,820	29,580	28,470	30,310	28,420	29,590	30,080	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
169	US 1	SR 405	SR 405	25,320	23,960	25,870	27,610	27,240	25,040	28,810	26,570	28,200	28,930	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
170	US 1	GRACE ST.	GRACE ST.	22,714	23,092	24,518	24,770	24,682	26,710	26,468	24,838	24,100	26,282	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
171	US 1	SR 405	SR 405	19,400	19,670	20,130	21,390	20,310	23,280	23,550	21,000	21,210	22,790	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
172	US 1	KNOX MCGRAE DR.	KNOX MCGRAE DR.	22,550	23,660	26,210	25,030	25,130	28,180	27,110	25,500	24,410	25,810	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
173	US 1	COUNTRY CLUB DR.	COUNTRY CLUB DR.	24,100	23,980	26,150	26,640	27,580	28,320	28,210	26,690	25,610	30,810	41,790	11/28/22-11/28/22	Urban Principal Arterial-Other
174	US 1	HARRISON ST.	HARRISON ST.	24,210	24,930	26,420	26,680	26,700	28,120	27,920	26,450	25,210	26,110	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
182	US 1 (NB WASHINGTON AVE)	GRACE ST.	GRACE ST.	23,310	23,220	25,180	24,110	23,680	25,650	25,590	24,550	24,060	25,840	41,790	12/01/22-12/02/22	Urban Principal Arterial-Other
181	US 1 (NB WASHINGTON AVE)	SOUTH ST.	SOUTH ST.	11,570	11,457	11,100	12,477	12,230	12,487	12,825	11,063	11,800	12,420			Urban Principal Arterial-Other
179	US 1 (NB WASHINGTON AVE)	MAIN ST.	MAIN ST.	12,360	12,300	NC	13,760	13,230	13,330	13,770	10,930	12,540	12,960	23,880	12/01/22-12/02/22	Urban Principal Arterial-Other
178	US 1 (SB HOPKINS AVE)	GARDEN ST.	GARDEN ST.	10,760	10,590	11,100	11,340	11,230	11,600	11,860	10,760	11,060	11,680	19,440	12/01/22-12/02/22	Urban Principal Arterial-Other
178	US 1 (SB HOPKINS AVE)	GARDEN ST.	GARDEN ST.	11,630	11,183	10,925	12,040	12,740	12,987	13,095	11,507	12,345	13,137			Urban Principal Arterial-Other
178	US 1 (SB HOPKINS AVE)	MAIN ST.	MAIN ST.	10,760	9,870	9,900	11,110	11,970	11,680	12,090	10,850	11,450	12,120	18,440	12/01/22-12/02/22	Urban Principal Arterial-Other
178	US 1 (SB HOPKINS AVE)	SOUTH ST.	SOUTH ST.	NC	NC	NC	11,600	NC	12,260	NC	11,210	NC	12,350	23,880	12/01/22-12/02/22	Urban Principal Arterial-Other
163	US 1	GARDEN ST.	GARDEN ST.	12,480	12,620	12,560	13,410	13,510	13,820	14,080	12,460	13,240	14,940	23,880	11/28/22-11/28/22	Urban Principal Arterial-Other
160	US 1	DAILY RD.	DAILY RD.	16,505	16,010	16,900	17,830	19,710	20,010	19,370	17,985	19,485	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other	
167	US 1	SR 46	SR 46	22,630	21,900	NC	22,490	20,270	22,680	23,060	21,240	20,400	21,630	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
168	US 1	VOLUNIA CO	VOLUNIA CO	14,380	14,120	NC	16,110	15,590	16,740	16,960	15,500	15,570	17,340	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
627	US 1	SR 46	SR 46	7,597	7,583	8,010	8,123	8,217	8,590	7,643	7,990	8,783			Urban Principal Arterial-Other	
	US 1	LIONEL RD.	LIONEL RD.	9,670	10,030	NC	10,370	10,310	10,810	11,010	10,400	10,420	11,400	41,790	12/19/22-12/20/22	Urban Principal Arterial-Other
	US 1	BURKHOLM RD.	BURKHOLM RD.	9,920	9,040	NC	9,810	10,220	9,600	9,870	9,330	9,460	10,440	40,300	12/19/22-12/20/22	Urban Principal Arterial-Other
	US 1	VOLUNIA CO.	VOLUNIA CO.	3,530	3,560	NC	3,850	3,840	4,240	4,290	4,100	4,050	4,450	40,300	12/19/22-12/20/22	Rural Principal Arterial Other

*Note: 2016 AADT's. Beaches area was counted twice in 2016 and the AADT listed is the average of the two counts.
 NC=Not Counted. UC=Under Construction

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		Current MAV	Last Count Taken	Functional Classification	
				AADT	ADT	AADT	ADT	AADT	ADT	AADT	ADT	AADT	ADT	AADT	ADT	AADT	ADT	AADT	ADT	AADT	ADT	AADT	ADT				
AREA - MERRITT ISLAND																											
117	COLE RD.	S TROPICAL TR.	PLUMOSA ST.	5,085		5,295	5,205	5,495	5,330	3,920	4,860	4,515	4,716											15,600	01/13/22-02/01/22	Urban Minor Collector	
118	CONE RD.	S TROPICAL TR.	S COURTENAY PKWY.	4,440		4,710	4,570	4,810	4,660	3,920	4,720	4,230	4,260											15,600	01/13/22-02/01/22	Urban Minor Collector	
119	CROCKETT BLVD	N COURTENAY PKWY.	PLUMOSA ST.	5,730		5,880	5,840	6,180	6,000	NC	5,040	4,800	5,170										15,600	01/24/22-01/25/22	Urban Minor Collector		
120	FORTENBERRY RD.	S COURTENAY PKWY.	SYKES CREEK PKWY.	4,490		4,705	4,730	4,840	4,820	5,810	4,700	3,845	4,105										15,600	01/24/22-01/25/22	Urban Minor Collector		
121	FORTENBERRY RD.	S COURTENAY PKWY.	PLUMOSA ST.	4,150		4,460	4,580	4,610	4,710	6,640	4,360	3,900	3,930										15,600	01/13/22-02/01/22	Urban Major Collector		
122	HALL RD.	N TROPICAL TR.	SYKES CREEK PKWY.	4,830		4,950	4,870	5,070	4,930	4,980	4,440	3,980	4,260										15,600	02/10/22-02/11/22	Urban Major Collector		
123	LUCAS RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	2,870		2,950	3,080	3,270	3,010	3,220	2,850	NC	2,880										15,600	01/24/22-01/25/22	Urban Minor Collector		
124	MERRITT AVE.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	2,970		3,020	3,180	3,670	3,060	2,730	3,410	3,090	3,200										15,600	01/24/22-01/25/22	Urban Minor Collector		
125	MERRITT AVE.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	2,720		3,140	3,260	3,330	3,470	3,470	3,940	3,240	3,030										15,600	01/24/22-01/25/22	Urban Major Collector		
103	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	SYKES CREEK PKWY.	13,760		14,080	14,550	NC	14,210	11,910	14,380	15,150	12,780	13,380									33,800	01/24/22-01/25/22	Urban Major Collector		
110	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	SYKES CREEK PKWY.	14,410		15,630	15,930	15,970	15,600	15,480	14,910	14,170	13,220	13,780									33,800	02/10/22-02/11/22	Urban Major Collector		
104	NEWFOUND HARBOR DR.	END	SR 520	6,700		6,800	6,860	6,620	7,030	7,040	6,860	6,260	5,400	6,840									15,600	02/10/22-02/11/22	Urban Major Collector		
109	N BANANA RIVER DR.	SR 520	SEA RAY DR.	8,783		9,737	10,070	10,078	10,850	10,785	8,878	8,802	7,860	8,278									15,600	02/16/22-02/17/22	Urban Minor Arterial		
107	N BANANA RIVER DR.	SR 520	SYKES CREEK PKWY.	6,960		6,630	6,670	6,600	7,040	7,360	6,850	6,390	6,140	6,130									15,600	02/16/22-02/17/22	Urban Minor Arterial		
102	N BANANA RIVER DR.	N COURTENAY PKWY.	CENTRAL AVE.	12,110		12,400	12,900	12,040	13,600	13,250	12,950	12,300	11,840	12,430									15,600	02/16/22-02/17/22	Urban Minor Arterial		
602	N BANANA RIVER DR.	MARTIN BLVD.	MARTIN BLVD.	10,220		10,180	10,640	10,770	11,410	11,330	11,200	11,920	10,050	10,910									15,600	02/16/22-02/17/22	Urban Minor Arterial		
613	N BANANA RIVER DR.	SR 528	SEA RAY DR.	10,550		10,550	10,900	11,150	11,200	11,250	11,900	10,000	10,370	15,600									15,600	02/16/22-02/17/22	Urban Minor Arterial		
130	N COURTENAY PKWY. (SR 3)	N COURTENAY PKWY. (SR 3)	PIONEER RD.	30,734		31,339	33,350	33,930	32,329	28,427	28,001	30,260	28,214										41,790	01/24/22-01/25/22	Urban Principal Arterial-Other		
131	N COURTENAY PKWY. (SR 3)	MERRITT AVE.	NEEDLE BLVD.	25,430		26,500	27,810	27,300	28,270	24,240	25,070	25,760	26,150	25,640									41,790	01/24/22-01/25/22	Urban Principal Arterial-Other		
133	N COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	34,860		35,440	37,970	35,290	34,940	31,840	32,440	30,220	32,130	30,580									41,790	01/24/22-01/25/22	Urban Principal Arterial-Other		
136	N COURTENAY PKWY. (SR 3)	N COURTENAY PKWY. (SR 3)	CROCKETT BLVD.	33,160		34,540	36,350	35,420	33,120	30,640	31,530	32,190	34,740	30,540									41,790	01/27/22-01/28/22	Urban Principal Arterial-Other		
135	N COURTENAY PKWY. (SR 3)	CROCKETT BLVD.	PIONEER RD.	32,870		31,160	35,460	33,740	30,610	30,580	27,630	28,670	26,310	41,790									41,790	02/03/22-02/04/22	Urban Principal Arterial-Other		
162	N COURTENAY PKWY. (SR 3)	PIONEER RD.	S RAMPS SR 528	30,680		30,200	32,920	30,870	31,730	28,450	28,260	26,690	28,680	30,190									41,790	01/27/22-01/28/22	Urban Principal Arterial-Other		
168	N COURTENAY PKWY. (SR 3)	S RAMPS SR 528	S RAMPS SR 528	30,650		30,540	33,730	32,850	32,310	30,010	31,700	33,250	31,170	26,950									41,790	01/27/22-01/28/22	Urban Principal Arterial-Other		
140	N COURTENAY PKWY. (SR 3)	N RAMPS	SPACE COMMERCE WAY	27,450		28,960	28,210	28,190	32,190	27,700	27,090	27,270	28,280	26,850									41,790	02/02/22-02/03/22	Urban Principal Arterial-Other		
141	N COURTENAY PKWY. (SR 3)	HALL RD.	HALL RD.	14,213		14,017	15,580	14,573	14,843	14,843	12,893	12,893	12,850										41,790	02/03/22-02/04/22	Urban Principal Arterial-Other		
142	N COURTENAY PKWY. (SR 3)	N TROPICAL TR.	SPACE COMMERCE WAY	13,570		14,270	15,090	13,490	15,220	14,490	14,320	15,610	14,330	13,070									41,790	02/03/22-02/04/22	Urban Principal Arterial-Other		
147	N TROPICAL TR.	SR 520	PIONEER RD.	4,665		4,658	5,233	5,348	6,820	5,570	5,108	5,093	5,040	5,118									15,600	01/24/22-01/25/22	Urban Major Collector		
148	N TROPICAL TR.	MERRITT AVE.	LUCAS RD.	7,440		7,420	8,170	8,260	8,840	8,620	7,690	8,240	8,100	8,030									15,600	01/24/22-01/25/22	Urban Major Collector		
145	N TROPICAL TR.	LUCAS RD.	CROCKETT BLVD.	5,660		5,550	6,190	6,320	6,380	6,880	6,660	6,270	6,110	6,390									15,600	01/24/22-01/25/22	Urban Major Collector		
188	N TROPICAL TR.	CROCKETT BLVD.	PIONEER RD.	3,700		3,790	4,370	4,640	4,640	4,500	3,980	4,010	3,500	3,980									15,600	01/24/22-01/25/22	Urban Major Collector		
144	N TROPICAL TR.	GRANT RD.	N COURTENAY PKWY. (SR 3)	1,860		1,870	2,200	2,330	NC	2,280	2,210	1,890	1,960	2,040									15,600	01/24/22-01/25/22	Urban Major Collector		
143	N TROPICAL TR.	HALL RD.	HALL RD.	NC		NC	NC	680	NC	680	NC	760	NC	760									15,600	03/23/22-03/24/22	Urban Major Collector		
142	PLUMOSA ST.	CRISAFULLI RD.	N COURTENAY PKWY. (SR 3)	1,670		1,530	1,640	1,720	1,800	1,710	1,680	1,560	870	970									15,600	01/27/22-01/28/22	Urban Major Collector		
119	PLUMOSA ST.	MERRITT AVE.	MERRITT AVE.	1,360		1,380	1,490	1,440	1,800	1,680	1,740	1,890	1,720	1,750									15,600	01/27/22-01/28/22	Urban Major Collector		
108	S BANANA RIVER DR.	CONE RD.	FORTENBERRY RD.	5,475		5,710	5,705	6,290	6,860	6,710	5,290	4,705	4,755										15,600	03/23/22-03/24/22	Urban Major Collector		
105	S TROPICAL TR./S COURTENAY PKWY.	END	FORTENBERRY RD.	NC		NC	NC	5,010	NC	5,540	NC	4,820	NC	4,440									15,600	03/23/22-03/24/22	Urban Minor Collector		
112	S TROPICAL TR.	PINEDA CSWY. (SR 404)	FORTENBERRY RD.	2,230		1,920	2,200	2,120	2,390	2,620	2,080	2,230	2,330	2,120									15,600	02/16/22-02/17/22	Urban Major Collector		
113	S COURTENAY PKWY.	S TROPICAL TR.	S COURTENAY PKWY.	10,863		9,437	11,240	10,685	10,888	11,470	11,235	12,113	10,163	10,690									15,600	02/16/22-02/17/22	Urban Major Collector		
114	S COURTENAY PKWY.	BANANA BLVD.	BANANA BLVD.	7,170		7,320	7,520	7,990	8,130	7,960	6,600	7,530	8,160	12,480									15,600	02/23/22-02/24/22	Urban Minor Arterial		
118	S COURTENAY PKWY.	CONE RD.	CONE RD.	9,140		9,160	9,340	9,500	8,490	9,660	10,300	8,880	9,430	15,600									15,600	03/23/22-03/24/22	Urban Minor Arterial		
122	S COURTENAY PKWY.	CONE RD.	FORTENBERRY RD.	11,910		11,830	12,030	10,890	10,660	12,260	11,430	10,970	11,570	15,600									15,600	03/23/22-03/24/22	Urban Minor Arterial		
120	S COURTENAY PKWY.	FORTENBERRY RD.	FORTENBERRY RD.	15,710		NC	16,070	15,320	15,710	10,580	15,870	16,540	13,390	13,600									15,600	03/23/22-03/24/22	Urban Minor Arterial		
123	S COURTENAY PKWY.	FORTENBERRY RD.	MAGNOLIA AVE.	12,400		13,697	12,103	13,100	16,760	16,625	17,805	17,350	16,855	33,800									33,800	01/11/22-02/01/22	Urban Minor Arterial		
130	S COURTENAY PKWY.	MAGNOLIA AVE.	SR 520	16,600		NC	18,570	17,500	17,210	17,900	17,710	17,160	15,680	33,800									33,800	03/23/22-03/24/22	Urban Minor Arterial		
111	S TROPICAL TR.	MATHERS BRIDGE	PINEDA CSWY. (SR 404)	1,300		1,340	1,400	1,460	1,540	1,490	1,600	1,740	1,550	1,460									12,400	03/23/22-03/24/22	Urban Major Collector		
125	S TROPICAL TR.	S COURTENAY PKWY.	PLANTATION RD.	4,283		4,353	4,510	4,377	4,810	4,627	4,333	4,887	4,360	4,477									12,480	02/23/22-02/24/22	Urban Major Collector		
126																											

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		Current MAV	Last Count Taken	Functional Classification
				AA	ADT	AA	ADT	AA	ADT	AA	ADT	AA	ADT													
AREA: MERRITT ISLAND																										
101	SR 520	HUMPHREY BRIDGE	S BANANA RIVER DR.	32,220	33,311	34,200	32,467	30,929	29,684	29,844	30,794	30,014	28,571	58,900	02/23/22-02/24/22	Urban Principal Arterial-Other										
146	SR 520	HUMPHREY BRIDGE	N TROPICAL TR.	44,390	46,090	48,440	44,400	44,820	39,660	43,440	44,660	44,030	42,590	59,900	03/23/22-03/24/22	Urban Principal Arterial-Other										
97	SR 520	N TROPICAL TR.	SR 3	37,240	34,900	39,820	37,210	36,850	35,640	35,120	33,180	37,330	34,480	59,900	01/27/22-01/28/22	Urban Principal Arterial-Other										
88	SR 520	GOODWIN DR.	GOODWIN DR.	31,820	34,410	33,630	32,070	29,870	28,700	25,840	31,100	30,030	30,440	62,900	01/31/22-02/01/22	Urban Principal Arterial-Other										
100	SR 520	PLUMOSA ST.	PLUMOSA ST.	31,860	34,130	33,790	31,800	29,940	30,490	31,230	27,800	29,670	28,930	62,900	02/23/22-02/24/22	Urban Principal Arterial-Other										
109	SR 520	MALL ENTRANCE	MALL ENTRANCE	30,560	32,780	32,140	31,640	28,750	25,300	23,870	26,780	26,180	27,450	62,900	02/16/22-02/17/22	Urban Principal Arterial-Other										
148	SR 520	SYKES CREEK PKWY.	SYKES CREEK PKWY.	26,010	28,740	27,140	24,810	23,660	24,130	23,280	25,190	23,830	21,950	62,900	03/23/22-03/24/22	Urban Principal Arterial-Other										
149	SR 520	NEWFOUND HARBOR DR.	NEWFOUND HARBOR DR.	32,520	33,160	34,480	35,170	30,740	31,000	30,070	26,950	28,480	28,120	62,900	02/16/22-02/17/22	Urban Principal Arterial-Other										
150	SR 520	NEWFOUND HARBOR DR.	N BANANA RIVER DR.	27,290	29,940	29,920	28,670	26,820	26,050	25,830	NC	24,780	22,090	62,900	02/16/22-02/17/22	Urban Principal Arterial-Other										
151	SR 520	N BANANA RIVER DR.	S BANANA RIVER DR.	28,290	26,660	28,440	26,430	26,910	26,280	24,920	NC	23,800	21,450	62,900	02/16/22-02/17/22	Urban Principal Arterial-Other										
128	SR 528	US 1	SR 401	37,093	37,899	39,243	37,940	39,587	38,491	39,403	47,367	38,517	33,900	74,400	01/27/22-01/28/22	Urban Principal Arterial-Other										
129	SR 528	N COURTENAY PKWY. (SR 3)	N COURTENAY PKWY. (SR 3)	44,700	45,760	49,740	48,660	48,600	44,630	46,100	55,910	46,300	38,630	74,400	01/27/22-01/28/22	Urban Principal Arterial-Other										
127	SR 528	N BANANA RIVER DR.	N BANANA RIVER DR.	33,630	36,360	32,570	31,070	36,810	37,340	44,790	44,790	35,050	33,410	74,400	03/23/22-03/24/22	Urban Principal Arterial-Other										
123	SYKES CREEK PKWY.	FORTENBERRY RD.	SR 520	32,830	31,430	35,920	34,090	33,350	33,470	34,540	41,370	28,200	29,760	74,400	03/23/22-03/24/22	Urban Major Collector										
121	SYKES CREEK PKWY.	MERRITT AVE	MERRITT AVE	9,610	NC	5,910	5,390	5,440	4,530	4,670	4,890	4,950	4,370	33,600	03/23/22-03/24/22	Urban Major Collector										
108	SYKES CREEK PKWY.	MERRITT AVE	N BANANA RIVER DR.	11,770	12,210	12,840	12,680	12,070	12,370	12,010	12,910	10,770	10,700	39,800	03/23/22-03/24/22	Urban Major Collector										
				9,890	NC	10,610	11,060	10,970	10,660	10,090	11,410	9,640	17,700	17,700	02/16/22-02/17/22	Urban Major Collector										

*Note: 2016 ADT's Blanches area were counted twice in 2016 and the ADT listed is the average of the two counts
 NC=No Counted, UC=Under Construction

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		Current MAV	Last Count Taken	Functional Classification		
				AADT	AD				AADT	AD																		
AREA - CENTRAL																												
76	ADAMSON RD.	ADAMSON RD.	ADAMSON RD.	4,880	4,700	5,210	5,380	5,340	6,100	5,100	5,830	6,540	5,650	5,650	5,650	5,650	5,650	5,650	5,650	5,650	5,650	5,650	5,650	5,650	17,700	03/10/22-03/11/22	Urban Minor Collector	
77	BARNES BLVD.	FISKE BLVD. (SR 519)	MURRELL RD.	15,060	15,460	15,885	13,145	13,835	17,545	15,620	15,620	15,620	15,620	15,620	15,620	15,620	15,620	15,620	15,620	15,620	15,620	15,620	15,620	39,800	01/13/22-01/14/22	Urban Principal Arterial-Other		
604	BARNES BLVD.	THREE MEADOWS DR.	MURRELL RD.	15,060	15,460	15,885	13,145	13,835	17,545	15,620	15,620	15,620	15,620	15,620	15,620	15,620	15,620	15,620	15,620	15,620	15,620	15,620	15,620	39,800	01/13/22-01/14/22	Urban Principal Arterial-Other		
72	BARNES BLVD.	MURRELL RD.	US 1	NC	9,720	9,810	8,800	9,650	10,510	10,910	10,480	9,510	14,280	17,700	17,700	17,700	17,700	17,700	17,700	17,700	17,700	17,700	17,700	17,700	17,700	03/09/22-03/10/22	Urban Principal Arterial-Other	
43	BARTON BLVD.	FISKE BLVD.	MURRELL RD.										13,330	13,330	13,330	13,330	13,330	13,330	13,330	13,330	13,330	13,330	13,330	34,020	01/13/22-01/14/22	Urban Minor Arterial		
71	BARTON BLVD.	MURRELL RD.	US 1	5,400	4,800	5,050	4,590	4,750	5,910	5,160	5,190	4,770	4,150	12,910	34,020	12,910	34,020	12,910	34,020	12,910	34,020	12,910	34,020	12,910	34,020	01/13/22-01/14/22	Urban Minor Arterial	
49	CLEARLAKE RD	PLUCKEBEAM RD.	SR 520	15,747	15,933	18,307	18,030	16,990	17,407	16,327	15,757	14,877	13,243	13,243	13,243	13,243	13,243	13,243	13,243	13,243	13,243	13,243	13,243	13,243	13,243	01/24/22-01/25/22	Urban Major Collector	
29	CLEARLAKE RD. (SR 501)	CLEARLAKE RD. (SR 501)	SR 520	11,550	11,640	14,160	13,400	12,810	14,590	12,670	11,330	12,320	11,060	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	03/10/22-03/11/22	Urban Minor Arterial	
30	CLEARLAKE RD. (SR 501)	CLEARLAKE RD. (SR 501)	SR 520	16,010	16,210	19,620	19,120	18,200	18,220	16,450	13,630	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	03/10/22-03/11/22	Urban Minor Arterial	
31	CLEARLAKE RD. (SR 501)	CLEARLAKE RD. (SR 501)	SR 520	19,860	19,950	21,570	21,570	21,570	21,570	19,860	17,750	15,040	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	01/13/22-01/14/22	Urban Minor Arterial	
32	CLEARLAKE RD. (SR 501)	CLEARLAKE RD. (SR 501)	SR 520	19,860	19,950	21,570	21,570	21,570	21,570	19,860	17,750	15,040	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	02/17/21-02/18/21	Urban Minor Arterial	
39	CLEARLAKE RD. (SR 501)	CLEARLAKE RD. (SR 501)	SR 524	17,233	17,727	19,817	19,817	18,193	18,640	17,783	16,933	15,880	16,480	16,480	16,480	16,480	16,480	16,480	16,480	16,480	16,480	16,480	16,480	16,480	16,480	01/19/22-01/20/22	Urban Minor Arterial	
90	CLEARLAKE RD. (SR 501)	CLEARLAKE RD. (SR 501)	OTTERBEIN AVE	16,910	18,410	21,290	21,320	19,970	20,550	19,530	18,070	17,230	17,760	17,760	17,760	17,760	17,760	17,760	17,760	17,760	17,760	17,760	17,760	17,760	17,760	01/19/22-01/20/22	Urban Minor Arterial	
95	CLEARLAKE RD. (SR 501)	CLEARLAKE RD. (SR 501)	N. WALMART ENTRANCE	14,120	15,520	16,960	16,090	14,810	15,770	15,210	13,840	13,580	14,530	14,530	14,530	14,530	14,530	14,530	14,530	14,530	14,530	14,530	14,530	14,530	41,790	01/19/22-01/20/22	Urban Minor Arterial	
61	COX RD	COX RD	SR 524	4,260	4,100	4,550	4,810	4,240	4,460	4,370	4,850	4,770	4,650	17,700	17,700	17,700	17,700	17,700	17,700	17,700	17,700	17,700	17,700	17,700	17,700	03/10/22-03/11/22	Urban Major Collector	
68	DIXON BLVD.	DIXON BLVD.	SR 524	2,580	2,490	2,760	2,660	2,660	2,630	2,540	2,590	2,660	2,660	2,660	2,660	2,660	2,660	2,660	2,660	2,660	2,660	2,660	2,660	2,660	2,660	01/19/22-01/20/22	Urban Major Collector	
47	DIXON BLVD.	DIXON BLVD.	PINEDA ST.	9,855	9,630	10,160	10,415	10,303	10,758	10,340	10,475	9,745	10,153	10,153	10,153	10,153	10,153	10,153	10,153	10,153	10,153	10,153	10,153	10,153	10,153	01/19/22-01/20/22	Urban Major Collector	
51	DIXON BLVD.	DIXON BLVD.	FISKE BLVD.	10,260	10,320	11,360	11,290	10,920	11,070	10,620	10,950	10,150	10,520	10,520	10,520	10,520	10,520	10,520	10,520	10,520	10,520	10,520	10,520	10,520	10,520	39,800	01/19/22-01/20/22	Urban Minor Arterial
48	DIXON BLVD.	DIXON BLVD.	BYRD PLAZA ENTRANCE	9,590	9,420	10,260	10,130	10,240	10,480	10,390	10,590	9,670	9,670	9,670	9,670	9,670	9,670	9,670	9,670	9,670	9,670	9,670	9,670	9,670	9,670	9,670	01/19/22-01/20/22	Urban Minor Arterial
46	EYSTER BLVD.	EYSTER BLVD.	US 1	10,140	9,860	10,220	10,760	10,560	11,260	10,940	10,000	10,510	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	39,800	02/10/22-02/11/22	Urban Minor Arterial
635	EYSTER BLVD.	EYSTER BLVD.	US 1	9,410	8,960	8,800	9,480	9,490	9,210	9,570	9,420	9,230	9,120	9,120	9,120	9,120	9,120	9,120	9,120	9,120	9,120	9,120	9,120	9,120	9,120	9,120	01/13/22-01/14/22	Urban Major Collector
838	EYSTER BLVD.	HUNTINGTON	MURRELL RD.	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	7,020	01/13/22-01/14/22	Urban Major Collector	
637	EYSTER BLVD.	MURRELL RD.	US 1	21,360	21,605	23,125	23,310	22,190	24,190	25,015	24,170	24,965	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	01/13/22-01/14/22	Urban Minor Arterial
44	FISKE BLVD. (SR 519)	FISKE BLVD. (SR 519)	BARTON BLVD.	21,360	21,605	23,125	23,310	22,190	24,190	25,015	24,170	24,965	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	03/09/22-03/10/22	Urban Principal Arterial-Other
96	FISKE BLVD. (SR 519)	FISKE BLVD. (SR 519)	EYSTER BLVD.	21,360	21,605	23,125	23,310	22,190	24,190	25,015	24,170	24,965	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	22,890	03/09/22-03/10/22	Urban Principal Arterial-Other
42	FISKE BLVD. (SR 519)	FISKE BLVD. (SR 519)	ST. ANDREWS DR.	20,678	20,465	21,915	20,000	20,118	20,808	20,070	21,043	19,423	19,423	19,423	19,423	19,423	19,423	19,423	19,423	19,423	19,423	19,423	19,423	19,423	19,423	19,423	03/09/22-03/10/22	Urban Principal Arterial-Other
41	FISKE BLVD. (SR 519)	FISKE BLVD. (SR 519)	PLUCKEBEAM RD.	23,250	24,240	24,150	24,240	23,660	24,320	24,130	22,260	22,700	22,700	22,700	22,700	22,700	22,700	22,700	22,700	22,700	22,700	22,700	22,700	22,700	22,700	22,700	01/24/22-01/25/22	Urban Principal Arterial-Other
40	FISKE BLVD. (SR 519)	FISKE BLVD. (SR 519)	ROSA JONES DR.	18,700	18,130	19,860	18,210	18,920	17,720	16,690	18,960	19,140	17,490	17,490	17,490	17,490	17,490	17,490	17,490	17,490	17,490	17,490	17,490	17,490	17,490	17,490	02/16/22-02/17/22	Urban Principal Arterial-Other
38	FISKE BLVD. (SR 519)	FISKE BLVD. (SR 519)	ROSA JONES DR.	16,990	16,870	18,350	14,100	15,810	16,820	17,390	15,540	17,820	16,710	17,390	17,390	17,390	17,390	17,390	17,390	17,390	17,390	17,390	17,390	17,390	17,390	17,390	02/16/22-02/17/22	Urban Principal Arterial-Other
37	FISKE BLVD.	FISKE BLVD.	DIXON BLVD.	7,460	7,270	8,020	8,220	7,390	7,330	6,960	7,290	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	6,700	03/10/22-03/11/22	Urban Minor Arterial
54	FLORIDA AVE.	FLORIDA AVE.	US 1	7,125	6,685	7,025	6,710	6,810	6,260	5,640	5,560	5,130	5,070	5,070	5,070	5,070	5,070	5,070	5,070	5,070	5,070	5,070	5,070	5,070	5,070	5,070	01/25/22-01/26/22	Urban Minor Arterial
55	FLORIDA AVE.	FLORIDA AVE.	US 1	8,140	7,960	7,330	6,910	7,640	7,030	6,560	6,060	6,060	6,060	6,060	6,060	6,060	6,060	6,060	6,060	6,060	6,060	6,060	6,060	6,060	6,060	6,060	01/19/22-01/20/22	Urban Minor Arterial
54	FORREST AVE.	FORREST AVE.	SR 520	11,090	9,240	8,630	7,980	8,585	6,100	11,500	10,860	10,205	10,205	10,205	10,205	10,205	10,205	10,205	10,205	10,205	10,205	10,205	10,205	10,205	10,205	10,205	01/19/22-01/20/22	Urban Minor Arterial
52	FORREST AVE.	FORREST AVE.	SR 520	12,580	10,170	9,890	8,700	8,930	NC	13,510	12,660	11,380	11,380	11,380	11,380	11,380	11,380	11,380	11,380	11,380	11,380	11,380	11,380	11,380	11,380	11,380	01/19/22-01/20/22	Urban Minor Arterial
67	FRIDAY RD.	FRIDAY RD.	SR 524	1,150	1,220	1,530	1,390	1,500	1,470	1,780																		

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		Current MAV	Last Count Taken	Functional Classification	
				AA	ADT				AA																		
AREA - CENTRAL																											
24	US 1	ROSA JONES DR.	PEACHTREE ST.	26,785	25,375	33,480	30,220	26,835	26,525	29,350	27,795	29,375	29,375	29,375	29,375	29,375	29,375	29,375	29,375	29,375	29,375	29,375	29,375	29,375	62,900	02/17/22-02/18/22	Urban Principal Arterial-Other
23	US 1	SR 520	PEACHTREE ST.	32,840	32,880	33,480	30,220	33,500	34,020	36,970	33,770	35,750	35,750	35,750	35,750	35,750	35,750	35,750	35,750	35,750	35,750	35,750	35,750	35,750	62,900	01/27/22-01/28/22	Urban Principal Arterial-Other
22	US 1	PEACHTREE ST.	SR 528	27,025	27,025	27,025	27,025	26,800	26,873	29,425	28,878	28,878	28,878	28,878	28,878	28,878	28,878	28,878	28,878	28,878	28,878	28,878	28,878	28,878	62,900	01/27/22-01/28/22	Urban Principal Arterial-Other
21	US 1	FORREST AVE.	FORREST AVE.	20,560	20,560	20,560	20,560	21,290	24,850	22,720	22,510	23,870	21,780	21,780	21,780	21,780	21,780	21,780	21,780	21,780	21,780	21,780	21,780	21,780	62,900	01/27/22-01/28/22	Urban Principal Arterial-Other
20	US 1	DIXON BLVD.	DIXON BLVD.	29,460	29,460	29,460	29,460	28,620	30,090	30,880	32,280	31,080	30,840	30,840	30,840	30,840	30,840	30,840	30,840	30,840	30,840	30,840	30,840	30,840	62,900	02/03/22-02/04/22	Urban Principal Arterial-Other
19	US 1	MICHIGAN AVE.	SR 528	28,510	28,510	28,510	28,510	25,890	30,430	29,670	27,250	30,370	25,880	25,880	25,880	25,880	25,880	25,880	25,880	25,880	25,880	25,880	25,880	25,880	62,900	03/01/22-03/02/22	Urban Principal Arterial-Other
572	VIERA BLVD.	TANWICK DRIVE	STADIUM PKWY.	7,070	7,160	NC	NC	8,310	NC	8,410	NC	8,410	NC	8,380	8,380	8,380	8,380	8,380	8,380	8,380	8,380	8,380	8,380	8,380	36,800	01/11/22-01/12/22	Urban Local
536	VIERA BLVD	STADIUM PKWY.	HOLIDAY SPRINGS RD.	13,900	14,400	15,950	16,760	17,445	17,430	17,390	19,950	17,370	18,720	18,720	18,720	18,720	18,720	18,720	18,720	18,720	18,720	18,720	18,720	18,720	39,800	01/11/22-01/12/22	Urban Minor Arterial
535	VIERA BLVD.	MURRELL RD.	MURRELL RD.	13,760	14,600	15,980	17,450	16,130	17,610	NC	22,320	19,320	19,910	19,910	19,910	19,910	19,910	19,910	19,910	19,910	19,910	19,910	19,910	19,910	39,800	01/11/22-01/12/22	Urban Minor Arterial
537	VIERA BLVD.	HOLIDAY SPRINGS RD.	US 1	14,100	14,380	15,920	16,110	16,760	17,050	17,380	17,580	16,420	17,530	17,530	17,530	17,530	17,530	17,530	17,530	17,530	17,530	17,530	17,530	17,530	39,800	01/11/22-01/12/22	Urban Minor Arterial

*Note - 2016 AADT's Beaches area were counted twice in 2016 and the AADT listed is the average of the two counts
 NC=Not Counted, UC=Under Construction

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		Current MAV	Last Count Taken	Functional Classification	
				ADT				ADT																			
AREA SOUTH																											
456	EAU GALLIE (WB Only)	CAUSEWAY	US 1	18,700	16,525	16,095	17,039	16,535	17,360	17,315	15,310	15,880	16,119	18,070	17,620	18,950	18,080	18,930	19,110	16,420	15,980	17,410	19,440	12,055/22-12/06/22	Urban Principal Arterial-Other		
380	EAU GALLIE (WB Only)	CAUSEWAY	PINEAPPLE AVE.	15,330	NC	13,240	NC	14,990	NC	15,520	NC	15,800	NC	15,330	13,240	14,990	NC	15,520	NC	15,800	NC	19,440	12,059/21-12/10/21	Urban Principal Arterial-Other			
455	EAU GALLIE (WB Only)	HIGHLAND AVE.	US 1	NC	15,430	NC	15,550	NC	15,790	NC	14,200	NC	14,820	NC	15,430	NC	15,550	NC	14,200	NC	14,820	NC	19,440	12,055/22-12/06/22	Urban Principal Arterial-Other		
484	EBER BLVD.	MINTON RD.	DAIRY RD.	9,280	10,055	10,530	11,545	11,210	11,965	12,640	10,875	11,720	11,530	NC	9,560	NC	10,720	10,260	11,420	12,240	10,940	11,750	NC	15,600	10/18/22-10/19/22	Urban Major Collector	
485	EBER BLVD.	HOLLYWOOD BLVD	DAIRY RD.	9,280	10,550	10,530	12,360	12,160	12,510	13,040	10,810	11,690	11,530	15,600	10,550	10,530	12,360	12,160	12,510	13,040	10,810	11,690	11,530	15,600	10/17/22-10/18/22	Urban Major Collector	
631	ELLIS RD.	I-95 INTERCHANGE	WICKHAM RD.	11,640	10,930	12,290	12,760	15,660	14,220	15,210	15,970	15,860	17,245	10,930	10,930	12,290	12,760	15,660	14,220	15,210	15,970	15,860	17,245	12/06/22-12/07/22	Urban Minor Arterial		
322	ELLIS RD.	JOHN RODES BLVD.	EAST DR.	10,770	10,930	NC	12,760	NC	14,220	NC	15,970	NC	16,600	10,930	10,930	12,760	15,660	14,220	15,210	15,970	15,860	17,245	12/06/22-12/09/22	Urban Minor Arterial			
321	ELLIS RD.	JOHN RODES BLVD.	WICKHAM RD.	12,510	NC	12,290	NC	15,660	NC	15,210	NC	15,720	NC	12,510	NC	12,290	NC	15,660	NC	15,210	NC	15,720	NC	15,600	10/20/21-10/21/21	Urban Minor Arterial	
614	EMERSON DR.	BAYSIDE LAKES BLVD.	WACO BLVD.	15,677	15,743	16,240	16,330	16,023	16,820	15,610	15,240	15,870	14,820	15,780	16,410	17,390	16,280	16,350	16,670	15,780	16,410	17,390	39,800	10/06/22-10/07/22	Urban Major Collector		
615	EMERSON DR.	BAYSIDE LAKES BLVD.	JUPITER BLVD.	16,280	16,350	16,670	15,390	15,880	16,290	15,610	15,240	15,870	14,820	15,780	16,410	17,390	16,280	16,350	16,670	15,780	16,410	17,390	39,800	10/06/22-10/07/22	Urban Major Collector		
561	EMERSON DR.	MALABAR RD.	MALABAR RD.	7,433	7,760	8,903	8,817	8,740	8,533	7,407	8,033	8,320	7,433	7,760	8,903	8,817	8,740	8,533	7,407	8,033	8,320	17,700	10/06/22-10/07/22	Urban Minor Arterial			
552	EMERSON DR.	MALABAR RD.	MALABAR RD.	9,040	9,360	9,300	10,990	10,830	10,750	10,310	8,760	9,880	10,370	9,040	9,360	9,300	10,990	10,830	10,750	10,310	8,760	9,880	10,370	17,700	10/06/22-10/07/22	Urban Minor Arterial	
553	EMERSON DR.	AMERICANA BLVD.	CULVER DR.	8,830	9,170	9,530	10,440	10,690	10,500	10,310	8,760	9,880	10,370	8,830	9,170	9,530	10,440	10,690	10,500	10,310	8,760	9,880	10,370	17,700	12/08/22-12/09/22	Urban Minor Arterial	
554	EMERSON DR.	CULVER DR.	MINTON RD.	4,430	4,750	NC	5,280	4,930	4,970	4,970	4,500	4,280	4,540	4,430	4,750	NC	5,280	4,930	4,970	4,970	4,500	4,280	4,540	17,700	12/08/22-12/09/22	Urban Minor Arterial	
555	EMERSON DR.	JUPITER BLVD.	JUPITER BLVD.	24,800	25,720	27,480	28,150	29,460	24,200	24,310	21,450	23,010	23,890	24,800	25,720	27,480	28,150	29,460	24,200	24,310	21,450	23,010	23,890	39,800	10/03/22-10/04/22	Urban Major Collector	
616	EVANS RD.	US 192	ST. JOHNS HERITAGE PKWY.	19,055	18,385	16,510	19,905	20,800	21,055	21,515	15,595	15,495	18,105	19,055	18,385	16,510	19,905	20,800	21,055	21,515	15,595	15,495	18,105	17,700	12/12/22-12/13/22	Urban Major Collector	
318	EVANS RD.	US 192	HIBISCUS BLVD.	21,000	19,520	NC	20,990	NC	22,600	22,800	17,640	19,020	21,000	19,520	NC	20,990	NC	22,600	22,800	17,640	19,020	39,800	12/08/22-12/09/22	Urban Minor Arterial			
319	EVANS RD.	US 192	NASA BLVD.	17,110	17,250	18,820	20,800	18,530	20,230	15,550	14,240	17,190	39,800	17,110	17,250	18,820	20,800	18,530	20,230	15,550	14,240	17,190	39,800	12/08/22-12/09/22	Urban Minor Arterial		
556	FLEMING GRANT RD.	KIWI DR.	MICCO RD.	NC	1,360	NC	1,720	NC	1,620	NC	1,460	NC	1,770	NC	1,360	NC	1,720	NC	1,620	NC	1,460	NC	1,770	14,200	12/01/22-12/02/22	Rural Minor Collector	
579	GATEWAY DR.	HIBISCUS BLVD.	NASA BLVD.	3,550	NC	NC	NC	3,590	NC	NC	NC	3,110	NC	3,550	NC	NC	NC	3,590	NC	NC	NC	3,110	NC	33,800	10/27/20-10/28/20	Urban Minor Collector	
558	GRANT RD.	BABCOCK ST.	OLD DIXIE HWY.	2,260	NC	NC	2,590	NC	2,990	NC	2,960	NC	3,010	2,260	NC	NC	2,590	NC	2,990	NC	2,960	NC	3,010	14,200	12/08/22-12/09/22	Urban Major Collector	
588	HARLOCK RD.	AJORA RD.	LAKE WASHINGTON RD.	2,150	NC	NC	3,180	NC	3,080	NC	3,080	NC	NC	2,150	NC	NC	3,180	NC	3,080	NC	3,080	NC	NC	15,600	12/08/20-12/09/20	Urban Major Collector	
586	HENRY AVE.	MINTON RD.	DAIRY RD.	7,655	7,060	7,880	7,460	10,280	8,675	10,210	6,050	9,610	6,340	7,655	7,060	7,880	7,460	10,280	8,675	10,210	6,050	9,610	6,340	15,600	12/08/20-12/09/20	Urban Major Collector	
685	HENRY AVE.	MINTON RD.	HOLLYWOOD BLVD.	8,120	NC	7,880	NC	10,280	10,440	10,210	NC	9,610	NC	8,120	NC	7,880	NC	10,280	10,440	10,210	NC	9,610	NC	15,600	10/14/21-10/15/21	Urban Major Collector	
691	HENRY AVE.	HOLLYWOOD BLVD.	DAIRY RD.	6,410	7,060	NC	7,460	NC	6,910	NC	6,050	NC	6,340	6,410	7,060	NC	7,460	NC	6,910	NC	6,050	NC	6,340	15,600	10/17/22-10/19/22	Urban Major Collector	
550	HIBISCUS BLVD.	EVANS RD.	APOLLO BLVD.	16,910	16,987	17,800	20,327	17,953	18,043	17,363	13,557	14,830	9,533	16,910	16,987	17,800	20,327	17,953	18,043	17,363	13,557	14,830	9,533	39,800	10/20/22-10/21/22	Urban Minor Arterial	
600	HIBISCUS BLVD.	EVANS RD.	DAIRY RD.	17,130	17,010	17,320	21,120	17,940	19,120	18,080	13,720	15,000	14,770	17,130	17,010	17,320	21,120	17,940	19,120	18,080	13,720	15,000	14,770	39,800	10/20/21-10/21/21	Urban Minor Arterial	
561	HIBISCUS BLVD.	DAIRY RD.	BABCOCK ST.	17,360	17,310	18,680	21,730	18,630	18,190	17,980	13,640	15,390	NC	17,360	17,310	18,680	21,730	18,630	18,190	17,980	13,640	15,390	NC	33,800	12/08/22-12/09/22	Urban Minor Arterial	
597	HICKORY ST.	HICKORY ST.	APOLLO BLVD.	16,240	16,670	17,400	18,130	17,290	16,820	16,030	13,310	14,100	13,590	16,240	16,670	17,400	18,130	17,290	16,820	16,030	13,310	14,100	13,590	39,800	12/08/22-12/09/22	Urban Major Collector	
598	HICKORY ST.	HICKORY ST.	NASA BLVD. (SR 508)	3,363	2,400	3,735	NC	3,243	1,660	5,010	1,850	2,027	1,690	3,363	2,400	3,735	NC	3,243	1,660	5,010	1,850	2,027	1,690	15,600	10/20/22-10/21/22	Urban Major Collector	
599	HICKORY ST.	FEE AVE.	FEE AVE.	1,860	NC	1,710	NC	1,650	1,880	NC	970	1,110	1,110	1,860	NC	1,710	NC	1,650	1,880	NC	970	1,110	1,110	15,600	10/20/22-10/21/22	Urban Major Collector	
600	HICKORY ST.	HICKORY ST.	NASA BLVD. (SR 508)	2,350	2,400	NC	NC	2,130	1,820	NC	1,000	1,110	NC	2,350	2,400	NC	NC	2,130	1,820	NC	1,000	1,110	NC	15,600	10/20/22-10/21/22	Urban Major Collector	
318	HOLLYWOOD BLVD.	PALM BAY RD.	US 192	13,045	13,230	15,195	15,783	15,040	15,210	12,140	13,240	13,673	13,045	13,230	15,195	15,783	15,040	15,210	12,140	13,240	13,673	17,700	10/17/22-10/18/22	Urban Minor Arterial			
317	HOLLYWOOD BLVD.	FLORIDA AVE/WINGATE BLVD.	FLORIDA AVE/WINGATE BLVD.	12,560	UC	15,060	16,800	16,440	16,710	17,960	13,760	14,710	12,560	UC	15,060	16,800	16,440	16,710	17,960	13,760	14,710	17,700	10/17/22-10/18/22	Urban Minor Arterial			
374	HOLLYWOOD BLVD.	FLORIDA AVE/WINGATE BLVD.	HENRY AVE.	13,080	UC	13,190	14,820	15,040	NC	14,770	12,840	13,910	13,080	UC	13,190	14,820	15,040	NC	14,770	12,840	13,910	17,700	10/17/22-10/18/22	Urban Minor Arterial			
316	HOLLYWOOD BLVD.	HENRY AVE.	US 192	14,240	UC	12,960	15,220	16,530	15,930	14,890	10,740	11,760	14,240	UC	12,960	15,220	16,530	15,930	14,890	10,740	11,760	13,400	17,700	10/25/22-10/26/22	Urban Minor Arterial		
354	INTERLACHEN RD.	ST. ANDREWS BLVD.	WICKHAM RD.	12,300	UC	11,710	13,840	15,120	12,480	13,220	11,280	12,430	12,670	12,300	UC	11,710	13,840	15,120	12,480	13,220	11,280	12,430	15,600	12/08/22-12/09/22	Urban Minor Arterial		
353	INTERLACHEN RD.	ST. ANDREWS BLVD.	WICKHAM RD.	4,420	5,770	4,340	7,730	NC	7,250	4,870	5,930	4,540	7,010	4,420	5,770	4,340	7,730	NC	7,250	4,870	5,930	4,540	7,010	15,600	10/28/21-10/29/21	Urban Minor Collector	
611	JOHN RODES BLVD.	JOHN RODES BLVD.	WICKHAM RD.	NC	6,770	NC	7,730	NC	7,250	NC	5,930	NC	7,010	NC	6,770	NC	7,730	NC	7,250	NC	5,930	NC	7,010	15,600	12/19/22-12/20/22	Urban Minor Collector	
604	JOHN RODES BLVD.	SHERIDAN RD.	ELLIS RD.	12,145	11																						

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Current	Last Count	Functional Classification
				AADT	MAV	Taken										
AREA SOUTH																
639	LAKE ANDREW DR.	PINEDASWY.	WICKHAM RD.	6,520	5,285	6,870	7,105	6,997	8,127	8,810	7,440	11,230	10,310	15,600	12/01/22-12/02/22	Urban Local
640	LAKE ANDREW DR.	STROM PARK DR.	STROM PARK DR.			3,620	3,600	4,280	5,390	4,370	4,800	5,090	15,600	12/19/22-12/20/22	Urban Local	
641	LAKE ANDREW DR.	TRAFFORD DR.	TRAFFORD DR.			3,380	5,540	5,130	6,550	7,640	5,670	6,180	39,800	12/19/22-12/20/22	Urban Local	
642	LAKE ANDREW DR.	IVANHOE DR.	WICKHAM RD.	6,520	6,270	7,200	7,800	9,080	10,180	11,350	10,390	11,340	39,800	12/19/22-12/20/22	Urban Major Collector	
351	LAKE WASHINGTON RD.	THE LAKE	WICKHAM RD.	5,770	5,910	6,000	6,435	7,215	6,575	7,105	6,230	7,055	17,165	11/30/21-12/01/21	Urban Minor Collector	
344	LAKE WASHINGTON RD.	HARLOCK RD.	WICKHAM RD.	3,580	NC	4,240	NC	5,260	NC	5,540	NC	5,540	NC	17,700	12/05/22-12/06/22	Urban Minor Collector
338	LAKE WASHINGTON RD.	TURTLEMOUND RD.	WICKHAM RD.	7,960	NC	8,340	NC	4,180	NC	4,130	NC	6,660	17,700	12/05/22-12/06/22	Urban Major Collector	
557	MAIN ST.	CENTRAL AVE.	US 1	1,970	NC	1,960	2,560	2,260	NC	2,240	NC	2,280	NC	15,600	11/10/21-11/11/21	Urban Major Collector
560	MALABAR RD.	ST. JOHNS HERITAGE PKWY.	MINTON RD.	15,570	16,455	19,950	15,675	15,800	15,550	16,725	13,200	13,965	14,305	17,700	10/05/22-10/06/22	Urban Principal Arterial-Other
371	MALABAR RD.	JUPITER BLVD.	MINTON RD.	19,830	21,010	20,950	19,040	20,230	20,010	22,060	16,870	18,640	18,400	17,700	10/05/22-10/06/22	Urban Principal Arterial-Other
481	MALABAR RD.	MINTON RD.	EMERSON DR.	21,950	22,420	22,560	24,510	23,810	23,420	25,370	22,110	23,910	24,240	39,800	10/04/22-10/05/22	Urban Principal Arterial-Other
513	MALABAR RD.	EMERSON DR.	SAN FILIPPO DR.	33,710	34,330	36,050	37,860	37,660	35,090	37,590	31,750	33,750	50,900	50,900	10/04/22-10/05/22	Urban Principal Arterial-Other
482	MALABAR RD.	SAN FILIPPO DR.	I-95	46,320	48,840	46,420	52,940	53,630	52,850	55,390	49,770	51,890	53,400	50,900	10/04/22-10/05/22	Urban Principal Arterial-Other
483	MALABAR RD. (SR 514)	I-95	BABCOCK ST. (SR 507)	35,400	36,620	NC	39,270	43,170	43,280	43,940	38,180	40,690	40,930	59,800	10/03/22-10/04/22	Urban Principal Arterial-Other
484	MALABAR RD. (SR 514)	BABCOCK ST. (SR 507)	US 1	12,840	12,430	14,930	14,930	15,950	12,910	15,810	8,200	15,540	12,890	24,200	11/18/21-11/19/21	Urban Minor Arterial
516	MALABAR RD. (SR 514)	BABCOCK ST. (SR 507)	COREY RD.	12,840	NC	14,930	NC	15,950	NC	15,810	NC	15,540	NC	14,800	10/03/22-10/04/22	Urban Minor Arterial
598	MELBOURNE AVE.	US 1 OVERPASS	FRONT ST.	4,110	NC	NC	NC	NC	3,980	NC	3,110	NC	2,820	15,600	10/25/22-10/26/22	Urban Minor Collector
519	MICCO RD.	BABCOCK ST.	US 1	3,983	4,033	4,553	4,850	4,640	4,503	4,540	4,590	4,743	4,997	14,200	10/06/22-10/07/22	Rural Major Collector
520	MICCO RD.	DOTTIE DR.	US 1	1,440	1,470	1,440	1,800	1,750	1,710	1,770	2,320	2,150	17,700	10/06/22-10/07/22	Urban Major Collector	
616	MICCO RD.	FLEMING GRANT RD.	US 1	3,090	3,220	3,460	3,740	3,180	3,740	3,360	4,060	4,060	4,440	17,700	12/12/22-12/13/22	Urban Major Collector
633	MINTON RD.	JUPITER BLVD.	MALABAR RD.	7,960	7,410	8,760	9,010	8,290	8,060	8,150	7,590	8,020	6,440	15,600	12/12/22-12/13/22	Urban Principal Arterial-Other
480	MINTON RD.	MALABAR RD.	PALM BAY RD.	27,817	28,260	22,645	29,183	32,870	31,723	33,607	24,285	35,093	29,100	39,800	12/12/22-12/13/22	Urban Principal Arterial-Other
489	MINTON RD.	MALABAR RD.	AMERICANA BLVD.	17,850	18,820	20,030	21,090	21,600	21,710	22,750	23,080	25,430	27,470	39,800	12/08/22-12/09/22	Urban Principal Arterial-Other
498	MINTON RD.	AMERICANA BLVD.	EMERSON DR.	22,390	22,780	25,260	25,730	26,290	26,090	27,020	25,490	27,670	30,730	39,800	12/08/22-12/09/22	Urban Principal Arterial-Other
498	MINTON RD.	EMERSON DR.	PALM BAY RD.	43,470	46,180	NC	40,730	50,720	47,370	51,050	NC	52,180	NC	39,800	12/08/22-12/09/22	Urban Principal Arterial-Other
467	MINTON RD.	PALM BAY RD.	US 192	27,334	33,058	30,676	32,255	31,248	30,633	31,252	29,516	30,432	31,436	33,800	12/05/22-12/06/22	Urban Principal Arterial-Other
480	MINTON RD.	PALM BAY RD.	HELD RD.	23,490	NC	27,650	NC	26,640	24,580	25,630	NC	25,730	30,480	39,800	10/17/22-10/18/22	Urban Principal Arterial-Other
372	MINTON RD.	HELD RD.	WINGATE BLVD.	NC	30,970	NC	32,910	NC	32,100	NC	30,560	NC	30,980	39,800	10/17/22-10/18/22	Urban Principal Arterial-Other
483	MINTON RD.	EBER BLVD.	WINGATE BLVD.	27,560	31,750	29,920	31,890	31,260	31,670	32,230	29,080	30,980	39,800	39,800	10/17/22-10/18/22	Urban Principal Arterial-Other
482	MINTON RD.	WINGATE BLVD.	MILWAUKEE AVE.	28,470	35,690	32,990	NC	34,420	32,810	32,960	30,280	33,270	31,970	39,800	10/17/22-10/18/22	Urban Principal Arterial-Other
481	MINTON RD.	MILWAUKEE AVE.	HENRY AVE.	29,490	35,790	32,650	33,410	34,090	33,100	35,020	30,340	32,770	34,890	39,800	12/05/22-12/06/22	Urban Principal Arterial-Other
673	NASA BLVD.	HENRY AVE.	US 192	28,860	31,090	30,170	30,810	29,320	29,720	30,800	27,330	29,410	29,730	39,800	10/17/22-10/18/22	Urban Principal Arterial-Other
678	NASA BLVD.	WICKHAM RD.	EDDIE ALLEN RD.	18,930	15,010	25,420	21,650	16,720	26,170	12,430	24,200	13,470	NC	39,800	11/16/21-11/17/21	Urban Principal Arterial-Other
346	NASA BLVD. (SR 508)	EVANS RD.	EDDIE ALLEN RD.	22,950	NC	25,420	NC	26,860	NC	26,170	NC	24,200	NC	39,800	11/02/22-11/03/22	Urban Principal Arterial-Other
345	NASA BLVD. (SR 508)	EDDIE ALLEN RD.	EDDIE ALLEN RD.	14,910	15,010	NC	NC	16,460	16,720	NC	12,430	NC	13,470	32,400	12/05/22-12/06/22	Urban Principal Arterial-Other
349	NASA BLVD. (SR 508)	EDDIE ALLEN RD.	DR. MARTIN LUTHER KING JR. BLVD	13,687	14,720	14,783	13,810	15,103	14,560	11,437	12,977	12,977	17,990	32,400	12/05/22-12/06/22	Urban Principal Arterial-Other
342	NASA BLVD. (SR 508)	EDDIE ALLEN RD.	BABCOCK ST.	16,930	17,000	17,050	NC	18,200	16,660	18,810	13,890	15,420	17,280	32,400	10/25/22-10/26/22	Urban Principal Arterial-Other
600	NORFOLK PKWY.	BABCOCK ST.	US 1	NC	12,810	NC	NC	12,680	13,020	NC	9,910	NC	11,450	32,400	10/25/22-10/26/22	Urban Principal Arterial-Other
478	PALM BAY RD.	PALM BAY RD.	APOLLO BLVD.	11,130	NC	12,530	NC	10,800	NC	11,430	NC	12,270	NC	32,400	10/25/22-10/26/22	Urban Principal Arterial-Other
465	PALM BAY RD.	PALM BAY RD.	US 1	13,000	14,350	14,710	NC	13,560	13,610	13,500	10,510	11,240	12,640	32,400	12/05/22-12/06/22	Urban Principal Arterial-Other
465	PALM BAY RD.	PALM BAY RD.	TARGET SIGNAL	13,450	15,120	15,740	16,670	16,710	18,980	21,530	21,340	21,520	33,600	12/08/22-12/09/22	Urban Major Collector	
478	PALM BAY RD.	MINTON RD.	HOLLYWOOD BLVD.	39,947	37,999	31,990	44,303	42,950	40,763	43,443	36,170	40,235	40,360	59,900	10/03/22-10/04/22	Urban Principal Arterial-Other
478	PALM BAY RD.	MINTON RD.	ATHENS DR.	26,820	27,710	NC	31,800	29,130	30,400	27,540	28,910	32,230	59,900	59,900	12/08/22-12/09/22	Urban Principal Arterial-Other
468	PALM BAY RD.	CULVER DR.	CULVER DR.	28,750	28,040	36,070	31,750	34,510	29,190	30,660	27,760	30,520	32,800	59,900	10/14/21-10/15/21	Urban Principal Arterial-Other
477	PALM BAY RD.	I-95 EAST RAMP	I-95 EAST RAMP	41,900	47,320	NC	44,300	46,710	45,650	49,770	NC	48,470	53,500	59,900	10/05/22-10/06/22	Urban Principal Arterial-Other
470	PALM BAY RD.	I-95 EAST RAMP	HOLLYWOOD BLVD.	49,190	49,610	NC	56,800	58,780	59,860	62,940	53,210	62,040	56,050	59,900	12/08/22-12/09/22	Urban Principal Arterial-Other
467	PALM BAY RD.	HOLLYWOOD BLVD.	DAIRY RD.	37,220	36,140	39,880	37,813	40,940	41,653	37,713	42,333	43,480	59,900	59,900	12/08/22-12/09/22	Urban Principal Arterial-Other
468	PALM BAY RD.	PORT MALABAR RD.	PORT MALABAR RD.	41,820	42,180	NC	46,190	47,330	46,910	47,560	44,290	47,110	50,690	59,900	12/08/22-12/09/22	Urban Principal Arterial-Other
477	PALM BAY RD.	STACK BLVD.	STACK BLVD.	NC	31,870	NC	27,450	NC	35,420	NC	33,820	NC	41,340	59,900	12/08/22-12/09/22	Urban Principal Arterial-Other
470	PALM BAY RD.	BABCOCK ST. (SR 507)	BABCOCK ST. (SR 507)	31,380	NC	39,480	NC	33,740	NC	35,790	NC	36,650	NC	59,900	12/07/21-12/08/21	Urban Principal Arterial-Other
460	PALM BAY RD.	BABCOCK ST. (SR 507)	RJ CONLAN BLVD.	NC	32,910	NC	35,930	NC	36,050	NC	34,190	NC	38,440	59,900	10/13/22-10/14/22	Urban Principal Arterial-Other
475	PALM BAY RD.	BABCOCK ST. (SR 507)	KNIGHT RD.	26,953	22,710	27,120	24,287	27,757	23,737	26,990	22,700	27,730	22,813	59,900	10/13/22-10/14/22	Urban Principal Arterial-Other
478	PALM BAY RD.	BABCOCK ST. (SR 507)	LIFSCOMB ST.	33,120	31,190	32,740	34,250	33,620	35,260	33,760	31,790	32,730	31,220	59,900	10/05/21-10/06/21	Urban Principal Arterial-Other
471	PALM BAY RD.	TROUTMAN BLVD.	TROUTMAN BLVD.	29,370	30,910	NC	33,190	NC	33,870	NC	31,190	NC	31,190	59,900	10/19/22-10/14/22	Urban Principal Arterial-Other
330	PARKWAY DR.	TURTLEMOUND RD.	WICKHAM RD.	16,370	17,310	17,710	19,060	16,460	18,740	19,340	18,010	19,270	20,140	59,900	12/08/22-12/09/22	Urban Principal Arterial-Other
601	PINEAPPLE AVE.	EAU GALIE BLVD.	AUORA RD.	4,840	4,810	4,860	5,460	5,250	5,030	5,270	4,600	4,310	3,090	17,700	12/19/22-12/20/22	Urban Major Collector
				5,610	NC	5,100	NC	6,790	NC	5,140	NC	4,930	15,600	12/19/22-12/20/22	Urban Major Collector	

*Note - 2016 AMDT's Bunches area were combined twice in 2016 and the AMDT listed is the average of the two counts.
NC=Not Counted, UC=Under Construction

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		Current MAV	Last Count Taken	Functional Classification
				ADT	ADT	ADT	ADT	ADT	ADT	ADT	ADT	ADT	ADT													
AREA: SOUTH																										
638	PINEDA CSWY.	LAKE ANDREW DR.	US 1	24,193	25,537	27,623	28,127	32,010	30,246	32,555	28,990	26,485	35,830											41,790	10/04/22-10/05/22	Urban Minor Arterial
639	PINEDA CSWY.	LAKE ANDREW DR.	I-95	21,650	23,780	27,070	27,640	31,050	29,810	32,140	29,730	32,100	35,580											41,790	12/19/22-12/20/22	Urban Minor Arterial
640	PINEDA CSWY.	ST ANDREWS BLVD.	WICKHAM RD.	23,210	24,860	25,360	28,950	31,860	30,680	32,970	28,250	31,380	36,080											41,790	12/19/22-12/20/22	Urban Minor Arterial
641	PINEDA CSWY.	WICKHAM RD.	US 1	27,720	27,970	30,440	27,790	33,120	NC	NC	NC	NC	34,530	33,100										41,790	12/19/22-12/20/22	Urban Principal Arterial/Other
642	PINEHURST AVE.	ST ANDREWS BLVD.	US 1	2,310	2,240	2,220	2,540	2,450	2,340	2,540	NC	2,210	2,170											15,600	12/19/22-12/20/22	Urban Minor Collector
643	PORT MALABAR BLVD.	BABCOCK ST. (SR 607)	US 1	10,810	15,820	14,590	17,160	12,300	16,950	17,840	15,450	11,990	15,790											39,800	10/13/22-10/14/22	Urban Minor Arterial
644	PORT MALABAR BLVD.	BABCOCK ST. (SR 507)	US 1	10,810	15,820	14,590	17,160	12,300	16,950	17,840	15,450	11,990	15,790										39,800	10/13/22-10/14/22	Urban Minor Arterial	
645	POST RD.	PINECONE RD.	US 1	8,960	9,030	8,890	9,660	9,240	9,740	9,520	8,210	9,190	9,340											19,500	12/15/22-12/16/22	Urban Major Collector
646	RJ CONLAN BLVD.	PALM BAY RD.	US 1	10,270	10,640	10,225	11,300	11,515	11,660	12,330	11,610	11,365	10,955											39,800	10/13/22-10/14/22	Urban Minor Arterial
647	RJ CONLAN BLVD.	COMMERCE PARK DR.	US 1	10,410	10,550	9,720	11,250	11,490	11,480	12,330	13,110	11,730	10,400											39,800	10/13/22-10/14/22	Urban Principal Arterial/Other
648	SARNO RD.	COMMERCE PARK DR.	US 1	10,330	10,750	10,700	11,350	11,540	12,270	12,420	10,110	11,000	10,770											39,800	12/19/22-12/13/22	Urban Principal Arterial/Other
649	SARNO RD.	EAU GALLIE BLVD. (SR 518)	US 1	14,530	15,050	14,390	15,870	17,060	17,450	18,100	15,210	15,560	15,600											19,470	12/15/22-12/16/22	Urban Minor Arterial
650	SARNO RD.	WICKHAM RD.	US 1	19,797	20,840	19,577	19,688	19,968	20,348	21,710	17,998	18,235	18,155											15,600	10/21/20-10/22/20	Urban Minor Collector
651	SARNO RD.	WICKHAM RD.	US 1	20,370	20,490	21,240	21,610	22,410	21,980	21,510	19,490	21,400	20,570											41,790	12/15/22-12/16/22	Urban Minor Arterial
652	SARNO RD.	WICKHAM RD.	US 1	20,370	20,490	21,240	21,610	22,410	21,980	21,510	19,490	21,400	20,570											41,790	12/15/22-12/16/22	Urban Minor Arterial
653	SARNO RD.	CROTON RD.	US 1	NC	23,580	23,110	20,210	20,280	20,830	26,300	18,010	18,730												41,790	12/15/22-12/16/22	Urban Minor Arterial
654	SARNO RD.	GARFIELD ST.	US 1	23,560	23,800	NC	21,710	18,140	22,000	22,560	18,710	18,410	19,190											41,790	12/15/22-12/16/22	Urban Minor Arterial
655	SARNO RD.	APOLLO BLVD.	US 1	15,060	15,490	14,380	15,220	15,010	16,380	16,470	14,800	14,120	14,130											33,800	12/15/22-12/16/22	Urban Minor Arterial
656	SHERIDAN RD.	JOHN RODES BLVD.	US 1	NC	NC	NC	NC	NC	4,430	NC	4,000	NC											15,600	10/21/20-10/22/20	Urban Minor Collector	
657	ST ANDREWS BLVD.	PINEDA CSWY. (SR 404)	US 1	3,390	3,417	3,335	3,240	3,950	3,405	4,165	2,830	3,455	3,300											15,600	10/28/21-10/29/21	Urban Minor Collector
658	ST ANDREWS BLVD.	INTERLACHEN RD.	US 1	3,390	3,468	4,460	NC	5,570	NC	6,000	NC	5,180	NC											15,600	12/15/22-12/16/22	Urban Minor Collector
659	ST ANDREWS BLVD.	PINEHURST AVE.	US 1	NC	3,990	NC	4,480	NC	4,480	NC	3,970	NC	4,290											15,600	12/15/22-12/16/22	Urban Minor Collector
660	ST ANDREWS BLVD.	WICKHAM RD.	US 1	2,180	2,210	2,000	2,330	2,370	1,690	1,730	2,310	1,690	1,730											15,600	12/01/22-12/02/22	Urban Minor Collector
661	ST JOHN'S HERITAGE PKWY.	MALABAR RD.	US 1	1,905	3,310	7,263	8,440	7,505	8,083	9,123														15,600	10/05/22-10/06/22	Urban Minor Arterial
662	ST JOHN'S HERITAGE PKWY.	PACE DR.	US 1	2,210	2,050	5,450	6,270	5,490	5,890	6,660														15,600	10/05/22-10/06/22	Urban Minor Arterial
663	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
664	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
665	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
666	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
667	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
668	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
669	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
670	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
671	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
672	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
673	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
674	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
675	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
676	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
677	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
678	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
679	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
680	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
681	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
682	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
683	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
684	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
685	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1	1,600	4,570	6,710	7,890	7,190	7,870	8,820														15,600	10/05/22-10/06/22	Urban Minor Arterial
686	ST JOHN'S HERITAGE PKWY.	EMERSON DR.	US 1</																							

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Current	Last Count	Functional Classification	
				AADT	MAV	Taken											
650	US 192	OSCEOLA CO	I-95	7,300	7,710	8,745	9,655	13,155	15,815	11,205	11,860	16,480					
362	US 192	OSCEOLA CO	SIMON RD	7,390	7,700	8,390	9,090	9,090	8,670	10,000	9,210	10,670	NC	49,600	12/07/21-12/08/21	Rural Principal Arterial/Other	
421	US 192	I-95	WICKHAM RD	25,410	26,890	29,090	30,030	31,495	31,690	34,660	27,635	29,910	31,665	41,790	12/15/22-12/16/22	Urban Principal Arterial/Other	
422	US 192	I-95	JOHN RODES BLVD.	24,800	26,090	29,320	30,180	32,640	34,300	34,980	25,950	29,420	31,160	39,800	12/15/22-12/16/22	Urban Principal Arterial/Other	
424	US 192	WICKHAM RD	WICKHAM RD	31,003	32,006	32,833	32,717	32,619	34,796	35,653	28,751	31,243	32,797	39,800	12/15/22-12/16/22	Urban Principal Arterial/Other	
380	US 192	DAYTON BLVD.	DAYTON BLVD.	32,410	35,650	35,700	35,340	35,330	37,280	37,640	30,730	30,970	33,910	39,800	12/15/22-12/16/22	Urban Principal Arterial/Other	
425	US 192	WINDOVER SQUARE ENTRANCE	WINDOVER SQUARE ENTRANCE	35,960	38,730	38,270	37,160	37,430	40,850	40,760	32,290	34,370	37,240	39,800	11/02/22-11/03/22	Urban Principal Arterial/Other	
426	US 192	HOLLYWOOD BLVD.	HOLLYWOOD BLVD.	34,200	34,650	35,740	33,970	35,990	39,490	41,820	33,580	36,040	41,210	39,800	11/02/22-11/03/22	Urban Principal Arterial/Other	
428	US 192	MCCLELLAN DR. (W MALL ENT)	MCCLELLAN DR. (W MALL ENT)	NC	29,620	NC	31,390	NC	32,460	NC	28,630	NC	33,670	39,800	11/16/21-11/17/21	Urban Principal Arterial/Other	
427	US 192	SUNSET DR. (E MALL ENT)	SUNSET DR. (E MALL ENT)	30,910	31,680	33,320	32,990	31,140	33,470	34,110	28,080	30,380	32,790	39,800	11/02/22-11/03/22	Urban Principal Arterial/Other	
428	US 192	DAIRY RD.	Dr. MARTIN LUTHER KING JR. BLVD	30,250	28,400	30,670	31,650	29,240	33,480	34,090	26,860	28,540	29,690	39,800	10/20/22-10/21/22	Urban Principal Arterial/Other	
429	US 192	COUNTRY CLUB DR.	COUNTRY CLUB DR.	25,400	NC	27,450	NC	28,400	NC	28,110	NC	27,290	NC	39,800	11/16/21-11/17/21	Urban Principal Arterial/Other	
430	US 192	BARBDOCK ST. (SR 507)	BARBDOCK ST. (SR 507)	17,722	17,828	20,058	20,665	19,678	20,623	19,775	16,555	18,474	18,825	39,800	10/20/22-10/21/22	Urban Principal Arterial/Other	
451	US 192	STRAWBRIDGE AVE.	STRAWBRIDGE AVE.	20,690	19,680	20,430	22,190	22,740	22,940	NC	18,720	20,280	21,320	32,400	10/14/21-10/15/21	Urban Principal Arterial/Other	
452	US 192	PINE ST.	PINE ST.	16,360	NC	20,670	NC	17,840	NC	18,820	NC	17,410	NC	32,400	10/20/22-10/21/22	Urban Principal Arterial/Other	
453	US 192	HICKORY ST.	HICKORY ST.	NC	15,450	NC	19,640	NC	18,310	NC	14,740	NC	15,760	32,400	10/20/22-10/21/22	Urban Principal Arterial/Other	
454	US 192	LIVINGSTON ST.	LIVINGSTON ST.	15,390	NC	16,350	NC	17,100	NC	18,050	NC	15,620	NC	32,400	10/14/21-10/15/21	Urban Principal Arterial/Other	
608	US 192	WAVERLY PL.	US 1	15,500	NC	NC	NC	17,160	NC	17,810	NC	14,930	NC	32,400	12/01/22-12/02/22	Urban Principal Arterial/Other	
609	US 192	US 1	US 1	20,670	21,090	22,780	23,330	24,150	24,150	19,430	19,430	21,890	32,400	10/20/22-10/21/22	Urban Principal Arterial/Other		
617	US 192	VALKARIA RD.	VALKARIA RD.	3,440	NC	3,600	NC	3,250	NC	4,240	NC	4,620	NC	14,200	11/16/21-11/19/21	Rural Major Collector	
612	US 192	VALKARIA RD.	VALKARIA RD.	NC	2,270	NC	2,520	NC	2,690	NC	2,680	NC	2,910	14,200	10/06/22-10/07/22	Rural Major Collector	
404	WICKHAM RD.	US 192	NASA BLVD.	UC	23,790	25,807	24,643	25,980	23,790	26,693	22,960	24,753	25,710	39,600	12/12/22-12/13/22	Urban Principal Arterial/Other	
405	WICKHAM RD.	SHERIDAN RD.	SHERIDAN RD.	UC	23,730	25,700	22,840	26,160	23,660	23,260	23,250	23,640	24,940	39,600	12/12/22-12/13/22	Urban Principal Arterial/Other	
406	WICKHAM RD.	GREENBORO DR.	GREENBORO DR.	UC	23,500	25,980	24,650	25,750	21,550	27,260	23,510	25,400	25,680	39,600	12/12/22-12/13/22	Urban Principal Arterial/Other	
408	WICKHAM RD.	NASA BLVD.	NASA BLVD.	UC	24,140	26,140	26,440	25,730	25,980	22,640	25,220	26,510	39,800	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
407	WICKHAM RD.	NASA BLVD.	SARNO RD.	33,435	35,715	36,240	34,648	36,620	37,755	31,984	34,480	35,713	39,800	39,800	12/01/22-12/02/22	Urban Principal Arterial/Other	
408	WICKHAM RD.	HARPER RD.	HARPER RD.	32,900	35,200	NC	37,650	39,450	38,130	37,500	33,290	34,780	34,890	39,800	12/01/22-12/02/22	Urban Principal Arterial/Other	
385	WICKHAM RD.	WRIGHT AVE	WRIGHT AVE	NC	34,370	NC	33,360	NC	36,760	NC	30,760	NC	36,060	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
360	WICKHAM RD.	FOUNTAINHEAD BLVD.	FOUNTAINHEAD BLVD.	33,970	35,770	36,240	29,510	37,790	37,690	38,010	31,290	34,180	34,550	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
409	WICKHAM RD.	SARNO RD.	SARNO RD.	NC	37,520	NC	39,060	NC	37,970	NC	32,210	NC	33,900	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
410	WICKHAM RD.	SARNO RD.	PAUKAY DR	31,193	32,883	35,965	34,773	34,975	34,263	30,020	32,343	32,623	33,600	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
411	WICKHAM RD.	EAU GALLIE BLVD. (SR 518)	EAU GALLIE BLVD. (SR 518)	33,690	34,420	36,290	36,870	34,900	34,950	35,960	29,980	32,420	34,090	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
412	WICKHAM RD.	AURORA RD.	AURORA RD.	34,290	32,200	43,090	35,020	38,530	33,700	37,180	30,730	32,090	32,840	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
413	WICKHAM RD.	LAKE WASHINGTON RD.	LAKE WASHINGTON RD.	33,280	33,340	34,210	35,890	33,880	34,950	33,690	31,090	33,760	32,110	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
414	WICKHAM RD.	PARKWAY DR.	PARKWAY DR.	30,580	30,450	30,270	34,040	31,770	36,300	36,280	31,100	31,450	39,800	39,800	12/05/22-12/06/22	Urban Principal Arterial/Other	
415	WICKHAM RD.	PARKWAY DR.	POST RD.	33,920	31,750	32,140	34,330	33,360	31,280	32,080	28,580	31,170	32,220	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
416	WICKHAM RD.	POST RD.	KENSINGTON DR.	34,320	34,850	36,000	34,510	38,560	33,920	38,440	33,500	35,400	36,700	39,800	12/05/22-12/06/22	Urban Principal Arterial/Other	
386	WICKHAM RD.	MARIAH DR.	MARIAH DR.	34,230	33,960	34,880	34,240	35,530	38,500	37,600	32,030	34,650	36,390	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
540	WICKHAM RD.	BUSINESS CENTER	BUSINESS CENTER	34,740	34,380	35,170	36,870	35,720	NC	38,180	31,960	33,600	39,490	39,800	12/05/22-12/06/22	Urban Principal Arterial/Other	
364	WICKHAM RD.	BUSINESS CENTER	PINEDA CSWY. (SR 404)	35,350	35,140	36,620	39,480	37,020	38,660	40,550	39,940	36,630	40,200	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
403	WICKHAM RD.	PINEDA CSWY. (SR 404)	SUNTREE BLVD	24,243	23,760	23,733	27,197	25,390	26,390	26,560	22,740	24,810	26,640	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
402	WICKHAM RD.	JORDAN BLASS DR.	JORDAN BLASS DR.	26,570	26,620	26,540	29,660	28,380	28,110	26,560	23,590	26,150	27,650	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
401	WICKHAM RD.	ST. ANDREWS DR.	ST. ANDREWS DR.	22,200	21,940	20,720	25,370	24,830	24,950	21,720	23,340	23,940	25,300	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
400	WICKHAM RD.	SUNTREE BLVD.	SUNTREE BLVD.	25,028	29,358	29,620	31,723	31,290	32,483	31,620	27,220	29,380	30,765	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
389	WICKHAM RD.	SUNHURST AVE (N)	SUNHURST AVE (N)	29,070	29,810	30,300	32,590	31,800	32,140	32,050	26,900	29,330	30,430	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
387	WICKHAM RD.	INTERLACHEN RD.	INTERLACHEN RD.	29,010	28,610	28,360	30,710	30,550	29,830	29,770	26,760	28,970	28,110	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
398	WICKHAM RD.	BAYTREE DR.	BAYTREE DR.	29,960	29,400	30,220	32,870	31,370	31,950	32,360	27,580	29,810	31,810	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
385	WICKHAM RD.	MURRELL DR.	MURRELL DR.	26,070	29,240	29,600	30,720	31,400	36,010	32,300	27,640	29,410	39,800	39,800	12/12/22-12/13/22	Urban Principal Arterial/Other	
384	WICKHAM RD.	MURRELL DR.	MURRELL DR.	34,143	34,713			38,655	42,637	41,200	37,090	39,067	40,073	59,900	12/12/22-12/13/22	Urban Principal Arterial/Other	
383	WICKHAM RD.	I-95	WALMART/TARGET ENTRANCE	39,240	39,960	UC	UC	43,150	48,530	48,980	47,730	46,940	46,610	59,900	12/19/22-12/20/22	Urban Major Arterial	
382	WICKHAM RD.	LAKE ANDREW DR.	LAKE ANDREW DR.	28,970	29,780	UC	UC	NC	40,960	39,600	32,450	34,520	34,050	59,900	12/15/22-12/16/22	Urban Major Arterial	
381	WICKHAM RD.	LAKE ANDREW DR.	LAKE ANDREW DR.	9,970	NC	11,320	NC	8,403	9,100	14,500	6,600	15,700	8,190	39,800	12/14/21-12/15/21	Urban Minor Arterial	
582	WOODY BURKE DR.	WALMART/TARGET ENTRANCE	WALMART/TARGET ENTRANCE	NC	5,010	NC	NC	8,470	9,100	NC	6,600	NC	8,190	17,700	12/15/22-12/16/22	Urban Local	
		HIBISCUS BLVD.	NASA BLVD.	NC	NC	NC	NC	2,760	NC	5,640	3,990	4,090	NC	15,600	12/16/21-12/17/21	Urban Major Collector	

*New 2016 AADTs: Branches sees were counted twice in 2016 and the AADT listed is the average of the two counts.
 **Not Counted: UC=Under Construction

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013		2014		2015		2016		2017		2018		2019		2020		2021		2022		Current MAV	Last Count Taken	Functional Classification	
				ADT				ADT																			
AREA BEACHES - NOTE: All counts were taken in 2015.																											
622	BANANA RIVER DR	MATHEWS BRIDGE	S. PATRICK DR (SR 51)	3,180	3,120	NC	NC	NC	NC	2,840	NC	15,600	11/16/21-11/17/21	Urban Major Collector													
623	BANANA RIVER DR	S. PATRICK DR	WHIMCO DR	5,045	4,450	NC	NC	4,270	NC	4,140	NC	15,600	12/19/22-12/20/22	Urban Major Collector													
624	BANANA RIVER DR	PINE TREE DR	PINE TREE DR	4,350	4,450	NC	NC	4,270	NC	4,140	NC	15,600	12/07/21-12/08/21	Urban Major Collector													
625	BANANA RIVER DR	PINE TREE DR	SCHOOL RD	6,280	5,750	NC	NC	5,320	NC	15,600	12/19/22-12/20/22	Urban Major Collector															
626	BANANA RIVER DR	PINE TREE DR	SCHOOL RD	5,630	5,010	NC	NC	4,450	NC	15,600	12/07/21-12/08/21	Urban Major Collector															
627	BANANA RIVER DR	PINE TREE DR	PALM SPRINGS BLVD	NC	5,150	NC	4,770	NC	4,540	NC	15,600	12/15/22-12/16/22	Urban Major Collector														
303	CENTRAL BLVD	SR A1A	RIDGEWOOD AVE	2,660	4,300	NC	3,050	3,050	3,050	3,050	NC	15,600	11/18/20-11/19/20	Urban Minor Collector													
301	CENTRAL BLVD	SR A1A	RIDGEWOOD AVE	2,660	4,300	NC	3,050	3,050	3,050	3,050	NC	15,600	11/16/21-11/17/21	Urban Minor Collector													
312	EAU GALIE BLVD (SR 518)	CAUSEWAY	SR A1A	29,930	30,830	31,215	31,040	30,965	31,405	28,115	27,785	28,020	28,020	28,020	28,020	28,020	28,020	28,020	28,020	28,020	28,020	28,020	28,020	41,790	12/15/22-12/16/22	Urban Principal Arterial/Other	
283	EAU GALIE BLVD (SR 518)	CAUSEWAY	SR A1A	35,670	36,000	36,260	37,320	36,730	37,550	33,260	31,740	33,250	33,250	33,250	33,250	33,250	33,250	33,250	33,250	33,250	33,250	33,250	33,250	41,790	12/15/22-12/16/22	Urban Principal Arterial/Other	
310	GEORGE KING BLVD	DAVE NISBET DR	SR A1A	24,190	25,660	24,150	24,760	25,200	25,260	22,940	22,370	22,370	22,370	22,370	22,370	22,370	22,370	22,370	22,370	22,370	22,370	22,370	22,370	41,790	12/15/22-12/16/22	Urban Minor Collector	
286	N. ATLANTIC AVE	SR A1A	GEORGE KING BLVD	6,045	7,255	5,975	5,800	6,470	6,425	6,145	5,795	6,240	6,240	6,240	6,240	6,240	6,240	6,240	6,240	6,240	6,240	6,240	6,240	15,600	12/15/22-12/16/22	Urban Minor Collector	
289	N. ATLANTIC AVE	CANAVARAL BLVD	SR A1A	NC	8,580	NC	NC	7,640	NC	7,420	NC	7,370	7,370	7,370	7,370	7,370	7,370	7,370	7,370	7,370	7,370	7,370	7,370	15,600	12/15/22-12/16/22	Urban Minor Collector	
300	N. ATLANTIC AVE	CANAVARAL BLVD	SR A1A	6,570	NC	6,000	6,310	NC	6,650	NC	6,260	15,600	11/23/21-11/24/21	Urban Minor Collector													
302	OAK ST	CENTRAL BLVD	SR A1A	5,520	5,930	5,950	5,470	5,300	6,000	4,870	5,310	4,910	4,910	4,910	4,910	4,910	4,910	4,910	4,910	4,910	4,910	4,910	4,910	15,600	12/15/22-12/16/22	Urban Minor Collector	
314	OAK ST	OAK ST	SR A1A	1,840	NC	1,840	NC	1,870	NC	2,040	NC	1,930	1,930	1,930	1,930	1,930	1,930	1,930	1,930	1,930	1,930	1,930	1,930	15,600	12/15/22-12/16/22	Urban Major Collector	
309	OAK ST	BONITA AVE	SR A1A	3,390	NC	3,390	NC	3,350	NC	3,220	NC	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	15,600	11/23/21-11/24/21	Urban Major Collector	
305	OAK ST	SURF RD	SR A1A/OCEAN AVE	4,990	4,410	4,780	4,660	5,180	4,710	4,210	4,390	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	15,600	12/15/22-12/16/22	Urban Major Collector	
307	OCEAN BEACH BLVD	VOLUSIA LN	SR A1A	3,510	3,670	4,210	4,050	3,920	2,880	2,880	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	3,150	15,600	12/15/22-12/16/22	Urban Minor Collector	
267	PINEDA CSWY (SR 404)	US 1	US 1	31,430	32,730	33,660	32,970	35,747	35,587	26,267	31,637	32,697	32,697	32,697	32,697	32,697	32,697	32,697	32,697	32,697	32,697	32,697	32,697	65,600	12/15/22-12/16/22	Urban Principal Arterial/Other	
268	PINEDA CSWY (SR 404)	S TROPICAL TR	SR A1A	39,870	41,210	42,750	43,050	45,970	45,360	33,060	36,640	39,660	39,660	39,660	39,660	39,660	39,660	39,660	39,660	39,660	39,660	39,660	39,660	65,600	12/15/22-12/16/22	Urban Principal Arterial/Other	
269	PINEDA CSWY (SR 404)	S TROPICAL TR	SR A1A	35,960	37,510	37,930	34,570	40,590	40,460	35,250	38,630	39,270	39,270	39,270	39,270	39,270	39,270	39,270	39,270	39,270	39,270	39,270	39,270	65,600	12/15/22-12/16/22	Urban Principal Arterial/Other	
302	RIDGEWOOD AVE	YOUNG AVE	CENTRAL BLVD	18,460	19,470	20,360	21,290	20,920	20,920	18,490	18,840	18,840	18,840	18,840	18,840	18,840	18,840	18,840	18,840	18,840	18,840	18,840	18,840	41,790	12/15/22-12/16/22	Urban Principal Arterial/Other	
282	RIVERSIDE DR	US 192	EAU GALIE BLVD (SR 518)	NC	2,000	NC	2,000	NC	2,030	NC	2,020	NC	2,020	2,020	2,020	2,020	2,020	2,020	2,020	2,020	2,020	2,020	2,020	15,600	12/19/22-12/20/22	Urban Minor Collector	
282	RIVERSIDE DR	RIVERSIDE DR	EAU GALIE BLVD (SR 518)	9,760	7,675	10,323	11,545	11,615	12,360	8,890	10,316	9,995	9,995	9,995	9,995	9,995	9,995	9,995	9,995	9,995	9,995	9,995	9,995	15,600	12/07/21-12/08/21	Urban Minor Arterial	
286	RIVERSIDE DR	RIVERSIDE DR	PARADISE BLVD	9,260	NC	9,360	11,090	NC	11,570	NC	10,200	NC	10,200	10,200	10,200	10,200	10,200	10,200	10,200	10,200	10,200	10,200	10,200	15,600	12/15/22-12/16/22	Urban Minor Arterial	
313	RIVERSIDE DR	RIVERSIDE DR	EAU GALIE BLVD (SR 518)	10,300	7,450	11,260	12,000	12,220	13,150	9,490	10,340	11,190	11,190	11,190	11,190	11,190	11,190	11,190	11,190	11,190	11,190	11,190	11,190	15,600	12/15/22-12/16/22	Urban Minor Arterial	
251	S. PATRICK DR (SR 513)	SR A1A	BANANA RIVER DR	21,440	22,660	22,960	21,770	25,350	23,090	23,220	23,660	23,190	23,190	23,190	23,190	23,190	23,190	23,190	23,190	23,190	23,190	23,190	23,190	41,790	12/15/22-12/16/22	Urban Minor Arterial	
253	S. PATRICK DR (SR 513)	SR A1A	BANANA RIVER DR	NC	22,660	NC	22,660	NC	23,220	NC	23,190	NC	23,190	23,190	23,190	23,190	23,190	23,190	23,190	23,190	23,190	23,190	23,190	41,790	12/15/22-12/16/22	Urban Minor Arterial	
641	S. PATRICK DR (SR 513)	DESOTO PKWY	JACKSON CT	14,953	15,790	15,361	15,823	17,465	16,577	15,833	17,073	17,143	17,143	17,143	17,143	17,143	17,143	17,143	17,143	17,143	17,143	17,143	17,143	15,600	11/16/21-11/17/21	Urban Minor Arterial	
262	S. PATRICK DR (SR 513)	TITAN DR	TITAN DR	16,570	NC	15,230	16,700	NC	17,980	NC	18,230	NC	18,230	18,230	18,230	18,230	18,230	18,230	18,230	18,230	18,230	18,230	18,230	15,600	12/19/22-12/20/22	Urban Minor Arterial	
263	S. PATRICK DR (SR 513)	TITAN DR	TITAN DR	14,240	NC	13,790	15,370	NC	16,390	NC	16,540	NC	16,540	16,540	16,540	16,540	16,540	16,540	16,540	16,540	16,540	16,540	16,540	15,600	12/19/22-12/20/22	Urban Minor Arterial	
264	S. PATRICK DR (SR 513)	SHEARWATER PKWY	BERKELEY ST	NC	14,530	NC	14,990	NC	17,040	NC	14,530	NC	14,530	14,530	14,530	14,530	14,530	14,530	14,530	14,530	14,530	14,530	14,530	15,600	12/19/22-12/20/22	Urban Minor Arterial	
265	S. PATRICK DR (SR 513)	BERKELEY ST	OCEAN BLVD	14,110	NC	13,540	15,400	NC	15,360	NC	16,450	NC	16,450	16,450	16,450	16,450	16,450	16,450	16,450	16,450	16,450	16,450	16,450	15,600	12/09/21-12/10/21	Urban Minor Arterial	
267	S. PATRICK DR (SR 513)	OCEAN BLVD	PINEDA S RAMPS	NC	16,330	NC	15,790	NC	16,630	NC	14,750	NC	16,610	16,610	16,610	16,610	16,610	16,610	16,610	16,610	16,610	16,610	16,610	15,600	12/19/22-12/20/22	Urban Minor Arterial	
286	SR A1A	INDIAN RIVER COUNTY LINE	INDIAN RIVER COUNTY LINE	10,720	10,773	11,467	11,471	11,960	10,697	10,711	9,294	11,855	11,855	11,855	11,855	11,855	11,855	11,855	11,855	11,855	11,855	11,855	11,855	15,600	12/19/22-12/20/22	Urban Minor Arterial	
249	SR A1A	INDIAN RIVER COUNTY LINE	INDIAN RIVER COUNTY LINE	2,560	2,460	3,000	2,790	3,140	3,160	2,920	3,170	2,670	2,670	2,670	2,670	2,670	2,670	2,670	2,670	2,670	2,670	2,670	2,670	15,600	12/19/22-12/20/22	Urban Minor Arterial	
642	SR A1A	INDIAN RIVER COUNTY LINE	INDIAN RIVER COUNTY LINE	4,550	4,570	4,920	4,780	5,110	5,200	4,520	4,860	4,860	4,860	4,860	4,860	4,860	4,860	4,860	4,860	4,860	4,860	4,860	4,860	15,600	12/19/22-12/20/22	Urban Minor Arterial	
260	SR A1A	MARLEN DR	MARLEN DR	8,310	8,210	9,350	6,640	9,100																			

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2013 - 2022

ID	ROAD	FROM	TO	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Current	Last Count Taken	Functional Classification	
				ADT	MAV												
AREA - BEACHES - NOTE: No counts were taken in 2015.																	
256	SR A/A (NB ONLY)	S END OF ONE WAY PAIRS	N END OF ONE WAY PAIRS	11,540	11,465	12,000	11,745	11,840	11,610	10,025	10,855	11,255					
272	SR A/A (NB ONLY)	S END OF ONE WAY PAIRS	MINUTEMEN CSWY.	10,860	10,530	10,530	10,790	11,090	10,660	8,140	10,120	10,250	18,440		12/19/22-12/20/22	Urban Principal Arterial-Other	
270	SR A/A (SB ONLY)	N END OF ONE WAY PAIRS	S END OF ONE WAY PAIRS	12,000	11,675	11,935	12,700	12,590	12,560	10,910	11,650	12,260	19,440		12/19/22-12/20/22	Urban Principal Arterial-Other	
546	SR A/A (SB ONLY)	MINUTEMEN CSWY.	MINUTEMEN CSWY.	13,090	12,690	12,690	13,450	13,770	13,230	11,460	12,140	13,030	19,440		12/19/22-12/20/22	Urban Principal Arterial-Other	
275	SR A/A	N END OF ONE WAY PAIRS	S END OF ONE WAY PAIRS	31,818	30,930	33,743	33,197	32,962	32,043	27,140	29,476	31,048			12/19/22-12/20/22	Urban Principal Arterial-Other	
274	SR A/A	TULIP AVE.	BAHAMIA BLVD.	30,660	29,760	31,270	30,860	31,910	29,390	27,780	27,780	30,920	34,020		12/19/22-12/20/22	Urban Principal Arterial-Other	
276	SR A/A	BAHAMIA BLVD.	S BANAMA RIVER BLVD.	NC	30,880	NC	32,510	32,700	NC	27,550	NC	30,130	34,020		12/19/22-12/20/22	Urban Principal Arterial-Other	
277	SR A/A	S BANAMA RIVER BLVD.	FISHER DR.	33,150	NC	34,890	34,020	NC	31,870	26,950	29,610	NC	34,020		12/19/22-12/20/22	Urban Principal Arterial-Other	
278	SR A/A	FISHER DR.	ST. LUCIE LN.	32,470	32,670	34,880	35,590	33,760	35,260	29,950	33,410	34,020		12/19/22-12/20/22	Urban Principal Arterial-Other		
279	SR A/A	ST. LUCIE LN.	MARION LN.	31,500	NC	31,500	NC	33,580	NC	26,340	NC	29,100	34,020		12/19/22-12/20/22	Urban Principal Arterial-Other	
276	SR A/A	MARION LN.	SR 520	33,870	34,450	33,870	34,450	NC	31,440	NC	30,820	NC	34,020		12/02/21-12/03/21	Urban Principal Arterial-Other	
280	SR A/A	SR 520	N ATLANTIC AVE.	20,350	30,076	20,370	26,823	26,648	23,980	24,096	26,808	NC			12/02/21-12/03/21	Urban Principal Arterial-Other	
281	SR A/A	SR 520	OSCEOLA LN.	28,300	28,450	27,780	29,510	27,270	26,740	22,860	23,460	NC	38,800		12/09/21-12/10/21	Urban Principal Arterial-Other	
282	SR A/A	SHEPARD DR.	MCKINLEY AVE.	28,110	28,360	28,390	28,520	27,180	27,060	22,760	22,450	NC	38,800		11/09/20-12/01/20	Urban Principal Arterial-Other	
283	SR A/A	MCKINLEY AVE.	BUCHANAN AVE.	NC	32,150	30,780	NC	30,370	NC	25,590	NC	NC	38,800		12/09/21-12/10/21	Urban Principal Arterial-Other	
285	SR A/A	BUCHANAN AVE.	N ATLANTIC AVE.	30,620	NC	32,990	32,960	NC	30,950	NC	32,070	NC	38,800		12/09/21-12/10/21	Urban Principal Arterial-Other	
286	SR A/A	N ATLANTIC AVE.	CENTRAL BLVD.	30,370	31,350	30,400	29,300	29,770	25,170	25,250	NC	38,800		12/09/21-12/10/21	Urban Principal Arterial-Other		
287	SR A/A	CENTRAL BLVD.	SR 401	28,310	28,550	28,205	26,790	28,400	30,895	22,865	23,300	24,130			12/19/22-12/20/22	Urban Principal Arterial-Other	
288	SR 401	WEST MERRITT ISLAND CAUSEWAY	SR 528-COAFS	24,840	24,680	25,090	26,750	24,640	25,800	20,050	20,780	24,130	41,790		12/19/22-12/20/22	Urban Principal Arterial-Other	
309	SR 520	WEST MERRITT ISLAND CAUSEWAY	SR A1A	31,780	32,420	30,820	NC	32,160	35,610	25,670	26,000	NC	38,600		12/09/21-12/10/21	Urban Principal Arterial-Other	
289	US 192	WEST MERRITT ISLAND CAUSEWAY	EAST MERRITT ISLAND CAUSEWAY	11,860	12,110	12,990	11,430	14,490	14,200	10,390	10,660	NC	41,790		12/09/21-12/10/21	Urban Minor Arterial	
290	US 192	EAST MERRITT ISLAND CAUSEWAY	CAUSEWAY	24,610	25,520	25,840	25,190	25,020	24,440	23,200	23,080	NC	38,800		12/02/21-12/03/21	Urban Principal Arterial-Other	
291	US 192	CAUSEWAY	RIVERSIDE DR.	23,650	23,365	24,210	23,560	23,510	22,670	16,050	16,420	NC	34,020		12/16/21-12/17/21	Urban Principal Arterial-Other	
292	US 192	RIVERSIDE DR.	SR A1A	33,360	34,140	35,000	35,640	37,110	35,540	30,850	34,330	NC	41,790		12/07/21-12/08/21	Urban Principal Arterial-Other	
293				22,000	22,630	23,390	23,360	23,840	22,650	19,940	21,690	NC	34,020		11/30/21-12/01/21	Urban Principal Arterial-Other	

INTERSTATE 85
 Disclaimer: The Agency Staff Counts are provided by the Florida Department of Transportation. The Agency Staff Counts are provided by the Florida Department of Transportation. The Agency Staff Counts are provided by the Florida Department of Transportation.

70-0441 I-85	INDIAN RIVER COUNTY	ST. JOHNS HERITAGE PKWY.	ST. JOHNS HERITAGE PKWY.	35,000	38,614	40,650	42,760	45,330	46,680	48,620	43,130	44,000	NC	64,000		Rural Principal Arterial-Interstate
70-0134 I-85	ST. JOHNS HERITAGE PKWY.	MALABAR RD. (SR 514)	MALABAR RD. (SR 514)	31,500	55,000	59,500	64,500	61,500	62,500	62,500	62,500	61,500	54,314	64,000		Rural Principal Arterial-Interstate
70-0428 I-85	MALABAR RD. (SR 514)	PALM BAY RD.	PALM BAY RD.	65,000	67,500	72,000	81,500	78,000	80,000	77,000	81,500	65,000	111,800	111,800		Urban Principal Arterial-Interstate
70-0371 I-85	US 192	EAU GALLIE BLVD. (SR 516)	EAU GALLIE BLVD. (SR 516)	41,000	43,500	48,500	68,500	72,500	75,500	84,500	77,500	78,500	77,500	111,800		Urban Principal Arterial-Interstate
70-0372 I-85	EAU GALLIE BLVD. (SR 516)	WICKHAM RD.	WICKHAM RD.	76,000	76,500	81,000	82,500	87,500	90,500	94,000	91,000	92,000	76,000	111,800		Urban Principal Arterial-Interstate
70-0415 I-85	WICKHAM RD.	FISKE BLVD. (SR 519)	FISKE BLVD. (SR 519)	65,000	57,000	60,500	68,000	72,500	75,500	83,000	84,000	84,000	88,000	111,800		Urban Principal Arterial-Interstate
70-0388 I-85	FISKE BLVD. (SR 519)	SR 520	SR 520	67,139	71,181	77,120	81,760	85,450	87,920	88,670	76,440	86,978	94,085	111,800		Urban Principal Arterial-Interstate
70-0319 I-85	SR 520	SR 524	SR 524	37,500	40,000	42,000	45,000	47,000	52,000	50,000	50,000	51,000	57,500	111,800		Urban Principal Arterial-Interstate
70-0364 I-85	SR 524	SR 528	SR 528	50,500	54,000	57,000	65,000	68,000	67,500	69,000	67,000	68,000	67,500	111,800		Urban Principal Arterial-Interstate
70-0368 I-85	SR 528	PORT ST. JOHNS PKWY.	PORT ST. JOHNS PKWY.	21,900	23,000	24,500	48,100	51,500	53,000	46,500	44,500	45,500	50,500	111,800		Urban Principal Arterial-Interstate
70-0419 I-85	PORT ST. JOHNS PKWY.	SR 407	SR 407	37,000	38,500	42,000	45,000	52,500	47,500	48,500	46,500	47,500	48,500	111,800		Urban Principal Arterial-Interstate
70-0401 I-85	SR 407	SR 50	SR 50	20,200	24,200	25,700	36,500	38,500	40,000	41,500	40,500	41,500	37,000	111,800		Urban Principal Arterial-Interstate
70-0402 I-85	SR 50	SR 406	SR 406	38,000	37,500	39,500	28,500	28,500	29,500	41,000	40,000	41,000	36,000	111,800		Urban Principal Arterial-Interstate
70-0364 I-85	SR 406	SR 46	SR 46	38,000	40,000	39,500	34,000	39,500	45,000	43,000	44,000	45,000	45,000	111,800		Urban Principal Arterial-Interstate
70-0363 I-85	SR 46	DEERING PKWY.	DEERING PKWY.	26,000	25,000	25,000	32,660	34,750	34,920	36,150	31,450	37,343	38,798	64,000		Rural Principal Arterial-Interstate
70-0322 I-85	DEERING PKWY.	VOLUSIA CO.	VOLUSIA CO.	26,500	27,500	36,000	29,000	29,000	30,500	33,000	32,000	32,000	34,500	64,000		Rural Principal Arterial-Interstate
70-0436 I-85																

Volume Count Report

LOCATION INFO	
Location ID	183
Type	LINK
Funct'l Class	17
Located On	CARPENTER
Loc On Alias	
From Road	Dairy
To Road	SR 46
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	280
HPMS ID	
Agency	Space Coast TPO

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
 0:00-1:00	4	5	2	7	18
1:00-2:00	1	4	4	0	9
2:00-3:00	2	2	1	0	5
3:00-4:00	0	1	1	1	3
4:00-5:00	3	6	2	8	19
5:00-6:00	13	16	30	19	78
6:00-7:00	34	41	45	56	176
7:00-8:00	53	78	94	102	327
8:00-9:00	86	85	74	51	296
9:00-10:00	70	55	62	69	256
10:00-11:00	64	60	70	76	270
11:00-12:00	71	71	61	55	258
12:00-13:00	62	50	60	69	241
13:00-14:00	47	69	60	61	237
14:00-15:00	58	72	58	76	264
15:00-16:00	70	83	105	118	376
16:00-17:00	95	123	100	102	420
17:00-18:00	119	94	99	93	405
18:00-19:00	101	93	84	65	343
19:00-20:00	62	64	60	54	240
20:00-21:00	51	61	35	31	178
21:00-22:00	40	18	19	15	92
22:00-23:00	14	10	11	13	48
23:00-24:00 	11	11	7	4	33
Total					4,592
AADT					4640
AM Peak					07:30-08:30 367
PM Peak					16:15-17:15 444

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/28/2023
End Date	Fri 9/29/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

Volume Count Report

LOCATION INFO	
Location ID	184
Type	LINK
Funct'l Class	17
Located On	CARPENTER
Loc On Alias	
From Road	Garden
To Road	Dairy
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	270
HPMS ID	
Agency	Space Coast TPO

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	10	5	6	3	24
1:00-2:00	4	7	2	3	16
2:00-3:00	1	5	4	0	10
3:00-4:00	3	4	9	5	21
4:00-5:00	5	12	8	14	39
5:00-6:00	22	20	34	37	113
6:00-7:00	50	64	82	93	289
7:00-8:00	84	107	179	130	500
8:00-9:00	97	101	84	83	365
9:00-10:00	81	87	81	74	323
10:00-11:00	64	57	63	61	245
11:00-12:00	84	64	77	69	294
12:00-13:00	72	79	75	86	312
13:00-14:00	82	77	76	86	321
14:00-15:00	86	90	93	116	385
15:00-16:00	98	97	144	115	454
16:00-17:00	107	133	104	119	463
17:00-18:00	109	97	92	105	403
18:00-19:00	100	82	77	55	314
19:00-20:00	67	61	79	78	285
20:00-21:00	58	85	72	51	266
21:00-22:00	29	28	25	34	116
22:00-23:00	24	26	33	29	112
23:00-24:00	13	15	12	9	49
Total					5,719
AADT					5780
AM Peak					07:15-08:15 513
PM Peak					15:30-16:30 499

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/28/2023
End Date	Fri 9/29/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

Volume Count Report

LOCATION INFO	
Location ID	185
Type	LINK
Funct'l Class	17
Located On	DAIRY
Loc On Alias	
From Road	Carpenter
To Road	Holder
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	400
HPMS ID	
Agency	Space Coast TPO

INTERVAL: 15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	8	5	2	3	18
1:00-2:00	3	3	2	4	12
2:00-3:00	1	2	2	1	6
3:00-4:00	1	2	2	2	7
4:00-5:00	5	10	5	15	35
5:00-6:00	12	9	28	16	65
6:00-7:00	29	52	52	66	199
7:00-8:00	38	95	132	127	392
8:00-9:00	106	133	77	65	381
9:00-10:00	73	96	68	72	309
10:00-11:00	76	57	58	74	265
11:00-12:00	80	74	60	60	274
12:00-13:00	73	70	82	89	314
13:00-14:00	81	81	82	85	329
14:00-15:00	82	75	89	88	334
15:00-16:00	94	84	122	117	417
16:00-17:00	101	142	99	113	455
17:00-18:00	115	127	111	112	465
18:00-19:00	100	91	76	66	333
19:00-20:00	60	17	59	83	219
20:00-21:00	55	63	54	34	206
21:00-22:00	24	33	25	21	103
22:00-23:00	15	18	12	15	60
23:00-24:00	13	9	9	8	39
Total					5,237
AADT					5290
AM Peak					07:30-08:30 498
PM Peak					15:30-16:30 482

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/28/2023
End Date	Fri 9/29/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

Volume Count Report

LOCATION INFO	
Location ID	186
Type	LINK
Funct'l Class	17
Located On	DAIRY
Loc On Alias	
From Road	Singleton
To Road	Old Dixie
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	400
HPMS ID	
Agency	Space Coast TPO

INTERVAL: 15-MIN						
Time	15-min Interval				Hourly Count	
	1st	2nd	3rd	4th		
 0:00-1:00	5	11	2	5	23	
1:00-2:00	5	6	4	2	17	
2:00-3:00	1	1	0	3	5	
3:00-4:00	5	4	6	3	18	
4:00-5:00	3	9	11	20	43	
5:00-6:00	22	23	69	42	156	
6:00-7:00	51	73	100	98	322	
7:00-8:00	60	91	102	144	397	
8:00-9:00	123	129	100	79	431	
9:00-10:00	128	118	103	97	446	
10:00-11:00	97	96	78	74	345	
11:00-12:00	94	99	92	98	383	
12:00-13:00	94	101	84	103	382	
13:00-14:00	92	105	91	115	403	
14:00-15:00	104	97	113	117	431	
15:00-16:00	130	145	174	168	617	
16:00-17:00	148	177	150	132	607	
17:00-18:00	166	153	154	155	628	
18:00-19:00	136	113	110	120	479	
19:00-20:00	109	66	77	132	384	
20:00-21:00	87	82	56	54	279	
21:00-22:00	54	38	42	28	162	
22:00-23:00	22	9	9	11	51	
23:00-24:00 	13	17	8	13	51	
Total					7,060	
AADT					7130	
AM Peak					07:30-08:30 498	
PM Peak					15:30-16:30 667	

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/28/2023
End Date	Fri 9/29/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude, Longitude	
AADT Factor	1.010

Volume Count Report

LOCATION INFO	
Location ID	188
Type	LINK
Funct'l Class	17
Located On	CARPENTER
Loc On Alias	
From Road	Fox Lake
To Road	Garden
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	260
HPMS ID	
Agency	Space Coast TPO

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
 0:00-1:00	0	5	3	1	9
1:00-2:00	1	3	1	5	10
2:00-3:00	1	0	1	2	4
3:00-4:00	2	0	1	1	4
4:00-5:00	2	1	2	5	10
5:00-6:00	6	4	8	11	29
6:00-7:00	14	21	29	31	95
7:00-8:00	36	61	86	100	283
8:00-9:00	78	50	56	52	236
9:00-10:00	42	39	59	58	198
10:00-11:00	42	48	52	50	192
11:00-12:00	53	57	46	50	206
12:00-13:00	52	60	61	47	220
13:00-14:00	60	50	50	60	220
14:00-15:00	77	73	62	77	289
15:00-16:00	76	76	73	69	294
16:00-17:00	69	89	82	85	325
17:00-18:00	87	70	76	71	304
18:00-19:00	51	56	48	45	200
19:00-20:00	52	45	49	34	180
20:00-21:00	35	40	24	24	123
21:00-22:00	28	10	17	15	70
22:00-23:00	13	11	6	3	33
23:00-24:00 	5	4	8	2	19
Total					3,553
AADT					3590
AM Peak					07:15-08:15 325
PM Peak					16:15-17:15 343

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/21/2023
End Date	Fri 9/22/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

Volume Count Report

LOCATION INFO	
Location ID	199
Type	LINK
Funct'l Class	14
Located On	SR 46
Loc On Alias	
From Road	95
To Road	US1
Direction	2-WAY
County	Brevard
Community	Mims
CMS Segment	1980
HPMS ID	
Agency	Space Coast TPO

INTERVAL: 15-MIN						
Time	15-min Interval				Hourly Count	
	1st	2nd	3rd	4th		
 0:00-1:00	15	13	14	10	52	
1:00-2:00	8	12	4	14	38	
2:00-3:00	11	7	9	10	37	
3:00-4:00	5	13	17	9	44	
4:00-5:00	16	19	37	41	113	
5:00-6:00	52	86	86	114	338	
6:00-7:00	123	172	199	202	696	
7:00-8:00	203	238	266	268	975	
8:00-9:00	238	216	169	173	796	
9:00-10:00	161	186	169	153	669	
10:00-11:00	171	10	146	185	512	
11:00-12:00	137	173	159	187	656	
12:00-13:00	181	175	186	199	741	
13:00-14:00	156	179	164	183	682	
14:00-15:00	204	201	235	221	861	
15:00-16:00	215	236	255	269	975	
16:00-17:00	257	248	271	264	1,040	
17:00-18:00	211	252	293	267	1,023	
18:00-19:00	211	216	166	160	753	
19:00-20:00	162	139	131	129	561	
20:00-21:00	110	116	117	95	438	
21:00-22:00	88	73	79	41	281	
22:00-23:00	50	41	43	42	176	
23:00-24:00 	37	26	26	22	111	
Total					12,568	
AADT					12820	
AM Peak					07:15-08:15 1,010	
PM Peak					15:45-16:45 1,045	

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/28/2023
End Date	Fri 9/29/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude, Longitude	
AADT Factor	1.020

Volume Count Report

LOCATION INFO	
Location ID	200
Type	LINK
Funct'l Class	14
Located On	SR 46
Loc On Alias	
From Road	Fawn Lake
To Road	95
Direction	2-WAY
County	Brevard
Community	Mims
CMS Segment	1975
HPMS ID	
Agency	Space Coast TPO

INTERVAL:15-MIN						
Time	15-min Interval				Hourly Count	
	1st	2nd	3rd	4th		
0:00-1:00	13	14	13	11	51	
1:00-2:00	11	8	3	4	26	
2:00-3:00	6	4	7	8	25	
3:00-4:00	8	18	18	11	55	
4:00-5:00	17	25	34	34	110	
5:00-6:00	49	52	68	101	270	
6:00-7:00	106	119	150	160	535	
7:00-8:00	123	184	210	201	718	
8:00-9:00	185	196	161	136	678	
9:00-10:00	133	159	157	148	597	
10:00-11:00	157	156	156	134	603	
11:00-12:00	135	154	151	154	594	
12:00-13:00	165	201	160	171	697	
13:00-14:00	136	141	195	162	634	
14:00-15:00	187	184	146	173	690	
15:00-16:00	211	176	229	243	859	
16:00-17:00	240	240	256	222	958	
17:00-18:00	221	245	226	247	939	
18:00-19:00	200	169	136	138	643	
19:00-20:00	102	125	120	63	410	
20:00-21:00	74	81	75	51	281	
21:00-22:00	47	37	33	32	149	
22:00-23:00	41	29	35	32	137	
23:00-24:00	23	24	19	18	84	
Total					10,743	
AADT					10740	
AM Peak					07:30-08:30 792	
PM Peak					15:45-16:45 979	

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 10/19/2023
End Date	Fri 10/20/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.000

Volume Count Report

LOCATION INFO	
Location ID	201
Type	LINK
Funct'l Class	04
Located On	SR 46
Loc On Alias	
From Road	Volusia Co
To Road	Fawn Lake
Direction	2-WAY
County	Brevard
Community	Mims
CMS Segment	1971
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Wed 11/15/2023
End Date	Thu 11/16/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
 0:00-1:00	11	7	4	7	29
1:00-2:00	5	5	6	4	20
2:00-3:00	2	3	6	2	13
3:00-4:00	2	9	3	7	21
4:00-5:00	12	10	17	25	64
5:00-6:00	30	57	76	69	232
6:00-7:00	100	122	125	105	452
7:00-8:00	127	136	126	132	521
8:00-9:00	132	131	119	79	461
9:00-10:00	114	103	80	75	372
10:00-11:00	86	78	85	115	364
11:00-12:00	119	107	105	96	427
12:00-13:00	95	88	103	109	395
13:00-14:00	111	102	104	95	412
14:00-15:00	97	94	96	103	390
15:00-16:00	103	111	152	136	502
16:00-17:00	140	135	163	169	607
17:00-18:00	145	131	86	122	484
18:00-19:00	106	98	75	79	358
19:00-20:00	67	56	48	47	218
20:00-21:00	45	52	38	34	169
21:00-22:00	32	25	32	19	108
22:00-23:00	13	18	17	10	58
23:00-24:00 	16	10	10	10	46
Total					6,723
AADT					6790
AM Peak					07:15-08:15 526
PM Peak					16:15-17:15 612

Volume Count Report

LOCATION INFO	
Location ID	202
Type	LINK
Fnc't'l Class	14
Located On	SR 406 (Garden Street)
Loc On Alias	
From Road	195
To Road	Singleton
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	720
HPMS ID	
Agency	Space Coast TPO

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
 0:00-1:00	17	12	13	15	57
1:00-2:00	9	13	16	9	47
2:00-3:00	4	10	12	18	44
3:00-4:00	12	9	15	13	49
4:00-5:00	25	26	26	40	117
5:00-6:00	64	86	99	107	356
6:00-7:00	122	163	199	218	702
7:00-8:00	225	269	361	356	1,211
8:00-9:00	311	313	200	232	1,056
9:00-10:00	213	35	177	206	631
10:00-11:00	195	194	172	203	764
11:00-12:00	200	190	202	202	794
12:00-13:00	218	200	208	221	847
13:00-14:00	184	197	229	248	858
14:00-15:00	200	236	249	293	978
15:00-16:00	241	267	333	348	1,189
16:00-17:00	320	319	283	321	1,243
17:00-18:00	315	311	305	273	1,204
18:00-19:00	272	237	222	223	954
19:00-20:00	168	179	188	166	701
20:00-21:00	156	155	117	123	551
21:00-22:00	101	74	50	68	293
22:00-23:00	43	53	44	29	169
23:00-24:00 	55	27	26	19	127
Total					14,942
AADT					15240
AM Peak					07:30-08:30 1,341
PM Peak					15:30-16:30 1,320

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/28/2023
End Date	Fri 9/29/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.020

Volume Count Report

LOCATION INFO	
Location ID	203
Type	LINK
Funct'l Class	14
Located On	SR 406 (Garden Street)
Loc On Alias	
From Road	Singleton
To Road	Park
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	720
HPMS ID	
Agency	Space Coast TPO

INTERVAL: 15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
 0:00-1:00	26	25	32	15	98
1:00-2:00	20	10	6	15	51
2:00-3:00	4	12	8	23	47
3:00-4:00	7	8	13	11	39
4:00-5:00	8	15	29	24	76
5:00-6:00	29	37	64	68	198
6:00-7:00	84	94	140	160	478
7:00-8:00	177	162	195	227	761
8:00-9:00	289	259	261	213	1,022
9:00-10:00	230	206	220	202	858
10:00-11:00	244	237	227	253	961
11:00-12:00	234	234	246	251	965
12:00-13:00	282	286	315	334	1,217
13:00-14:00	271	284	289	263	1,107
14:00-15:00	287	275	289	286	1,137
15:00-16:00	310	283	300	335	1,228
16:00-17:00	371	315	298	365	1,349
17:00-18:00	352	367	307	270	1,296
18:00-19:00	241	253	193	182	869
19:00-20:00	156	152	180	159	647
20:00-21:00	140	158	112	102	512
21:00-22:00	91	96	64	63	314
22:00-23:00	46	46	33	20	145
23:00-24:00 	38	39	32	29	138
Total					15,513
AADT					15670
AM Peak					11:45-12:45 1,134
PM Peak					16:45-17:45 1,391

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Wed 10/11/2023
End Date	Thu 10/12/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010



Volume Count Report

LOCATION INFO	
Location ID	240
Type	LINK
Funct'l Class	17
Located On	OLD DIXIE
Loc On Alias	
From Road	Dairy
To Road	Parker
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	
HPMS ID	
Agency	Space Coast TPO

INTERVAL: 15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	0	1	0	1	2
1:00-2:00	0	1	0	0	1
2:00-3:00	0	2	0	0	2
3:00-4:00	0	0	0	0	0
4:00-5:00	0	0	0	5	5
5:00-6:00	6	0	4	7	17
6:00-7:00	1	7	8	11	27
7:00-8:00	5	14	11	25	55
8:00-9:00	21	11	9	16	57
9:00-10:00	7	11	9	10	37
10:00-11:00	6	17	10	3	36
11:00-12:00	4	10	10	14	38
12:00-13:00	17	15	13	14	59
13:00-14:00	13	30	14	14	71
14:00-15:00	14	16	27	20	77
15:00-16:00	18	19	24	11	72
16:00-17:00	13	19	18	17	67
17:00-18:00	17	19	11	16	63
18:00-19:00	20	15	4	8	47
19:00-20:00	10	11	16	10	47
20:00-21:00	4	12	11	17	44
21:00-22:00	7	2	10	7	26
22:00-23:00	2	1	3	2	8
23:00-24:00	3	5	0	1	9
Total					867
AADT					880
AM Peak					07:15-08:15 71
PM Peak					14:30-15:30 84

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 9/28/2023
End Date	Fri 9/29/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

Volume Count Report

LOCATION INFO	
Location ID	241
Type	LINK
Funct'l Class	17
Located On	PARRISH
Loc On Alias	
From Road	Singleton
To Road	US 1
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	
HPMS ID	
Agency	Space Coast TPO

INTERVAL:15-MIN					
Time	15-min Interval				Hourly Count
	1st	2nd	3rd	4th	
0:00-1:00	1	0	2	0	3
1:00-2:00	0	1	1	0	2
2:00-3:00	0	0	0	1	1
3:00-4:00	0	0	1	1	2
4:00-5:00	0	2	0	2	4
5:00-6:00	2	5	9	13	29
6:00-7:00	10	5	14	21	50
7:00-8:00	13	13	21	17	64
8:00-9:00	14	12	19	12	57
9:00-10:00	13	15	10	7	45
10:00-11:00	13	14	7	17	51
11:00-12:00	20	10	18	12	60
12:00-13:00	19	14	14	12	59
13:00-14:00	9	10	18	21	58
14:00-15:00	16	11	10	9	46
15:00-16:00	23	22	28	29	102
16:00-17:00	25	21	26	25	97
17:00-18:00	26	32	16	23	97
18:00-19:00	9	18	13	3	43
19:00-20:00	14	8	16	12	50
20:00-21:00	13	7	12	10	42
21:00-22:00	10	3	3	8	24
22:00-23:00	5	5	3	5	18
23:00-24:00	3	3	5	2	13
Total					1,017
AADT					1020
AM Peak	06:45-07:45				68
PM Peak	16:30-17:30				109

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Thu 10/19/2023
End Date	Fri 10/20/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Axle/Tube
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.000

Volume Count Report

LOCATION INFO	
Location ID	523
Type	LINK
Funct'l Class	17
Located On	DAIRY
Loc On Alias	
From Road	Holder
To Road	Singleton
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	400
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Tue 11/29/2022
End Date	Wed 11/30/2022
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Tube Class
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

INTERVAL:15-MIN						
Time	15-min Interval				Hourly Count	
	1st	2nd	3rd	4th		
 0:00-1:00	5	3	3	5	16	
1:00-2:00	7	2	1	1	11	
2:00-3:00	1	3	2	0	6	
3:00-4:00	1	3	2	0	6	
4:00-5:00	1	5	5	5	16	
5:00-6:00	11	13	19	25	68	
6:00-7:00	25	36	63	65	189	
7:00-8:00	65	111	149	115	440	
8:00-9:00	133	186	98	85	502	
9:00-10:00	96	94	88	79	357	
10:00-11:00	59	78	78	72	287	
11:00-12:00	72	59	94	63	288	
12:00-13:00	98	79	81	89	347	
13:00-14:00	83	98	85	91	357	
14:00-15:00	84	95	109	126	414	
15:00-16:00	123	148	185	162	618	
16:00-17:00	150	146	147	149	592	
17:00-18:00	140	174	139	158	611	
18:00-19:00	118	112	92	85	407	
19:00-20:00	84	108	62	47	301	
20:00-21:00	40	26	24	29	119	
21:00-22:00	25	23	18	23	89	
22:00-23:00	27	15	10	18	70	
23:00-24:00 	9	9	13	6	37	
Total					6,148	
AADT					6210	
AM Peak					07:30-08:30 583	
PM Peak					15:15-16:15 645	

Volume Count Report

LOCATION INFO	
Location ID	595
Type	LINK
Funct'l Class	17
Located On	SR 406 (Garden Street)
Loc On Alias	
From Road	Carpenter
To Road	I 95
Direction	2-WAY
County	Brevard
Community	Titusville
CMS Segment	
HPMS ID	
Agency	Space Coast TPO

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Tue 11/29/2022
End Date	Wed 11/30/2022
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	
Notes	brevard
Station	
Study	
Speed Limit	
Description	
Sensor Type	Tube Class
Source	TCDS_COUNT_IMPORT_COMBINE
Latitude,Longitude	
AADT Factor	1.010

INTERVAL:15-MIN						
Time	15-min Interval				Hourly Count	
	1st	2nd	3rd	4th		
 0:00-1:00	5	6	5	4	20	
1:00-2:00	3	7	5	4	19	
2:00-3:00	2	2	3	3	10	
3:00-4:00	4	6	7	9	26	
4:00-5:00	5	8	10	6	29	
5:00-6:00	24	41	31	43	139	
6:00-7:00	57	57	86	82	282	
7:00-8:00	83	123	238	255	699	
8:00-9:00	138	113	122	110	483	
9:00-10:00	92	90	90	101	373	
10:00-11:00	89	88	89	85	351	
11:00-12:00	103	92	90	104	389	
12:00-13:00	102	116	109	96	423	
13:00-14:00	106	93	92	128	419	
14:00-15:00	107	112	150	214	583	
15:00-16:00	120	141	166	155	582	
16:00-17:00	152	157	175	164	648	
17:00-18:00	186	154	135	136	611	
18:00-19:00	145	119	84	79	427	
19:00-20:00	94	86	70	58	308	
20:00-21:00	68	71	57	40	236	
21:00-22:00	38	34	29	24	125	
22:00-23:00	26	26	12	14	78	
23:00-24:00 	12	11	9	9	41	
Total					7,301	
AADT					7370	
AM Peak					07:15-08:15 754	
PM Peak					16:15-17:15 682	

APPENDIX H

Synchro Outputs

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			T	T	
Traffic Vol, veh/h	52	40	7	77	65	16
Future Vol, veh/h	52	40	7	77	65	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	5	0	1	2	13
Mvmt Flow	55	43	7	82	69	17

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	174	78	86	0	-
Stage 1	78	-	-	-	-
Stage 2	97	-	-	-	-
Critical Hdwy	6.46	6.25	4.1	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.345	2.2	-	-
Pot Cap-1 Maneuver	806	975	1523	-	-
Stage 1	935	-	-	-	-
Stage 2	917	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	802	975	1523	-	-
Mov Cap-2 Maneuver	802	-	-	-	-
Stage 1	931	-	-	-	-
Stage 2	917	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.67	0.61	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	869	-	-
HCM Lane V/C Ratio	0.005	-	0.113	-	-
HCM Control Delay (s/veh)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Timings
2: Carpenter Rd/Loves Driveway & SR 46

Existing
AM Peak Hour

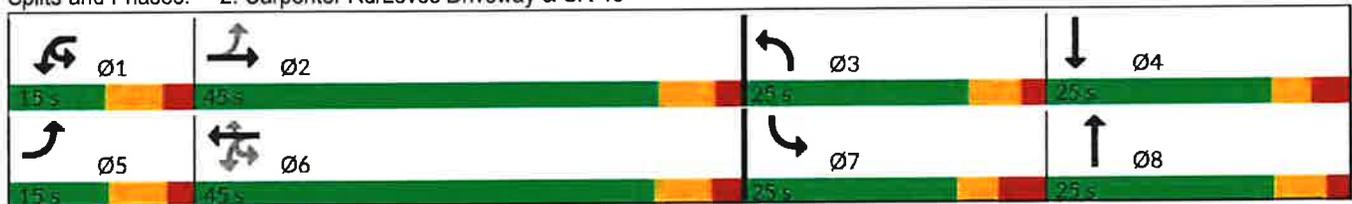


Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	33	479	37	66	280	104	21	11	108	7
Future Volume (vph)	33	479	37	66	280	104	21	11	108	7
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 82.8
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



HCM 7th Signalized Intersection Summary
2: Carpenter Rd/Loves Driveway & SR 46

Existing
AM Peak Hour



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	33	479	32	37	66	280	104	21	11	102	108	7
Future Volume (veh/h)	33	479	32	37	66	280	104	21	11	102	108	7
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1678	1811	1767		1737	1767	1441	1900	1900	1841	1411	1900
Adj Flow Rate, veh/h	36	521	35		72	304	113	23	12	111	117	8
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	6	9		11	9	31	0	0	4	33	0
Cap, veh/h	399	597	40		269	679	469	64	16	152	224	51
Arrive On Green	0.05	0.36	0.36		0.07	0.38	0.38	0.04	0.10	0.10	0.09	0.17
Sat Flow, veh/h	1598	1678	113		1654	1767	1221	1810	159	1475	2607	308
Grp Volume(v), veh/h	36	0	556		72	304	113	23	0	123	117	0
Grp Sat Flow(s),veh/h/ln	1598	0	1791		1654	1767	1221	1810	0	1634	1303	0
Q Serve(g_s), s	1.0	0.0	21.5		1.9	9.5	4.7	0.9	0.0	5.4	3.2	0.0
Cycle Q Clear(g_c), s	1.0	0.0	21.5		1.9	9.5	4.7	0.9	0.0	5.4	3.2	0.0
Prop In Lane	1.00		0.06		1.00		1.00	1.00		0.90	1.00	
Lane Grp Cap(c), veh/h	399	0	637		269	679	469	64	0	169	224	0
V/C Ratio(X)	0.09	0.00	0.87		0.27	0.45	0.24	0.36	0.00	0.73	0.52	0.00
Avail Cap(c_a), veh/h	496	0	921		323	899	621	453	0	409	618	0
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.8	0.0	22.4		16.1	17.0	15.5	35.0	0.0	32.3	32.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	6.6		0.5	0.5	0.3	3.3	0.0	5.9	1.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	13.9		1.2	6.2	2.2	0.8	0.0	4.1	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.9	0.0	29.0		16.6	17.5	15.8	38.3	0.0	38.2	34.4	0.0
LnGrp LOS	B		C		B	B	B	D		D	C	
Approach Vol, veh/h		592				489			146			160
Approach Delay, s/veh		28.0				16.9			38.2			32.3
Approach LOS		C				B			D			C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	33.6	9.0	19.0	10.5	35.7	13.8	14.3				
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6				
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19				
Max Q Clear Time (g_c+l1), s	3.9	23.5	2.9	3.6	3.0	11.5	5.2	7.4				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.1	0.0	2.0	0.3	0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			25.7									
HCM 7th LOS			C									

Notes
User approved ignoring U-Turning movement.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
 2: Carpenter Rd/Loves Driveway & SR 46

Existing
 AM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	32
Future Volume (veh/h)	32
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1574
Adj Flow Rate, veh/h	35
Peak Hour Factor	0.92
Percent Heavy Veh, %	22
Cap, veh/h	225
Arrive On Green	0.17
Sat Flow, veh/h	1349
Grp Volume(v), veh/h	43
Grp Sat Flow(s),veh/h/ln	1657
Q Serve(g_s), s	1.6
Cycle Q Clear(g_c), s	1.6
Prop In Lane	0.81
Lane Grp Cap(c), veh/h	277
V/C Ratio(X)	0.16
Avail Cap(c_a), veh/h	411
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	26.5
Incr Delay (d2), s/veh	0.3
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	1.1
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	26.7
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+	+		+			+	
Traffic Vol, veh/h	1	28	16	138	6	40	6	52	121	127	142	3
Future Vol, veh/h	1	28	16	138	6	40	6	52	121	127	142	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	2	17	3	0	0	1	2	1	0
Mvmt Flow	1	33	19	160	7	47	7	60	141	148	165	3
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	9	11.2	9.6	12.1
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	2%	96%	0%	47%
Vol Thru, %	29%	62%	4%	0%	52%
Vol Right, %	68%	36%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	179	45	144	40	272
LT Vol	6	1	138	0	127
Through Vol	52	28	6	0	142
RT Vol	121	16	0	40	3
Lane Flow Rate	208	52	167	47	316
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.276	0.08	0.299	0.071	0.441
Departure Headway (Hd)	4.774	5.538	6.423	5.486	5.125
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	758	648	563	655	708
Service Time	2.774	3.558	4.135	3.199	3.125
HCM Lane V/C Ratio	0.274	0.08	0.297	0.072	0.446
HCM Control Delay, s/veh	9.6	9	11.9	8.6	12.1
HCM Lane LOS	A	A	B	A	B
HCM 95th-tile Q	1.1	0.3	1.2	0.2	2.3

Intersection													
Int Delay, s/veh	3.6												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↓	↑					↓		↑
Traffic Vol, veh/h	0	336	402	2	298	445	0	0	0	0	32	0	45
Future Vol, veh/h	0	336	402	2	298	445	0	0	0	0	32	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Stop	Stop	Stop	Stop	Stop	Stop						
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	7	11	0	5	10	0	0	0	0	6	0	36
Mvmt Flow	0	365	437	2	324	484	0	0	0	0	35	0	49

Major/Minor	Major1		Major2				Minor2				
Conflicting Flow All	-	0	-	365	365	0	0		1314	-	484
Stage 1	-	-	-	-	-	-	-		1132	-	-
Stage 2	-	-	-	-	-	-	-		183	-	-
Critical Hdwy	-	-	-	6.9	4.175	-	-		6.69	-	6.74
Critical Hdwy Stg 1	-	-	-	-	-	-	-		5.49	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-		5.89	-	-
Follow-up Hdwy	-	-	-	3.12	2.2475	-	-		3.557	-	3.642
Pot Cap-1 Maneuver	0	-	0	672	1173	-	0		157	0	505
Stage 1	0	-	0	-	-	-	0		299	0	-
Stage 2	0	-	0	-	-	-	0		820	0	-
Platoon blocked, %	-	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1167	1167	-	-		129	0	505
Mov Cap-2 Maneuver	-	-	-	-	-	-	-		206	0	-
Stage 1	-	-	-	-	-	-	-		299	0	-
Stage 2	-	-	-	-	-	-	-		675	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	3.74	18.35
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1167	-	206	505
HCM Lane V/C Ratio	-	0.279	-	0.169	0.097
HCM Control Delay (s/veh)	-	9.3	-	26	12.9
HCM Lane LOS	-	A	-	D	B
HCM 95th %tile Q(veh)	-	1.2	-	0.6	0.3

Timings
5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Existing
AM Peak Hour

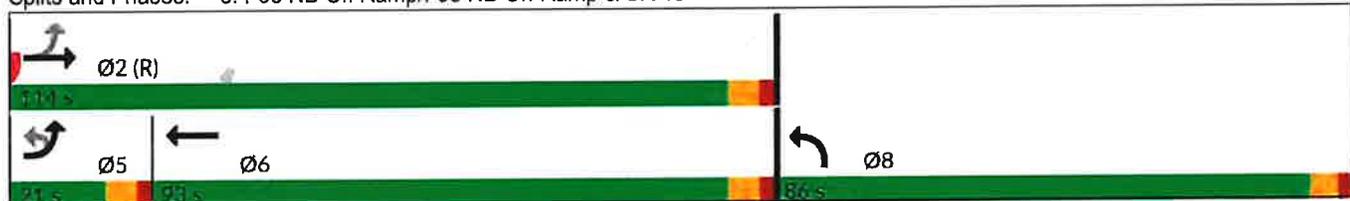


Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	9	68	302	513	40	206	165
Future Volume (vph)	9	68	302	513	40	206	165
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	14.0	14.0	14.0	14.0		10.0	
Minimum Split (s)	24.8	24.8	24.8	24.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary

Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46



HCM 7th Signalized Intersection Summary
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Existing
 AM Peak Hour



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	9	68	302	0	0	513	40	206	0	165	0	0
Future Volume (veh/h)	9	68	302	0	0	513	40	206	0	165	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0		
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach			No			No			No			
Adj Sat Flow, veh/h/ln		1618	1841	0	0	1811	1752	1678	0	1767		
Adj Flow Rate, veh/h		76	339	0	0	576	0	231	0	0		
Peak Hour Factor		0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %		19	4	0	0	6	10	15	0	9		
Cap, veh/h		586	1433	0	0	2317		250	0			
Arrive On Green		0.07	0.78	0.00	0.00	0.67	0.00	0.16	0.00	0.00		
Sat Flow, veh/h		1541	1841	0	0	3532	1485	1598	0	1497		
Grp Volume(v), veh/h		76	339	0	0	576	0	231	0	0		
Grp Sat Flow(s),veh/h/ln		1541	1841	0	0	1721	1485	1598	0	1497		
Q Serve(g_s), s		2.5	10.0	0.0	0.0	13.1	0.0	28.5	0.0	0.0		
Cycle Q Clear(g_c), s		2.5	10.0	0.0	0.0	13.1	0.0	28.5	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		586	1433	0	0	2317		250	0			
V/C Ratio(X)		0.13	0.24	0.00	0.00	0.25		0.93	0.00			
Avail Cap(c_a), veh/h		586	1433	0	0	2317		637	0			
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)		1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		7.0	6.0	0.0	0.0	12.8	0.0	83.2	0.0	0.0		
Incr Delay (d2), s/veh		0.5	0.4	0.0	0.0	0.3	0.0	13.7	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		1.6	6.8	0.0	0.0	8.8	0.0	18.7	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		7.4	6.4	0.0	0.0	13.1	0.0	96.9	0.0	0.0		
LnGrp LOS		A	A			B		F				
Approach Vol, veh/h			415			576			231			
Approach Delay, s/veh			6.6			13.1			96.9			
Approach LOS			A			B			F			
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		162.5			21.0	141.5		37.5				
Change Period (Y+Rc), s		6.8			6.8	6.8		6.3				
Max Green Setting (Gmax), s		107.2			14.2	86.2		79.7				
Max Q Clear Time (g_c+I1), s		12.0			4.5	15.1		30.5				
Green Ext Time (p_c), s		2.0			0.1	4.0		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh		26.7
HCM 7th LOS		C

Notes
 User approved ignoring U-Turning movement.
 Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Existing
 AM Peak Hour



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(l)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	20	0	10	0	0	0	2	66	0	1	84	13
Future Vol, veh/h	20	0	10	0	0	0	2	66	0	1	84	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	0	0	0	0	0	0	0	0	0	1	15
Mvmt Flow	21	0	11	0	0	0	2	70	0	1	89	14

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	173	173	96	166	180	70	103	0	0	70	0	0
Stage 1	98	98	-	74	74	-	-	-	-	-	-	-
Stage 2	74	74	-	91	105	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	783	724	966	803	718	998	1501	-	-	1543	-	-
Stage 1	901	817	-	940	837	-	-	-	-	-	-	-
Stage 2	927	837	-	921	812	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	782	722	966	792	716	998	1501	-	-	1543	-	-
Mov Cap-2 Maneuver	782	722	-	792	716	-	-	-	-	-	-	-
Stage 1	900	817	-	938	836	-	-	-	-	-	-	-
Stage 2	926	836	-	910	811	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.48	0	0.22	0.07
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	53	-	-	835	-	18	-	-
HCM Lane V/C Ratio	0.001	-	-	0.038	-	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.5	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection

Int Delay, s/veh 2.9

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations	Y				Y	Y
Traffic Vol, veh/h	25	30	51	74	111	33
Future Vol, veh/h	25	30	51	74	111	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	3	2	3
Mvmt Flow	27	32	55	80	119	35

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	326	137	155	0	-	0
Stage 1	137	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	672	917	1413	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	645	917	1413	-	-	-
Mov Cap-2 Maneuver	645	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s/v10.07 3.12 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	734	-	769	-	-
HCM Lane V/C Ratio	0.039	-	0.077	-	-
HCM Control Delay (s/veh)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Timings
2: Carpenter Rd/Loves Driveway & SR 46

Existing
PM Peak Hour

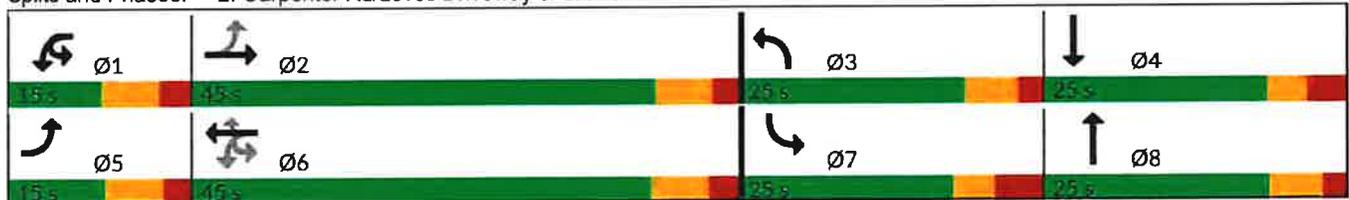


Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	19	335	16	131	558	116	41	13	92	14
Future Volume (vph)	19	335	16	131	558	116	41	13	92	14
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 70.4
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



HCM 7th Signalized Intersection Summary
2: Carpenter Rd/Loves Driveway & SR 46

Existing
PM Peak Hour



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	19	335	43	16	131	558	116	41	13	74	92	14
Future Volume (veh/h)	19	335	43	16	131	558	116	41	13	74	92	14
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1900	1900	1900		1870	1841	1426	1826	1900	1841	1366	1589
Adj Flow Rate, veh/h	20	356	46		139	594	123	44	14	79	98	15
Peak Hour Factor	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0		2	4	32	5	0	4	36	21
Cap, veh/h	223	510	66		389	694	456	101	24	138	217	57
Arrive On Green	0.03	0.31	0.31		0.09	0.38	0.38	0.06	0.10	0.10	0.09	0.14
Sat Flow, veh/h	1810	1649	213		1781	1841	1208	1739	248	1400	2525	406
Grp Volume(v), veh/h	20	0	402		139	594	123	44	0	93	98	0
Grp Sat Flow(s),veh/h/ln	1810	0	1862		1781	1841	1208	1739	0	1648	1262	0
Q Serve(g_s), s	0.5	0.0	13.1		3.5	20.5	4.9	1.7	0.0	3.7	2.5	0.0
Cycle Q Clear(g_c), s	0.5	0.0	13.1		3.5	20.5	4.9	1.7	0.0	3.7	2.5	0.0
Prop In Lane	1.00		0.11		1.00		1.00	1.00		0.85	1.00	
Lane Grp Cap(c), veh/h	223	0	576		389	694	456	101	0	163	217	0
V/C Ratio(X)	0.09	0.00	0.70		0.36	0.86	0.27	0.44	0.00	0.57	0.45	0.00
Avail Cap(c_a), veh/h	379	0	1031		423	1009	662	469	0	444	644	0
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.0	0.0	21.0		14.8	19.8	14.9	31.4	0.0	29.7	30.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.5		0.6	5.1	0.3	3.0	0.0	3.1	1.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	9.0		2.2	13.0	2.2	1.3	0.0	2.7	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	0.0	22.5		15.3	24.8	15.2	34.4	0.0	32.8	31.5	0.0
LnGrp LOS	B		C		B	C	B	C		C	C	
Approach Vol, veh/h		422			856			137			150	
Approach Delay, s/veh		22.3			21.9			33.3			29.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	28.5	10.4	16.4	9.0	33.2	13.3	13.4				
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6				
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19				
Max Q Clear Time (g_c+I1), s	5.5	15.1	3.7	4.3	2.5	22.5	4.5	5.7				
Green Ext Time (p_c), s	0.1	2.2	0.1	0.1	0.0	3.5	0.2	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
 2: Carpenter Rd/Loves Driveway & SR 46

Existing
 PM Peak Hour



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	35
Future Volume (veh/h)	35
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	37
Peak Hour Factor	0.94
Percent Heavy Veh, %	0
Cap, veh/h	142
Arrive On Green	0.14
Sat Flow, veh/h	1002
Grp Volume(v), veh/h	52
Grp Sat Flow(s),veh/h/ln	1408
Q Serve(g_s), s	2.3
Cycle Q Clear(g_c), s	2.3
Prop In Lane	0.71
Lane Grp Cap(c), veh/h	199
V/C Ratio(X)	0.26
Avail Cap(c_a), veh/h	376
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	26.4
Incr Delay (d2), s/veh	0.7
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	1.3
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	27.1
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection												
Intersection Delay, s/veh10.1												
Intersection LOS B												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+	+		+			+	
Traffic Vol, veh/h	0	14	16	100	23	138	22	129	113	85	102	1
Future Vol, veh/h	0	14	16	100	23	138	22	129	113	85	102	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	2	0	0	0	2	4	0	3	0
Mvmt Flow	0	15	17	106	24	147	23	137	120	90	109	1
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	8.6	9.8	10.5	10.2
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	0%	81%	0%	45%
Vol Thru, %	49%	47%	19%	0%	54%
Vol Right, %	43%	53%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	264	30	123	138	188
LT Vol	22	0	100	0	85
Through Vol	129	14	23	0	102
RT Vol	113	16	0	138	1
Lane Flow Rate	281	32	131	147	200
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.366	0.047	0.222	0.202	0.283
Departure Headway (Hd)	4.695	5.344	6.106	4.953	5.102
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	758	674	582	715	698
Service Time	2.766	3.344	3.901	2.747	3.184
HCM Lane V/C Ratio	0.371	0.047	0.225	0.206	0.287
HCM Control Delay, s/veh	10.5	8.6	10.7	9	10.2
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	1.7	0.1	0.8	0.8	1.2

HCM 7th TWSC
4: I-95 SB On Ramp/I-95 SB Off Ramp & SR 46

Existing
PM Peak Hour

Intersection													
Int Delay, s/veh	2.9												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↓	↑					↓		↑
Traffic Vol, veh/h	0	263	261	2	157	712	0	0	0	0	38	1	91
Future Vol, veh/h	0	263	261	2	157	712	0	0	0	0	38	1	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Stop	Stop	Stop	Stop	Stop	Stop						
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	5	0	0	0	0	5	100	20
Mvmt Flow	0	271	269	2	162	734	0	0	0	0	39	1	94

Major/Minor	Major1		Major2				Minor2			
Conflicting Flow All	-	0	-	271	271	0	0	1193	1333	734
Stage 1	-	-	-	-	-	-	-	1058	1062	-
Stage 2	-	-	-	-	-	-	-	136	271	-
Critical Hdwy	-	-	-	6.9	4.13	-	-	6.675	8	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.475	7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.875	7	-
Follow-up Hdwy	-	-	-	3.1	2.219	-	-	3.5475	4.95	3.49
Pot Cap-1 Maneuver	0	-	0	774	1291	-	0	189	82	383
Stage 1	0	-	0	-	-	-	0	327	175	-
Stage 2	0	-	0	-	-	-	0	869	514	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1280	1280	-	-	174	0	383
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	264	0	-
Stage 1	-	-	-	-	-	-	-	327	0	-
Stage 2	-	-	-	-	-	-	-	800	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	1.5	18.48
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1280	-	264	383
HCM Lane V/C Ratio	-	0.128	-	0.149	0.245
HCM Control Delay (s/veh)	-	8.2	-	21	17.4
HCM Lane LOS	-	A	-	C	C
HCM 95th %tile Q(veh)	-	0.4	-	0.5	0.9

Timings
5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Existing
PM Peak Hour

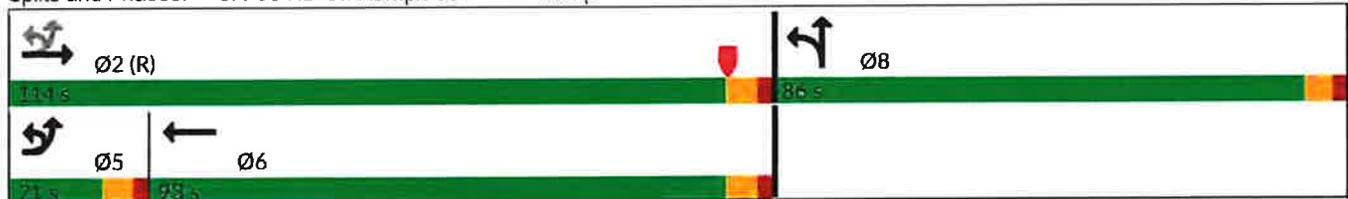


Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Configurations								
Traffic Volume (vph)	2	42	262	462	36	408	1	326
Future Volume (vph)	2	42	262	462	36	408	1	326
Turn Type	pm+pt	pm+pt	NA	NA	Free	Split	NA	Free
Protected Phases	5	5	2	6		8	8	
Permitted Phases	2	2			Free			Free
Detector Phase	5	5	2	6		8	8	
Switch Phase								
Minimum Initial (s)	10.0	10.0	14.0	14.0		10.0	10.0	
Minimum Split (s)	20.8	20.8	20.8	20.8		16.3	16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	4.3	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		
Total Lost Time (s)		6.8	6.8	6.8		6.3		
Lead/Lag	Lead	Lead		Lag				
Lead-Lag Optimize?	Yes	Yes		Yes				
Recall Mode	Max	Max	C-Max	Max		None	None	

Intersection Summary

Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 107.2 (54%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46



HCM 7th Signalized Intersection Summary
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Existing
 PM Peak Hour



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	42	262	0	0	462	36	408	1	326	0	0
Future Volume (veh/h)	2	42	262	0	0	462	36	408	1	326	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0		
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach			No			No			No			
Adj Sat Flow, veh/h/ln		1900	1900	0	0	1870	1737	1781	1900	1811		
Adj Flow Rate, veh/h		44	273	0	0	481	0	425	1	0		
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %		0	0	0	0	2	11	8	0	6		
Cap, veh/h		627	1275	0	0	2012		447	0			
Arrive On Green		0.07	0.67	0.00	0.00	0.57	0.00	0.26	0.26	0.00		
Sat Flow, veh/h		1810	1900	0	0	3647	1472	1697	0	1535		
Grp Volume(v), veh/h		44	273	0	0	481	0	425	0	0		
Grp Sat Flow(s),veh/h/ln		1810	1900	0	0	1777	1472	1697	0	1535		
Q Serve(g_s), s		1.8	11.0	0.0	0.0	13.6	0.0	49.3	0.0	0.0		
Cycle Q Clear(g_c), s		1.8	11.0	0.0	0.0	13.6	0.0	49.3	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		627	1275	0	0	2012		447	0			
V/C Ratio(X)		0.07	0.21	0.00	0.00	0.24		0.95	0.00			
Avail Cap(c_a), veh/h		627	1275	0	0	2012		676	0			
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)		1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		13.4	12.6	0.0	0.0	21.8	0.0	72.4	0.0	0.0		
Incr Delay (d2), s/veh		0.2	0.4	0.0	0.0	0.3	0.0	18.1	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		1.4	8.4	0.0	0.0	9.7	0.0	31.8	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		13.6	13.0	0.0	0.0	22.0	0.0	90.5	0.0	0.0		
LnGrp LOS		B	B			C		F				
Approach Vol, veh/h			317			481			425			
Approach Delay, s/veh			13.1			22.0			90.5			
Approach LOS			B			C			F			
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		141.1			21.0	120.1		58.9				
Change Period (Y+Rc), s		6.8			6.8	6.8		6.3				
Max Green Setting (Gmax), s		107.2			14.2	86.2		79.7				
Max Q Clear Time (g_c+I1), s		13.0			3.8	15.6		51.3				
Green Ext Time (p_c), s		1.5			0.0	3.2		1.4				

Intersection Summary

HCM 7th Control Delay, s/veh	43.5
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.
 Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Existing
 PM Peak Hour



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(I)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	16	0	4	0	0	0	6	133	0	2	123	33
Future Vol, veh/h	16	0	4	0	0	0	6	133	0	2	123	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	3	3
Mvmt Flow	17	0	4	0	0	0	6	139	0	2	128	34

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	301	301	145	283	318	139	163	0	0	139	0	0
Stage 1	149	149	-	151	151	-	-	-	-	-	-	-
Stage 2	151	151	-	132	167	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	656	615	907	673	602	915	1429	-	-	1458	-	-
Stage 1	858	777	-	856	776	-	-	-	-	-	-	-
Stage 2	856	776	-	876	764	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	652	611	907	666	598	915	1429	-	-	1458	-	-
Mov Cap-2 Maneuver	652	611	-	666	598	-	-	-	-	-	-	-
Stage 1	856	776	-	852	772	-	-	-	-	-	-	-
Stage 2	852	772	-	871	763	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v10.38		0	0.33	0.09
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	78	-	-	691	-	22	-
HCM Lane V/C Ratio	0.004	-	-	0.03	-	0.001	-
HCM Control Delay (s/veh)	7.5	0	-	10.4	0	7.5	0
HCM Lane LOS	A	A	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	54	42	7	80	68	17
Future Vol, veh/h	54	42	7	80	68	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	5	0	1	2	13
Mvmt Flow	57	45	7	85	72	18

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	181	81	90	0	-	0
Stage 1	81	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.46	6.25	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	2.2	-	-	-
Pot Cap-1 Maneuver	799	970	1517	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	795	970	1517	-	-	-
Mov Cap-2 Maneuver	795	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.73	0.59	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	145	-	863	-	-
HCM Lane V/C Ratio	0.005	-	0.118	-	-
HCM Control Delay (s/veh)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Timings
2: Carpenter Rd/Loves Driveway & SR 46

Background - 2026
AM Peak Hour

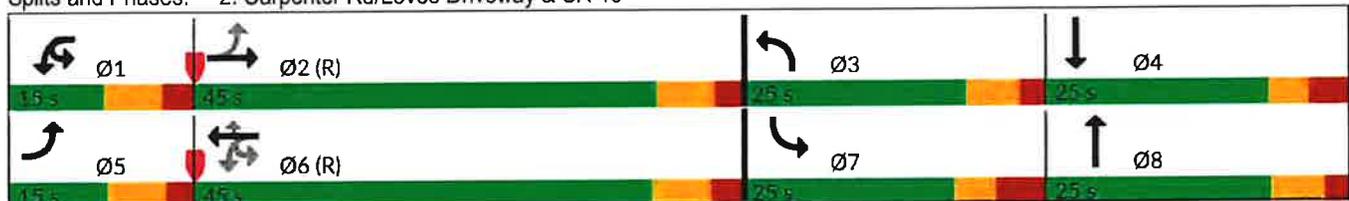


Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	34	498	38	69	291	108	22	11	112	7
Future Volume (vph)	34	498	38	69	291	108	22	11	112	7
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



HCM 7th Signalized Intersection Summary
2: Carpenter Rd/Loves Driveway & SR 46

Background - 2026
AM Peak Hour



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	34	498	33	38	69	291	108	22	11	106	112	7
Future Volume (veh/h)	34	498	33	38	69	291	108	22	11	106	112	7
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1678	1811	1767		1737	1767	1441	1900	1900	1841	1411	1900
Adj Flow Rate, veh/h	37	541	36		75	316	117	24	12	115	122	8
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	6	9		11	9	31	0	0	4	33	0
Cap, veh/h	512	878	58		390	955	660	60	15	144	169	41
Arrive On Green	0.04	0.52	0.52		0.06	0.54	0.54	0.03	0.10	0.10	0.06	0.14
Sat Flow, veh/h	1598	1679	112		1654	1767	1221	1810	154	1479	2607	301
Grp Volume(v), veh/h	37	0	577		75	316	117	24	0	127	122	0
Grp Sat Flow(s),veh/h/ln	1598	0	1791		1654	1767	1221	1810	0	1634	1303	0
Q Serve(g_s), s	1.1	0.0	24.9		2.2	11.0	5.4	1.4	0.0	8.4	5.1	0.0
Cycle Q Clear(g_c), s	1.1	0.0	24.9		2.2	11.0	5.4	1.4	0.0	8.4	5.1	0.0
Prop In Lane	1.00		0.06		1.00		1.00	1.00		0.91	1.00	
Lane Grp Cap(c), veh/h	512	0	936		390	955	660	60	0	159	169	0
V/C Ratio(X)	0.07	0.00	0.62		0.19	0.33	0.18	0.40	0.00	0.80	0.72	0.00
Avail Cap(c_a), veh/h	562	0	936		413	955	660	306	0	276	417	0
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	18.5		13.3	14.1	12.8	52.1	0.0	48.6	50.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	3.0		0.2	0.9	0.6	4.3	0.0	8.9	5.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	15.4		1.4	7.7	2.7	1.3	0.0	6.7	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.1	0.0	21.5		13.5	15.1	13.4	56.4	0.0	57.6	56.2	0.0
LnGrp LOS	B		C		B	B	B	E		E	E	
Approach Vol, veh/h		614				508			151			166
Approach Delay, s/veh		20.9				14.5			57.4			52.6
Approach LOS		C				B			E			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.5	64.7	10.0	21.8	11.5	66.7	14.5	17.3				
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6				
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19				
Max Q Clear Time (g_c+I1), s	4.2	26.9	3.4	4.6	3.1	13.0	7.1	10.4				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.1	0.0	2.1	0.2	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh	26.1
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	33
Future Volume (veh/h)	33
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1574
Adj Flow Rate, veh/h	36
Peak Hour Factor	0.92
Percent Heavy Veh, %	22
Cap, veh/h	187
Arrive On Green	0.14
Sat Flow, veh/h	1355
Grp Volume(v), veh/h	44
Grp Sat Flow(s),veh/h/ln	1656
Q Serve(g_s), s	2.6
Cycle Q Clear(g_c), s	2.6
Prop In Lane	0.82
Lane Grp Cap(c), veh/h	228
V/C Ratio(X)	0.19
Avail Cap(c_a), veh/h	277
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	42.0
Incr Delay (d2), s/veh	0.4
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	1.9
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	42.4
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection												
Intersection Delay, s/veh 11.4												
Intersection LOS B												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+	+		+			+	
Traffic Vol, veh/h	1	29	17	144	6	42	6	54	126	132	148	3
Future Vol, veh/h	1	29	17	144	6	42	6	54	126	132	148	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	2	17	3	0	0	1	2	1	0
Mvmt Flow	1	34	20	167	7	49	7	63	147	153	172	3
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	9.2	11.4	9.8	12.8
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	2%	96%	0%	47%
Vol Thru, %	29%	62%	4%	0%	52%
Vol Right, %	68%	36%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	186	47	150	42	283
LT Vol	6	1	144	0	132
Through Vol	54	29	6	0	148
RT Vol	126	17	0	42	3
Lane Flow Rate	216	55	174	49	329
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.29	0.085	0.315	0.075	0.474
Departure Headway (Hd)	4.825	5.63	6.496	5.558	5.185
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	744	636	555	645	698
Service Time	2.855	3.671	4.227	3.289	3.185
HCM Lane V/C Ratio	0.29	0.086	0.314	0.076	0.471
HCM Control Delay, s/veh	9.8	9.2	12.2	8.7	12.8
HCM Lane LOS	A	A	B	A	B
HCM 95th-tile Q	1.2	0.3	1.3	0.2	2.6

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑			↑					↑		↑
Traffic Vol, veh/h	0	349	418	2	310	463	0	0	0	0	33	0	47
Future Vol, veh/h	0	349	418	2	310	463	0	0	0	0	33	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Stop	Stop	Stop	Stop	Stop	Stop						
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	7	11	0	5	10	0	0	0	0	6	0	36
Mvmt Flow	0	379	454	2	337	503	0	0	0	0	36	0	51

Major/Minor	Major1		Major2		Minor2					
Conflicting Flow All	-	0	-	379	379	0	0	1367	-	503
Stage 1	-	-	-	-	-	-	-	1177	-	-
Stage 2	-	-	-	-	-	-	-	190	-	-
Critical Hdwy	-	-	-	6.9	4.175	-	-	6.69	-	6.74
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.49	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.89	-	-
Follow-up Hdwy	-	-	-	3.12	2.2475	-	-	3.557	-	3.642
Pot Cap-1 Maneuver	0	-	0	658	1159	-	0	163	0	601
Stage 1	0	-	0	-	-	-	0	310	0	-
Stage 2	0	-	0	-	-	-	0	814	0	-
Platoon blocked, %	-	-	-	-	-	-	-	0	-	0
Mov Cap-1 Maneuver	-	-	-	1153	1153	-	-	133	0	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	205	0	-
Stage 1	-	-	-	-	-	-	-	310	0	-
Stage 2	-	-	-	-	-	-	-	662	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	3.79	17.62
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1153	-	205	601
HCM Lane V/C Ratio	-	0.294	-	0.175	0.085
HCM Control Delay (s/veh)	-	9.4	-	26.3	11.5
HCM Lane LOS	-	A	-	D	B
HCM 95th %tile Q(veh)	-	1.2	-	0.6	0.3

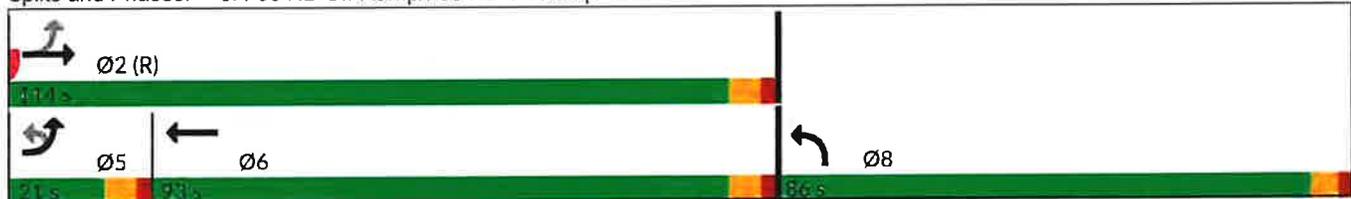


Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	9	71	314	534	42	214	172
Future Volume (vph)	9	71	314	534	42	214	172
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	14.0	14.0	14.0	14.0		10.0	
Minimum Split (s)	24.8	24.8	24.8	24.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary

Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46



HCM 7th Signalized Intersection Summary
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Background - 2026
 AM Peak Hour

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	9	71	314	0	0	534	42	214	0	172	0	0
Future Volume (veh/h)	9	71	314	0	0	534	42	214	0	172	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0		
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach			No			No			No			
Adj Sat Flow, veh/h/ln		1618	1841	0	0	1811	1752	1678	0	1767		
Adj Flow Rate, veh/h		80	353	0	0	600	0	240	0	0		
Peak Hour Factor		0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %		19	4	0	0	6	10	15	0	9		
Cap, veh/h		569	1422	0	0	2297		259	0			
Arrive On Green		0.07	0.77	0.00	0.00	0.67	0.00	0.16	0.00	0.00		
Sat Flow, veh/h		1541	1841	0	0	3532	1485	1598	0	1497		
Grp Volume(v), veh/h		80	353	0	0	600	0	240	0	0		
Grp Sat Flow(s),veh/h/ln		1541	1841	0	0	1721	1485	1598	0	1497		
Q Serve(g_s), s		2.8	10.8	0.0	0.0	14.0	0.0	29.6	0.0	0.0		
Cycle Q Clear(g_c), s		2.8	10.8	0.0	0.0	14.0	0.0	29.6	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		569	1422	0	0	2297		259	0			
V/C Ratio(X)		0.14	0.25	0.00	0.00	0.26		0.93	0.00			
Avail Cap(c_a), veh/h		569	1422	0	0	2297		637	0			
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)		1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		7.4	6.4	0.0	0.0	13.4	0.0	82.7	0.0	0.0		
Incr Delay (d2), s/veh		0.5	0.4	0.0	0.0	0.3	0.0	13.6	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		1.7	7.4	0.0	0.0	9.3	0.0	19.3	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		7.9	6.8	0.0	0.0	13.7	0.0	96.3	0.0	0.0		
LnGrp LOS		A	A			B		F				
Approach Vol, veh/h			433			600			240			
Approach Delay, s/veh			7.0			13.7			96.3			
Approach LOS			A			B			F			
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		161.3			21.0	140.3		38.7				
Change Period (Y+Rc), s		6.8			6.8	6.8		6.3				
Max Green Setting (Gmax), s		107.2			14.2	86.2		79.7				
Max Q Clear Time (g_c+I1), s		12.8			4.8	16.0		31.6				
Green Ext Time (p_c), s		2.1			0.1	4.2		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.0									
HCM 7th LOS			C									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(l)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	21	0	10	0	0	0	2	69	0	1	87	14
Future Vol, veh/h	21	0	10	0	0	0	2	69	0	1	87	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	0	0	0	0	0	0	0	0	0	1	15
Mvmt Flow	22	0	11	0	0	0	2	73	0	1	93	15

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	180	180	100	172	187	73	107	0	0	73	0	0
Stage 1	102	102	-	78	78	-	-	-	-	-	-	-
Stage 2	78	78	-	95	110	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	775	718	961	795	711	994	1496	-	-	1539	-	-
Stage 1	897	814	-	936	834	-	-	-	-	-	-	-
Stage 2	924	834	-	917	809	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	774	716	961	785	709	994	1496	-	-	1539	-	-
Mov Cap-2 Maneuver	774	716	-	785	709	-	-	-	-	-	-	-
Stage 1	896	814	-	935	833	-	-	-	-	-	-	-
Stage 2	922	833	-	906	808	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.54	0	0.21	0.07
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	51	-	-	826	-	17	-	-
HCM Lane V/C Ratio	0.001	-	-	0.04	-	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.5	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection

Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	26	31	53	76	115	34
Future Vol, veh/h	26	31	53	76	115	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	3	2	3
Mvmt Flow	28	33	57	82	124	37

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	338	142	160	0	-
Stage 1	142	-	-	-	-
Stage 2	196	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-
Pot Cap-1 Maneuver	662	911	1407	-	-
Stage 1	890	-	-	-	-
Stage 2	842	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	634	911	1407	-	-
Mov Cap-2 Maneuver	634	-	-	-	-
Stage 1	852	-	-	-	-
Stage 2	842	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.15		3.15	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	740	-	760	-	-
HCM Lane V/C Ratio	0.041	-	0.081	-	-
HCM Control Delay (s/veh)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Timings
2: Carpenter Rd/Loves Driveway & SR 46

Background - 2026
PM Peak Hour



Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	20	348	17	136	580	121	43	13	96	16
Future Volume (vph)	20	348	17	136	580	121	43	13	96	16
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



HCM 7th Signalized Intersection Summary
 2: Carpenter Rd/Loves Driveway & SR 46

Background - 2026
 PM Peak Hour



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	20	348	45	17	136	580	121	43	13	77	96	16
Future Volume (veh/h)	20	348	45	17	136	580	121	43	13	77	96	16
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900		1870	1841	1426	1826	1900	1841	1366	1589
Adj Flow Rate, veh/h	21	370	48		145	617	129	46	14	82	102	17
Peak Hour Factor	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0		2	4	32	5	0	4	36	21
Cap, veh/h	384	891	116		572	1062	697	84	19	109	154	43
Arrive On Green	0.03	0.54	0.54		0.06	0.58	0.58	0.05	0.08	0.08	0.06	0.10
Sat Flow, veh/h	1810	1648	214		1781	1841	1208	1739	240	1407	2525	437
Grp Volume(v), veh/h	21	0	418		145	617	129	46	0	96	102	0
Grp Sat Flow(s),veh/h/ln	1810	0	1862		1781	1841	1208	1739	0	1647	1262	0
Q Serve(g_s), s	0.6	0.0	14.6		3.9	23.5	5.6	2.8	0.0	6.3	4.3	0.0
Cycle Q Clear(g_c), s	0.6	0.0	14.6		3.9	23.5	5.6	2.8	0.0	6.3	4.3	0.0
Prop In Lane	1.00		0.11		1.00		1.00	1.00		0.85	1.00	
Lane Grp Cap(c), veh/h	384	0	1006		572	1062	697	84	0	128	154	0
V/C Ratio(X)	0.05	0.00	0.42		0.25	0.58	0.19	0.55	0.00	0.75	0.66	0.00
Avail Cap(c_a), veh/h	464	0	1006		587	1062	697	294	0	278	404	0
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.0	0.0	15.0		10.6	14.8	11.0	51.2	0.0	49.7	50.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.3		0.2	2.3	0.6	5.6	0.0	8.6	4.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	10.0		2.5	14.4	2.7	2.4	0.0	5.1	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	0.0	16.2		10.8	17.1	11.6	56.8	0.0	58.3	55.4	0.0
LnGrp LOS	B		B		B	B	B	E		E	E	
Approach Vol, veh/h		439				891			142			157
Approach Delay, s/veh		16.0				15.3			57.8			52.9
Approach LOS		B				B			E			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	66.7	11.7	17.5	10.1	70.7	14.1	15.1				
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6				
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19				
Max Q Clear Time (g_c+I1), s	5.9	16.6	4.8	6.0	2.6	25.5	6.3	8.3				
Green Ext Time (p_c), s	0.1	2.3	0.1	0.1	0.0	3.4	0.2	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh	22.8
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	36
Future Volume (veh/h)	36
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	38
Peak Hour Factor	0.94
Percent Heavy Veh, %	0
Cap, veh/h	97
Arrive On Green	0.10
Sat Flow, veh/h	976
Grp Volume(v), veh/h	55
Grp Sat Flow(s),veh/h/ln	1413
Q Serve(g_s), s	4.0
Cycle Q Clear(g_c), s	4.0
Prop In Lane	0.69
Lane Grp Cap(c), veh/h	140
V/C Ratio(X)	0.39
Avail Cap(c_a), veh/h	236
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	46.4
Incr Delay (d2), s/veh	1.8
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	2.6
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	48.2
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Intersection Delay, s/veh 10.4

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+	+		+			+	
Traffic Vol, veh/h	0	15	17	104	24	144	23	134	118	89	106	1
Future Vol, veh/h	0	15	17	104	24	144	23	134	118	89	106	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	2	0	0	0	2	4	0	3	0
Mvmt Flow	0	16	18	111	26	153	24	143	126	95	113	1
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	8.8	10	10.9	10.6
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	0%	81%	0%	45%
Vol Thru, %	49%	47%	19%	0%	54%
Vol Right, %	43%	53%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	275	32	128	144	196
LT Vol	23	0	104	0	89
Through Vol	134	15	24	0	106
RT Vol	118	17	0	144	1
Lane Flow Rate	293	34	136	153	209
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.386	0.051	0.237	0.218	0.305
Departure Headway (Hd)	4.846	5.439	6.268	5.114	5.264
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	746	660	575	705	686
Service Time	2.846	3.46	3.98	2.826	3.264
HCM Lane V/C Ratio	0.393	0.052	0.237	0.217	0.305
HCM Control Delay, s/veh	10.9	8.8	10.9	9.2	10.6
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	1.8	0.2	0.9	0.8	1.3

Intersection													
Int Delay, s/veh	2.9												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↓	↑					↓		↑
Traffic Vol, veh/h	0	274	271	2	163	740	0	0	0	0	40	0	95
Future Vol, veh/h	0	274	271	2	163	740	0	0	0	0	40	0	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Stop	Stop	Stop	Stop	Stop	Stop						
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	5	0	0	0	0	5	0	20
Mvmt Flow	0	282	279	2	168	763	0	0	0	0	41	0	98

Major/Minor	Major1		Major2				Minor2				
Conflicting Flow All	-	0	-	282	282	0	0		1240	-	763
Stage 1	-	-	-	-	-	-	-		1099	-	-
Stage 2	-	-	-	-	-	-	-		141	-	-
Critical Hdwy	-	-	-	6.9	4.13	-	-		6.675	-	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-		5.475	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-		5.875	-	-
Follow-up Hdwy	-	-	-	3.1	2.219	-	-		3.5475	-	3.49
Pot Cap-1 Maneuver	0	-	0	761	1278	-	0		194	0	417
Stage 1	0	-	0	-	-	-	0		334	0	-
Stage 2	0	-	0	-	-	-	0		863	0	-
Platoon blocked, %	-	-	-	-	-	-	-		0	-	0
Mov Cap-1 Maneuver	-	-	-	1268	1268	-	-		178	0	417
Mov Cap-2 Maneuver	-	-	-	-	-	-	-		268	0	-
Stage 1	-	-	-	-	-	-	-		334	0	-
Stage 2	-	-	-	-	-	-	-		791	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	1.51	17.63
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1268	-	268	417
HCM Lane V/C Ratio	-	0.134	-	0.154	0.235
HCM Control Delay (s/veh)	-	8.3	-	20.9	16.3
HCM Lane LOS	-	A	-	C	C
HCM 95th %tile Q(veh)	-	0.5	-	0.5	0.9

Timings

5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46



Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2	44	272	480	37	424	339
Future Volume (vph)	2	44	272	480	37	424	339
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	14.0	14.0		10.0	
Minimum Split (s)	20.8	20.8	20.8	20.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary

Cycle Length: 200

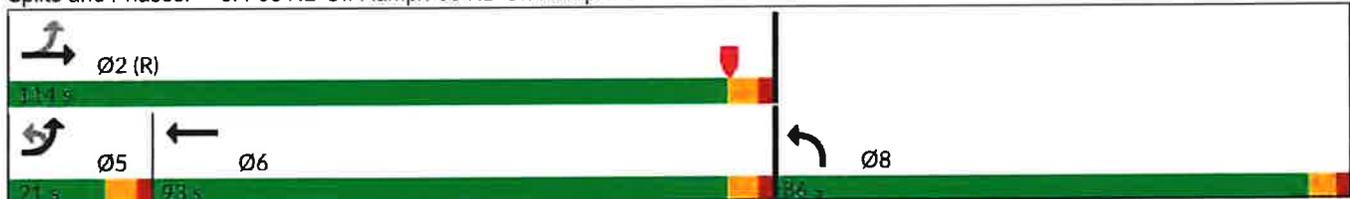
Actuated Cycle Length: 200

Offset: 107.2 (54%), Referenced to phase 2:EBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46



HCM 7th Signalized Intersection Summary
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Background - 2026
 PM Peak Hour



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	44	272	0	0	480	37	424	0	339	0	0
Future Volume (veh/h)	2	44	272	0	0	480	37	424	0	339	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0		
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach			No			No			No			
Adj Sat Flow, veh/h/ln		1900	1900	0	0	1870	1737	1781	0	1811		
Adj Flow Rate, veh/h		46	283	0	0	500	0	442	0	0		
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %		0	0	0	0	2	11	8	0	6		
Cap, veh/h		606	1256	0	0	1977		464	0			
Arrive On Green		0.07	0.66	0.00	0.00	0.56	0.00	0.27	0.00	0.00		
Sat Flow, veh/h		1810	1900	0	0	3647	1472	1697	0	1535		
Grp Volume(v), veh/h		46	283	0	0	500	0	442	0	0		
Grp Sat Flow(s),veh/h/ln		1810	1900	0	0	1777	1472	1697	0	1535		
Q Serve(g_s), s		1.9	11.9	0.0	0.0	14.5	0.0	51.2	0.0	0.0		
Cycle Q Clear(g_c), s		1.9	11.9	0.0	0.0	14.5	0.0	51.2	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		606	1256	0	0	1977		464	0			
V/C Ratio(X)		0.08	0.23	0.00	0.00	0.25		0.95	0.00			
Avail Cap(c_a), veh/h		606	1256	0	0	1977		676	0			
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)		1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		14.2	13.5	0.0	0.0	22.9	0.0	71.4	0.0	0.0		
Incr Delay (d2), s/veh		0.2	0.4	0.0	0.0	0.3	0.0	19.0	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		1.5	9.0	0.0	0.0	10.3	0.0	33.0	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		14.5	13.9	0.0	0.0	23.2	0.0	90.5	0.0	0.0		
LnGrp LOS		B	B			C		F				
Approach Vol, veh/h			329			500			442			
Approach Delay, s/veh			14.0			23.2			90.5			
Approach LOS			B			C			F			
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		139.0			21.0	118.0		61.0				
Change Period (Y+Rc), s		6.8			6.8	6.8		6.3				
Max Green Setting (Gmax), s		107.2			14.2	86.2		79.7				
Max Q Clear Time (g_c+I1), s		13.9			3.9	16.5		53.2				
Green Ext Time (p_c), s		1.6			0.0	3.3		1.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			44.2									
HCM 7th LOS			D									

Notes
 User approved ignoring U-Turning movement.
 Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(l)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	17	0	4	0	0	0	6	138	0	2	128	34
Future Vol, veh/h	17	0	4	0	0	0	6	138	0	2	128	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	3	3
Mvmt Flow	18	0	4	0	0	0	6	144	0	2	133	35

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	311	311	151	294	329	144	169	0	0	144	0	0
Stage 1	155	155	-	156	156	-	-	-	-	-	-	-
Stage 2	156	156	-	138	173	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	645	607	901	662	593	909	1421	-	-	1451	-	-
Stage 1	852	773	-	851	772	-	-	-	-	-	-	-
Stage 2	851	772	-	870	760	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	641	603	901	655	589	909	1421	-	-	1451	-	-
Mov Cap-2 Maneuver	641	603	-	655	589	-	-	-	-	-	-	-
Stage 1	851	772	-	847	768	-	-	-	-	-	-	-
Stage 2	847	768	-	865	758	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v10.49		0	0.31	0.09
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	75	-	-	678	-	21	-
HCM Lane V/C Ratio	0.004	-	-	0.032	-	0.001	-
HCM Control Delay (s/veh)	7.5	0	-	10.5	0	7.5	0
HCM Lane LOS	A	A	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	94	45	8	114	80	31
Future Vol, veh/h	94	45	8	114	80	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	5	0	1	2	13
Mvmt Flow	100	48	9	121	85	33

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	240	102	118	0	-	0
Stage 1	102	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.46	6.25	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	2.2	-	-	-
Pot Cap-1 Maneuver	740	945	1483	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	735	945	1483	-	-	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.58		0.49	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	118	-	792	-	-
HCM Lane V/C Ratio	0.006	-	0.187	-	-
HCM Control Delay (s/veh)	7.4	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Timings
2: Carpenter Rd/Loves Driveway & SR 46

Buildout - 2026 (Pod 1)
AM Peak Hour

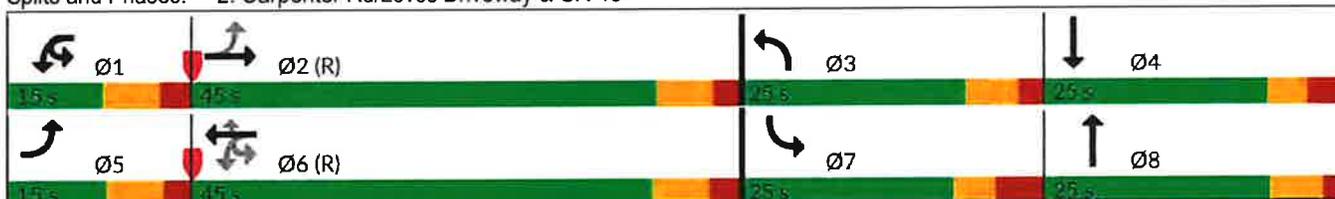


Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	34	498	38	89	271	108	34	11	112	7
Future Volume (vph)	34	498	38	89	271	108	34	11	112	7
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



HCM 7th Signalized Intersection Summary
2: Carpenter Rd/Loves Driveway & SR 46

Buildout - 2026 (Pod 1)
AM Peak Hour



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	34	498	38	38	89	271	108	34	11	167	112	7
Future Volume (veh/h)	34	498	38	38	89	271	108	34	11	167	112	7
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1678	1811	1767		1737	1767	1441	1900	1900	1841	1411	1900
Adj Flow Rate, veh/h	37	541	41		97	295	117	37	12	182	122	8
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	6	9		11	9	31	0	0	4	33	0
Cap, veh/h	483	796	60		341	883	610	78	14	210	169	51
Arrive On Green	0.04	0.48	0.48		0.06	0.50	0.50	0.04	0.14	0.14	0.06	0.17
Sat Flow, veh/h	1598	1662	126		1654	1767	1221	1810	101	1525	2607	301
Grp Volume(v), veh/h	37	0	582		97	295	117	37	0	194	122	0
Grp Sat Flow(s),veh/h/ln	1598	0	1788		1654	1767	1221	1810	0	1626	1303	0
Q Serve(g_s), s	1.2	0.0	27.7		3.2	11.0	5.8	2.2	0.0	12.9	5.1	0.0
Cycle Q Clear(g_c), s	1.2	0.0	27.7		3.2	11.0	5.8	2.2	0.0	12.9	5.1	0.0
Prop In Lane	1.00		0.07		1.00		1.00	1.00		0.94	1.00	
Lane Grp Cap(c), veh/h	483	0	856		341	883	610	78	0	224	169	0
V/C Ratio(X)	0.08	0.00	0.68		0.28	0.33	0.19	0.47	0.00	0.87	0.72	0.00
Avail Cap(c_a), veh/h	534	0	856		359	883	610	306	0	275	417	0
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.2	0.0	22.1		16.4	16.5	15.2	51.4	0.0	46.4	50.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	4.3		0.5	1.0	0.7	4.4	0.0	20.7	5.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	17.3		2.0	7.8	3.0	1.9	0.0	10.5	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.3	0.0	26.5		16.8	17.5	15.9	55.8	0.0	67.1	56.2	0.0
LnGrp LOS	B		C		B	B	B	E		E	E	
Approach Vol, veh/h		619				509			231			166
Approach Delay, s/veh		25.7				17.0			65.3			51.8
Approach LOS		C				B			E			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.8	59.9	11.1	25.2	11.5	62.2	14.5	21.8				
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6				
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19				
Max Q Clear Time (g_c+I1), s	5.2	29.7	4.2	4.5	3.2	13.0	7.1	14.9				
Green Ext Time (p_c), s	0.0	2.3	0.0	0.1	0.0	2.0	0.2	0.3				

Intersection Summary

HCM 7th Control Delay, s/veh	31.6
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
 2: Carpenter Rd/Loves Driveway & SR 46

Buildout - 2026 (Pod 1)
 AM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	33
Future Volume (veh/h)	33
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1574
Adj Flow Rate, veh/h	36
Peak Hour Factor	0.92
Percent Heavy Veh, %	22
Cap, veh/h	229
Arrive On Green	0.17
Sat Flow, veh/h	1355
Grp Volume(v), veh/h	44
Grp Sat Flow(s),veh/h/ln	1656
Q Serve(g_s), s	2.5
Cycle Q Clear(g_c), s	2.5
Prop In Lane	0.82
Lane Grp Cap(c), veh/h	279
V/C Ratio(X)	0.16
Avail Cap(c_a), veh/h	279
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	39.1
Incr Delay (d2), s/veh	0.3
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	1.8
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	39.3
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Intersection Delay, s/veh 11.6

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+	+		+			+	
Traffic Vol, veh/h	1	29	17	144	6	44	6	55	126	138	151	3
Future Vol, veh/h	1	29	17	144	6	44	6	55	126	138	151	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	2	17	3	0	0	1	2	1	0
Mvmt Flow	1	34	20	167	7	51	7	64	147	160	176	3
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	9.3	11.5	9.9	13.1
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	2%	96%	0%	47%
Vol Thru, %	29%	62%	4%	0%	52%
Vol Right, %	67%	36%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	187	47	150	44	292
LT Vol	6	1	144	0	138
Through Vol	55	29	6	0	151
RT Vol	126	17	0	44	3
Lane Flow Rate	217	55	174	51	340
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.293	0.086	0.316	0.079	0.49
Departure Headway (Hd)	4.855	5.672	6.53	5.592	5.199
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	739	631	551	641	696
Service Time	2.884	3.715	4.263	3.324	3.199
HCM Lane V/C Ratio	0.294	0.087	0.316	0.08	0.489
HCM Control Delay, s/veh	9.9	9.3	12.3	8.8	13.1
HCM Lane LOS	A	A	B	A	B
HCM 95th-tile Q	1.2	0.3	1.3	0.3	2.7

Intersection													
Int Delay, s/veh	3.5												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑	↑					↑		↑
Traffic Vol, veh/h	0	371	457	2	310	481	0	0	0	0	33	0	48
Future Vol, veh/h	0	371	457	2	310	481	0	0	0	0	33	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Stop	Stop	Stop	Stop	Stop	Stop						
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	7	11	0	5	10	0	0	0	0	6	0	36
Mvmt Flow	0	403	497	2	337	523	0	0	0	0	36	0	52

Major/Minor	Major1		Major2		Minor2					
Conflicting Flow All	-	0	-	403	403	0	0	1398	-	523
Stage 1	-	-	-	-	-	-	-	1197	-	-
Stage 2	-	-	-	-	-	-	-	202	-	-
Critical Hdwy	-	-	-	6.9	4.175	-	-	6.69	-	6.74
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.49	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.89	-	-
Follow-up Hdwy	-	-	-	3.12	2.2475	-	-	3.557	-	3.642
Pot Cap-1 Maneuver	0	-	0	635	1135	-	0	160	0	615
Stage 1	0	-	0	-	-	-	0	310	0	-
Stage 2	0	-	0	-	-	-	0	803	0	-
Platoon blocked, %	-	-	-	-	-	-	-	0	-	0
Mov Cap-1 Maneuver	-	-	-	1129	1129	-	-	129	0	615
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	200	0	-
Stage 1	-	-	-	-	-	-	-	310	0	-
Stage 2	-	-	-	-	-	-	-	649	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	3.76	17.69
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1129	-	200	615
HCM Lane V/C Ratio	-	0.3	-	0.179	0.085
HCM Control Delay (s/veh)	-	9.5	-	26.9	11.4
HCM Lane LOS	-	A	-	D	B
HCM 95th %tile Q(veh)	-	1.3	-	0.6	0.3

Timings
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Buildout - 2026 (Pod 1)
 AM Peak Hour

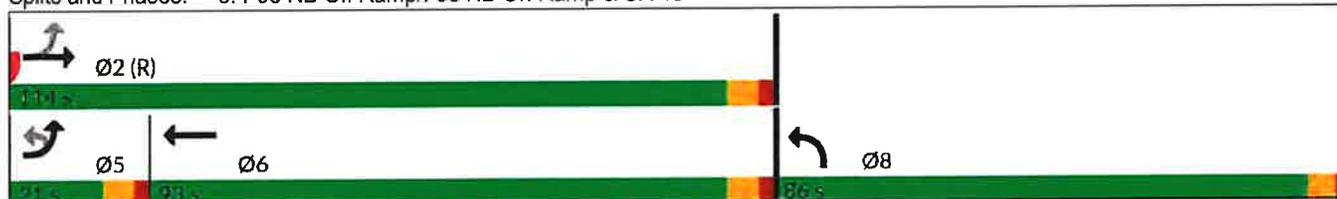


Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	9	74	333	540	42	226	172
Future Volume (vph)	9	74	333	540	42	226	172
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	14.0	14.0	14.0	14.0		10.0	
Minimum Split (s)	24.8	24.8	24.8	24.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary

Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46



HCM 7th Signalized Intersection Summary
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Buildout - 2026 (Pod 1)
 AM Peak Hour



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	9	74	333	0	0	540	42	226	0	172	0	0
Future Volume (veh/h)	9	74	333	0	0	540	42	226	0	172	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0		
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach			No			No			No			
Adj Sat Flow, veh/h/ln		1618	1841	0	0	1811	1752	1678	0	1767		
Adj Flow Rate, veh/h		83	374	0	0	607	0	254	0	0		
Peak Hour Factor		0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %		19	4	0	0	6	10	15	0	9		
Cap, veh/h		558	1406	0	0	2267		273	0			
Arrive On Green		0.07	0.76	0.00	0.00	0.66	0.00	0.17	0.00	0.00		
Sat Flow, veh/h		1541	1841	0	0	3532	1485	1598	0	1497		
Grp Volume(v), veh/h		83	374	0	0	607	0	254	0	0		
Grp Sat Flow(s),veh/h/ln		1541	1841	0	0	1721	1485	1598	0	1497		
Q Serve(g_s), s		3.0	12.0	0.0	0.0	14.6	0.0	31.3	0.0	0.0		
Cycle Q Clear(g_c), s		3.0	12.0	0.0	0.0	14.6	0.0	31.3	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		558	1406	0	0	2267		273	0			
V/C Ratio(X)		0.15	0.27	0.00	0.00	0.27		0.93	0.00			
Avail Cap(c_a), veh/h		558	1406	0	0	2267		637	0			
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)		1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		7.9	7.0	0.0	0.0	14.1	0.0	81.8	0.0	0.0		
Incr Delay (d2), s/veh		0.6	0.5	0.0	0.0	0.3	0.0	13.4	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		1.9	8.2	0.0	0.0	9.7	0.0	20.2	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		8.5	7.5	0.0	0.0	14.4	0.0	95.2	0.0	0.0		
LnGrp LOS		A	A			B		F				
Approach Vol, veh/h			457			607			254			
Approach Delay, s/veh			7.7			14.4			95.2			
Approach LOS			A			B			F			
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		159.5			21.0	138.5		40.5				
Change Period (Y+Rc), s		6.8			6.8	6.8		6.3				
Max Green Setting (Gmax), s		107.2			14.2	86.2		79.7				
Max Q Clear Time (g_c+I1), s		14.0			5.0	16.6		33.3				
Green Ext Time (p_c), s		2.2			0.1	4.2		0.8				

Intersection Summary		
HCM 7th Control Delay, s/veh		27.6
HCM 7th LOS		C

Notes
 User approved ignoring U-Turning movement.
 Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(l)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	32	0	13	0	0	0	3	71	0	1	93	18
Future Vol, veh/h	32	0	13	0	0	0	3	71	0	1	93	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	0	0	0	0	0	0	0	0	0	1	15
Mvmt Flow	34	0	14	0	0	0	3	76	0	1	99	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	193	193	109	183	202	76	118	0	0	76	0	0
Stage 1	111	111	-	82	82	-	-	-	-	-	-	-
Stage 2	82	82	-	101	120	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	761	706	951	783	698	991	1483	-	-	1536	-	-
Stage 1	887	808	-	931	831	-	-	-	-	-	-	-
Stage 2	919	831	-	910	800	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	758	704	951	769	696	991	1483	-	-	1536	-	-
Mov Cap-2 Maneuver	758	704	-	769	696	-	-	-	-	-	-	-
Stage 1	887	807	-	929	829	-	-	-	-	-	-	-
Stage 2	917	829	-	896	800	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.75	0	0.3	0.07
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	73	-	-	805	-	16	-	-
HCM Lane V/C Ratio	0.002	-	-	0.059	-	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.8	0	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	23	3	1	99	166	8
Future Vol, veh/h	23	3	1	99	166	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	3	1	108	180	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	295	185	189	0	-	0
Stage 1	185	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	696	857	1385	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	696	857	1385	-	-	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.27		0.08	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	18	-	711	-	-
HCM Lane V/C Ratio	0.001	-	0.04	-	-
HCM Control Delay (s/veh)	7.6	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	1	0	0	0	0	5	0	7	0	14	12	3
Future Vol, veh/h	1	0	0	0	0	5	0	7	0	14	12	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	0	0	5	0	8	0	15	13	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	5	0	0	0	0	0	9	8	0	9	5	3
Stage 1	-	-	-	-	-	-	2	2	-	3	3	-
Stage 2	-	-	-	-	-	-	7	5	-	6	2	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1616	-	-	-	-	-	1010	887	-	1010	890	1081
Stage 1	-	-	-	-	-	-	1021	894	-	1020	894	-
Stage 2	-	-	-	-	-	-	1015	891	-	1016	894	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1616	-	-	-	-	-	992	887	-	1001	890	1081
Mov Cap-2 Maneuver	-	-	-	-	-	-	992	887	-	1001	890	-
Stage 1	-	-	-	-	-	-	1020	893	-	1020	894	-
Stage 2	-	-	-	-	-	-	997	891	-	1007	893	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	7.23	0	-	8.88
HCM LOS	-	-	-	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1616	-	-	-	-	-	959
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.033
HCM Control Delay (s/veh)	-	7.2	0	-	0	-	-	8.9
HCM Lane LOS	-	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	-	0.1

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	130	0	3	35	0	8
Future Vol, veh/h	130	0	3	35	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	0	3	38	0	9

Major/Minor

	Major1	Major2	Minor1			
Conflicting Flow All	0	0	141	0	186	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1442	-	803	907
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1442	-	801	907
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	976	-

Approach

	EB	WB	NB
HCM Control Delay, s/v	0	0.59	9.01
HCM LOS			A

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	907	-	-	142	-
HCM Lane V/C Ratio	0.01	-	-	0.002	-
HCM Control Delay (s/veh)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	96	0	11	24	0	34
Future Vol, veh/h	96	0	11	24	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None					
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	0	12	26	0	37

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	104	0	154
Stage 1	-	-	-	-	104
Stage 2	-	-	-	-	50
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1487	-	837
Stage 1	-	-	-	-	920
Stage 2	-	-	-	-	972
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1487	-	830
Mov Cap-2 Maneuver	-	-	-	-	830
Stage 1	-	-	-	-	920
Stage 2	-	-	-	-	965

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.34	8.94
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	950	-	-	566	-
HCM Lane V/C Ratio	0.039	-	-	0.008	-
HCM Control Delay (s/veh)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	52	33	55	98	146	72
Future Vol, veh/h	52	33	55	98	146	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	3	2	3
Mvmt Flow	56	35	59	105	157	77

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	419	196	234	0	0
Stage 1	196	-	-	-	-
Stage 2	224	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-
Pot Cap-1 Maneuver	594	851	1321	-	-
Stage 1	842	-	-	-	-
Stage 2	818	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	566	851	1321	-	-
Mov Cap-2 Maneuver	566	-	-	-	-
Stage 1	802	-	-	-	-
Stage 2	818	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v11.44		2.82	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	647	-	651	-	-
HCM Lane V/C Ratio	0.045	-	0.14	-	-
HCM Control Delay (s/veh)	7.9	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Timings
2: Carpenter Rd/Loves Driveway & SR 46

Buildout - 2026 (Pod 1)
PM Peak Hour

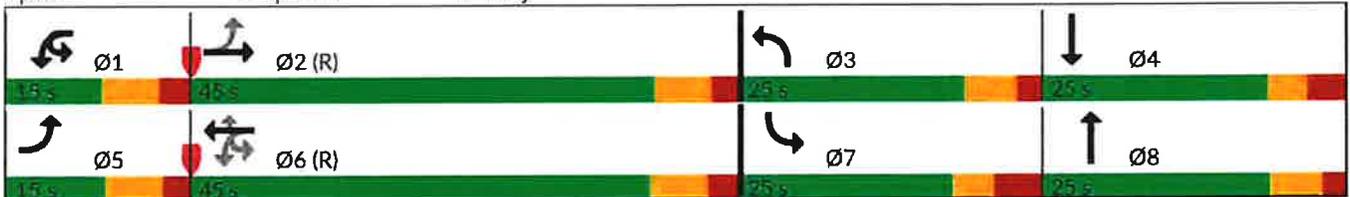


Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	20	348	17	192	580	121	51	13	96	15
Future Volume (vph)	20	348	17	192	580	121	51	13	96	15
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



HCM 7th Signalized Intersection Summary
2: Carpenter Rd/Loves Driveway & SR 46

Buildout - 2026 (Pod 1)
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	20	348	57	17	192	580	121	51	13	117	96	15
Future Volume (veh/h)	20	348	57	17	192	580	121	51	13	117	96	15
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900		1870	1841	1426	1826	1900	1841	1366	1589
Adj Flow Rate, veh/h	21	370	61		204	617	129	54	14	124	102	16
Peak Hour Factor	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0		2	4	32	5	0	4	36	21
Cap, veh/h	355	805	133		533	1013	665	89	17	153	154	51
Arrive On Green	0.03	0.51	0.51		0.07	0.55	0.55	0.05	0.10	0.10	0.06	0.12
Sat Flow, veh/h	1810	1591	262		1781	1841	1208	1739	166	1470	2525	418
Grp Volume(v), veh/h	21	0	431		204	617	129	54	0	138	102	0
Grp Sat Flow(s),veh/h/ln	1810	0	1853		1781	1841	1208	1739	0	1635	1262	0
Q Serve(g_s), s	0.6	0.0	16.5		6.0	24.9	5.9	3.3	0.0	9.1	4.3	0.0
Cycle Q Clear(g_c), s	0.6	0.0	16.5		6.0	24.9	5.9	3.3	0.0	9.1	4.3	0.0
Prop In Lane	1.00		0.14		1.00		1.00	1.00		0.90	1.00	
Lane Grp Cap(c), veh/h	355	0	938		533	1013	665	89	0	170	154	0
V/C Ratio(X)	0.06	0.00	0.46		0.38	0.61	0.19	0.60	0.00	0.81	0.66	0.00
Avail Cap(c_a), veh/h	436	0	938		533	1013	665	294	0	277	404	0
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.8	0.0	17.5		12.7	16.7	12.4	51.1	0.0	48.2	50.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.6		0.5	2.7	0.6	6.4	0.0	8.9	4.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	11.2		4.0	15.5	2.9	2.9	0.0	7.3	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.9	0.0	19.1		13.1	19.4	13.1	57.5	0.0	57.2	55.4	0.0
LnGrp LOS	B		B		B	B	B	E		E	E	
Approach Vol, veh/h		452				950			192			156
Approach Delay, s/veh		18.9				17.2			57.3			51.8
Approach LOS		B				B			E			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	62.9	12.1	20.1	10.1	67.8	14.1	18.0				
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6				
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19				
Max Q Clear Time (g_c+I1), s	8.0	18.5	5.3	5.8	2.6	26.9	6.3	11.1				
Green Ext Time (p_c), s	0.0	2.3	0.1	0.1	0.0	3.2	0.2	0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			25.1									
HCM 7th LOS			C									
Notes												
User approved ignoring U-Turning movement.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	36
Future Volume (veh/h)	36
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	38
Peak Hour Factor	0.94
Percent Heavy Veh, %	0
Cap, veh/h	121
Arrive On Green	0.12
Sat Flow, veh/h	992
Grp Volume(v), veh/h	54
Grp Sat Flow(s),veh/h/ln	1410
Q Serve(g_s), s	3.8
Cycle Q Clear(g_c), s	3.8
Prop In Lane	0.70
Lane Grp Cap(c), veh/h	173
V/C Ratio(X)	0.31
Avail Cap(c_a), veh/h	236
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	44.0
Incr Delay (d2), s/veh	1.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	2.5
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	45.1
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection												
Intersection Delay, s/veh10.5												
Intersection LOS B												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+	+		+			+	
Traffic Vol, veh/h	0	15	17	104	24	149	23	136	118	93	108	1
Future Vol, veh/h	0	15	17	104	24	149	23	136	118	93	108	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	2	0	0	0	2	4	0	3	0
Mvmt Flow	0	16	18	111	26	159	24	145	126	99	115	1
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	8.8	10.1	11	10.7
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	0%	81%	0%	46%
Vol Thru, %	49%	47%	19%	0%	53%
Vol Right, %	43%	53%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	277	32	128	149	202
LT Vol	23	0	104	0	93
Through Vol	136	15	24	0	108
RT Vol	118	17	0	149	1
Lane Flow Rate	295	34	136	159	215
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.39	0.052	0.238	0.226	0.316
Departure Headway (Hd)	4.876	5.478	6.293	5.139	5.286
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	743	655	573	701	683
Service Time	2.876	3.499	4.007	2.853	3.286
HCM Lane V/C Ratio	0.397	0.052	0.237	0.227	0.315
HCM Control Delay, s/veh	11	8.8	11	9.4	10.7
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	1.9	0.2	0.9	0.9	1.4

Intersection													
Int Delay, s/veh	2.9												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑	↑					↑		↑
Traffic Vol, veh/h	0	289	296	2	163	793	0	0	0	0	40	1	98
Future Vol, veh/h	0	289	296	2	163	793	0	0	0	0	40	1	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Stop	Stop	Stop	Stop	Stop	Stop						
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	5	0	0	0	0	5	0	20
Mvmt Flow	0	298	305	2	168	818	0	0	0	0	41	1	101

Major/Minor	Major1		Major2				Minor2			
Conflicting Flow All	-	0	-	298	298	0	0	1303	1456	818
Stage 1	-	-	-	-	-	-	-	1154	1158	-
Stage 2	-	-	-	-	-	-	-	149	298	-
Critical Hdwy	-	-	-	6.9	4.13	-	-	6.675	6.5	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.475	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.875	5.5	-
Follow-up Hdwy	-	-	-	3.1	2.219	-	-	3.5475	4	3.49
Pot Cap-1 Maneuver	0	-	0	744	1262	-	0	176	141	385
Stage 1	0	-	0	-	-	-	0	313	290	-
Stage 2	0	-	0	-	-	-	0	856	671	-
Platoon blocked, %	-	-	-	-	-	-	-	0	0	0
Mov Cap-1 Maneuver	-	-	-	1251	1251	-	-	161	0	385
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	251	0	-
Stage 1	-	-	-	-	-	-	-	313	0	-
Stage 2	-	-	-	-	-	-	-	783	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	1.43	18.94
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1251	-	251	385
HCM Lane V/C Ratio	-	0.136	-	0.164	0.262
HCM Control Delay (s/veh)	-	8.3	-	22.1	17.6
HCM Lane LOS	-	A	-	C	C
HCM 95th %tile Q(veh)	-	0.5	-	0.6	1

Timings
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Buildout - 2026 (Pod 1)
 PM Peak Hour

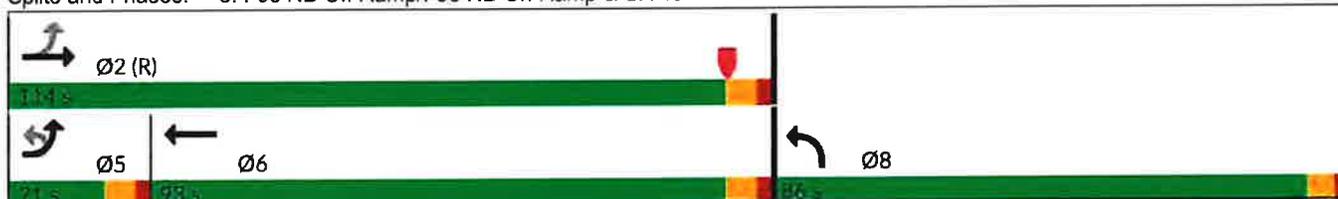


Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2	46	285	497	37	460	339
Future Volume (vph)	2	46	285	497	37	460	339
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	14.0	14.0		10.0	
Minimum Split (s)	20.8	20.8	20.8	20.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary

Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 107.2 (54%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46



HCM 7th Signalized Intersection Summary
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Buildout - 2026 (Pod 1)
 PM Peak Hour



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	46	285	0	0	497	37	460	0	339	0	0
Future Volume (veh/h)	2	46	285	0	0	497	37	460	0	339	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0		
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln		1900	1900	0	0	1870	1737	1781	0	1811		
Adj Flow Rate, veh/h		48	297	0	0	518	0	479	0	0		
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %		0	0	0	0	2	11	8	0	6		
Cap, veh/h		573	1215	0	0	1899		501	0			
Arrive On Green		0.07	0.64	0.00	0.00	0.53	0.00	0.30	0.00	0.00		
Sat Flow, veh/h		1810	1900	0	0	3647	1472	1697	0	1535		
Grp Volume(v), veh/h		48	297	0	0	518	0	479	0	0		
Grp Sat Flow(s),veh/h/ln		1810	1900	0	0	1777	1472	1697	0	1535		
Q Serve(g_s), s		2.1	13.4	0.0	0.0	15.9	0.0	55.5	0.0	0.0		
Cycle Q Clear(g_c), s		2.1	13.4	0.0	0.0	15.9	0.0	55.5	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		573	1215	0	0	1899		501	0			
V/C Ratio(X)		0.08	0.24	0.00	0.00	0.27		0.96	0.00			
Avail Cap(c_a), veh/h		573	1215	0	0	1899		676	0			
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)		1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		16.0	15.4	0.0	0.0	25.4	0.0	69.2	0.0	0.0		
Incr Delay (d2), s/veh		0.3	0.5	0.0	0.0	0.4	0.0	20.8	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		1.7	10.0	0.0	0.0	11.2	0.0	35.6	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		16.3	15.9	0.0	0.0	25.7	0.0	90.1	0.0	0.0		
LnGrp LOS		B	B			C		F				
Approach Vol, veh/h		345			518			479				
Approach Delay, s/veh		16.0			25.7			90.1				
Approach LOS		B			C			F				
Timer - Assigned Phs		2		5		6		8				
Phs Duration (G+Y+Rc), s		134.7		21.0		113.7		65.3				
Change Period (Y+Rc), s		6.8		6.8		6.8		6.3				
Max Green Setting (Gmax), s		107.2		14.2		86.2		79.7				
Max Q Clear Time (g_c+I1), s		15.4		4.1		17.9		57.5				
Green Ext Time (p_c), s		1.7		0.0		3.5		1.6				

Intersection Summary												
HCM 7th Control Delay, s/veh	46.2											
HCM 7th LOS	D											

Notes
 User approved ignoring U-Turning movement.
 Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(l)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	24	0	6	0	0	0	9	143	0	2	131	44
Future Vol, veh/h	24	0	6	0	0	0	9	143	0	2	131	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	3	3
Mvmt Flow	25	0	6	0	0	0	9	149	0	2	136	46

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	331	331	159	308	354	149	182	0	0	149	0	0
Stage 1	164	164	-	168	168	-	-	-	-	-	-	-
Stage 2	168	168	-	141	186	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	626	592	891	648	574	903	1405	-	-	1445	-	-
Stage 1	843	767	-	839	763	-	-	-	-	-	-	-
Stage 2	839	763	-	867	749	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	620	586	891	638	569	903	1405	-	-	1445	-	-
Mov Cap-2 Maneuver	620	586	-	638	569	-	-	-	-	-	-	-
Stage 1	842	765	-	833	758	-	-	-	-	-	-	-
Stage 2	833	758	-	860	748	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v10.72		0	0.45	0.08
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	107	-	-	661	-	19	-	-
HCM Lane V/C Ratio	0.007	-	-	0.047	-	0.001	-	-
HCM Control Delay (s/veh)	7.6	0	-	10.7	0	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection

Int Delay, s/veh 0.6

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	15	2	3	139	159	21
Future Vol, veh/h	15	2	3	139	159	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	2	3	151	173	23

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	342	184	196	0	-	0
Stage 1	184	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	654	858	1377	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	653	858	1377	-	-	-
Mov Cap-2 Maneuver	653	-	-	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s/v10.51 0.16 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	38	-	672	-	-
HCM Lane V/C Ratio	0.002	-	0.028	-	-
HCM Control Delay (s/veh)	7.6	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	2	0	0	0	0	14	0	28	2	9	7	2
Future Vol, veh/h	2	0	0	0	0	14	0	28	2	9	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	0	0	15	0	30	2	10	8	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	0	0	0	8	20	0	27	12	8
Stage 1	-	-	-	-	-	-	4	4	-	8	8	-
Stage 2	-	-	-	-	-	-	4	15	-	20	4	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1603	-	-	-	-	-	1011	874	-	983	883	1075
Stage 1	-	-	-	-	-	-	1018	892	-	1014	889	-
Stage 2	-	-	-	-	-	-	1019	883	-	999	892	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1603	-	-	-	-	-	999	873	-	947	881	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	999	873	-	947	881	-
Stage 1	-	-	-	-	-	-	1017	891	-	1014	889	-
Stage 2	-	-	-	-	-	-	1008	883	-	964	891	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	7.25	0		8.94
HCM LOS			-	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1603	-	-	-	-	-	932
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.021
HCM Control Delay (s/veh)	-	7.2	0	-	0	-	-	8.9
HCM Lane LOS	-	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	2	
Traffic Vol, veh/h	79	0	7	118	0	5
Future Vol, veh/h	79	0	7	118	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	0	8	128	0	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	86	0	229
Stage 1	-	-	-	-	86
Stage 2	-	-	-	-	143
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1510	-	759
Stage 1	-	-	-	-	937
Stage 2	-	-	-	-	884
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1510	-	755
Mov Cap-2 Maneuver	-	-	-	-	755
Stage 1	-	-	-	-	937
Stage 2	-	-	-	-	879

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.41	8.72
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	973	-	-	101	-
HCM Lane V/C Ratio	0.006	-	-	0.005	-
HCM Control Delay (s/veh)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	57	0	31	87	0	22
Future Vol, veh/h	57	0	31	87	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None					
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	0	34	95	0	24

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	62	0	224
Stage 1	-	-	-	-	62
Stage 2	-	-	-	-	162
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1541	-	764
Stage 1	-	-	-	-	961
Stage 2	-	-	-	-	867
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1541	-	747
Mov Cap-2 Maneuver	-	-	-	-	747
Stage 1	-	-	-	-	961
Stage 2	-	-	-	-	847

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.94	8.68
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1003	-	-	473	-
HCM Lane V/C Ratio	0.024	-	-	0.022	-
HCM Control Delay (s/veh)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	102	49	9	123	86	33
Future Vol, veh/h	102	49	9	123	86	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	5	0	1	2	13
Mvmt Flow	109	52	10	131	91	35

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	259	109	127	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	6.46	6.25	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	2.2	-	-	-
Pot Cap-1 Maneuver	721	936	1472	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	716	936	1472	-	-	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.85		0.51	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	123	-	775	-	-
HCM Lane V/C Ratio	0.007	-	0.207	-	-
HCM Control Delay (s/veh)	7.5	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-



Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	37	538	41	96	314	117	37	12	121	8
Future Volume (vph)	37	538	41	96	314	117	37	12	121	8
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110

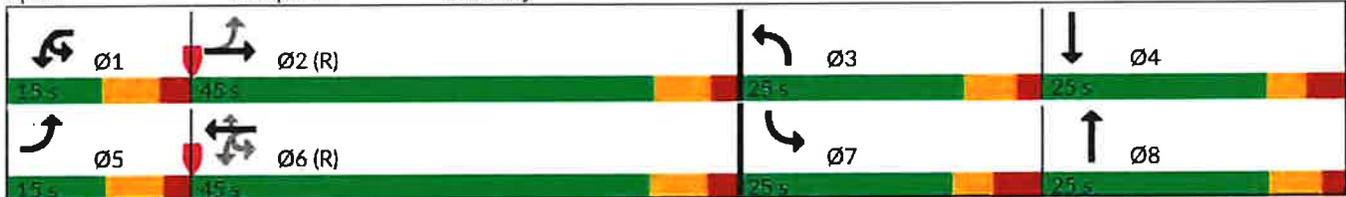
Actuated Cycle Length: 110

Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



HCM 7th Signalized Intersection Summary
 2: Carpenter Rd/Loves Driveway & SR 46

Background - 2030
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	37	538	41	41	96	314	117	37	12	180	121	8
Future Volume (veh/h)	37	538	41	41	96	314	117	37	12	180	121	8
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1678	1811	1767		1737	1767	1441	1900	1900	1841	1411	1900
Adj Flow Rate, veh/h	40	585	45		104	341	127	40	13	196	132	9
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	6	9		11	9	31	0	0	4	33	0
Cap, veh/h	437	773	59		295	857	592	81	15	223	180	56
Arrive On Green	0.04	0.47	0.47		0.06	0.49	0.49	0.04	0.15	0.15	0.07	0.18
Sat Flow, veh/h	1598	1660	128		1654	1767	1221	1810	101	1524	2607	311
Grp Volume(v), veh/h	40	0	630		104	341	127	40	0	209	132	0
Grp Sat Flow(s),veh/h/ln	1598	0	1788		1654	1767	1221	1810	0	1626	1303	0
Q Serve(g_s), s	1.4	0.0	32.0		3.5	13.6	6.6	2.4	0.0	13.8	5.5	0.0
Cycle Q Clear(g_c), s	1.4	0.0	32.0		3.5	13.6	6.6	2.4	0.0	13.8	5.5	0.0
Prop In Lane	1.00		0.07		1.00		1.00	1.00		0.94	1.00	
Lane Grp Cap(c), veh/h	437	0	832		295	857	592	81	0	238	180	0
V/C Ratio(X)	0.09	0.00	0.76		0.35	0.40	0.21	0.49	0.00	0.88	0.73	0.00
Avail Cap(c_a), veh/h	485	0	832		312	857	592	306	0	275	417	0
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	24.3		18.6	18.1	16.3	51.3	0.0	46.0	50.2	0.0
Incr Delay (d2), s/veh	0.1	0.0	6.4		0.7	1.4	0.8	4.6	0.0	23.6	5.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	20.0		2.3	9.3	3.4	2.1	0.0	11.3	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.2	0.0	30.7		19.3	19.5	17.1	55.9	0.0	69.5	55.9	0.0
LnGrp LOS	B		C		B	B	B	E		E	E	
Approach Vol, veh/h		670				572			249			180
Approach Delay, s/veh		29.7				18.9			67.3			51.2
Approach LOS		C				B			E			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	58.4	11.3	26.4	11.7	60.6	15.0	22.7				
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6				
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19				
Max Q Clear Time (g_c+I1), s	5.5	34.0	4.4	4.7	3.4	15.6	7.5	15.8				
Green Ext Time (p_c), s	0.0	1.5	0.0	0.1	0.0	2.2	0.3	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			33.9									
HCM 7th LOS			C									
Notes												
User approved ignoring U-Turning movement.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	36
Future Volume (veh/h)	36
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1574
Adj Flow Rate, veh/h	39
Peak Hour Factor	0.92
Percent Heavy Veh, %	22
Cap, veh/h	242
Arrive On Green	0.18
Sat Flow, veh/h	1347
Grp Volume(v), veh/h	48
Grp Sat Flow(s),veh/h/ln	1658
Q Serve(g_s), s	2.7
Cycle Q Clear(g_c), s	2.7
Prop In Lane	0.81
Lane Grp Cap(c), veh/h	298
V/C Ratio(X)	0.16
Avail Cap(c_a), veh/h	298
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	38.1
Incr Delay (d2), s/veh	0.3
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	2.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	38.4
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection												
Intersection Delay, s/veh12.4												
Intersection LOS B												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+	+		+			+	
Traffic Vol, veh/h	1	31	18	156	6	48	6	59	136	149	163	3
Future Vol, veh/h	1	31	18	156	6	48	6	59	136	149	163	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	2	17	3	0	0	1	2	1	0
Mvmt Flow	1	36	21	181	7	56	7	69	158	173	190	3
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh9.5		12.1	10.4	14.4
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	2%	96%	0%	47%
Vol Thru, %	29%	62%	4%	0%	52%
Vol Right, %	68%	36%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	201	50	162	48	315
LT Vol	6	1	156	0	149
Through Vol	59	31	6	0	163
RT Vol	136	18	0	48	3
Lane Flow Rate	234	58	188	56	366
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.324	0.095	0.349	0.089	0.539
Departure Headway (Hd)	4.994	5.873	6.678	5.737	5.293
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	720	608	539	624	681
Service Time	3.033	3.926	4.417	3.476	3.327
HCM Lane V/C Ratio	0.325	0.095	0.349	0.09	0.537
HCM Control Delay, s/veh	10.4	9.5	13	9	14.4
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	1.4	0.3	1.6	0.3	3.2

Intersection													
Int Delay, s/veh	3.8												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑	↑					↑		↑
Traffic Vol, veh/h	0	401	494	2	335	519	0	0	0	0	36	0	52
Future Vol, veh/h	0	401	494	2	335	519	0	0	0	0	36	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Stop	Stop	Stop	Stop	Stop	Stop						
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	7	11	0	5	10	0	0	0	0	6	0	36
Mvmt Flow	0	436	537	2	364	564	0	0	0	0	39	0	57

Major/Minor	Major1		Major2				Minor2				
Conflicting Flow All	-	0	-	436	436	0	0		1510	-	564
Stage 1	-	-	-	-	-	-	-		1292	-	-
Stage 2	-	-	-	-	-	-	-		218	-	-
Critical Hdwy	-	-	-	6.9	4.175	-	-		6.69	-	6.74
Critical Hdwy Stg 1	-	-	-	-	-	-	-		5.49	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-		5.89	-	-
Follow-up Hdwy	-	-	-	3.12	2.475	-	-		3.557	-	3.642
Pot Cap-1 Maneuver	0	-	0	604	1104	-	0		133	0	578
Stage 1	0	-	0	-	-	-	0		275	0	-
Stage 2	0	-	0	-	-	-	0		788	0	-
Platoon blocked, %	-	-	-	-	-	-	-		0	-	0
Mov Cap-1 Maneuver	-	-	-	1098	1098	-	-		105	0	578
Mov Cap-2 Maneuver	-	-	-	-	-	-	-		168	0	-
Stage 1	-	-	-	-	-	-	-		275	0	-
Stage 2	-	-	-	-	-	-	-		619	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	3.9	20.48
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1098	-	168	578
HCM Lane V/C Ratio	-	0.334	-	0.233	0.098
HCM Control Delay (s/veh)	-	9.9	-	32.9	11.9
HCM Lane LOS	-	A	-	D	B
HCM 95th %tile Q(veh)	-	1.5	-	0.9	0.3

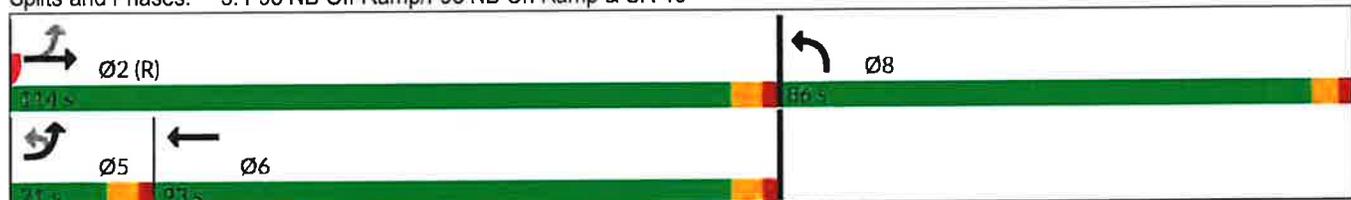


Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	10	80	360	583	45	244	186
Future Volume (vph)	10	80	360	583	45	244	186
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	14.0	14.0	14.0	14.0		10.0	
Minimum Split (s)	24.8	24.8	24.8	24.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary

Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46



HCM 7th Signalized Intersection Summary
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Background - 2030
 AM Peak Hour

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	10	80	360	0	0	583	45	244	0	186	0	0
Future Volume (veh/h)	10	80	360	0	0	583	45	244	0	186	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0		
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach			No			No			No			
Adj Sat Flow, veh/h/ln		1618	1841	0	0	1811	1752	1678	0	1767		
Adj Flow Rate, veh/h		90	404	0	0	655	0	274	0	0		
Peak Hour Factor		0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %		19	4	0	0	6	10	15	0	9		
Cap, veh/h		524	1383	0	0	2223		293	0			
Arrive On Green		0.07	0.75	0.00	0.00	0.65	0.00	0.18	0.00	0.00		
Sat Flow, veh/h		1541	1841	0	0	3532	1485	1598	0	1497		
Grp Volume(v), veh/h		90	404	0	0	655	0	274	0	0		
Grp Sat Flow(s),veh/h/ln		1541	1841	0	0	1721	1485	1598	0	1497		
Q Serve(g_s), s		3.4	14.0	0.0	0.0	16.6	0.0	33.8	0.0	0.0		
Cycle Q Clear(g_c), s		3.4	14.0	0.0	0.0	16.6	0.0	33.8	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		524	1383	0	0	2223		293	0			
V/C Ratio(X)		0.17	0.29	0.00	0.00	0.29		0.94	0.00			
Avail Cap(c_a), veh/h		524	1383	0	0	2223		637	0			
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)		1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		8.9	7.9	0.0	0.0	15.5	0.0	80.5	0.0	0.0		
Incr Delay (d2), s/veh		0.7	0.5	0.0	0.0	0.3	0.0	13.2	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		2.2	9.4	0.0	0.0	10.8	0.0	21.5	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		9.6	8.5	0.0	0.0	15.8	0.0	93.7	0.0	0.0		
LnGrp LOS		A	A			B		F				
Approach Vol, veh/h			494			655			274			
Approach Delay, s/veh			8.7			15.8			93.7			
Approach LOS			A			B			F			
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		157.0			21.0	136.0		43.0				
Change Period (Y+Rc), s		6.8			6.8	6.8		6.3				
Max Green Setting (Gmax), s		107.2			14.2	86.2		79.7				
Max Q Clear Time (g_c+1), s		16.0			5.4	18.6		35.8				
Green Ext Time (p_c), s		2.4			0.1	4.6		0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			28.3									
HCM 7th LOS			C									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(l)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	35	0	14	0	0	0	3	77	0	1	100	19
Future Vol, veh/h	35	0	14	0	0	0	3	77	0	1	100	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	0	0	0	0	0	0	0	0	0	1	15
Mvmt Flow	37	0	15	0	0	0	3	82	0	1	106	20

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	207	207	116	197	217	82	127	0	0	82	0	0
Stage 1	119	119	-	88	88	-	-	-	-	-	-	-
Stage 2	88	88	-	109	129	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	744	693	941	767	685	983	1472	-	-	1528	-	-
Stage 1	879	801	-	924	826	-	-	-	-	-	-	-
Stage 2	912	826	-	902	793	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	742	691	941	752	682	983	1472	-	-	1528	-	-
Mov Cap-2 Maneuver	742	691	-	752	682	-	-	-	-	-	-	-
Stage 1	878	801	-	922	824	-	-	-	-	-	-	-
Stage 2	910	824	-	887	793	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.88	0	0.28	0.06
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	68	-	-	790	-	15	-	-
HCM Lane V/C Ratio	0.002	-	-	0.066	-	0.001	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.9	0	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	56	36	59	106	158	78
Future Vol, veh/h	56	36	59	106	158	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	3	2	3
Mvmt Flow	60	39	63	114	170	84

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	453	212	254	0	-	0
Stage 1	212	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	569	833	1300	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	539	833	1300	-	-	-
Mov Cap-2 Maneuver	539	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v11.83		2.83	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	644	-	625	-	-
HCM Lane V/C Ratio	0.049	-	0.158	-	-
HCM Control Delay (s/veh)	7.9	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Timings
2: Carpenter Rd/Loves Driveway & SR 46

Buildout - 2030
PM Peak Hour

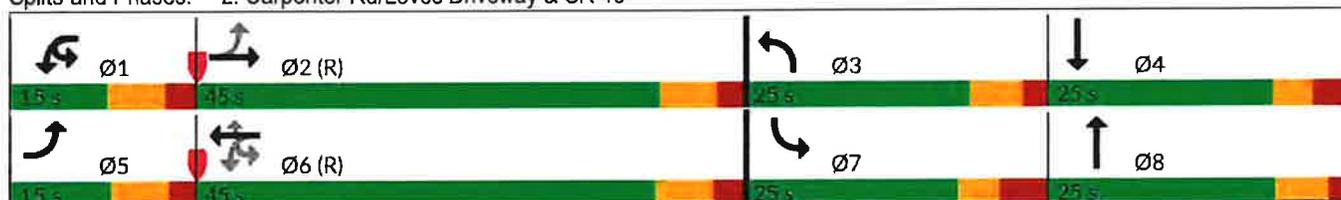


Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	22	376	18	207	626	131	55	14	104	16
Future Volume (vph)	22	376	18	207	626	131	55	14	104	16
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



HCM 7th Signalized Intersection Summary
2: Carpenter Rd/Loves Driveway & SR 46

Buildout - 2030
PM Peak Hour



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	22	376	62	18	207	626	131	55	14	126	104	16
Future Volume (veh/h)	22	376	62	18	207	626	131	55	14	126	104	16
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900		1870	1841	1426	1826	1900	1841	1366	1589
Adj Flow Rate, veh/h	23	400	66		220	666	139	59	15	134	111	17
Peak Hour Factor	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0		2	4	32	5	0	4	36	21
Cap, veh/h	317	793	131		498	996	654	92	18	163	155	53
Arrive On Green	0.03	0.50	0.50		0.07	0.54	0.54	0.05	0.11	0.11	0.06	0.13
Sat Flow, veh/h	1810	1590	262		1781	1841	1208	1739	165	1471	2525	413
Grp Volume(v), veh/h	23	0	466		220	666	139	59	0	149	111	0
Grp Sat Flow(s),veh/h/ln	1810	0	1853		1781	1841	1208	1739	0	1635	1262	0
Q Serve(g_s), s	0.7	0.0	18.5		6.7	28.6	6.6	3.7	0.0	9.8	4.7	0.0
Cycle Q Clear(g_c), s	0.7	0.0	18.5		6.7	28.6	6.6	3.7	0.0	9.8	4.7	0.0
Prop In Lane	1.00		0.14		1.00		1.00	1.00		0.90	1.00	
Lane Grp Cap(c), veh/h	317	0	924		498	996	654	92	0	181	155	0
V/C Ratio(X)	0.07	0.00	0.50		0.44	0.67	0.21	0.64	0.00	0.82	0.71	0.00
Avail Cap(c_a), veh/h	394	0	924		498	996	654	294	0	277	404	0
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.0	0.0	18.5		13.7	18.1	13.1	51.0	0.0	47.9	50.7	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.0		0.6	3.6	0.7	7.1	0.0	11.3	6.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	12.4		4.5	17.5	3.3	3.1	0.0	7.9	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	0.0	20.4		14.3	21.7	13.8	58.2	0.0	59.1	56.7	0.0
LnGrp LOS	B		C		B	C	B	E		E	E	
Approach Vol, veh/h		489				1025			208			169
Approach Delay, s/veh		20.2				19.0			58.9			52.5
Approach LOS		C				B			E			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	62.1	12.2	20.7	10.3	66.7	14.2	18.8				
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6				
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19				
Max Q Clear Time (g_c+I1), s	8.7	20.5	5.7	6.1	2.7	30.6	6.7	11.8				
Green Ext Time (p_c), s	0.0	2.5	0.1	0.1	0.0	2.7	0.2	0.4				

Intersection Summary

HCM 7th Control Delay, s/veh	26.7
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	39
Future Volume (veh/h)	39
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	41
Peak Hour Factor	0.94
Percent Heavy Veh, %	0
Cap, veh/h	128
Arrive On Green	0.13
Sat Flow, veh/h	996
Grp Volume(v), veh/h	58
Grp Sat Flow(s),veh/h/ln	1409
Q Serve(g_s), s	4.1
Cycle Q Clear(g_c), s	4.1
Prop In Lane	0.71
Lane Grp Cap(c), veh/h	181
V/C Ratio(X)	0.32
Avail Cap(c_a), veh/h	236
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	43.6
Incr Delay (d2), s/veh	1.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	2.6
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	44.6
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Intersection Delay, s/veh 11.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+	+		+			+	
Traffic Vol, veh/h	0	16	18	112	26	161	25	147	127	100	117	1
Future Vol, veh/h	0	16	18	112	26	161	25	147	127	100	117	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	2	0	0	0	2	4	0	3	0
Mvmt Flow	0	17	19	119	28	171	27	156	135	106	124	1
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	9.1	10.5	11.9	11.3
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	0%	81%	0%	46%
Vol Thru, %	49%	47%	19%	0%	54%
Vol Right, %	42%	53%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	299	34	138	161	218
LT Vol	25	0	112	0	100
Through Vol	147	16	26	0	117
RT Vol	127	18	0	161	1
Lane Flow Rate	318	36	147	171	232
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.442	0.057	0.262	0.251	0.348
Departure Headway (Hd)	4.997	5.669	6.424	5.268	5.396
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	725	630	559	682	666
Service Time	2.997	3.721	4.161	3.005	3.43
HCM Lane V/C Ratio	0.439	0.057	0.263	0.251	0.348
HCM Control Delay, s/veh	11.9	9.1	11.4	9.8	11.3
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	2.3	0.2	1	1	1.6

Intersection													
Int Delay, s/veh	3.1												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↓	↑					↓		↑
Traffic Vol, veh/h	0	312	320	2	176	856	0	0	0	0	43	1	106
Future Vol, veh/h	0	312	320	2	176	856	0	0	0	0	43	1	106
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Stop	Stop	Stop	Stop	Stop	Stop						
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	5	0	0	0	0	5	0	20
Mvmt Flow	0	322	330	2	181	882	0	0	0	0	44	1	109

Major/Minor	Major1		Major2				Minor2			
Conflicting Flow All	-	0	-	322	322	0	0	1406	1571	882
Stage 1	-	-	-	-	-	-	-	1245	1249	-
Stage 2	-	-	-	-	-	-	-	161	322	-
Critical Hdwy	-	-	-	6.9	4.13	-	-	6.675	6.5	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.475	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.875	5.5	-
Follow-up Hdwy	-	-	-	3.1	2.219	-	-	3.5475	4	3.49
Pot Cap-1 Maneuver	0	-	0	718	1237	-	0	154	121	365
Stage 1	0	-	0	-	-	-	0	287	266	-
Stage 2	0	-	0	-	-	-	0	844	655	-
Platoon blocked, %	-	-	-	-	-	-	-	0	0	0
Mov Cap-1 Maneuver	-	-	-	1227	1227	-	-	140	0	365
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	228	0	-
Stage 1	-	-	-	-	-	-	-	287	0	-
Stage 2	-	-	-	-	-	-	-	765	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	1.45	20.62
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1227	-	228	365
HCM Lane V/C Ratio	-	0.15	-	0.194	0.3
HCM Control Delay (s/veh)	-	8.5	-	24.5	19
HCM Lane LOS	-	A	-	C	C
HCM 95th %tile Q(veh)	-	0.5	-	0.7	1.2

Timings

Buildout - 2030

5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

PM Peak Hour

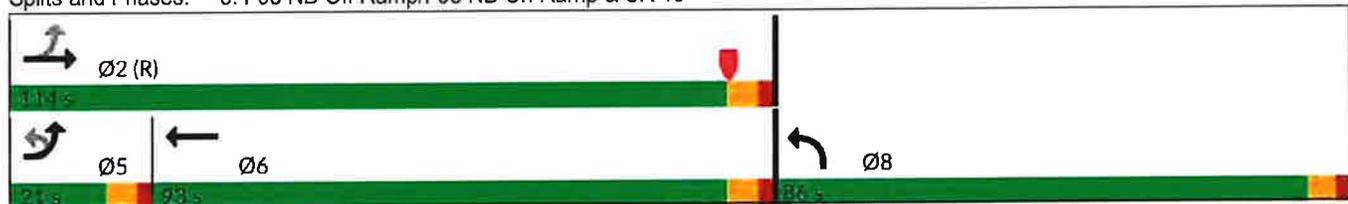


Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2	50	308	537	40	497	366
Future Volume (vph)	2	50	308	537	40	497	366
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	14.0	14.0		10.0	
Minimum Split (s)	20.8	20.8	20.8	20.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary

Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 107.2 (54%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46



HCM 7th Signalized Intersection Summary
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Buildout - 2030
 PM Peak Hour



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	50	308	0	0	537	40	497	0	366	0	0
Future Volume (veh/h)	2	50	308	0	0	537	40	497	0	366	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0		
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach			No			No			No			
Adj Sat Flow, veh/h/ln		1900	1900	0	0	1870	1737	1781	0	1811		
Adj Flow Rate, veh/h		52	321	0	0	559	0	518	0	0		
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %		0	0	0	0	2	11	8	0	6		
Cap, veh/h		528	1171	0	0	1818		539	0			
Arrive On Green		0.07	0.62	0.00	0.00	0.51	0.00	0.32	0.00	0.00		
Sat Flow, veh/h		1810	1900	0	0	3647	1472	1697	0	1535		
Grp Volume(v), veh/h		52	321	0	0	559	0	518	0	0		
Grp Sat Flow(s),veh/h/ln		1810	1900	0	0	1777	1472	1697	0	1535		
Q Serve(g_s), s		2.4	15.6	0.0	0.0	18.2	0.0	60.0	0.0	0.0		
Cycle Q Clear(g_c), s		2.4	15.6	0.0	0.0	18.2	0.0	60.0	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		528	1171	0	0	1818		539	0			
V/C Ratio(X)		0.10	0.27	0.00	0.00	0.31		0.96	0.00			
Avail Cap(c_a), veh/h		528	1171	0	0	1818		676	0			
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)		1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		18.2	17.7	0.0	0.0	28.3	0.0	67.0	0.0	0.0		
Incr Delay (d2), s/veh		0.4	0.6	0.0	0.0	0.4	0.0	22.6	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		1.9	11.4	0.0	0.0	12.5	0.0	38.4	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		18.6	18.3	0.0	0.0	28.8	0.0	89.5	0.0	0.0		
LnGrp LOS		B	B			C		F				
Approach Vol, veh/h			373			559			518			
Approach Delay, s/veh			18.3			28.8			89.5			
Approach LOS			B			C			F			
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		130.1			21.0	109.1		69.9				
Change Period (Y+Rc), s		6.8			6.8	6.8		6.3				
Max Green Setting (Gmax), s		107.2			14.2	86.2		79.7				
Max Q Clear Time (g_c+I1), s		17.6			4.4	20.2		62.0				
Green Ext Time (p_c), s		1.8			0.1	3.8		1.6				

Intersection Summary

HCM 7th Control Delay, s/veh	47.8
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.
 Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(l)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	26	0	6	0	0	0	10	154	0	2	141	48
Future Vol, veh/h	26	0	6	0	0	0	10	154	0	2	141	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	3	3
Mvmt Flow	27	0	6	0	0	0	10	160	0	2	147	50

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	357	357	172	332	382	160	197	0	0	160	0	0
Stage 1	176	176	-	181	181	-	-	-	-	-	-	-
Stage 2	181	181	-	151	201	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	602	572	877	625	554	890	1388	-	-	1431	-	-
Stage 1	830	757	-	825	753	-	-	-	-	-	-	-
Stage 2	825	753	-	856	739	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	596	566	877	614	548	890	1388	-	-	1431	-	-
Mov Cap-2 Maneuver	596	566	-	614	548	-	-	-	-	-	-	-
Stage 1	829	756	-	818	747	-	-	-	-	-	-	-
Stage 2	818	747	-	849	737	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v10.99		0	0.46	0.08
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	110	-	-	634	-	18	-
HCM Lane V/C Ratio	0.008	-	-	0.053	-	0.001	-
HCM Control Delay (s/veh)	7.6	0	-	11	0	7.5	0
HCM Lane LOS	A	A	-	B	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			T	T	
Traffic Vol, veh/h	163	59	12	126	94	53
Future Vol, veh/h	163	59	12	126	94	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	5	0	1	2	13
Mvmt Flow	173	63	13	134	100	56

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	288	128	156	0	0
Stage 1	128	-	-	-	-
Stage 2	160	-	-	-	-
Critical Hdwy	6.46	6.25	4.1	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-
Follow-up Hdwy	3.554	3.345	2.2	-	-
Pot Cap-1 Maneuver	694	914	1436	-	-
Stage 1	888	-	-	-	-
Stage 2	859	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	688	914	1436	-	-
Mov Cap-2 Maneuver	688	-	-	-	-
Stage 1	879	-	-	-	-
Stage 2	859	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v12.18		0.65	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	157	-	736	-	-
HCM Lane V/C Ratio	0.009	-	0.321	-	-
HCM Control Delay (s/veh)	7.5	0	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1.4	-	-

Timings
2: Carpenter Rd/Loves Driveway & SR 46

Buildout - 2030 (Ultimate)
AM Peak Hour

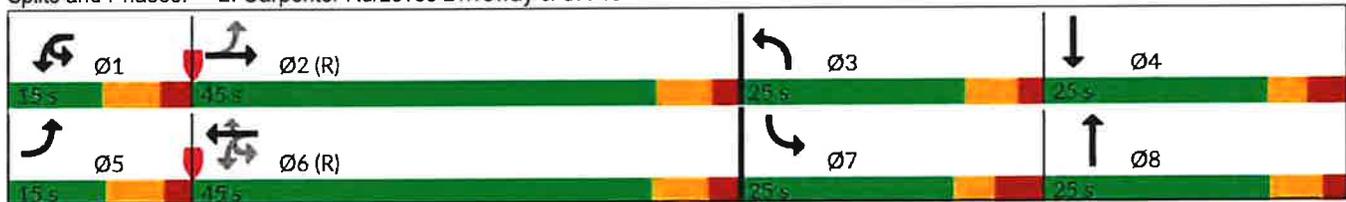


Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	37	538	41	129	314	117	58	12	121	8
Future Volume (vph)	37	538	41	129	314	117	58	12	121	8
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



HCM 7th Signalized Intersection Summary
 2: Carpenter Rd/Loves Driveway & SR 46

Buildout - 2030 (Ultimate)
 AM Peak Hour



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	37	538	48	41	129	314	117	58	12	282	121	8
Future Volume (veh/h)	37	538	48	41	129	314	117	58	12	282	121	8
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1678	1811	1767		1737	1767	1441	1900	1900	1841	1411	1900
Adj Flow Rate, veh/h	40	585	52		140	341	127	63	13	307	132	9
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	6	9		11	9	31	0	0	4	33	0
Cap, veh/h	414	722	64		266	817	565	98	11	263	180	60
Arrive On Green	0.04	0.44	0.44		0.06	0.46	0.46	0.05	0.17	0.17	0.07	0.19
Sat Flow, veh/h	1598	1639	146		1654	1767	1221	1810	66	1554	2607	311
Grp Volume(v), veh/h	40	0	637		140	341	127	63	0	320	132	0
Grp Sat Flow(s),veh/h/ln	1598	0	1785		1654	1767	1221	1810	0	1620	1303	0
Q Serve(g_s), s	1.5	0.0	34.2		5.0	14.1	6.9	3.8	0.0	18.6	5.5	0.0
Cycle Q Clear(g_c), s	1.5	0.0	34.2		5.0	14.1	6.9	3.8	0.0	18.6	5.5	0.0
Prop In Lane	1.00		0.08		1.00		1.00	1.00		0.96	1.00	
Lane Grp Cap(c), veh/h	414	0	786		266	817	565	98	0	274	180	0
V/C Ratio(X)	0.10	0.00	0.81		0.53	0.42	0.22	0.64	0.00	1.17	0.73	0.00
Avail Cap(c_a), veh/h	462	0	786		278	817	565	306	0	274	417	0
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.6	0.0	26.8		21.3	19.7	17.7	51.0	0.0	45.7	50.2	0.0
Incr Delay (d2), s/veh	0.1	0.0	8.9		1.7	1.6	0.9	6.8	0.0	107.7	5.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	21.8		3.4	9.7	3.6	3.3	0.0	23.6	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.7	0.0	35.7		23.0	21.3	18.7	57.7	0.0	153.4	55.9	0.0
LnGrp LOS	B		D		C	C	B	E		F	E	
Approach Vol, veh/h		677				608			383			180
Approach Delay, s/veh		34.5				21.1			137.7			50.9
Approach LOS		C				C			F			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	55.6	12.4	27.8	11.7	58.1	15.0	25.2				
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6				
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19				
Max Q Clear Time (g_c+I1), s	7.0	36.2	5.8	4.6	3.5	16.1	7.5	20.6				
Green Ext Time (p_c), s	0.0	0.8	0.1	0.1	0.0	2.2	0.3	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	53.1
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	36
Future Volume (veh/h)	36
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1574
Adj Flow Rate, veh/h	39
Peak Hour Factor	0.92
Percent Heavy Veh, %	22
Cap, veh/h	260
Arrive On Green	0.19
Sat Flow, veh/h	1347
Grp Volume(v), veh/h	48
Grp Sat Flow(s),veh/h/ln	1658
Q Serve(g_s), s	2.6
Cycle Q Clear(g_c), s	2.6
Prop In Lane	0.81
Lane Grp Cap(c), veh/h	320
V/C Ratio(X)	0.15
Avail Cap(c_a), veh/h	320
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	36.9
Incr Delay (d2), s/veh	0.2
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	1.9
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	37.1
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Intersection Delay, s/veh 12.8
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+	+		+			+	
Traffic Vol, veh/h	1	31	18	156	6	51	6	61	136	159	167	3
Future Vol, veh/h	1	31	18	156	6	51	6	61	136	159	167	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	2	17	3	0	0	1	2	1	0
Mvmt Flow	1	36	21	181	7	59	7	71	158	185	194	3
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	9.6	12.1	10.6	15.1
HCM LOS	A	B	B	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	2%	96%	0%	48%
Vol Thru, %	30%	62%	4%	0%	51%
Vol Right, %	67%	36%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	203	50	162	51	329
LT Vol	6	1	156	0	159
Through Vol	61	31	6	0	167
RT Vol	136	18	0	51	3
Lane Flow Rate	236	58	188	59	383
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.331	0.096	0.352	0.095	0.565
Departure Headway (Hd)	5.043	5.947	6.735	5.794	5.319
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	713	601	533	618	677
Service Time	3.082	4.003	4.478	3.536	3.352
HCM Lane V/C Ratio	0.331	0.097	0.353	0.095	0.566
HCM Control Delay, s/veh	10.6	9.6	13.1	9.1	15.1
HCM Lane LOS	B	A	B	A	C
HCM 95th-tile Q	1.4	0.3	1.6	0.3	3.6

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↓	↑					↓		↑
Traffic Vol, veh/h	0	438	559	2	335	550	0	0	0	0	36	0	54
Future Vol, veh/h	0	438	559	2	335	550	0	0	0	0	36	0	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Stop	Stop	Stop	Stop	Stop	Stop						
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	7	11	0	5	10	0	0	0	0	6	0	36
Mvmt Flow	0	476	608	2	364	598	0	0	0	0	39	0	59

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	- 0	- 476 476	0 0 1564 - 598
Stage 1	- -	- -	- - 1326 - -
Stage 2	- -	- -	- - 238 - -
Critical Hdwy	- -	- 6.9 4.175	- - 6.69 - 6.74
Critical Hdwy Stg 1	- -	- -	- - 5.49 - -
Critical Hdwy Stg 2	- -	- -	- - 5.89 - -
Follow-up Hdwy	- -	- 3.12.2475	- - 3.557 - 3.642
Pot Cap-1 Maneuver	0 -	0 568 1066	- 0 125 0 578
Stage 1	0 -	0 -	- 0 270 0 -
Stage 2	0 -	0 -	- 0 769 0 -
Platoon blocked, %	-	-	0 0
Mov Cap-1 Maneuver	- -	- 1060 1060	- - 97 0 578
Mov Cap-2 Maneuver	- -	- -	- - 157 0 -
Stage 1	- -	- -	- - 270 0 -
Stage 2	- -	- -	- - 597 0 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	3.87	21.26
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	- 1060	- 157	578		
HCM Lane V/C Ratio	- 0.345	- 0.248	0.101		
HCM Control Delay (s/veh)	- 10.2	- 35.3	11.9		
HCM Lane LOS	- B	- E	B		
HCM 95th %tile Q(veh)	- 1.6	- 0.9	0.3		

Timings

Buildout - 2030 (Ultimate)

5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

AM Peak Hour



Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	10	86	391	593	45	265	186
Future Volume (vph)	10	86	391	593	45	265	186
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	14.0	14.0	14.0	14.0		10.0	
Minimum Split (s)	24.8	24.8	24.8	24.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary

Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46



HCM 7th Signalized Intersection Summary
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Buildout - 2030 (Ultimate)
 AM Peak Hour



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	10	86	391	0	0	593	45	265	0	186	0	0
Future Volume (veh/h)	10	86	391	0	0	593	45	265	0	186	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0		
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach			No			No			No			
Adj Sat Flow, veh/h/ln		1618	1841	0	0	1811	1752	1678	0	1767		
Adj Flow Rate, veh/h		97	439	0	0	666	0	298	0	0		
Peak Hour Factor		0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %		19	4	0	0	6	10	15	0	9		
Cap, veh/h		507	1355	0	0	2171		317	0			
Arrive On Green		0.07	0.74	0.00	0.00	0.63	0.00	0.20	0.00	0.00		
Sat Flow, veh/h		1541	1841	0	0	3532	1485	1598	0	1497		
Grp Volume(v), veh/h		97	439	0	0	666	0	298	0	0		
Grp Sat Flow(s),veh/h/ln		1541	1841	0	0	1721	1485	1598	0	1497		
Q Serve(g_s), s		3.9	16.5	0.0	0.0	17.7	0.0	36.8	0.0	0.0		
Cycle Q Clear(g_c), s		3.9	16.5	0.0	0.0	17.7	0.0	36.8	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		507	1355	0	0	2171		317	0			
V/C Ratio(X)		0.19	0.32	0.00	0.00	0.31		0.94	0.00			
Avail Cap(c_a), veh/h		507	1355	0	0	2171		637	0			
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)		1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		10.0	9.2	0.0	0.0	16.9	0.0	79.0	0.0	0.0		
Incr Delay (d2), s/veh		0.8	0.6	0.0	0.0	0.4	0.0	12.9	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		2.5	10.9	0.0	0.0	11.5	0.0	23.0	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		10.8	9.8	0.0	0.0	17.3	0.0	91.9	0.0	0.0		
LnGrp LOS		B	A			B		F				
Approach Vol, veh/h			536			666			298			
Approach Delay, s/veh			10.0			17.3			91.9			
Approach LOS			A			B			F			
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		154.0			21.0	133.0		46.0				
Change Period (Y+Rc), s		6.8			6.8	6.8		6.3				
Max Green Setting (Gmax), s		107.2			14.2	86.2		79.7				
Max Q Clear Time (g_c+1), s		18.5			5.9	19.7		38.8				
Green Ext Time (p_c), s		2.7			0.1	4.7		1.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		29.5
HCM 7th LOS		C

Notes
 User approved ignoring U-Turning movement.
 Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Buildout - 2030 (Ultimate)
 AM Peak Hour



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(l)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	36	0	14	0	0	0	3	82	0	1	114	23
Future Vol, veh/h	36	0	14	0	0	0	3	82	0	1	114	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	0	0	0	0	0	0	0	0	0	1	15
Mvmt Flow	38	0	15	0	0	0	3	87	0	1	121	24

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	229	229	134	217
Stage 1	136	136	-	94
Stage 2	94	94	-	123
Critical Hdwy	7.15	6.5	6.2	7.1
Critical Hdwy Stg 1	6.15	5.5	-	6.1
Critical Hdwy Stg 2	6.15	5.5	-	6.1
Follow-up Hdwy	3.545	4	3.3	3.5
Pot Cap-1 Maneuver	720	674	921	744
Stage 1	860	788	-	918
Stage 2	906	821	-	886
Platoon blocked, %				
Mov Cap-1 Maneuver	717	672	921	729
Mov Cap-2 Maneuver	717	672	-	729
Stage 1	860	787	-	916
Stage 2	904	819	-	871

Approach	EB	WB	NB	SB
HCM Control Delay, s/v10.06		0	0.26	0.05
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	64	-	-	765	-	13	-	-
HCM Lane V/C Ratio	0.002	-	-	0.07	-	0.001	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.1	0	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	31	4	1	237	121	10
Future Vol, veh/h	31	4	1	237	121	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	4	1	258	132	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	397	137	142	0	-	0
Stage 1	137	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	608	912	1440	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	608	912	1440	-	-	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v11.06		0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	632	-	-
HCM Lane V/C Ratio	0.001	-	0.06	-	-
HCM Control Delay (s/veh)	7.5	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	31	4	2	207	115	10
Future Vol, veh/h	31	4	2	207	115	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	4	2	225	125	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	360	130	136	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	229	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	639	919	1448	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	638	919	1448	-	-	-
Mov Cap-2 Maneuver	638	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	809	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.78		0.07	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	17	-	661	-	-
HCM Lane V/C Ratio	0.002	-	0.058	-	-
HCM Control Delay (s/veh)	7.5	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	25	3	1	113	143	9
Future Vol, veh/h	25	3	1	113	143	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	3	1	123	155	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	285	160	165	0	0
Stage 1	160	-	-	-	-
Stage 2	125	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	705	885	1413	-	-
Stage 1	868	-	-	-	-
Stage 2	901	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	704	885	1413	-	-
Mov Cap-2 Maneuver	704	-	-	-	-
Stage 1	868	-	-	-	-
Stage 2	901	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.22		0.07	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	16	-	720	-	-
HCM Lane V/C Ratio	0.001	-	0.042	-	-
HCM Control Delay (s/veh)	7.5	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	1	1	0	0	4	5	0	8	0	15	13	3
Future Vol, veh/h	1	1	0	0	4	5	0	8	0	15	13	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	0	0	4	5	0	9	0	16	14	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	10	0	15	13
Stage 1	-	-	3	3
Stage 2	-	-	11	10
Critical Hdwy	4.12	4.12	7.12	6.52
Critical Hdwy Stg 1	-	-	6.12	5.52
Critical Hdwy Stg 2	-	-	6.12	5.52
Follow-up Hdwy	2.218	2.218	3.518	4.018
Pot Cap-1 Maneuver	1610	1622	1001	881
Stage 1	-	-	1019	893
Stage 2	-	-	1009	887
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1610	1622	982	881
Mov Cap-2 Maneuver	-	-	982	881
Stage 1	-	-	1019	893
Stage 2	-	-	990	887

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	3.62	0	9.13	8.93
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	881	900	-	-	1622	-	-	950
HCM Lane V/C Ratio	0.01	0.001	-	-	-	-	-	0.035
HCM Control Delay (s/veh)	9.1	7.2	0	-	0	-	-	8.9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	
Traffic Vol, veh/h	211	0	3	61	0	9
Future Vol, veh/h	211	0	3	61	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	229	0	3	66	0	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	229	0	302
Stage 1	-	-	-	-	229
Stage 2	-	-	-	-	73
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1339	-	689
Stage 1	-	-	-	-	809
Stage 2	-	-	-	-	950
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1339	-	688
Mov Cap-2 Maneuver	-	-	-	-	688
Stage 1	-	-	-	-	809
Stage 2	-	-	-	-	948

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.36	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	810	-	-	84	-
HCM Lane V/C Ratio	0.012	-	-	0.002	-
HCM Control Delay (s/veh)	9.5	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	44	5	15	0
Future Vol, veh/h	0	56	44	5	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	61	48	5	16	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	53	0	0	111	51
Stage 1	-	-	-	51	-
Stage 2	-	-	-	61	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1552	-	-	885	1018
Stage 1	-	-	-	972	-
Stage 2	-	-	-	962	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1552	-	-	885	1018
Mov Cap-2 Maneuver	-	-	-	885	-
Stage 1	-	-	-	972	-
Stage 2	-	-	-	962	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.14
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1552	-	-	-	885
HCM Lane V/C Ratio	-	-	-	-	0.018
HCM Control Delay (s/veh)	0	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	132	0	12	35	9	0	0	37	28	0	0
Future Vol, veh/h	0	132	0	12	35	9	0	0	37	28	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	143	0	13	38	10	0	0	40	30	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	48	0	0	143
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1559	-	-	1439
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1559	-	-	1439
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.61	9.17	10.34
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	904	1559	-	-	371	-	-	705
HCM Lane V/C Ratio	0.044	-	-	-	0.009	-	-	0.043
HCM Control Delay (s/veh)	9.2	0	-	-	7.5	0	-	10.3
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔				↔	
Traffic Vol, veh/h	0	0	14	14	0	0	5	0	4	0	0	0
Future Vol, veh/h	0	0	14	14	0	0	5	0	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	15	15	0	0	5	0	4	0	0	0

Major/Minor	Minor2		Minor1				Major2			
Conflicting Flow All	-	1	1	1	1	-	-	0	0	0
Stage 1	-	1	-	0	0	-	-	-	-	-
Stage 2	-	0	-	1	1	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	895	1083	1022	895	0	-	-	-	-
Stage 1	0	895	-	-	-	0	-	-	-	-
Stage 2	0	-	-	1022	895	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	895	1083	1007	895	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1007	895	-	-	-	-	-
Stage 1	-	895	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1008	895	-	-	-	-	-

Approach	EB		WB				SB		
HCM Control Delay, s/v	8.37		8.63				0		
HCM LOS	A		A						

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1083	1007	-	-	-
HCM Lane V/C Ratio	0.014	0.015	-	-	-
HCM Control Delay (s/veh)	8.4	8.6	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	94	42	69	114	164	139
Future Vol, veh/h	94	42	69	114	164	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	3	2	3
Mvmt Flow	101	45	74	123	176	149

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	522	251	326	0	0
Stage 1	251	-	-	-	-
Stage 2	271	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-
Pot Cap-1 Maneuver	518	793	1223	-	-
Stage 1	795	-	-	-	-
Stage 2	779	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	485	793	1223	-	-
Mov Cap-2 Maneuver	485	-	-	-	-
Stage 1	744	-	-	-	-
Stage 2	779	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.88	3.07	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	679	-	551	-	-
HCM Lane V/C Ratio	0.061	-	0.266	-	-
HCM Control Delay (s/veh)	8.1	0	13.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	-	-

Timings
2: Carpenter Rd/Loves Driveway & SR 46

Buildout - 2030 (Ultimate)
PM Peak Hour

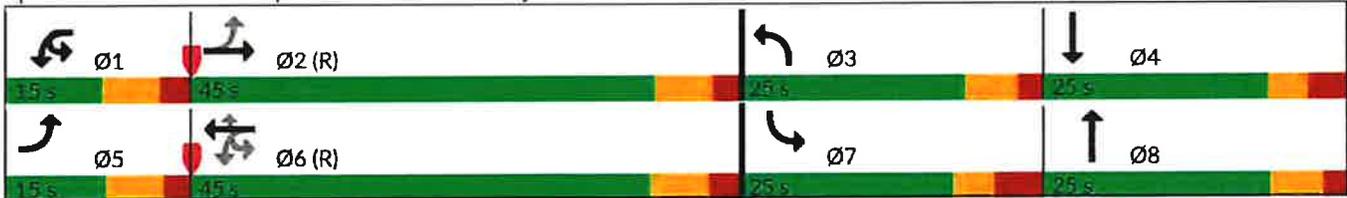


Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	22	376	18	309	626	131	69	14	104	16
Future Volume (vph)	22	376	18	309	626	131	69	14	104	16
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	25.0	25.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



HCM 7th Signalized Intersection Summary
2: Carpenter Rd/Loves Driveway & SR 46

Buildout - 2030 (Ultimate)
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	22	376	83	18	309	626	131	69	14	190	104	16
Future Volume (veh/h)	22	376	83	18	309	626	131	69	14	190	104	16
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1900	1900	1900		1870	1841	1426	1826	1900	1841	1366	1589
Adj Flow Rate, veh/h	23	400	88		329	666	139	73	15	202	111	17
Peak Hour Factor	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0		2	4	32	5	0	4	36	21
Cap, veh/h	273	691	152		431	922	605	99	17	229	155	68
Arrive On Green	0.03	0.46	0.46		0.07	0.50	0.50	0.06	0.15	0.15	0.06	0.16
Sat Flow, veh/h	1810	1508	332		1781	1841	1208	1739	112	1515	2525	413
Grp Volume(v), veh/h	23	0	488		329	666	139	73	0	217	111	0
Grp Sat Flow(s),veh/h/ln	1810	0	1840		1781	1841	1208	1739	0	1627	1262	0
Q Serve(g_s), s	0.7	0.0	21.5		7.8	31.1	7.1	4.5	0.0	14.4	4.7	0.0
Cycle Q Clear(g_c), s	0.7	0.0	21.5		7.8	31.1	7.1	4.5	0.0	14.4	4.7	0.0
Prop In Lane	1.00		0.18		1.00		1.00	1.00		0.93	1.00	
Lane Grp Cap(c), veh/h	273	0	844		431	922	605	99	0	246	155	0
V/C Ratio(X)	0.08	0.00	0.58		0.76	0.72	0.23	0.74	0.00	0.88	0.71	0.00
Avail Cap(c_a), veh/h	350	0	844		431	922	605	294	0	275	404	0
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.8	0.0	22.0		24.0	21.5	15.5	51.1	0.0	45.7	50.7	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.9		7.9	4.9	0.9	10.3	0.0	25.1	6.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	14.3		8.2	19.5	3.6	4.0	0.0	11.8	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.9	0.0	24.8		32.0	26.4	16.4	61.3	0.0	70.8	56.7	0.0
LnGrp LOS	B		C		C	C	B	E		E	E	
Approach Vol, veh/h		511				1134			290			169
Approach Delay, s/veh		24.5				26.8			68.4			51.1
Approach LOS		C				C			E			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	57.6	12.6	24.7	10.3	62.3	14.2	23.2				
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6				
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	17.6	* 19				
Max Q Clear Time (g_c+l1), s	9.8	23.5	6.5	5.9	2.7	33.1	6.7	16.4				
Green Ext Time (p_c), s	0.0	2.4	0.1	0.1	0.0	1.9	0.2	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			33.9									
HCM 7th LOS			C									
Notes												
User approved ignoring U-Turning movement.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary
 2: Carpenter Rd/Loves Driveway & SR 46

Buildout - 2030 (Ultimate)
 PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	39
Future Volume (veh/h)	39
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	41
Peak Hour Factor	0.94
Percent Heavy Veh, %	0
Cap, veh/h	164
Arrive On Green	0.16
Sat Flow, veh/h	996
Grp Volume(v), veh/h	58
Grp Sat Flow(s),veh/h/ln	1409
Q Serve(g_s), s	3.9
Cycle Q Clear(g_c), s	3.9
Prop In Lane	0.71
Lane Grp Cap(c), veh/h	232
V/C Ratio(X)	0.25
Avail Cap(c_a), veh/h	236
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	40.0
Incr Delay (d2), s/veh	0.6
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	2.5
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	40.6
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Intersection Delay, s/veh 11.4

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+	+		+			+	
Traffic Vol, veh/h	0	16	18	112	26	171	25	151	127	106	120	1
Future Vol, veh/h	0	16	18	112	26	171	25	151	127	106	120	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	2	0	0	0	2	4	0	3	0
Mvmt Flow	0	17	19	119	28	182	27	161	135	113	128	1
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	9.1	10.7	12.1	11.6
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	0%	81%	0%	47%
Vol Thru, %	50%	47%	19%	0%	53%
Vol Right, %	42%	53%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	303	34	138	171	227
LT Vol	25	0	112	0	106
Through Vol	151	16	26	0	120
RT Vol	127	18	0	171	1
Lane Flow Rate	322	36	147	182	241
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.449	0.058	0.264	0.269	0.365
Departure Headway (Hd)	5.019	5.742	6.472	5.316	5.439
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	719	622	556	677	662
Service Time	3.051	3.79	4.204	3.048	3.473
HCM Lane V/C Ratio	0.448	0.058	0.264	0.269	0.364
HCM Control Delay, s/veh	12.1	9.1	11.5	10	11.6
HCM Lane LOS	B	A	B	A	B
HCM 95th-tile Q	2.3	0.2	1.1	1.1	1.7

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↓	↑					↑		↑
Traffic Vol, veh/h	0	335	361	2	176	952	0	0	0	0	43	1	112
Future Vol, veh/h	0	335	361	2	176	952	0	0	0	0	43	1	112
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Stop	Stop	Stop	Stop	Stop	Stop						
RT Channelized	-	-	Free	-	-	-	None	-	-	None	-	-	Yield
Storage Length	200	-	0	-	0	-	-	-	-	-	215	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	5	0	0	0	0	5	0	20
Mvmt Flow	0	345	372	2	181	981	0	0	0	0	44	1	115

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	-	345	345	0	0	1517	1694	981
Stage 1	-	-	-	-	-	-	-	1344	1348	-
Stage 2	-	-	-	-	-	-	-	173	345	-
Critical Hdwy	-	-	-	6.9	4.13	-	-	6.675	6.5	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.475	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.875	5.5	-
Follow-up Hdwy	-	-	-	3.1	2.219	-	-	3.5475	4	3.49
Pot Cap-1 Maneuver	0	-	0	693	1212	-	0	129	101	315
Stage 1	0	-	0	-	-	-	0	255	237	-
Stage 2	0	-	0	-	-	-	0	833	639	-
Platoon blocked, %	-	-	-	-	-	-	-	0	0	0
Mov Cap-1 Maneuver	-	-	-	1202	1202	-	-	117	0	315
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	203	0	-
Stage 1	-	-	-	-	-	-	-	255	0	-
Stage 2	-	-	-	-	-	-	-	752	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	1.34	24.22
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1202	-	203	315
HCM Lane V/C Ratio	-	0.153	-	0.218	0.367
HCM Control Delay (s/veh)	-	8.5	-	27.6	22.9
HCM Lane LOS	-	A	-	D	C
HCM 95th %tile Q(veh)	-	0.5	-	0.8	1.6

Timings
5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Buildout - 2030 (Ultimate)
PM Peak Hour

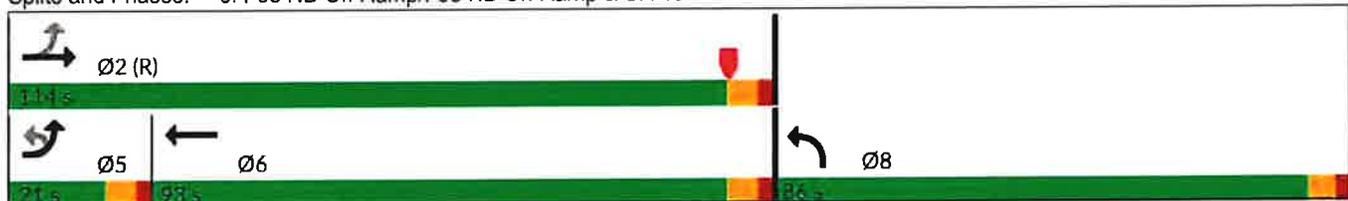


Lane Group	EBU	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations		↘	↑	↑↑	↗	↘	↗
Traffic Volume (vph)	2	53	328	568	40	562	366
Future Volume (vph)	2	53	328	568	40	562	366
Turn Type	custom	pm+pt	NA	NA	Free	Prot	Free
Protected Phases		5	2	6		8	
Permitted Phases	5	2			Free		Free
Detector Phase	5	5	2	6		8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	14.0	14.0		10.0	
Minimum Split (s)	20.8	20.8	20.8	20.8		16.3	
Total Split (s)	21.0	21.0	114.0	93.0		86.0	
Total Split (%)	10.5%	10.5%	57.0%	46.5%		43.0%	
Yellow Time (s)	4.8	4.8	4.8	4.8		4.3	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	
Total Lost Time (s)		6.8	6.8	6.8		6.3	
Lead/Lag	Lead	Lead		Lag			
Lead-Lag Optimize?	Yes	Yes		Yes			
Recall Mode	Max	Max	C-Max	Max		None	

Intersection Summary

Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 107.2 (54%), Referenced to phase 2:EBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46



HCM 7th Signalized Intersection Summary
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Buildout - 2030 (Ultimate)
 PM Peak Hour

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	53	328	0	0	568	40	562	0	366	0	0
Future Volume (veh/h)	2	53	328	0	0	568	40	562	0	366	0	0
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0		
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach			No			No			No			
Adj Sat Flow, veh/h/ln		1900	1900	0	0	1870	1737	1781	0	1811		
Adj Flow Rate, veh/h		55	342	0	0	592	0	585	0	0		
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %		0	0	0	0	2	11	8	0	6		
Cap, veh/h		473	1098	0	0	1681		605	0			
Arrive On Green		0.07	0.58	0.00	0.00	0.47	0.00	0.36	0.00	0.00		
Sat Flow, veh/h		1810	1900	0	0	3647	1472	1697	0	1535		
Grp Volume(v), veh/h		55	342	0	0	592	0	585	0	0		
Grp Sat Flow(s),veh/h/ln		1810	1900	0	0	1777	1472	1697	0	1535		
Q Serve(g_s), s		2.8	18.5	0.0	0.0	21.1	0.0	67.7	0.0	0.0		
Cycle Q Clear(g_c), s		2.8	18.5	0.0	0.0	21.1	0.0	67.7	0.0	0.0		
Prop In Lane		1.00		0.00	0.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h		473	1098	0	0	1681		605	0			
V/C Ratio(X)		0.12	0.31	0.00	0.00	0.35		0.97	0.00			
Avail Cap(c_a), veh/h		473	1098	0	0	1681		676	0			
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)		1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00		
Uniform Delay (d), s/veh		21.9	21.7	0.0	0.0	33.3	0.0	63.2	0.0	0.0		
Incr Delay (d2), s/veh		0.5	0.7	0.0	0.0	0.6	0.0	25.4	0.0	0.0		
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln		2.3	13.3	0.0	0.0	14.3	0.0	43.1	0.0	0.0		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		22.4	22.5	0.0	0.0	33.9	0.0	88.6	0.0	0.0		
LnGrp LOS		C	C			C		F				
Approach Vol, veh/h			397			592			585			
Approach Delay, s/veh			22.5			33.9			88.6			
Approach LOS			C			C			F			
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		122.4			21.0	101.4		77.6				
Change Period (Y+Rc), s		6.8			6.8	6.8		6.3				
Max Green Setting (Gmax), s		107.2			14.2	86.2		79.7				
Max Q Clear Time (g_c+I1), s		20.5			4.8	23.1		69.7				
Green Ext Time (p_c), s		2.0			0.1	4.1		1.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			51.4									
HCM 7th LOS			D									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary
 5: I-95 NB Off Ramp/I-95 NB On Ramp & SR 46

Buildout - 2030 (Ultimate)
 PM Peak Hour



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	
Lane Width Adj.	
Ped-Bike Adj(A_pbT)	
Parking Bus, Adj	
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	
Adj Flow Rate, veh/h	
Peak Hour Factor	
Percent Heavy Veh, %	
Cap, veh/h	
Arrive On Green	
Sat Flow, veh/h	
Grp Volume(v), veh/h	
Grp Sat Flow(s),veh/h/ln	
Q Serve(g_s), s	
Cycle Q Clear(g_c), s	
Prop In Lane	
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	
Upstream Filter(l)	
Uniform Delay (d), s/veh	
Incr Delay (d2), s/veh	
Initial Q Delay(d3), s/veh	
%ile BackOfQ(95%),veh/ln	
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	30	0	6	0	0	0	10	168	0	2	150	51
Future Vol, veh/h	30	0	6	0	0	0	10	168	0	2	150	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	3	3
Mvmt Flow	31	0	6	0	0	0	10	175	0	2	156	53

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	383	383	183	356	409	175	209	0	0	175	0	0
Stage 1	187	187	-	196	196	-	-	-	-	-	-	-
Stage 2	196	196	-	160	214	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	579	554	865	603	535	874	1373	-	-	1414	-	-
Stage 1	819	749	-	811	743	-	-	-	-	-	-	-
Stage 2	811	743	-	846	730	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	573	548	865	592	530	874	1373	-	-	1414	-	-
Mov Cap-2 Maneuver	573	548	-	592	530	-	-	-	-	-	-	-
Stage 1	818	748	-	804	736	-	-	-	-	-	-	-
Stage 2	804	736	-	839	728	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v11.32		0	0.43	0.07
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	101	-	-	607	-	17	-	-
HCM Lane V/C Ratio	0.008	-	-	0.062	-	0.001	-	-
HCM Control Delay (s/veh)	7.6	0	-	11.3	0	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	20	3	4	168	254	31
Future Vol, veh/h	20	3	4	168	254	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	3	4	183	276	34

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	484	293	310	0	-	0
Stage 1	293	-	-	-	-	-
Stage 2	191	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3,518	3,318	2,218	-	-	-
Pot Cap-1 Maneuver	542	746	1251	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	540	746	1251	-	-	-
Mov Cap-2 Maneuver	540	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	841	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.73	0.18	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	42	-	560	-	-
HCM Lane V/C Ratio	0.003	-	0.045	-	-
HCM Control Delay (s/veh)	7.9	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	20	2	4	153	226	31
Future Vol, veh/h	20	2	4	153	226	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	2	4	166	246	34

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	438	263	279	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	576	776	1283	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	574	776	1283	-	-	-
Mov Cap-2 Maneuver	574	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	855	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v11.38		0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	46	-	588	-	-
HCM Lane V/C Ratio	0.003	-	0.041	-	-
HCM Control Delay (s/veh)	7.8	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	16	2	3	168	184	23
Future Vol, veh/h	16	2	3	168	184	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	2	3	183	200	25

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	402	213	225	0	-	0
Stage 1	213	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	604	828	1344	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	603	828	1344	-	-	-
Mov Cap-2 Maneuver	603	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.98		0.13	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	32	-	622	-	-
HCM Lane V/C Ratio	0.002	-	0.031	-	-
HCM Control Delay (s/veh)	7.7	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	2	4	0	0	3	15	30	2	0	10	8	2
Future Vol, veh/h	2	4	0	0	3	15	30	2	0	10	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	4	0	0	3	16	33	2	0	11	9	2

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	20	0	0	4	0	0	16	28	4	21	20	11
Stage 1	-	-	-	-	-	-	9	9	-	11	11	-
Stage 2	-	-	-	-	-	-	8	20	-	10	9	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1597	-	-	1617	-	-	999	865	1079	991	874	1069
Stage 1	-	-	-	-	-	-	1013	888	-	1009	886	-
Stage 2	-	-	-	-	-	-	1014	879	-	1011	888	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1597	-	-	1617	-	-	985	864	1079	988	872	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	985	864	-	988	872	-
Stage 1	-	-	-	-	-	-	1011	887	-	1009	886	-
Stage 2	-	-	-	-	-	-	1002	879	-	1007	887	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.42	0	8.82	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	977	600	-	-	1617	-	-	945
HCM Lane V/C Ratio	0.036	0.001	-	-	-	-	-	0.023
HCM Control Delay (s/veh)	8.8	7.3	0	-	0	-	-	8.9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 0.3

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	129	0	8	198	0	5
Future Vol, veh/h	129	0	8	198	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	140	0	9	215	0	5

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	140	0	373	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	233	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1443	-	628	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	806	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1443	-	624	908
Mov Cap-2 Maneuver	-	-	-	-	624	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	800	-

Approach EB WB NB

HCM Control Delay, s/v	0	0.29	8.99
HCM LOS			A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	908	-	-	70	-
HCM Lane V/C Ratio	0.006	-	-	0.006	-
HCM Control Delay (s/veh)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	
Traffic Vol, veh/h	0	98	151	14	8	0
Future Vol, veh/h	0	98	151	14	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	107	164	15	9	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	179	0	0 278 172
Stage 1	-	-	- - 172 -
Stage 2	-	-	- - 107 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1396	-	- - 712 872
Stage 1	-	-	- - 858 -
Stage 2	-	-	- - 918 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	1396	-	- - 712 872
Mov Cap-2 Maneuver	-	-	- - 712 -
Stage 1	-	-	- - 858 -
Stage 2	-	-	- - 918 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1396	-	-	-	712
HCM Lane V/C Ratio	-	-	-	-	0.012
HCM Control Delay (s/veh)	0	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	80	0	33	123	28	0	0	24	18	0	0
Future Vol, veh/h	0	80	0	33	123	28	0	0	24	18	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	87	0	36	134	30	0	0	26	20	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	87	0	0	292	323	87	308	308	149
Stage 1	-	-	-	-	-	-	87	87	-	221	221	-
Stage 2	-	-	-	-	-	-	205	236	-	87	87	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1414	-	-	1509	-	-	660	595	972	645	606	898
Stage 1	-	-	-	-	-	-	921	823	-	782	721	-
Stage 2	-	-	-	-	-	-	797	710	-	921	823	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1414	-	-	1509	-	-	643	579	972	611	590	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	643	579	-	611	590	-
Stage 1	-	-	-	-	-	-	921	823	-	761	702	-
Stage 2	-	-	-	-	-	-	776	691	-	896	823	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.34	8.81	11.09
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	972	1414	-	-	311	-	-	611
HCM Lane V/C Ratio	0.027	-	-	-	0.024	-	-	0.032
HCM Control Delay (s/veh)	8.8	0	-	-	7.4	0	-	11.1
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻		↻				↻	
Traffic Vol, veh/h	0	0	9	9	0	0	14	0	15	0	0	0
Future Vol, veh/h	0	0	9	9	0	0	14	0	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	10	10	0	0	15	0	16	0	0	0

Major/Minor	Minor2		Minor1				Major2			
Conflicting Flow All	-	1	1	1	1	-	-	0	0	0
Stage 1	-	1	-	0	0	-	-	-	-	-
Stage 2	-	0	-	1	1	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	895	1083	1022	895	0	-	-	-	-
Stage 1	0	895	-	-	-	0	-	-	-	-
Stage 2	0	-	-	1022	895	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	895	1083	1012	895	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1012	895	-	-	-	-	-
Stage 1	-	895	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1013	895	-	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s/v	8.35		8.59		0	
HCM LOS	A		A			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1083	1012	-	-	-
HCM Lane V/C Ratio	0.009	0.01	-	-	-
HCM Control Delay (s/veh)	8.4	8.6	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Timings
2: Carpenter Rd/Loves Driveway & SR 46

Buildout with Improvements - 2030 (Ultimate)
AM Peak Hour

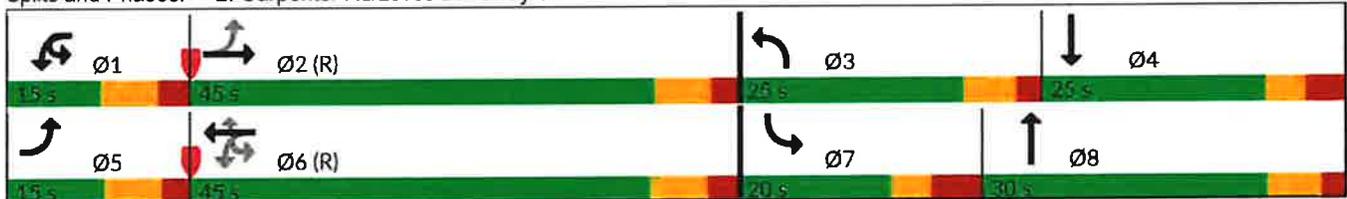


Lane Group	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	37	538	41	129	314	117	58	12	121	8
Future Volume (vph)	37	538	41	129	314	117	58	12	121	8
Turn Type	pm+pt	NA	pm+pt	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	5	2	1	1	6		3	8	7	4
Permitted Phases	2		6	6		6				
Detector Phase	5	2	1	1	6	6	3	8	7	4
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	7.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	38.8	14.2	14.2	37.2	37.2	13.4	24.4	14.4	24.6
Total Split (s)	15.0	45.0	15.0	15.0	45.0	45.0	25.0	30.0	20.0	25.0
Total Split (%)	13.6%	40.9%	13.6%	13.6%	40.9%	40.9%	22.7%	27.3%	18.2%	22.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.4	4.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.4	2.4	2.4	2.4	2.0	2.0	4.0	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		7.2	7.2	7.2	6.4	6.4	7.4	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes									
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 15 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Carpenter Rd/Loves Driveway & SR 46



HCM 7th Signalized Intersection Summary
2: Carpenter Rd/Loves Driveway & SR 46

Buildout with Improvements - 2030 (Ultimate)
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	37	538	48	41	129	314	117	58	12	282	121	8
Future Volume (veh/h)	37	538	48	41	129	314	117	58	12	282	121	8
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1678	1811	1767		1737	1767	1441	1900	1900	1841	1411	1900
Adj Flow Rate, veh/h	40	585	52		140	341	127	63	13	307	132	9
Peak Hour Factor	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	6	9		11	9	31	0	0	4	33	0
Cap, veh/h	371	646	57		219	742	513	98	14	330	177	73
Arrive On Green	0.04	0.39	0.39		0.07	0.42	0.42	0.05	0.21	0.21	0.07	0.24
Sat Flow, veh/h	1598	1639	146		1654	1767	1221	1810	66	1554	2607	311
Grp Volume(v), veh/h	40	0	637		140	341	127	63	0	320	132	0
Grp Sat Flow(s),veh/h/ln	1598	0	1785		1654	1767	1221	1810	0	1620	1303	0
Q Serve(g_s), s	1.6	0.0	37.0		5.5	15.3	7.4	3.8	0.0	21.3	5.5	0.0
Cycle Q Clear(g_c), s	1.6	0.0	37.0		5.5	15.3	7.4	3.8	0.0	21.3	5.5	0.0
Prop In Lane	1.00		0.08		1.00		1.00	1.00		0.96	1.00	
Lane Grp Cap(c), veh/h	371	0	703		219	742	513	98	0	344	177	0
V/C Ratio(X)	0.11	0.00	0.91		0.64	0.46	0.25	0.64	0.00	0.93	0.74	0.00
Avail Cap(c_a), veh/h	418	0	703		225	742	513	306	0	348	299	0
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.5	0.0	31.4		25.0	22.9	20.7	51.0	0.0	42.5	50.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	17.4		5.7	2.0	1.2	6.8	0.0	30.7	6.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	25.2		4.2	10.6	0.3	3.3	0.0	16.7	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.6	0.0	48.8		30.7	25.0	21.8	57.7	0.0	73.2	56.4	0.0
LnGrp LOS	B		D		C	C	C	E		E	E	
Approach Vol, veh/h		677				608			383			180
Approach Delay, s/veh		47.0				25.6			70.6			50.2
Approach LOS		D				C			E			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	50.5	12.4	32.5	11.7	53.4	14.9	30.0				
Change Period (Y+Rc), s	* 7.2	* 7.2	6.4	* 6.6	6.8	* 7.2	7.4	* 6.6				
Max Green Setting (Gmax), s	* 7.8	* 38	18.6	* 18	8.2	* 38	12.6	* 24				
Max Q Clear Time (g_c+I1), s	7.5	39.0	5.8	4.5	3.6	17.3	7.5	23.3				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.1	0.0	2.2	0.2	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			45.2									
HCM 7th LOS			D									
Notes												
User approved ignoring U-Turning movement.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	36
Future Volume (veh/h)	36
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1574
Adj Flow Rate, veh/h	39
Peak Hour Factor	0.92
Percent Heavy Veh, %	22
Cap, veh/h	317
Arrive On Green	0.24
Sat Flow, veh/h	1347
Grp Volume(v), veh/h	48
Grp Sat Flow(s),veh/h/ln	1658
Q Serve(g_s), s	2.5
Cycle Q Clear(g_c), s	2.5
Prop In Lane	0.81
Lane Grp Cap(c), veh/h	390
V/C Ratio(X)	0.12
Avail Cap(c_a), veh/h	390
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	33.1
Incr Delay (d2), s/veh	0.1
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(95%),veh/ln	1.8
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	33.3
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

APPENDIX I

ITE Excerpts

Land Use: 210

Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 174

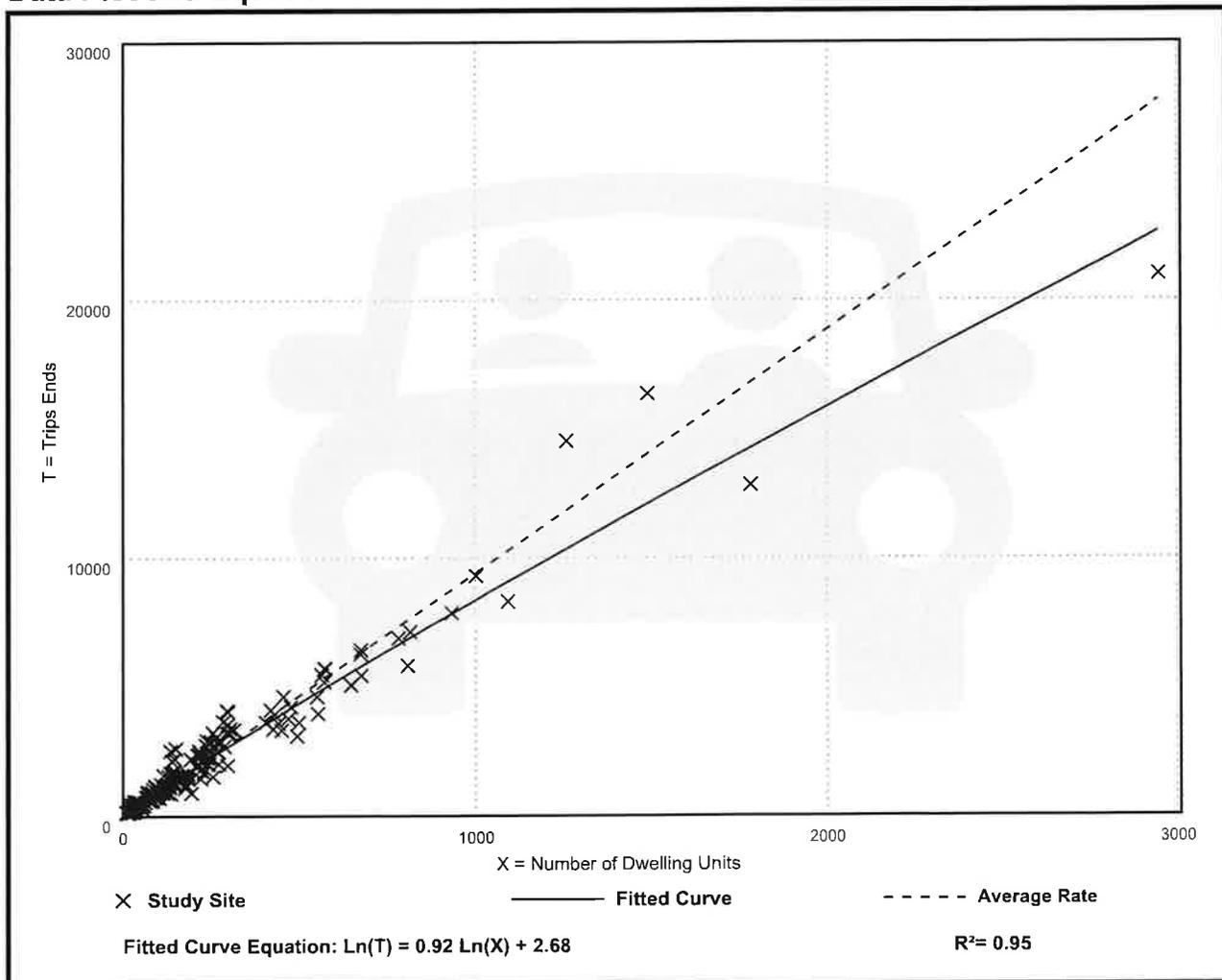
Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

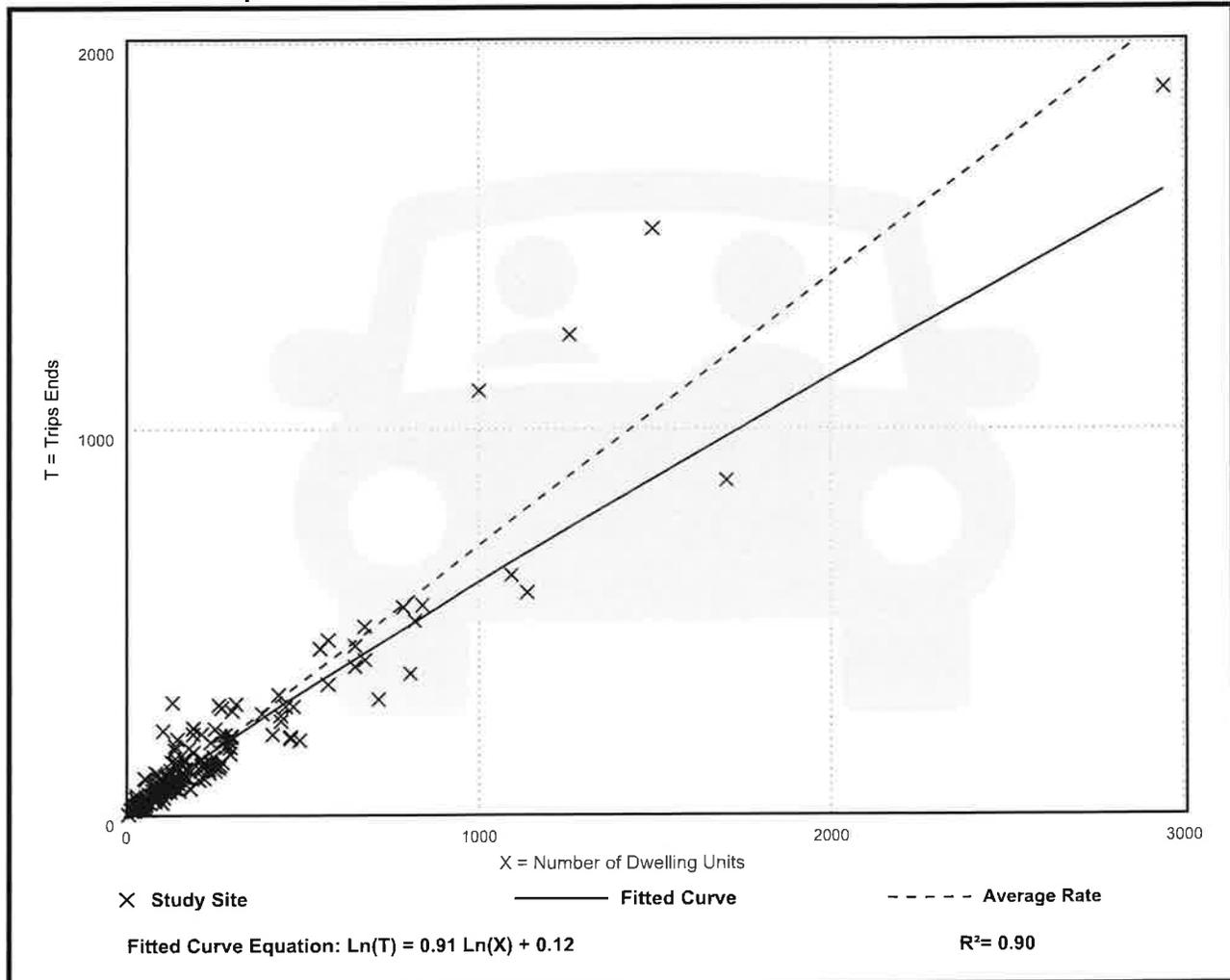
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

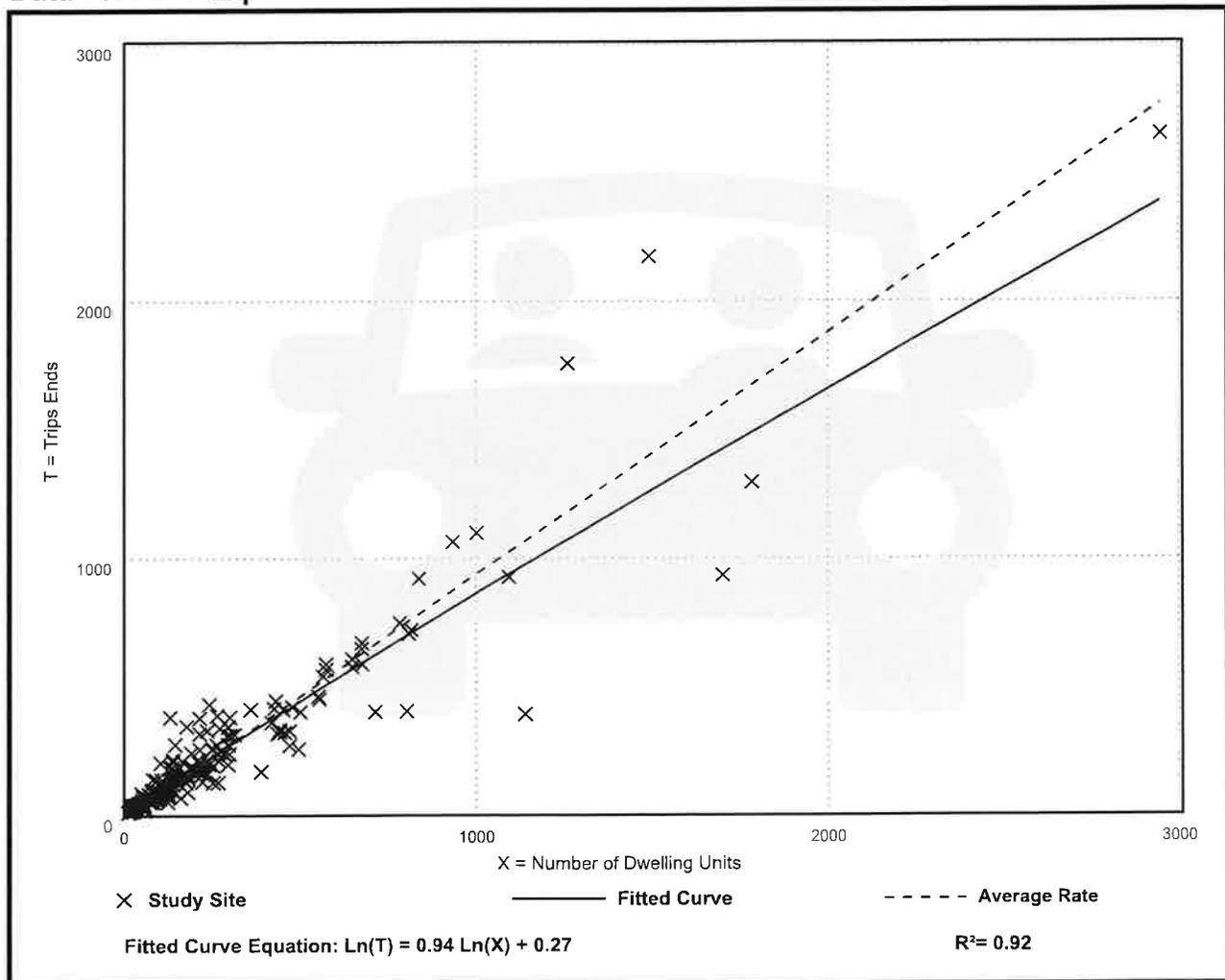
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Land Use: 215

Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

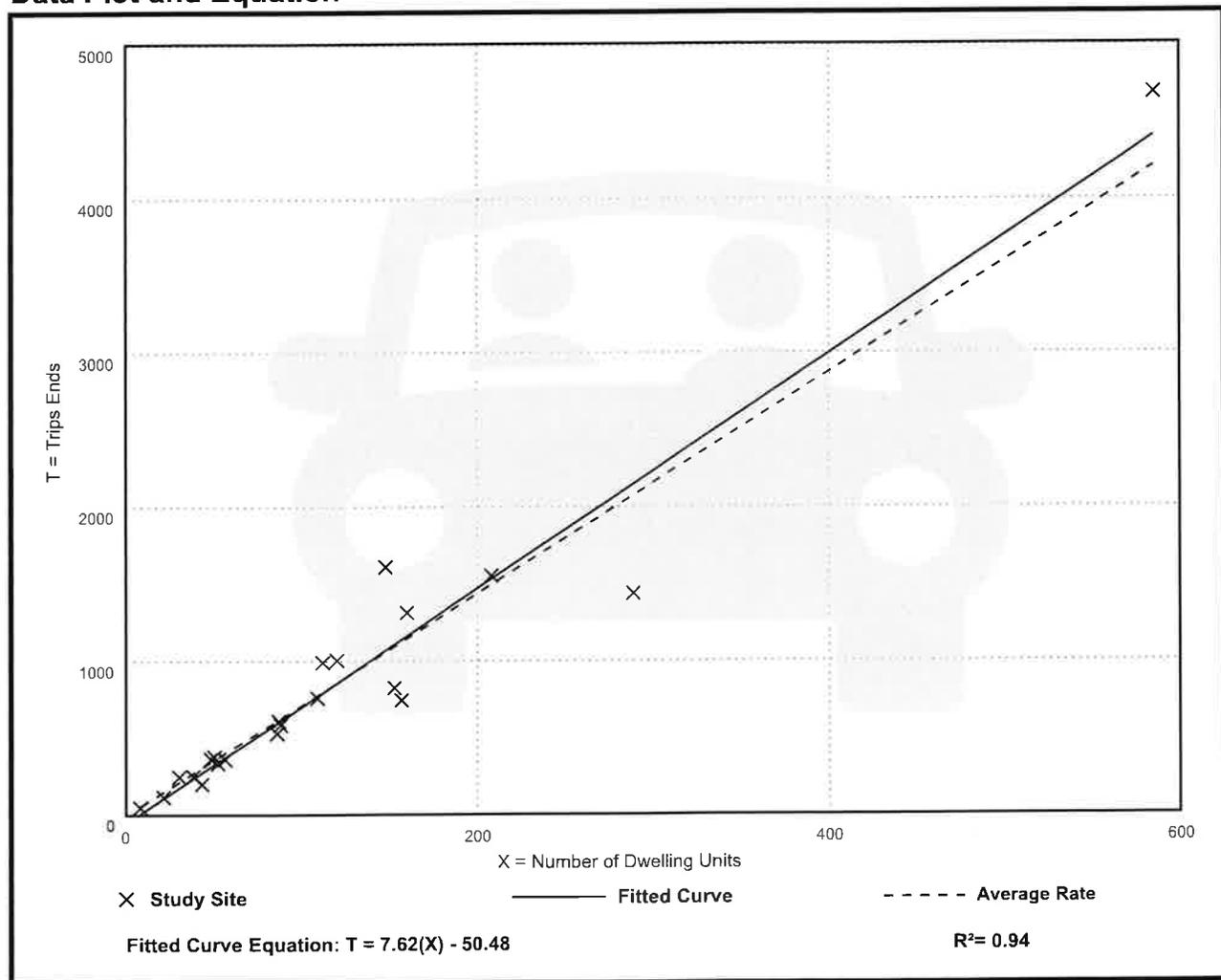
Avg. Num. of Dwelling Units: 120

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

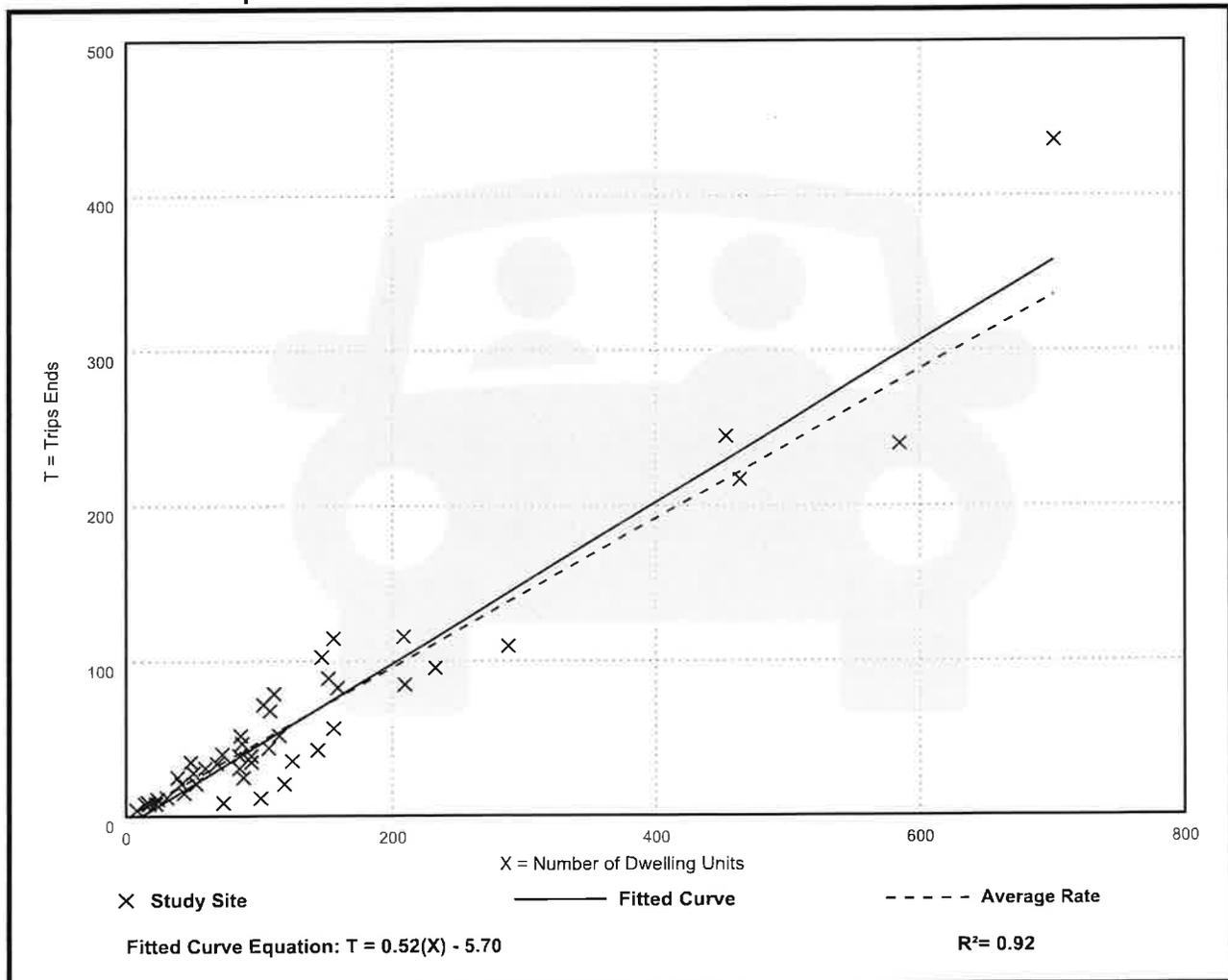
Avg. Num. of Dwelling Units: 135

Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

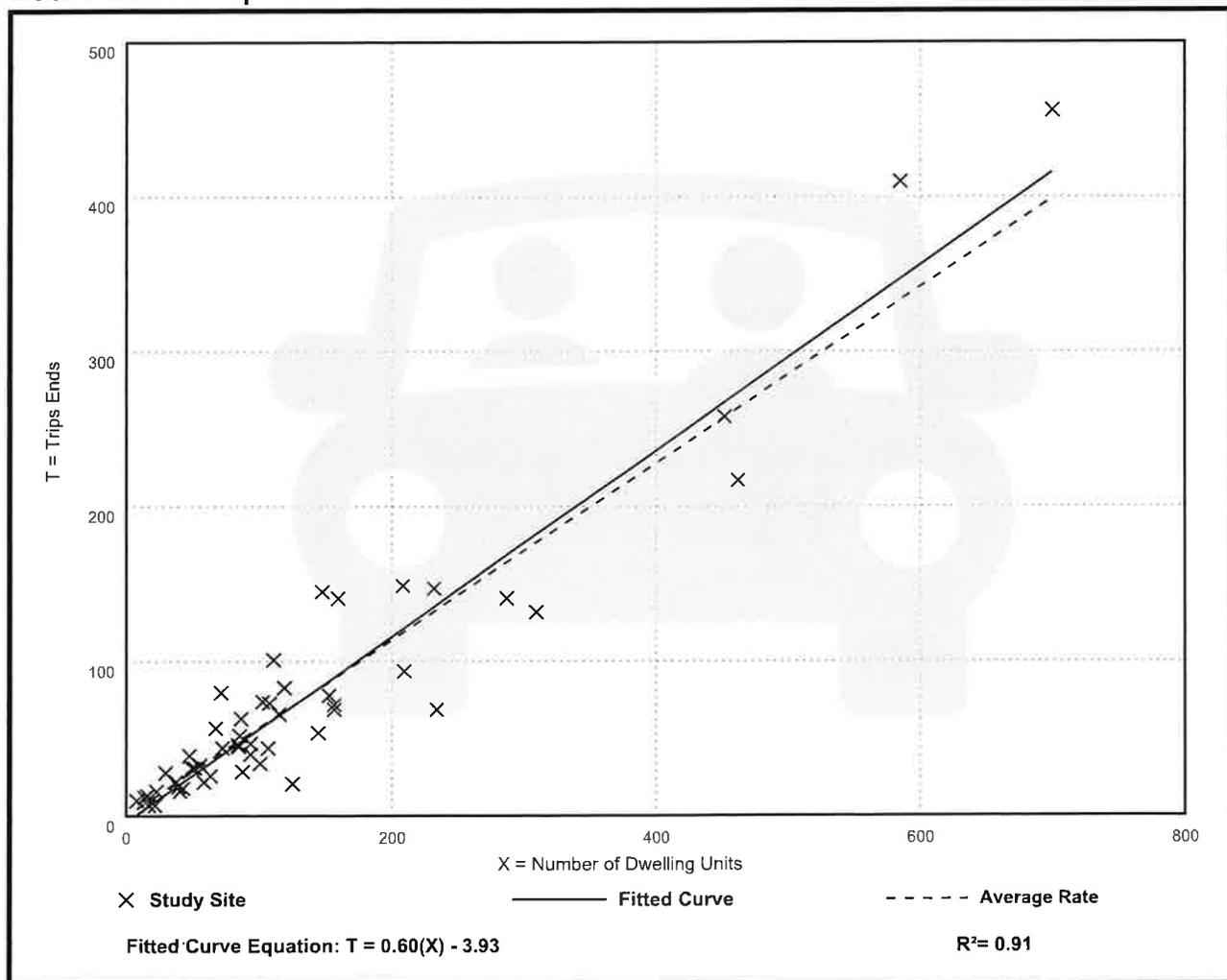
Avg. Num. of Dwelling Units: 136

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

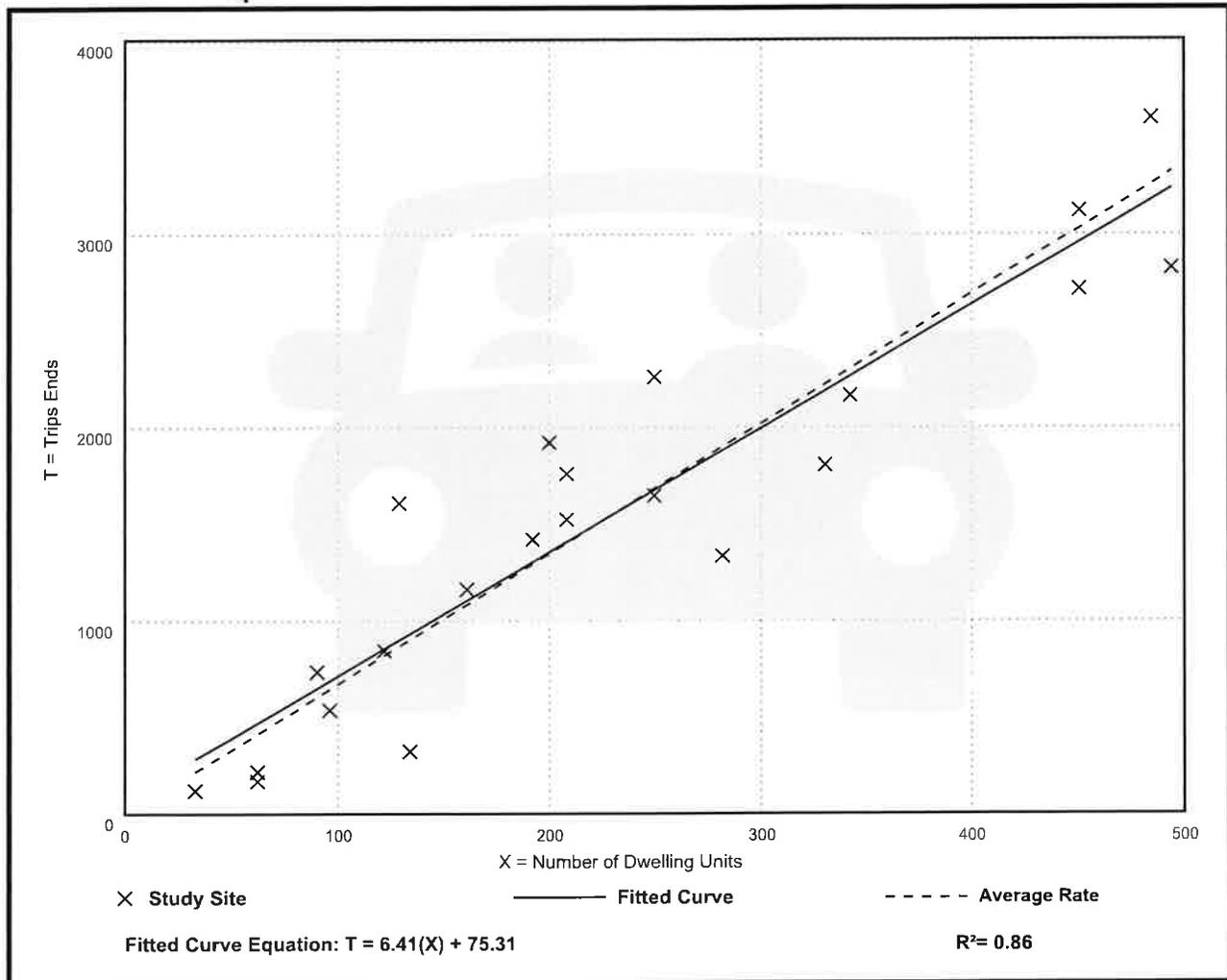
Avg. Num. of Dwelling Units: 229

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

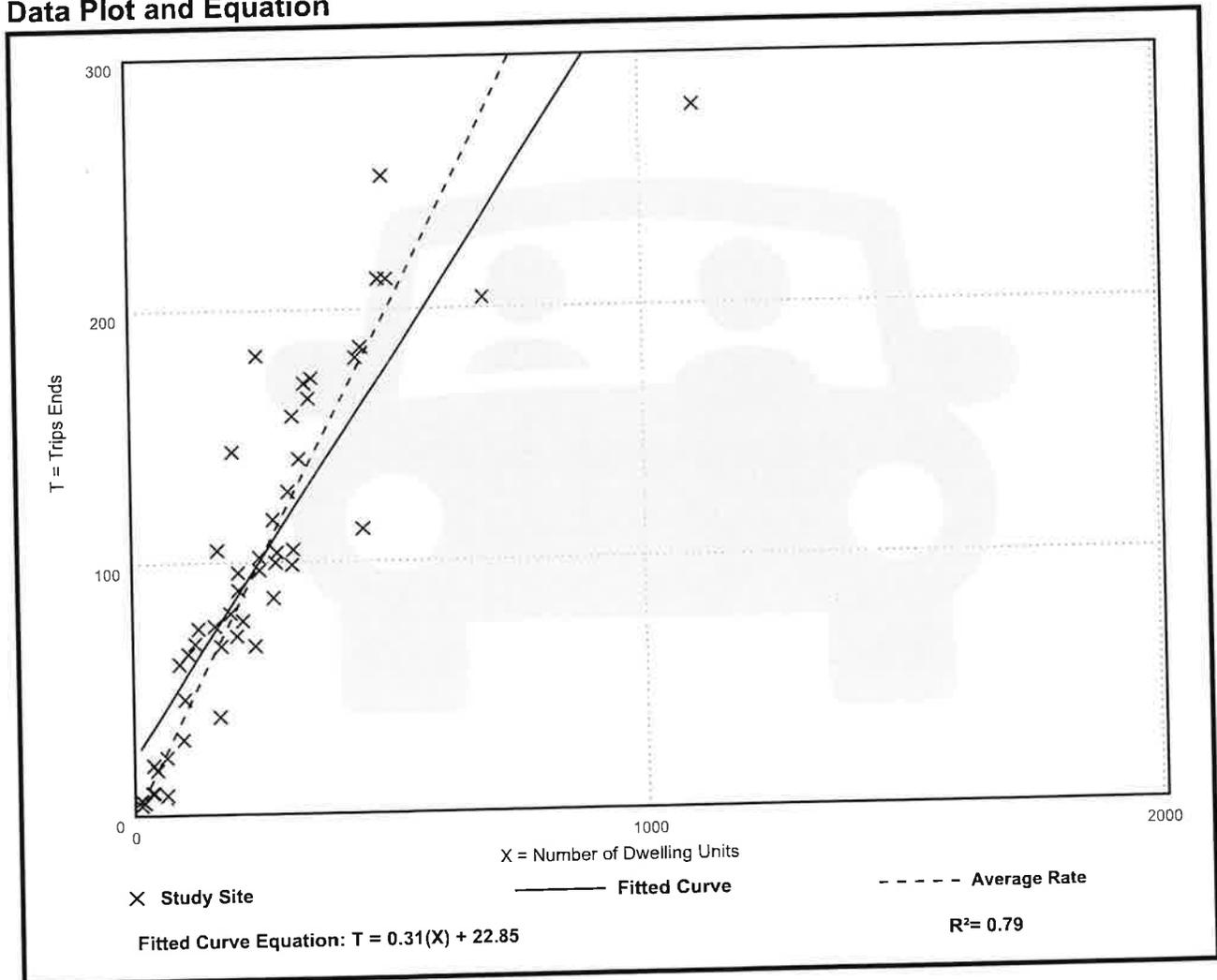
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

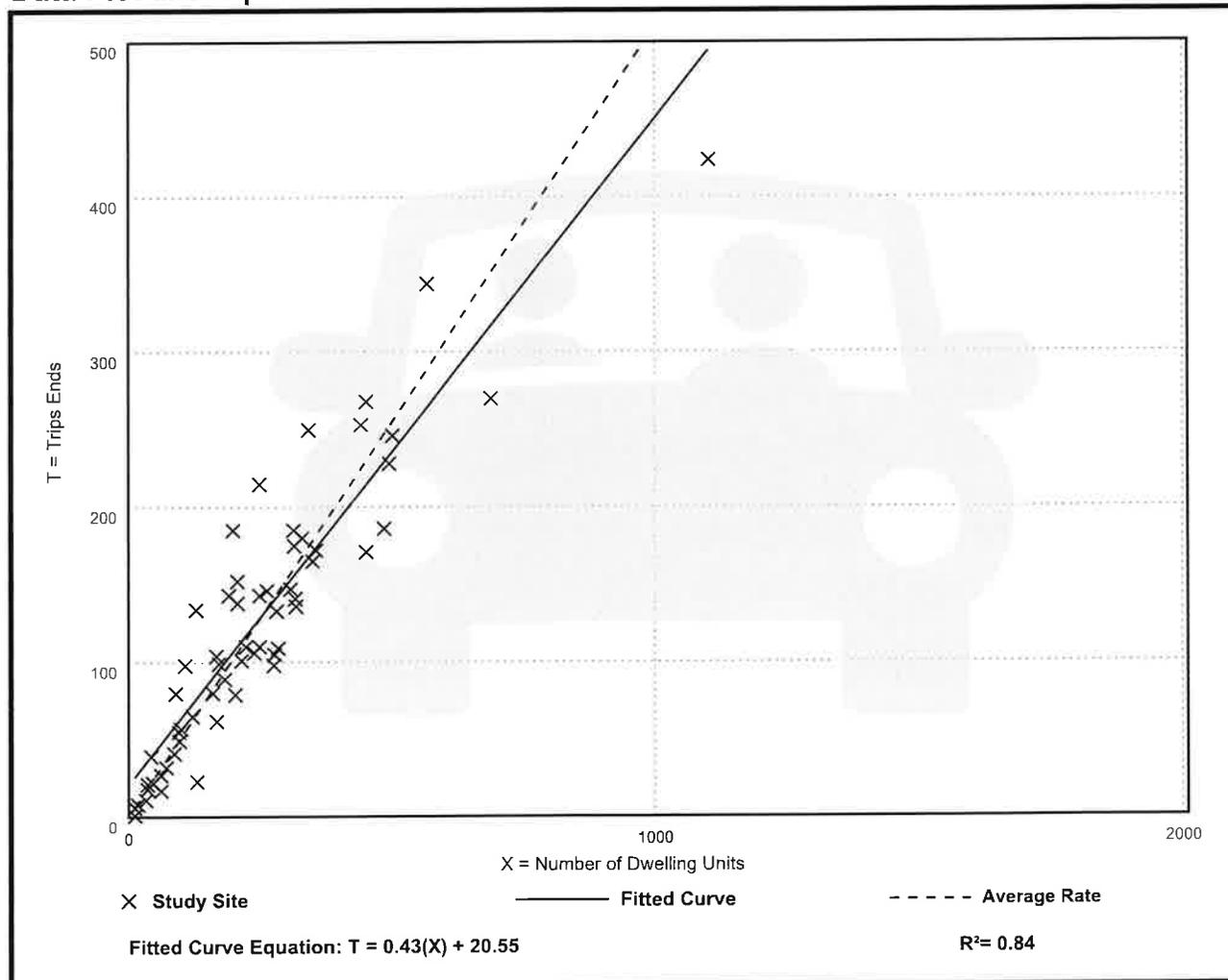
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

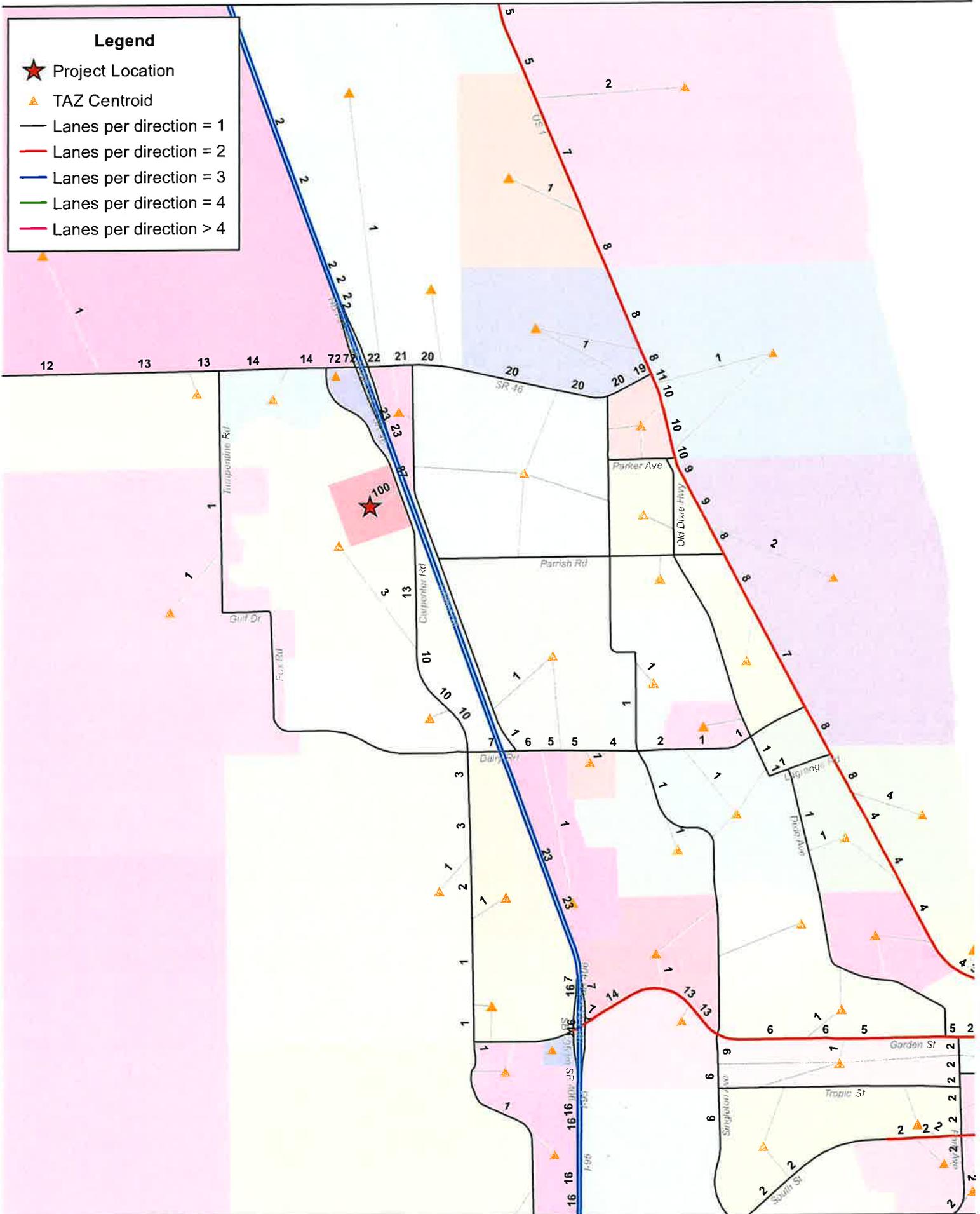
Data Plot and Equation



APPENDIX J
CFRPM Model Plot

Legend

- ★ Project Location
- ▲ TAZ Centroid
- Lanes per direction = 1
- Lanes per direction = 2
- Lanes per direction = 3
- Lanes per direction = 4
- Lanes per direction > 4



Project Trip Distribution - Sherwood Golf PUD
CFRPMv7 - 2025 - 12/13/2022



APPENDIX K
NCHRP Warrant Worksheets

Int #1
 AM Peak Hour
 Left-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.

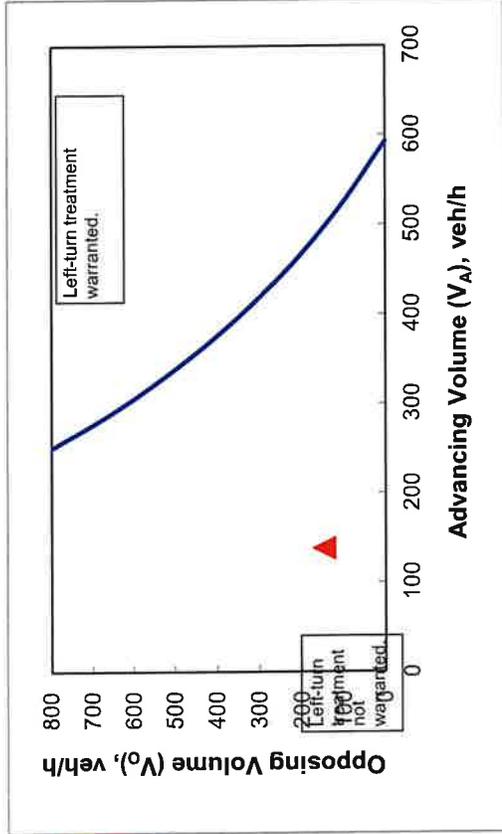
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	10%
Advancing volume (V_A), veh/h:	138
Opposing volume (V_O), veh/h:	147

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	497
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

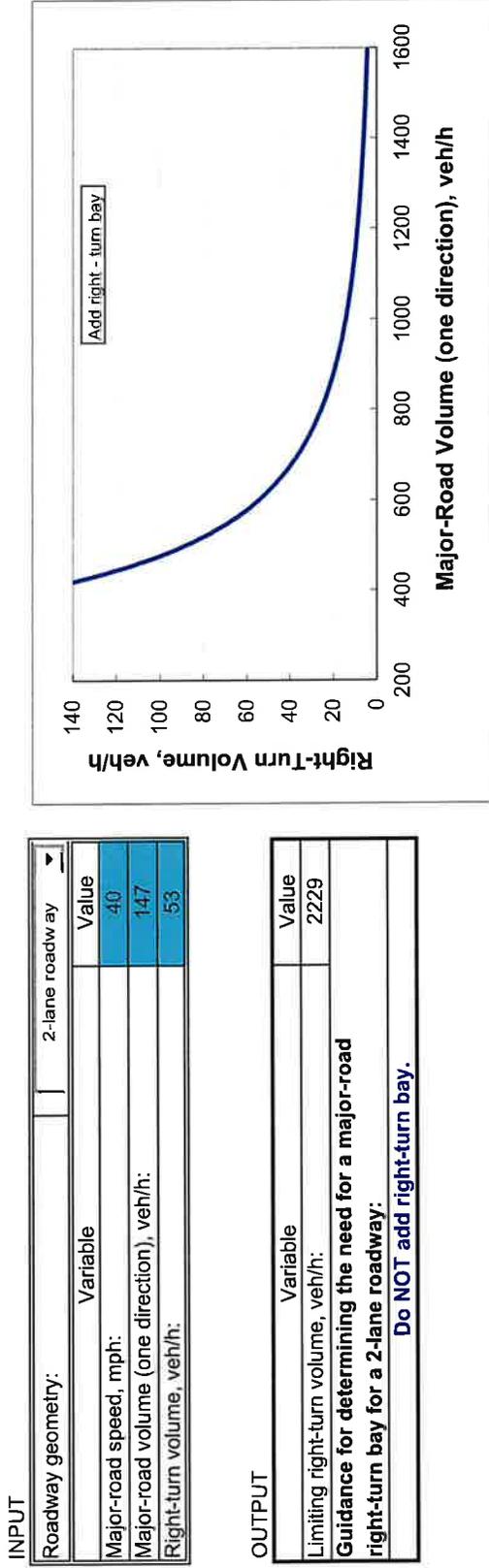


CALIBRATION CONSTANTS

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

Int #1
 AM Peak Hour
 Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



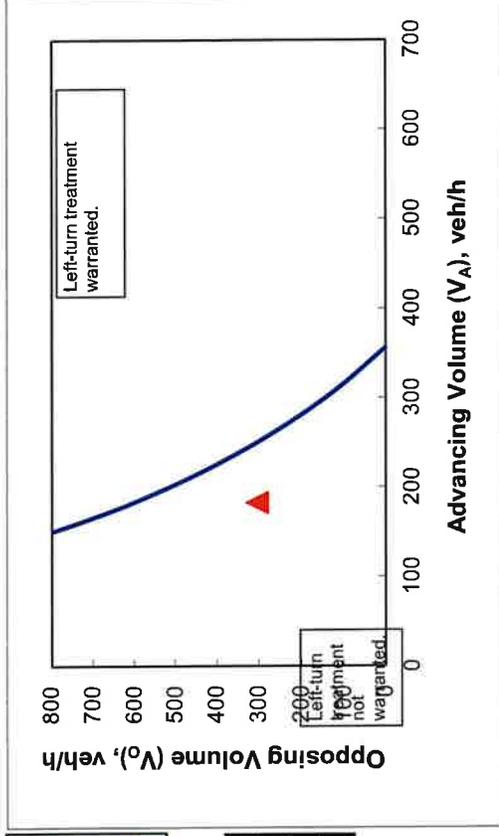
Int #1
 PM Peak Hour
 Left-Turn Lane Analysis

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:	40
	Percent of left-turns in advancing volume (V_A), %:	61%
	Advancing volume (V_A), veh/h:	183
	Opposing volume (V_O), veh/h:	303

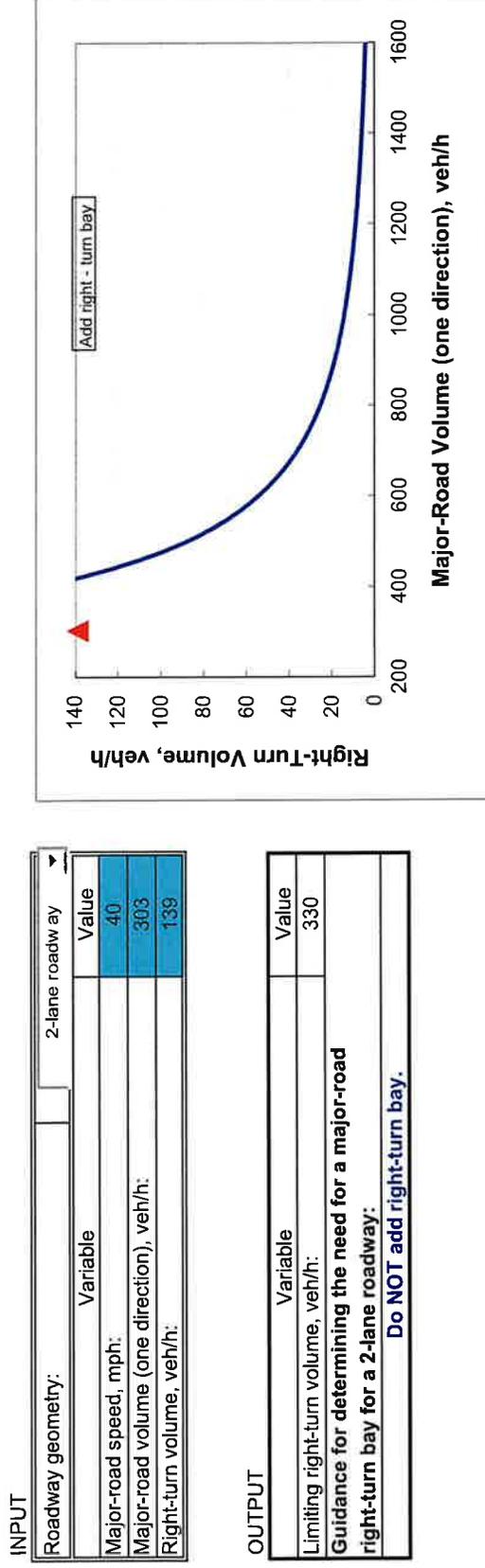
OUTPUT	Variable	Value
	Limiting advancing volume (V_A), veh/h:	251
Guidance for determining the need for a major-road left-turn bay:		
Left-turn treatment NOT warranted.		



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

Int #1
 PM Peak Hour
 Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



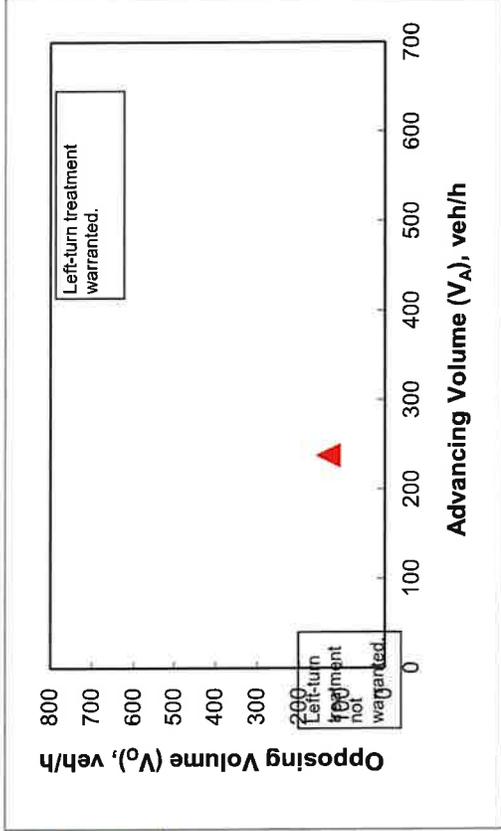
Driveway #1
 AM Peak Hour
 Left-Turn Lane Analysis

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:	40
	Percent of left-turns in advancing volume (V_A), %:	1%
	Advancing volume (V_A), veh/h:	238
	Opposing volume (V_O), veh/h:	131

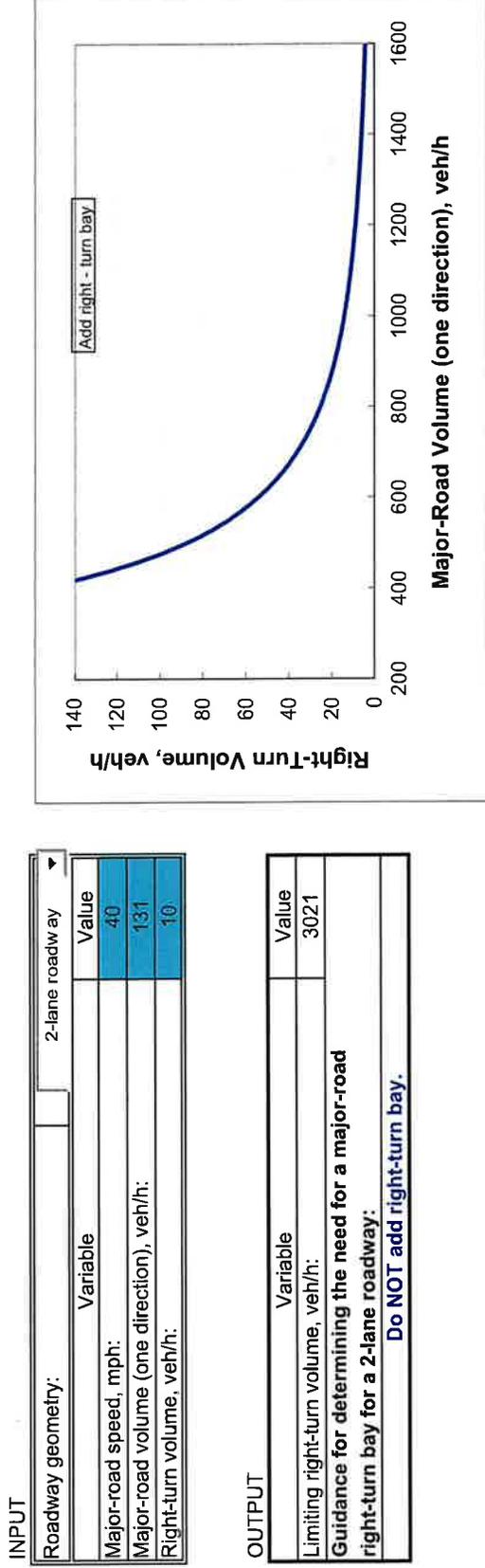
OUTPUT	Variable	Value
	Limiting advancing volume (V_A), veh/h:	1494
Guidance for determining the need for a major-road left-turn bay:		
Left-turn treatment NOT warranted.		



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

Driveway #1
 AM Peak Hour
 Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



Driveway #1
 PM Peak Hour
 Left-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.

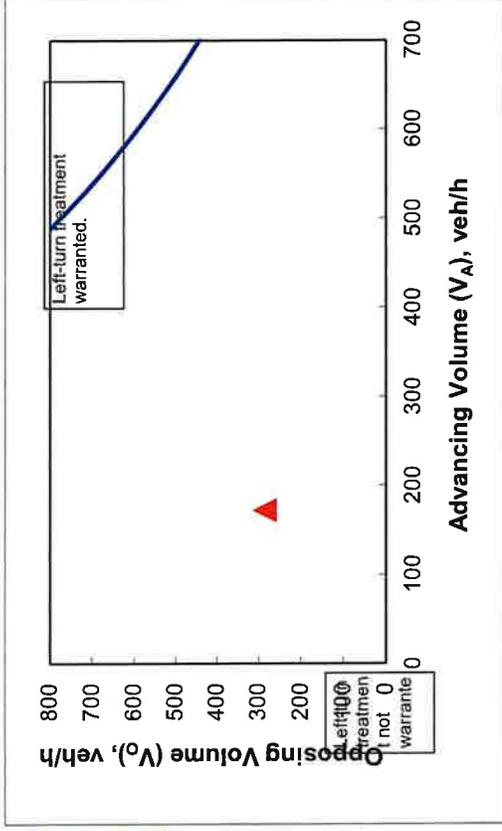
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	172
Opposing volume (V_O), veh/h:	285

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	829
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

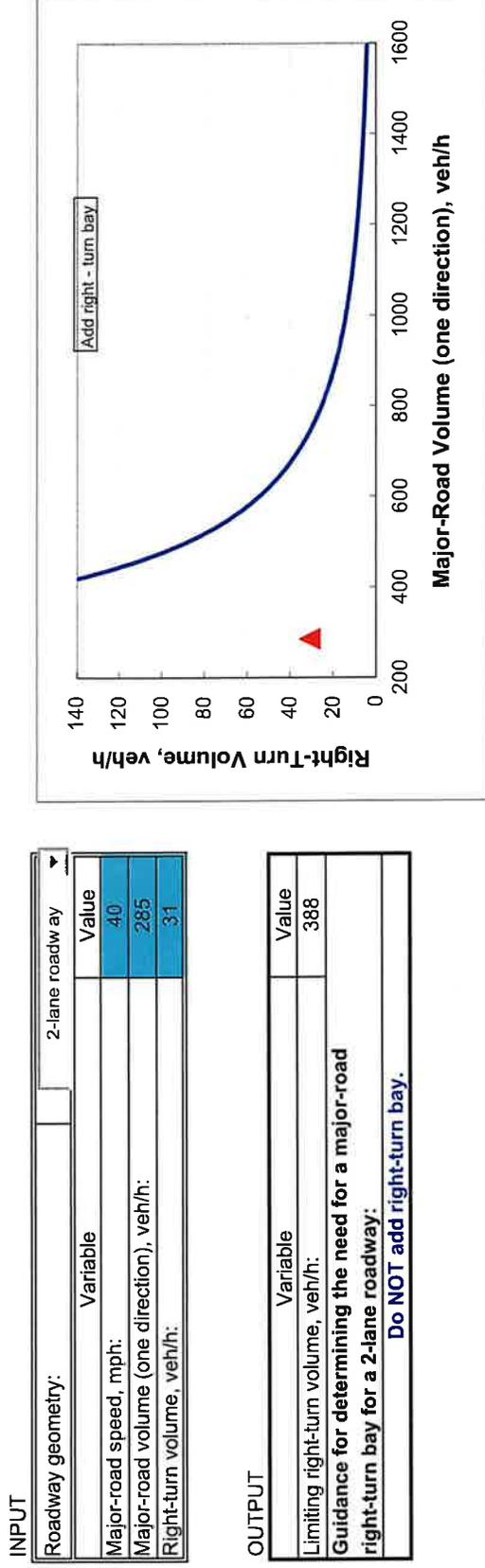


CALIBRATION CONSTANTS

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

Driveway #1
 PM Peak Hour
 Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



Driveway #2
 AM Peak Hour
 Left-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.

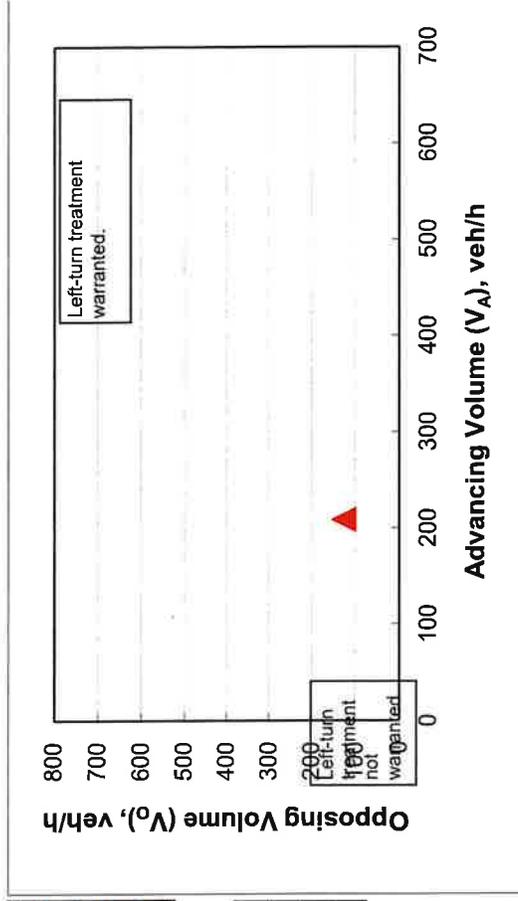
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	209
Opposing volume (V_O), veh/h:	125

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1719
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

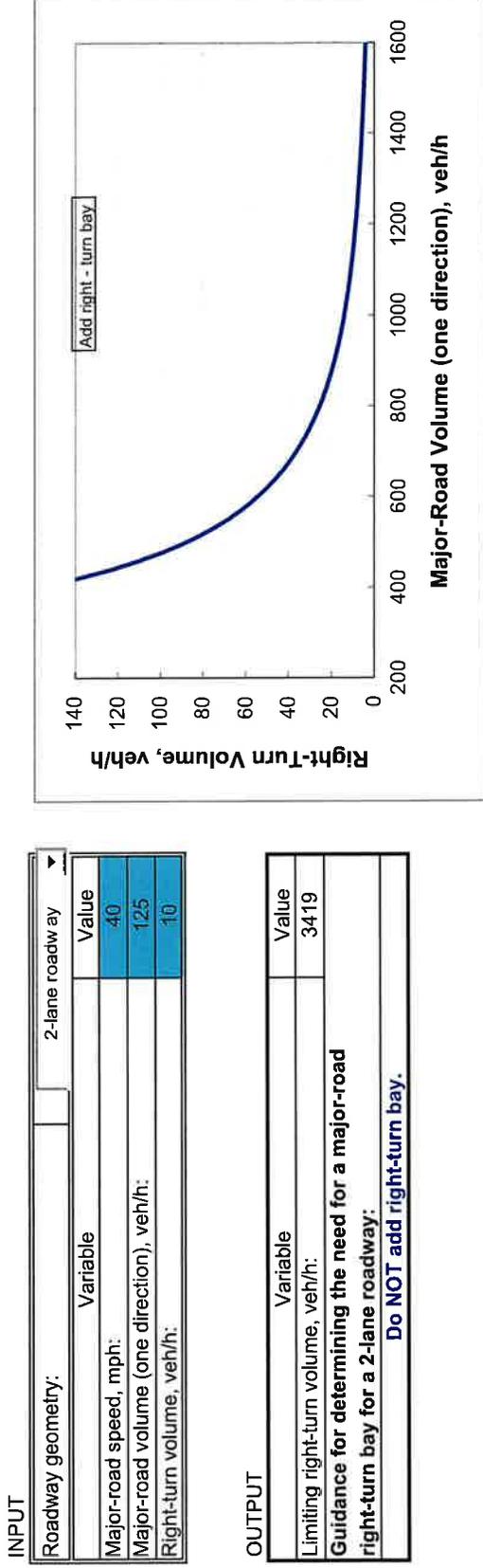


CALIBRATION CONSTANTS

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

Driveway #2
 AM Peak Hour
 Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



Driveway #2
 PM Peak Hour
 Left-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

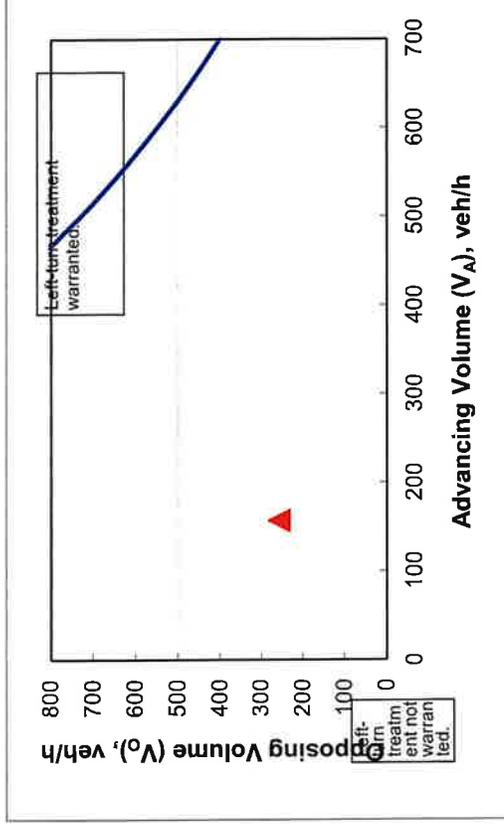
Variable	Value
85 th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	157
Opposing volume (V_O), veh/h:	257

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	818
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

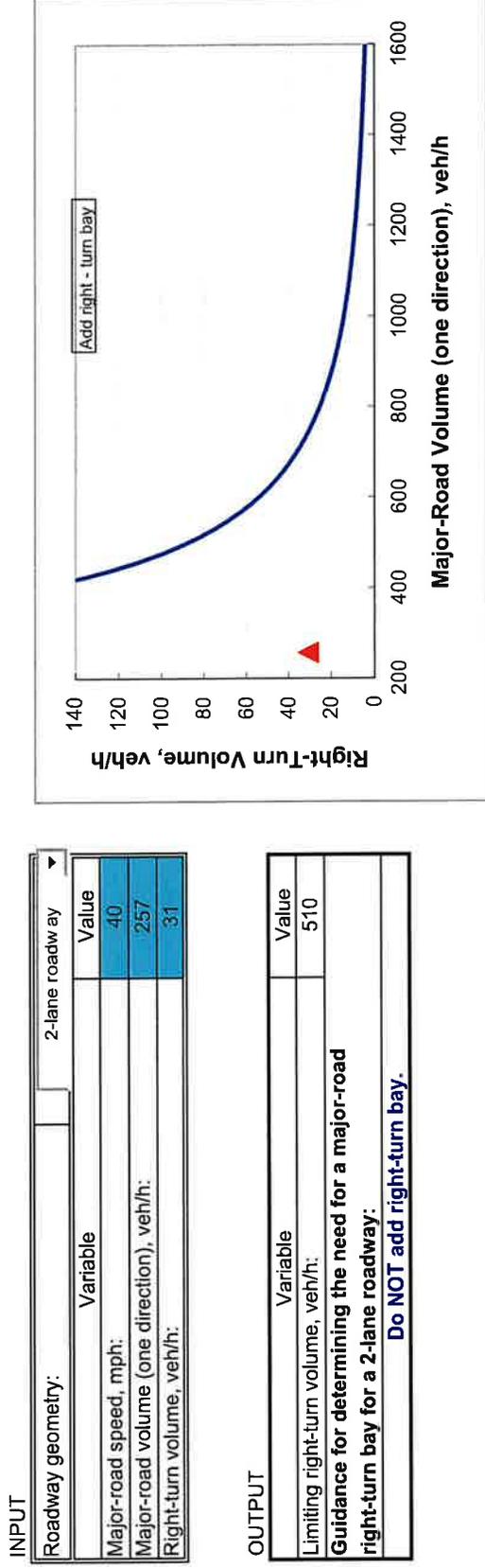
CALIBRATION CONSTANTS

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



Driveway #2
 PM Peak Hour
 Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



Driveway #4
 AM Peak Hour
 Left-Turn Lane Analysis

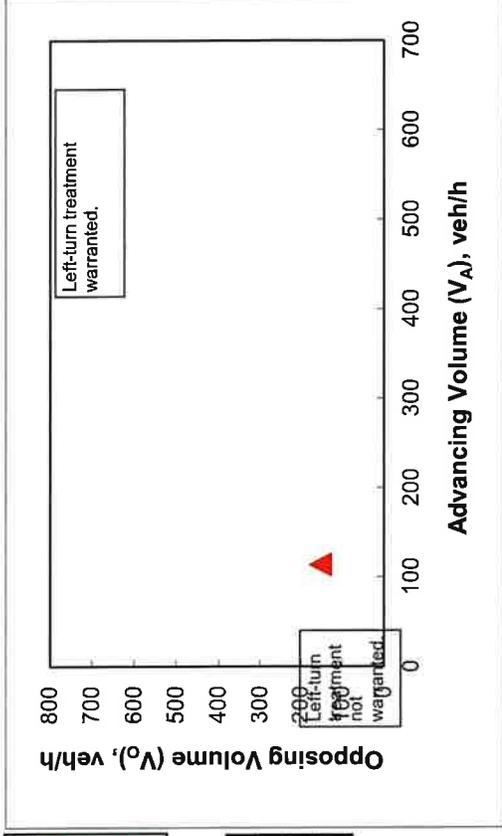
Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT	Variable	Value
	85 th percentile speed, mph:	40
	Percent of left-turns in advancing volume (V_A), %:	1%
	Advancing volume (V_A), veh/h:	114
	Opposing volume (V_O), veh/h:	152

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1556
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

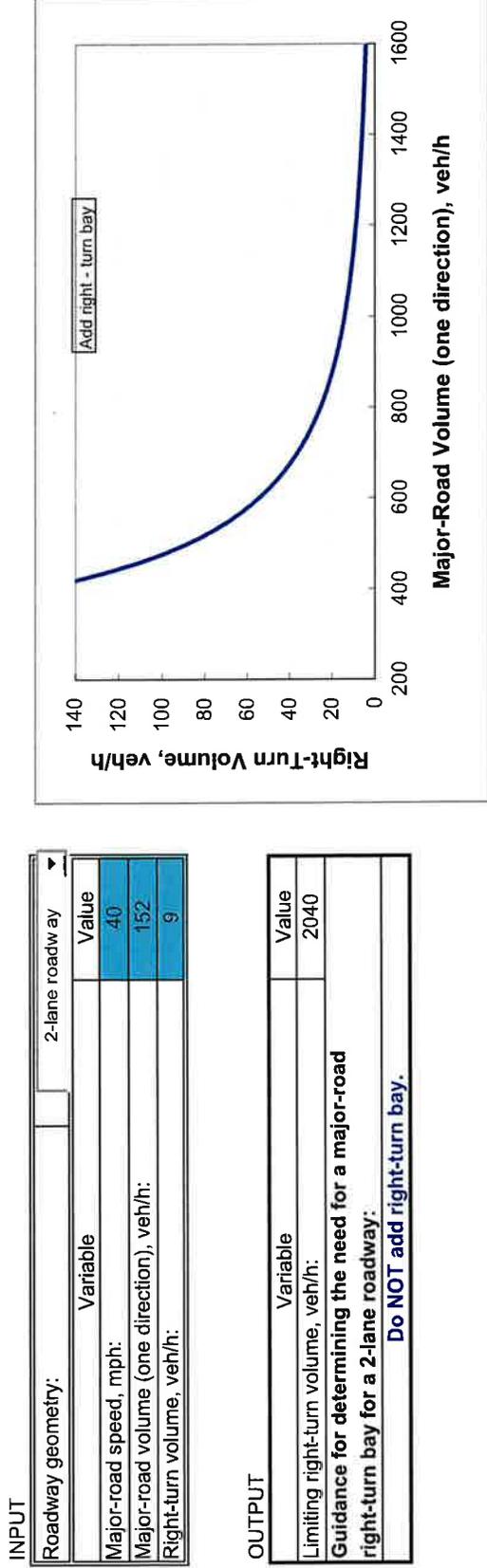


CALIBRATION CONSTANTS

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

Driveway #4
 AM Peak Hour
 Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



Driveway #4
 PM Peak Hour
 Left-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

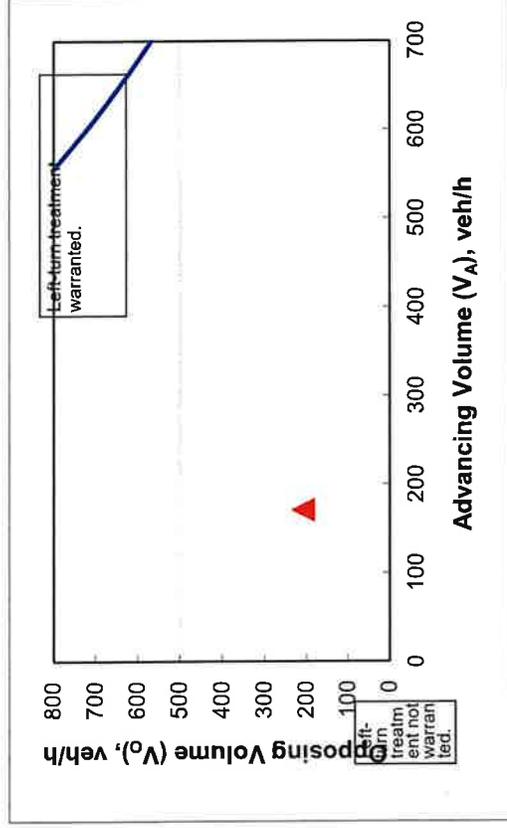
Variable	Value
85 th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	171
Opposing volume (V_O), veh/h:	207

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1029
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

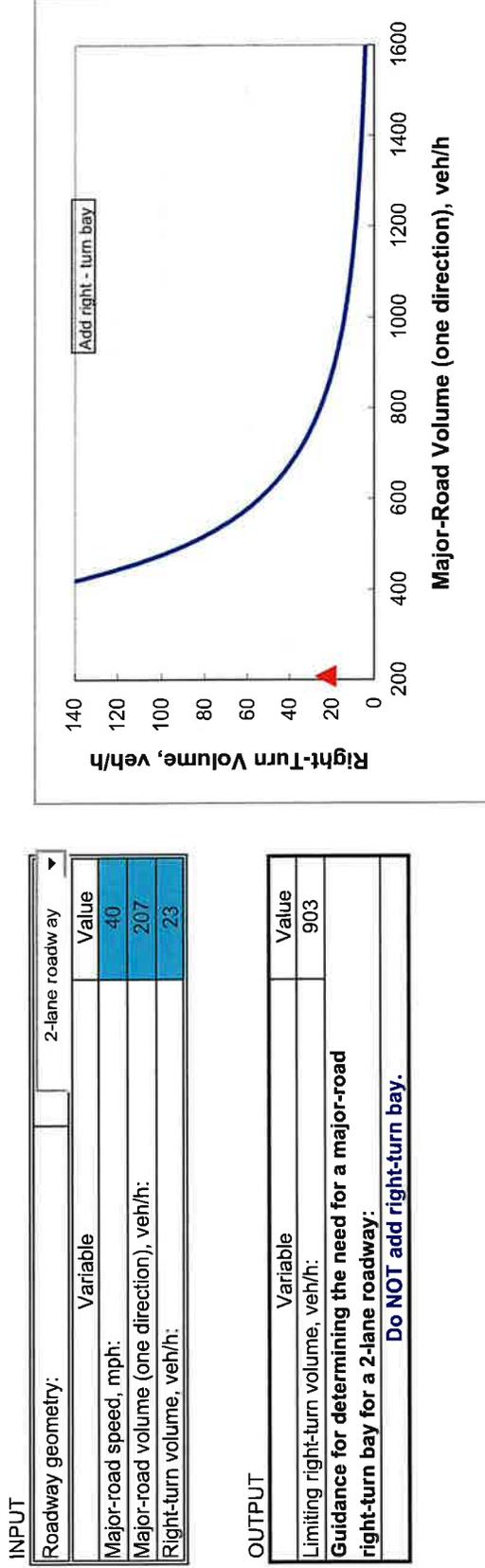
CALIBRATION CONSTANTS

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



Driveway #4
 PM Peak Hour
 Right-Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.





School Board of Brevard County

2700 Judge Fran Jamieson Way • Viera, FL 32940-6699
Sue Hann, P.E., AICP, Interim Superintendent

May 15, 2023

Ms. Jane Hart
Land Development Section
Planning & Development Department
Brevard County Board of County Commissioners
2725 Judge Fran Jamieson Way
Viera, Florida 32940

**RE: Proposed Sherwood PUD Development
School Impact Analysis – Capacity Determination CD-2023-14**

Dear Ms. Jane Hart,

We received a completed *School Facility Planning & Concurrency Application* for the referenced development. The subject property is Tax Account number 2100937 (Parcel ID number: 21-34-24-00-2), Tax Account number 2100938 (Parcel ID number: 21-34-24-00-2.1), Tax Account number 2100939 (Parcel ID number: 21-34-24-00-4), Tax Account number 2100940 (Parcel ID number: 21-34-24-00-4.1), Tax Account number 2100942 (Parcel ID number: 21-34-24-00-5), Tax Account number 2100943 (Parcel ID number: 21-34-24-00-7.1), Tax Account number 2100952 (Parcel ID number: 21-34-24-00-21), Tax Account number 2100953 (Parcel ID number: 21-34-24-00-22), Tax Account number 2101061 (Parcel ID number: 21-34-24-00-519), Tax Account number 2111319 (Parcel ID number: 21-34-24-00-41), Tax Account number 2113020 (Parcel ID number: 21-34-24-09-B), Tax Account number 2113021 (Parcel ID number: 21-34-24-09-C), Tax Account number 2113023 (Parcel ID number: 21-34-24-09-R1) and Tax Account number 2113024 (Parcel ID number: 21-34-24-09-R2) containing a total of approximately 137 acres in District 1, Brevard County, Florida. The proposed development includes 432 multi-family homes and 476 single-family homes. The School Impact Analysis of this proposed development has been undertaken and the following information is provided for your use.

The calculations used to analyze the prospective student impact are consistent with the methodology outlined in Section 13.2 and Amended Appendix "A"-School District Student Generation Multiplier (approved April 11, 2022) of the *Interlocal Agreement for Public School Facility Planning & School Concurrency (ILA-2014)*. The following capacity analysis is performed using capacities/projected students as shown in years 2023-24 to 2027-28 of the *Brevard County Public Schools Financially Feasible Plan for School Years 2022-23 to 2027-28* which is attached for reference.

Planning & Project Management
Facilities Services
Phone: (321) 633-1000 x11418 • FAX: (321) 633-4646



	Multi Family		Single Family		Total Units
	432		476		
Students Generated	Student Generation Rates	Calculated Students Generated	Student Generation Rates	Calculated Students Generated	Rounded Number of Students Generated
Elementary	0.11	47.52	0.24	114.24	162
Middle	0.02	8.64	0.07	33.32	42
High	0.05	21.6	0.12	57.12	79
Total	0.18	77.76	0.43	204.68	283

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
Mims	725	725	725	725	725
Madison	781	781	781	781	781
Astronaut	1,451	1,451	1,451	1,451	1,451

Projected Student Membership

School	2023-24	2024-25	2025-26	2026-27	2027-28
Mims	464	481	512	525	513
Madison	453	484	452	476	593
Astronaut	1,109	1,123	1,129	1,164	1,158

Students Generated by Newly Issued SCADL Reservations Since FFP

School	2023-24	2024-25	2025-26	2026-27	2027-28
Mims	-	-	-	-	-
Madison	-	-	-	-	-
Astronaut	-	-	-	-	-

Cumulative Students Generated by Proposed Development

School	2023-24	2024-25	2025-26	2026-27	2027-28
Mims	54	108	162	162	162
Madison	14	28	42	42	42
Astronaut	26	53	79	79	79

Total Projected Student Membership (includes Cumulative Impact of Proposed Development)

School	2023-24	2024-25	2025-26	2026-27	2027-28
Mims	518	589	674	687	675
Madison	467	512	494	518	635
Astronaut	1,135	1,176	1,208	1,243	1,237

Projected Available Capacity = FISH Capacity - Total Projected Student Membership

School	2023-24	2024-25	2025-26	2026-27	2027-28
Mims	207	136	51	38	50
Madison	314	269	287	263	146
Astronaut	316	275	243	208	214

At this time, Mims Elementary School, Madison Middle School, and Astronaut Senior High School are projected to have enough capacity for the total of projected and potential students from the Sherwood PUD development.

This is a **non-binding** review; a *Concurrency Determination* must be performed by the School District prior to a Final Development Order and the issuance of a Concurrency Evaluation Finding of Nondeficiency by the Local Government.

We appreciate the opportunity to review this proposed project. Please let us know if you require additional information.

Sincerely,



Karen M. Black, AICP
Manager – Facilities Planning & Intergovernmental Coordination
Planning & Project Management, Facilities Services

Enclosure: *Brevard County Public Schools Financially Feasible Plan for School Years 2022-23 to 2027-28*

Copy: Susan Hann, AICP, Assistant Superintendent of Facility Services
File CD-2023-14

David G. Lindemann, AICP, Director of Planning & Project Management,
Facilities Services
File CD-2023-14



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

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 Member-ship	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization	Future FISH Capacity	Student Projection	Total Capacity Utilization																																		
<table border="0"> <tr> <td>Summary</td> <td>2022-23</td> <td>2023-24</td> <td>2024-25</td> <td>2025-26</td> <td>2026-27</td> <td>2027-28</td> </tr> <tr> <td>Highest Utilization Elementary Schools</td> <td>93%</td> <td>99%</td> <td>100%</td> <td>99%</td> <td>99%</td> <td>100%</td> </tr> <tr> <td>Highest Utilization Middle Schools</td> <td>88%</td> <td>88%</td> <td>84%</td> <td>82%</td> <td>81%</td> <td>80%</td> </tr> <tr> <td>Highest Utilization Jr / Sr High Schools</td> <td>83%</td> <td>83%</td> <td>81%</td> <td>78%</td> <td>77%</td> <td>76%</td> </tr> <tr> <td>Highest Utilization High Schools</td> <td>107%</td> <td>99%</td> <td>97%</td> <td>98%</td> <td>100%</td> <td>100%</td> </tr> </table>																					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%	84%	82%	81%	80%	Highest Utilization Jr / Sr High Schools	83%	83%	81%	78%	77%	76%	Highest Utilization High Schools	107%	99%	97%	98%	100%	100%
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%	84%	82%	81%	80%																																																	
Highest Utilization Jr / Sr High Schools	83%	83%	81%	78%	77%	76%																																																	
Highest Utilization High Schools	107%	99%	97%	98%	100%	100%																																																	
Elementary School Concurrency Service Areas																																																							
Allen	Elementary	PK-6	100%	751	598	80%	751	635	85%	704	751	704	704	751	720	751	773	766	99%																																				
Andersen	Elementary	K-6	100%	884	568	64%	884	549	64%	884	537	884	537	884	530	884	884	501	57%																																				
Apollo	Elementary	K-6	100%	902	731	81%	902	749	83%	902	753	902	753	902	736	902	902	718	80%																																				
Atlantis	Elementary	PK-6	100%	739	620	84%	739	608	82%	739	596	739	596	739	585	739	739	572	77%																																				
Audubon	Elementary	PK-6	100%	761	450	59%	761	436	57%	761	422	761	422	761	419	761	761	426	56%																																				
Cambridge	Elementary	PK-6	100%	787	485	63%	787	511	65%	787	505	787	505	787	510	787	787	524	67%																																				
Cape View	Elementary	PK-6	100%	570	305	54%	570	309	54%	570	314	570	314	570	315	570	570	329	58%																																				
Carroll	Elementary	K-6	100%	751	626	83%	751	643	86%	751	623	751	623	751	619	751	751	628	84%																																				
Challenger 7	Elementary	PK-6	100%	573	503	88%	573	474	83%	573	462	573	462	573	433	573	573	413	72%																																				
Columbia	Elementary	PK-6	100%	711	506	71%	711	531	71%	711	522	711	522	711	538	711	711	538	72%																																				
Coquina	Elementary	K-6	100%	1,114	560	79%	1,114	565	79%	1,114	602	1,114	602	1,114	580	1,114	1,114	585	82%																																				
Creed	Elementary	PK-6	100%	828	488	61%	828	488	61%	828	488	828	488	828	488	828	828	488	59%																																				
Croton	Elementary	PK-6	100%	795	643	81%	795	615	77%	795	607	795	607	795	615	795	795	615	78%																																				
Discovery	Elementary	PK-6	100%	968	660	68%	968	675	70%	968	671	968	671	968	674	968	968	671	69%																																				
Endavour	Elementary	PK-6	100%	968	719	74%	968	719	74%	968	707	968	707	968	674	968	968	671	69%																																				
Enterprise	Elementary	K-6	100%	729	597	82%	729	578	79%	729	552	729	552	729	538	729	729	529	73%																																				
Fairglenn	Elementary	PK-6	100%	789	617	78%	789	617	78%	789	632	789	632	789	635	789	789	625	79%																																				
Garnett	Elementary	K-6	100%	711	477	67%	711	465	65%	711	468	711	468	711	455	711	711	457	64%																																				
GoView	Elementary	PK-6	100%	777	441	57%	777	460	59%	777	481	777	481	777	489	777	777	503	65%																																				
Harbor City	Elementary	PK-6	100%	629	403	64%	629	457	73%	629	474	629	474	629	494	629	629	509	81%																																				
Holland	Elementary	PK-6	100%	605	432	71%	605	451	75%	605	444	605	444	605	442	605	605	431	71%																																				
Imperial Estates	Elementary	K-6	100%	729	659	90%	729	684	94%	729	724	729	724	729	742	729	729	779	98%																																				
Indianian	Elementary	K-6	100%	798	686	86%	798	685	86%	798	671	798	671	798	685	798	798	651	82%																																				
Jupiter	Elementary	PK-6	100%	930	729	78%	930	735	79%	930	801	930	801	930	940	930	1,030	99%																																					
Lockhart	Elementary	PK-6	100%	892	585	66%	892	568	64%	892	552	892	552	892	556	892	892	559	63%																																				
Longleaf	Elementary	PK-6	100%	790	631	80%	790	613	78%	790	590	790	590	790	583	790	790	528	66%																																				
Manatee	Elementary	K-6	100%	998	898	90%	998	869	89%	998	845	998	845	998	898	998	998	881	89%																																				
McAuliffe	Elementary	PK-6	100%	838	621	74%	838	580	69%	838	568	838	568	838	553	838	838	528	63%																																				
Meadowlane Intermediate	Elementary	3-6	100%	1,114	825	74%	1,114	779	70%	1,114	773	1,114	773	1,114	805	1,114	1,114	843	76%																																				
Meadowlane Primary	Elementary	K-6	100%	824	651	79%	824	660	80%	824	630	824	630	824	618	824	824	613	74%																																				
Mila	Elementary	PK-6	100%	707	435	62%	707	439	62%	707	396	707	396	707	383	707	707	362	51%																																				
Mims	Elementary	PK-6	100%	725	464	64%	725	481	66%	725	512	725	512	725	525	725	725	513	71%																																				
Oak Park	Elementary	PK-6	100%	968	505	52%	968	471	49%	968	478	968	478	968	475	968	968	447	46%																																				
Ocean Breeze	Elementary	PK-6	100%	654	550	84%	654	542	83%	654	533	654	533	654	534	654	654	531	81%																																				
Palm Bay Elem	Elementary	PK-6	100%	983	585	60%	983	610	62%	983	627	983	627	983	630	983	983	636	65%																																				
Pinewood	Elementary	PK-6	100%	589	521	88%	589	541	92%	589	572	589	572	589	598	589	589	600	98%																																				
Port Malabar	Elementary	PK-6	100%	852	640	75%	852	663	80%	852	746	852	746	852	760	852	852	795	93%																																				
Quest	Elementary	PK-6	100%	932	693	74%	932	684	73%	932	680	932	680	932	685	932	932	697	75%																																				
Riviera	Elementary	PK-6	100%	777	714	92%	777	718	92%	777	799	777	799	777	827	777	777	866	98%																																				
Roosevelt	Elementary	PK-6	100%	599	298	48%	599	269	45%	599	256	599	256	599	239	599	599	220	37%																																				
Sabal	Elementary	PK-6	100%	998	500	64%	998	503	64%	998	516	998	516	998	534	998	998	535	68%																																				
Saturn	Elementary	PK-6	100%	998	649	65%	998	677	68%	998	821	998	821	998	806	998	998	786	79%																																				
Sea Park	Elementary	PK-6	100%	461	337	73%	461	327	71%	461	321	461	321	461	326	461	461	329	71%																																				
Sherwood	Elementary	PK-6	100%	609	459	75%	609	459	75%	609	459	609	459	609	459	609	609	441	72%																																				
Sunrise	Elementary	PK-6	100%	913	767	84%	913	836	91%	913	908	913	908	913	1,004	913	1,067	100%																																					
Sunrise	Elementary	K-6	100%	755	602	80%	755	581	74%	755	541	755	541	755	516	755	755	480	64%																																				
Surfside	Elementary	K-6	100%	541	442	82%	541	425	79%	541	418	541	418	541	417	541	541	407	75%																																				
Tropical	Elementary	PK-6	100%	910	669	74%	910	614	67%	910	600	910	600	910	572	910	910	545	60%																																				
Turner	Elementary	PK-6	100%	874	555	64%	874	588	67%	874	647	874	647	874	674	874	874	691	79%																																				
University Park	Elementary	PK-6	100%	811	487	60%	811	545	67%	811	582	811	582	811	642	811	811	658	81%																																				
Viera Elem	Elementary	K-6	100%	1,030	695	67%	1,030	759	74%	1,030	857	1,030	857	1,030	926	1,030	1,074	1,061	93%																																				
Westside	Elementary	K-6	100%	857	799	93%	857	846	99%	857	923	857	923	857	988	857	1,099	1,100	100%																																				
Williams	Elementary	PK-6	100%	715	451	63%	715	443	62%	715	414	715	414	715	411	715	715	410	58%																																				
Elementary Totals				42,215	30,468	63%	42,237	30,778	62%	42,435	31,549	62%	42,677	31,905	62%	43,007	32,280	62%																																					

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	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
Central	Middle	7-8	90%	1,129	75%	1,514	1,129	76%	1,514	1,228	81%	1,514	1,289	85%	1,514	1,377	91%
DeLaura	Middle	7-8	90%	842	88%	960	844	88%	902	820	85%	960	877	82%	960	826	86%
Hoover	Middle	7-8	90%	505	74%	660	505	74%	660	574	84%	660	577	85%	660	588	86%
Jackson	Middle	7-8	90%	560	83%	660	560	83%	660	534	79%	660	533	77%	660	588	89%
Jefferson	Middle	7-8	90%	608	70%	873	608	70%	873	609	70%	873	563	64%	873	548	63%
Johnson	Middle	7-8	90%	610	57%	1,064	610	57%	1,064	698	66%	1,064	753	71%	1,064	825	78%
Kennedy	Middle	7-8	90%	869	67%	869	869	67%	869	687	79%	869	669	77%	869	677	78%
Madison	Middle	7-8	90%	446	57%	781	446	57%	781	484	62%	781	476	61%	781	593	76%
McKair	Middle	7-8	90%	365	59%	616	365	59%	616	354	57%	616	337	55%	616	347	56%
Southwest	Middle	7-8	90%	920	75%	1,230	920	75%	1,230	1,127	92%	1,230	1,174	95%	1,230	1,285	100%
Stone	Middle	7-8	90%	668	62%	1,076	668	62%	1,076	823	76%	1,076	890	83%	1,076	977	91%
Middle Totals				10,323	7,314	10,323	7,367	7,729	10,323	7,893	8,072	10,382	6,072	10,382	8,631		

Middle School Concurrency Service Areas																		
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	1,525	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	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	1,428	77%	1,852	1,402	76%
Jr / Sr High Totals				5,394	4,062		5,394	4,070		5,394	4,060		5,394	3,874		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	1,129	78%	1,451	1,164	80%	1,451	1,158	80%
Bayside	High	9-12	95%	2,263	1,885	83%	2,263	1,885	83%	2,263	2,089	93%	2,263	2,175	96%	2,263	2,371	100%
Eau Gallie	High	PK, 9-12	95%	2,221	1,582	71%	2,221	1,582	71%	2,221	1,625	73%	2,221	1,631	73%	2,221	1,693	76%
Heritage	High	9-12	95%	2,314	2,055	89%	2,314	2,055	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	2,248	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	1,457	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	1,485	56%	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	1,669	93%	1,836	1,693	93%	1,836	1,620	88%
Satellite	High	PK, 9-12	95%	1,527	1,518	99%	1,527	1,536	99%	1,527	1,413	91%	1,527	1,359	88%	1,527	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	1,316	73%	1,813	1,322	73%
Viera	High	PK, 9-12	95%	2,141	2,289	107%	2,141	2,289	107%	2,141	2,417	113%	2,141	2,579	120%	2,141	2,664	124%
High Totals				22,555	18,528		22,912	18,964		22,912	19,176		23,007	19,441		23,221	19,793	

Schools of Choice (Not Concurrency Service Areas)																		
Freedom 7	Elementary	K-5	100%	475	403	85%	475	414	87%	475	414	87%	475	414	87%	475	414	87%
Stoverson	Elementary	K-5	100%	569	506	89%	569	508	89%	569	508	89%	569	508	89%	569	508	89%
South Lake	Elementary	K-5	100%	481	434	90%	481	453	94%	481	489	102%	481	507	105%	481	529	110%
West Melbourne	Elementary	K-5	100%	618	549	89%	618	552	89%	618	588	95%	618	606	98%	618	624	101%
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%
West Shore	Jr / Sr High	7-12	90%	1,264	950	74%	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		4,636	3,899		4,836	3,935		4,836	3,975	
Brevard Totals				84,971	64,132		85,526	64,706		85,900	66,435		86,296	67,227		86,840	68,418	

Notes

- 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.
- Student Membership is reported from the Fall Final Membership Count (10/14/2022).
- Davis Demographics Schools Site Enrollment Forecasting Extension for ArcSIS 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
- Davis Demographics estimates are then adjusted using the following factors:
 - Current From/To attendance patterns are assumed to remain constant.
 - Nonrelocated student addresses are assumed to continue in their attendance schools.
 - Charter School Growth.
- 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.
- 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.
 - Primary relocatable classrooms are Grades K-3 = 18 student stations, Intermediate (Grades 4-8) relocatable classrooms = 22 student stations, and High School (Grades 9-12) relocatable classrooms = 25 student stations.

For school year 2024-25, an 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), Riviera (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 (1), Jupiter (2), Viera E (2), Sunrise (2), and Westside (3) Elementary Schools. 9 High School relocatable classrooms are proposed for Bayside (5) and Viera (4) High.

For school year 2027-28, a total of 15 intermediate classrooms are projected for Royal Allen (1), Imperial Estates (2), Jupiter (3), Riviera (2), Viera E (2), Sunrise (2), and Westside (3) Elementary Schools. 9 High School relocatable classrooms are proposed for Viera High School.

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.

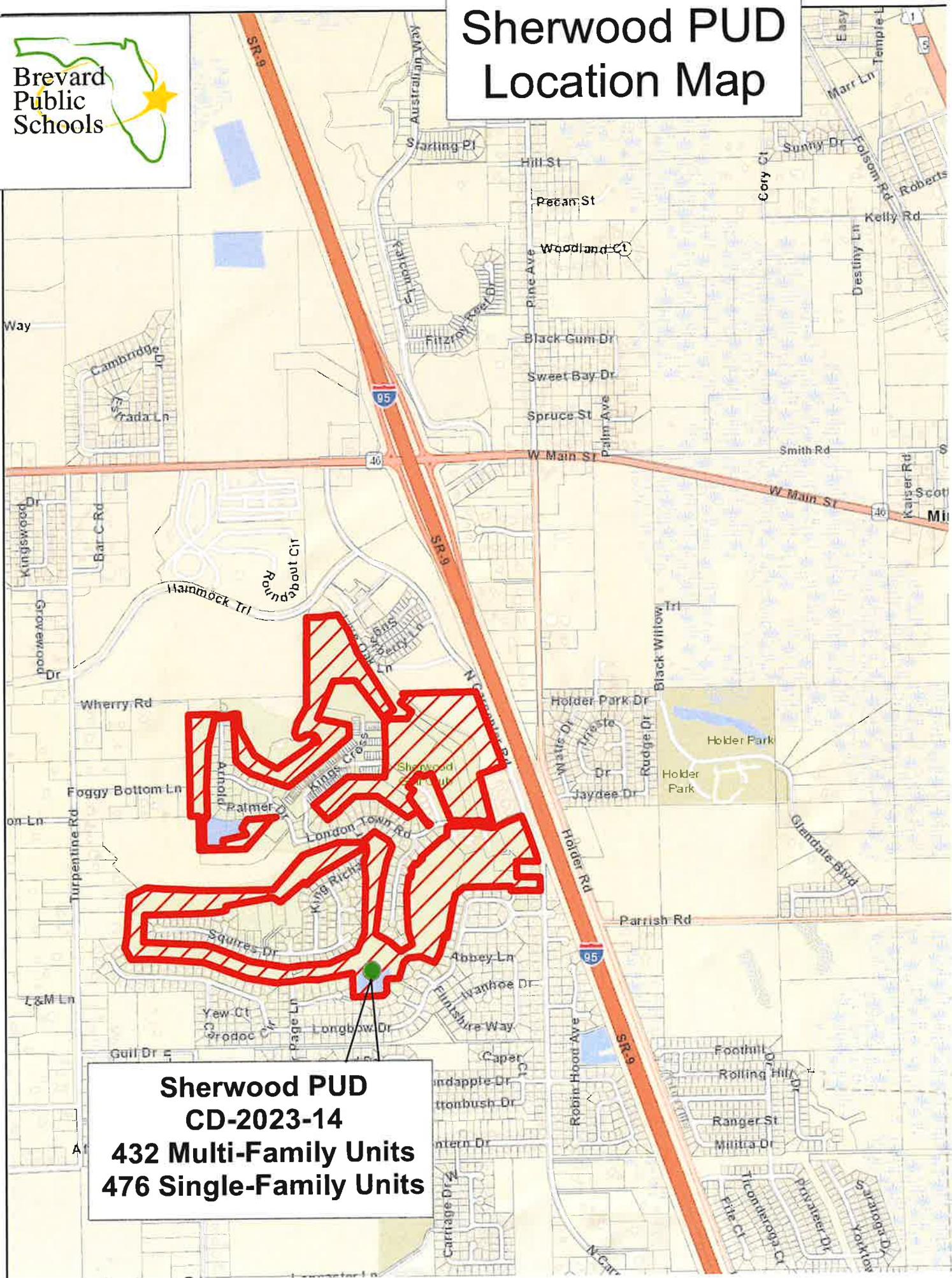
8. A classroom addition is planned for construction at South Lake Elementary School for 2023-24. The factored capacity is adjusted for the proposed 176 student stations.

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.



Sherwood PUD Location Map



Sherwood PUD
CD-2023-14
432 Multi-Family Units
476 Single-Family Units

From: [Jan McMillen](#)
To: [Commissioner, D1](#)
Subject: 9/5/24 Final Zoning Mtg
Date: Tuesday, September 3, 2024 4:47:19 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Ms. Rita Pritchard,

I'm writing to you regarding the Villas of Sherwood and Sherwood Golf Club (File 7087 & 7088) rezone requests. As of the last meeting on 8/12/24 on these two items, it was noted that several studies have not been completed. I think it's very important to have these completed and available for all citizens who may want to review the final results prior to approval. Therefore, please consider delaying your vote until these reports are final.

Thank you in advance for your consideration.

Janice McMillen
4831 Squires Dr
Titusville, FL 32796
321-591-9574
Janmcmillen2@gmail.com

Sent from my iPhone

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To: [Commissioner, D1](#)
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Thank you in advance for your consideration.

Janice McMillen
4831 Squires Dr
Titusville, FL 32796
321-591-9574
Janmcmillen2@gmail.com

Sent from my iPhone

Jackson, Desiree

From: MJalovecky6@cfl.rr.com
Sent: Saturday, January 7, 2023 1:55 PM
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Say NO to Sherwood proposed development

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Commissioner Rita Pritchett, Commissioner Tom Goodson, Commissioner John Tobia, Commissioner Rob Feltner, Commissioner Kristine Zonka:

I am writing to request that you VOTE NO on the proposed housing development that is currently under consideration for the property formerly known as SHERWOOD GOLF CLUB located at 4335 London Town Rd, Titusville, FL. The proposed development is huge!! I have lived in the Sherwood neighborhood for over 32 years. It is a community that is totally built out. The addition of even ONE MORE housing unit (home, condo, or apartment) will push the neighborhood to a density that is unadvisable for many reasons, including flooding possibility that increases with the addition of more housing units.

I respectfully request that you VOTE NO on any and all proposed development in the Sherwood area off of North Carpenter Road in Titusville, FL.

Thank you for your consideration.

Sincerely,
Margaret A. Jalovecky
4380 Pondapple Drive
Titusville, FL 32796

Jackson, Desiree

From: Lisa McAlpine <lismcalpine@gmail.com>
Sent: Saturday, December 9, 2023 4:43 PM
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D5; Commissioner, D4
Subject: sherwood

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello,

Writing once again to ask what you might know about the proposed development of Sherwood golf course.

Issues to consider are many including

water- is there capacity to handle more use? This issue was brought up years ago and I can't imagine it has gotten better.

traffic- Can we handle double the amount of daily traffic on Carpenter Road? Where are all the additional access roads going to affect the present neighborhood?

safety : our sidewalks are not maintained now, nor is the ongoing project on the underground pipes finished after over one year.

drainage into existing neighborhoods is a realistic concern though the developers did not think so.

When will the rezoning issue come up please? The existing community will be greatly impacted by this proposed development which will double the size of our population here. The developer is only communicating with those homeowners abutting the property, not the entire neighborhood which will also be affected.

Are there considerations being made for our Mims volunteer fire department, and the local schools which are already at capacity?

Already the traffic lights on 46 are causing issues, the grass/trees along Carpenter Road are not maintained, nor are the sidewalks.

Lisa

lismcalpine@gmail.com

Jackson, Desiree

From: Jan McMillen <janmcmillen2@gmail.com>
Sent: Wednesday, September 4, 2024 2:26 PM
To: Commissioner, D2
Subject: 9/5/24 Final Rezoning Meeting - Sherwood

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Ms. Tom Goodson

I'm writing to you regarding the Villas of Sherwood and Sherwood Golf Club (File 7087 & 7088) rezone requests. As of the last meeting on 8/12/24 on these two items, it was noted that several studies have not been completed. I think it's very important to have these completed and available for all citizens who may want to review the final results prior to approval. Therefore, please consider delaying your vote until these reports are final.

Thank you in advance for your consideration.

Janice McMillen
4831 Squires Dr
Titusville, FL 32796
321-591-9574
Janmcmillen2@gmail.com
Sent from my iPhone

Jackson, Desiree

From: Erdman, Thomas F. (MSFC-XP04)[Consolidated Program Support Services (CPSS PP&C)]
<thomas.f.erdman@nasa.gov>
Sent: Tuesday, April 4, 2023 12:39 PM
To: Commissioner, D2; D3.Commissioner@BrevardFL.gov; Commissioner, D4; Commissioner, D5
Subject: Petition to Save Sherwood
Attachments: Save sherwood to commisoners .docx

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Commissioners Tom Goodson district 2, John Tobia District 3, Rob Feltner District 4, and Kristine Zonka District 5, I am sending this email and attached letter for your information. I am sending Rita Pritchett a hard copy that will include the petition and all of the 627 people that has singed the petition in Sherwood area. As you can read in the letter, building the proposed homes that the developer would like to build on and around the golf course would be very detrimental for homeowners and the infrastructure. I would like to make sure that we part of the Sherwood community do have our voices heard and ask that we have our opportunity to explore options that can be a win win for all.

Tom Erdman
321-289-2910

Jackson, Desiree

From: MJalovecky6@cfl.rr.com
Sent: Thursday, May 18, 2023 7:29 PM
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Proposed Development of Sherwood property FKA Bent Oak Golf Club

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello Rita Pritchett, Tom Goodson, John Tobia, Rob Feltner, and Kristine Zonka:

I am writing to respectfully request you to stop the rezoning of the Sherwood property in north Brevard County FKA Bent Oak Golf Club.

Flooding is already an issue in the neighborhoods abutting the former golf course. I personally know of several homes that have sustained serious damage and great loss of personal property due to severe flooding more than once in the last few years. The proposed addition of 900 Family Units with Zero Lot Lines will seriously exacerbate the flooding issues in Sherwood.

I also ask that Brevard County conduct another study to determine the feasibility of providing potable water to this many additional residential units. It is my understanding that the last water availability study was conducted in 2007.

It would be a great benefit to the Brevard County Commission to have the knowledge an updated study would provide before making a decision to rezone this property for the out of state developer's desires.

In addition, it would be wise to investigate whether there is protected wildlife in the old golf course property and the surrounding area.

Please consider the long-time Brevard County residents who will be negatively impacted by this proposed rezoning and subsequent development.

Thank you.
Sincerely,
Margaret Jalovecky
Titusville, FL

Jackson, Desiree

From: Cheryl Strausburg <sherrillspenser@yahoo.com>
Sent: Wednesday, September 4, 2024 1:00 PM
To: Commissioner, D2
Subject: Rezoning of Sherwood Golf Course

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear sir,

I am writing to ask you respectfully to consider postponing the vote for re-zoning of Sherwood Golf Course, until after the new commission has been voted in. This area has been my home for many years, and I firmly believe the proposed construction will change the character of the entire neighborhood.

Sincerely,

Mrs. Cheryl George
4302 Pondapple Dr
Titusville, FL 32796

From: [Jan McMillen](#)
To: [Commissioner, D4](#)
Subject: 9/5/24 Final Rezoning Mtg - Sherwood
Date: Wednesday, September 4, 2024 2:29:46 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Ms. Rob Feltner

I'm writing to you regarding the Villas of Sherwood and Sherwood Golf Club (File 7087 & 7088) rezone requests. As of the last meeting on 8/12/24 on these two items, it was noted that several studies have not been completed. I think it's very important to have these completed and available for all citizens who may want to review the final results prior to approval. Therefore, please consider delaying your vote until these reports are final.

Thank you in advance for your consideration.

Janice McMillen
4831 Squires Dr
Titusville, FL 32796
321-591-9574
Janmcmillen2@gmail.com

From: LSTUART12@cfl.rr.com
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Sherwood Golf Course, 23SS00005 and 23Z00035
Date: Wednesday, September 4, 2024 7:30:49 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Larry and Deborah Stuart
2535 Shady Oaks Dr.
Titusville, Fl. 32796
lstuart12@cfl.rr.com
321-267-6060
September 4, 2024

Brevard County Board of Commissioners
2725 Judge Fran Jamieson Way
Viera, FL 32940

Dear Commissioners,

Subject: Opposition to the Development of the Former Sherwood Golf Course, 23SS00005 and 23Z00035

We are writing to strongly oppose the proposed development of the former Sherwood Golf Course into a multifamily housing complex. Introducing hundreds of single and multifamily units into a neighborhood of single-family homes will have serious repercussions for our community. This large-scale project would drastically increase traffic on not only Carpenter Road but also possibly adding over 1,000+ vehicles that would pass two schools daily on Dairy Road, putting children's safety at risk and worsening already congested roads. Moreover, the development would strain our water and sewage systems, disrupt local wildlife habitats, lower property values, and alter the character of both Titusville and Mims. Our schools, which are already under pressure, would not be able to accommodate the significant rise in students. This project is not suited to our community and would create long-term, negative impacts on the quality of life for current residents. I urge you to reject this proposal in order to safeguard the safety, environment, and well-being of our neighborhoods

Sincerely,
Larry and Deborah Stuart

From: [Cheryl Strausburg](#)
To: [Commissioner, D4](#)
Subject: Rezoning Sherwood Golf Course
Date: Wednesday, September 4, 2024 12:54:18 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear sir,

I am writing to ask you respectfully to consider postponing the vote for re-zoning of Sherwood Golf Course, until after the new commission has been voted in. This area has been my home for many years, and I firmly believe the proposed construction will change the character of the entire neighborhood in a negative manner.

Sincerely,

Mrs. Cheryl George
4302 Pondapple Dr
Titusville, FL 32796

From: [Michelle Grizzle](#)
To: [Commissioner, D4](#)
Subject: Substantial Concerns
Date: Thursday, September 5, 2024 12:46:12 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I have substantial concerns regarding the proposed rezoning for the following reasons, requesting a delayed vote on Sept 5, 2024 and for Rita Pritchard to recuse herself due to monies collected/bias of financial gains instead of the following concerns of my fellow neighbors living in Sherwood below:

1. Posted Agenda for meeting 5 days prior to 9/5 has not been met.
2. This rezoning request contradicts the existing Sherwood Neighborhood Plan.
3. Existing flooding risks will grow.
4. Excessive traffic congestion and safety concerns are likely.
5. Further overcrowding of School capacity is likely. No educational impact study has been conducted.
6. Environmental impact of the planned development has not been assessed.
7. Emergency Services and safety response times will likely decrease.

The seven issues above are vitally important to the residents of the Sherwood Neighborhood. I respectfully insist that this rezoning request be denied. Thank you for your consideration of this request and your work to create overall public good and quality education.

Michelle Grizzle
Titusville

From: randt1@cfl.rr.com
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Former Sherwood Golf Course, 23SS00005 and 23Z00035
Date: Wednesday, September 4, 2024 7:20:46 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Rick and Tara Schmidt
2645 Smokey Ln.
Titusville, Fl. 32796
randt1@cfl.rr.com
407-924-6706

September 4, 2024

Brevard County Board of Commissioners
2725 Judge Fran Jamieson Way
Viera, FL 32940

Dear Commissioners,

Subject: Opposition to the Development of the Former Sherwood Golf Course

We are writing to express our strong opposition to the proposed development of the former Sherwood Golf Course into a multifamily housing project. This plan to introduce hundreds of multifamily homes in an area currently composed of single-family homes will have severe consequences for our community. Such a large-scale development would significantly increase traffic congestion, particularly along Dairy Road, where over 1,000 additional vehicles would pass by two schools daily. This surge would put our children at risk and further burden our already strained roadways. Additionally, this development will overwhelm our water and sewage infrastructure, increase crime, disrupt local wildlife, and negatively impact home values and the character of both Titusville and Mims. The surrounding schools, already stretched thin, would be ill-equipped to handle the influx of new students. This development is simply not appropriate for our community and would have long-lasting negative effects on the residents who live here. I urge you to reject this proposal in the interest of preserving the safety, environment, and quality of life in our neighborhoods.

Sincerely,
Rick and Tara Schmidt

From: [Cheryl Strausburg](#)
To: [Commissioner, D1](#)
Subject: Rezoning Sherwood Golf Course
Date: Wednesday, September 4, 2024 1:06:36 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Ms. Pritchett,

I am writing to ask you respectfully to consider postponing the vote for re-zoning of Sherwood Golf Course, until after the new commission has been voted in. This area has been my home for many years, and I firmly believe the proposed construction will be detrimental for the entire neighborhood.

Sincerely,

Ms. Cheryl George
4302 Pondapple Dr
Titusville, FL 32796

From: [Michelle Grizzle](#)
To: [Commissioner, D1](#)
Subject: Substantial Concerns
Date: Tuesday, September 3, 2024 12:27:23 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I have substantial concerns regarding the proposed rezoning for the following reasons, requesting a delayed vote on Sept 5, 2024 and for Rita Pritchard to recuse herself due to monies collected/bias of financial gains instead of the following concerns of my fellow neighbors living in Sherwood below:

1. Posted Agenda for meeting 5 days prior to 9/5 has not been met.
2. This rezoning request contradicts the existing Sherwood Neighborhood Plan.
3. Existing flooding risks will grow.
4. Excessive traffic congestion and safety concerns are likely.
5. Further overcrowding of School capacity is likely. No educational impact study has been conducted.
6. Environmental impact of the planned development has not been assessed.
7. Emergency Services and safety response times will likely decrease.

The seven issues above are vitally important to the residents of the Sherwood Neighborhood. I respectfully insist that this rezoning request be denied. Thank you for your consideration of this request and your work to create overall public good.

Michelle Grizzle

From: [Terri Goodwin](#)
To: [Commissioner, D1](#)
Subject: This is not acceptable
Date: Tuesday, July 30, 2024 11:10:13 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

This placement is underhanded at most. They place in high grass so would not be seen this is political and very sad for our community.

REZONING NOTICE

23Z00035

The Brevard County Planning & Zoning Board will hold a public hearing at 3:00 P.M. on AUGUST 12, 2024, at the Brevard County Government Center, 2725 Judge Fran Jamieson Way, Viera, FL, to consider the proposed zoning action on the property as indicated below:

Owner: VILLAS OF SHERWOOD, INC.; SHERWOOD GOLF CLUB, INC. AND TRSTE, LLC

Present Zoning: GU, AU, EU, SR, RU-1-11, RU-1-13, RU-2-10, RU-2-15, AND PUD WITH TWO EXISTING BDP'S

Acreage: 137 +/-

Requested Action: APUD (PLANNED UNIT DEVELOPMENT) AND REMOVAL OF EXISTING BDP'S

The recommendation from the aforementioned public hearing will be presented to the County Commission at 5:00 P.M. on SEPTEMBER 5, 2024, at the Brevard County Government Center, 2725 Judge Fran Jamieson Way, Viera. Interested parties are invited to appear and be heard. Written comments filed with the Brevard County Zoning Official, Brevard County Government Center, 2725 Judge Fran Jamieson Way, Viera, FL 32940 will be considered.

Removal of the sign prior to MB FEB 2024 is illegal and

From: [cbeitel](#)
To: [Commissioner, D1](#)
Subject: Commission vote on Sherwood Golf Course
Date: Tuesday, August 20, 2024 1:42:45 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Madame Commissioner

Now that Planning and Zoning has given their blessing to the disastrous future of Sherwood Golf Course to be turned into multi family units that will wreak havoc on not only the neighborhood, but also drainage, service water capacity, and traffic, I hope that you will make it your legacy vote to campaign against this expansion and vote "NO" to allowing these developers to build on this land. If might think differently if they were all at least 1/4 acre lots with single family homes. But this is a terrible idea. Growth like this is what is killing Titusville and Mims. Please vote down this issue and leave a positive legacy for your time in office.

Thank you

Chuck Beitel
4915 Carodoc Circle
Titusville, Florida 32796

Sent via the Samsung Galaxy S22 Ultra 5G, an AT&T 5G smartphone

From: tk70rt@aol.com
To: [Pritchett, Rita](#)
Subject: Golf course rezoning
Date: Wednesday, August 14, 2024 1:59:54 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Commissioner

600 new homes in Sherwood, really a bad idea, overcrowding, new schools, county services, environmental impacts, county Sheriff , county rescue , trash will all be strained. The developer is selling you a bridge . Already on 46 the adult community 1st developer went under after causing dirty water to enter 6 mi creek and all the talk about cleaning the lagoon .

Timothy Kertz
Fawn lake

[Sent from AOL on Android](#)

From: patmslrm@comcast.net
To: [Champion, Kristen](#)
Cc: [Commissioner, D1](#)
Subject: Change of Zoning on property owned by Villas of Sherwood Titusville, et al.
Date: Friday, August 9, 2024 2:33:56 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

RE: ID #23SS00005 & 23Z00035

Dear Brevard County Commissioners:

In response to a notice received in the mail, we would like to express our disapproval of and opposition to the proposed change to the zoning classification of the 37 acres located on the west side of N. Carpenter Rd., approximately 0.20 mile north of London Town Rd., in the Mims area.

Currently, this land, reference above is land specified for a golf course. The request listed on the notice states: "All RES 15 (Residential 15) and all PUD w/removal of existing BDP's". This request is nonspecific as it fails to mention what the future zoning will entail. There has been some discussion that the new zoning request will allow the building of multi-family residences.

We are against changing the current character of the neighborhood for the following reasons:

1. this will increase traffic in the area;
2. it will increase noise and diminish the serenity of the neighborhood, which was a significant reason for our purchase of the property;
3. with additional housing replacing what is currently a golf course, there may be an adverse effect on the value of our property because the aesthetics of the neighborhood will have changed;
4. it does not appear that a feasibility study has been conducted regarding what effect the additional housing will have on crime in the area; and,
5. it does not appear that a needs assessment has been conducted to determine the need for this type of multi-family housing development in this part of the county.

Therefore, we recommend that Brevard County Board of County Commissioners deny the request for rezoning the aforementioned property. We further recommend that to ensure the tranquility of the neighborhood as well as the aesthetics of the neighborhood, the County should consider the purchase of the property for the purpose of operating it as a county owned golf course. If that is not feasible, then a park or open space be considered. Finally, discussion with the current owner(s) should include their need to maintain this as a golf

course.

Sincerely

Patricia S Lynch & R. Jonathan Lynch
1995 King Richard Dr.
Titusville FL



County Commissioners,

I am writing you to again bring to your attention the concerns that we in the Sherwood Community have about the potential for a developer to try and build single and multifamily homes on the golf course and surrounding land. The Save Sherwood group started a petition to unite the local community against building homes (attached is the petition letter). So far, we have 627 signatures on the petition (copy of all signatures are attached for Commissioner Rita Pritchett).

I understand that nothing has yet been submitted to the county for potential rezoning the golf course or building homes on the golf course. However, a primary plan was provided to the Eagle Point Homeowners Association by Ballarena Construction in mid-2022. I have talked to the VP of Operations, and she confirmed that they are still working on the plans for building in Sherwood and will be setting up a meeting with the community to discuss their plans. I am writing this letter to you to let you know that we in the Sherwood community are not in favor of building houses on the golf course but understand that the possibility of it is becoming a golf course again is not viable and is unrealistic to expect the owner to keep paying for it with no return. I would like to look at all options including a combination of options: 1) Homeowners that live on golf course buy property behind their houses; 2) Brevard County have a small park on part of golf course; 3) work with Royal Oak Ministries or other charity groups; 4) Nature preserve; 5) build on a portion of the property. If the decision is made to allow a developer to build on the golf course, we have a number of questions we would like to make sure get answered:

1. How will building new houses that meet the new building codes which states that house shall be 24" above the crown of the road, affect existing houses that are not as high. During hurricane Ian we had a number of houses in the community that experienced water up to and in their houses. Building these new houses will only exacerbate the issue. Yes drainage can be added but those of us who have lived in the area for many years have already seen how this has caused problems.
2. A number of us bought our house on the golf course and paid extra to live on the golf course and not have a house behind us. Building homes on the golf course will lower all these home values.
3. The effect of these new single family and multifamily homes will have on the infrastructure in North Brevard will be detrimental. We already have a number of new, large scale home developments already approved in north Brevard.
4. Wildlife in this area will be negatively impacted. There are many species of wildlife that currently make their home on the golf course. These animals would be displaced if not killed.

We understand that this may be premature, but prior to the developer presenting plans and a zoning meeting being scheduled, we wanted to make sure that all the County Commissioners and other representatives are aware that the homeowners in Sherwood oppose homes being built on the golf course. We also understand that this is not an all or nothing situation and if we all work together, we can try and make it a positive outcome for the County and the current homeowners. Mrs. Pritchett, I am asking that we set up a day and time when two or three of us can sit down and talk our concerns and potential solutions. Please give me a call at 321-289-2910 to set up meeting.

A handwritten signature in black ink, appearing to read 'Tom Erdman', written over a horizontal line.

Tom Erdman

4791 Squires Dr

Titusville, FL 32796

321-289-2910

Email:AUTom3@aol.com

CC: Congressman William Posey

Representative Chase Tramont

Brevard Zoning Board and Brevard County Commissioners,

Subject: Save Sherwood

This petition is requesting that the Brevard County rezoning board and Brevard County commissioners reject any request from developers to rezone the defunct Sherwood golf course to single family and multi-family homes. Building homes and a road on the golf course will have several negative affects to all that live in the Sherwood community:

Building of homes and townhomes

- 1. Will reduce home values**
- 2. Will exacerbate flooding the community has seen over the years:**



- 3. Will affect the natural wildlife that exist on and around the golf course, including protected animals like Bald Eagles, Gopher Turtles, and Sandhill Cranes.**
- 4. Will impact the Total Maximum Daily Pollutants (TMDP) that can then flow into the Saint John, Indian River and water wells in the area.**
- 5. The infrastructure in North Brevard is not set up to handle all the additional building projects that are projected across all North Brevard.**

We, the North Brevard Sherwood community, ask that you vote NO to rezoning Sherwood Golf Course.

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
James Williams		4248 Pondapple Dr	321-506-4562
Amy Williams		4248 Pondapple Dr.	321-360-8265
Chad Lee Bae		4254 Pondapple Dr	321-302-1853
Karen Ogden		4272 Pondapple Dr	321-427-8568
Thermy George		4302 Pondapple Dr	239-898-4448
Al George		4302 Pondapple Dr	239-284-3649
Phyllis Roberts		4339 Pondapple Dr.	321-693-8706
Barbara Clift		4207 Pondapple Dr	321-432-8097
John R Clift		4207 Pondapple Dr	321-432-8097
Judi Nelson		4213 Pondapple Dr	321-607-2900
Tramans Martin		4213 Pondapple Dr	321-288-5128
Evangeline Kay		4206 Pondapple Dr	321-960-9294
Stephanie Lird		4237 Pondapple Dr	407-748-7687
Caleb C. MO		4237 Pondapple Dr	407-276-4193
Steve Jones		4362 Pondapple Dr.	321-271-6755
Diffany Jones		4362 Pondapple	407-416-2784
Ruby Ebright		4319 Caper Ct	321-474-0531
Jack Ebright		4319 Caper	321-474-0531
SANDRA KOERNER		4325 CAPER CT	321-749-2700
Mary Ann Vigliotti		4331 Caper Ct	321-537-6098
Michael Vigliotta		4331 Caper Ct	321-225-8482
Russell N. KRAFT		4337 CAPER CT	321-268-3691
DAT FISHER		4343 CAPER CT	321-863-3821
Candice Gross		4355 Raper Ct	321-747-5957
Cheryl Camero		4330 Caper Ct	321-225-4390
Eva Koerner		4325 Caper Ct	321-591-6831
JOANN BAXTER		4324 CAPER CT	321-267-5925

LAyle
POMER

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
John Oxendine	<i>John Oxendine</i>	1989 Arnold Palmer	321-863-2133
Dennie Oxendine	<i>Dennie Oxendine</i>	1989 Arnold Palmer	321-514-6624
John Campbell	<i>John Campbell</i>	4522 Bent Hogan Way	321-266-7815
BRETT RAULERSON	<i>Brett Raulerson</i>	2058 ARNOLD PALMER	321-571-3788
BART SPANLER	<i>Bart Spanler</i>	2068 ARNOLD PALMER	321-223-1434
ANDREA SPANLER	<i>Andrea Spanler</i>	2068 ARNOLD PALMER	321-795-8331
BRANDON BUEKE	<i>Brandon Bueke</i>	2108 ARNOLD PALMER	407.446.1978
Helen Alboth	<i>Helen Alboth</i>	2118 Arnold Palmer	857-869-2891
TASTEN			
Shawn Richmond	<i>Shawn Richmond</i>	2158 Arnold Palmer	910 536-8495
Amanda Richmond	<i>Amanda Richmond</i>	2158 Arnold Palmer	910 758 8106
George Long	<i>George Long</i>	2179 Arnold Palmer	239 565-7486
PATRICIA LONG	<i>Patricia Long</i>	2179 Arnold Palmer	239 464-9806
JAY BECKER	<i>Jay Becker</i>	2149 Arnold Palmer	407-366-6566
Genny Becker	<i>Genny Becker</i>	2149 Arnold Palmer DR	407-467-4998
Carrie Marker	<i>Carrie Marker</i>	2139 Arnold Palmer Dr	717-513-9581
John Morrison	<i>John Morrison</i>	2129 Arnold Palmer	386-402-0130
Vanessa Under Woffe	<i>Vanessa Under Woffe</i>	2109 Arnold Palmer Dr	360-539-3318
Lisa Bellemore	<i>Lisa Bellemore</i>	4541 Bent Hogan Way	352-4426316
David Bellemore	<i>David Bellemore</i>	4541 Bent Hogan Way	352-238-2982
LIADA WEASIER	<i>Liada Weasier</i>	4542 Bent Hogan Way	321-412-2738
James Webster	<i>James Webster</i>	4542 Bent Hogan Way	321-412-2927
Michelle Labarre	<i>Michelle Labarre</i>	4552 Bent Hogan Way	484-844-3059
STEVE LABARRE	<i>Steve Labarre</i>	4552 Bent Hogan Way	484-866-3058
Sandy Morgan	<i>Sandy Morgan</i>	2129 Arnold Palmer	386-689-0467
Kenneth Newman	<i>Kenneth Newman</i>	4762 Longbow Dr.	321-271-5895
TERRY HOFFMAN	<i>Terry Hoffman</i>	4766 Longbow	573-631-6955
Melaine Johnson	<i>Melaine Johnson</i>	4790 Longbow	321-603-7582
Lisa Chase	<i>Lisa Chase</i>	4550 Longbow	321-437-7962
Carl Chase	<i>Carl Chase</i>	4556 Longbow	321 258 8158

of Longbow

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
RHONDA HARRELL	Rhonda Harrell	4158 Kings Cross	321.267.1165
and		4500 Longwood Dr.	" "
Gary Camm	Gary Camm	4917 Carolan Cir	321-501-6011
Damien Henderson	Damien Henderson	2111 Foggys Bottom Ln	407-697-8010
Trena Henderson	Trena Henderson	2111 Foggys Bottom Lane	(407) 488-4522
Pete Metzger	Pete Metzger	4227 Will Scarlet	864 419 6153
KAY COOPER	Kay Cooper	4227 Will Scarlet	321 480 7745
Steve Ellenbrook	Steve Ellenbrook	4445 Lombard Rd	321-271-5913
Sherrienne Larson	Sherrienne Larson	1925 Fosse Way	321-269-5921
Joyce Baker	Joyce Baker	2022 King Richard Dr.	722-338-4072
Marian Towne	Marian Towne	4300 Swanhoe Dr.	321-267-9505
Alan Towne	Alan Towne		(321) 480-9436
C. Robert Britton	C. Robert Britton	7015 Londontown Ln.	(256) 746-6296
Kristy Moore	Kristy Moore	2035 King Richard	321-268-8211
Cathy Peninger	Cathy Peninger	4395 Londontown Rd	863-514-7298
Marie Thatterson	Marie Thatterson	2050 King Richard	225-8468
Therese Ryff	Therese Ryff		
Jim DeLong	Jim DeLong	4500 Londontown Rd	321-222-8111
DAVID IRVINE	David Irvine	3069 LANTERN CT.	561-427-4999
Andrea Irvine	Andrea Irvine	3069 Lantern Ct	321-747-8444
William Travis Moore	William Travis Moore	4341 Longbow Dr.	321-591-6805
Tom Wilson	Tom Wilson	4370 Longbow Dr	321 536 3254
Levee Will	Levee Will	"	"
Suzanne Raulerson	Suzanne Raulerson	2058 Arnold Palmer Dr	321 615-5785
MARILYN BEAHOSKY	Marilyn Beahosky	1960 ADALE CT	805 216 3261
MICHAEL BEAHOSKY	Michael Beahosky	1960 ADALE CT	805 805 0270
ANN GRANGER	Ann Granger	1960 ADALE CT	586 284 4281
Faith Swenson	Faith Swenson	2036 N. Carpenter Rd.	321-269-2377
Geoff Swenson	Geoff Swenson	2036 N. Carpenter Rd	321-269-2377
Sosh Swenson	Sosh Swenson	2036 N. Carpenter Rd.	321.222.8246
Ann Swenson	Ann Swenson	2036 N. Carpenter Rd	321.591.1650

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
Paishonda Leonard	P. Leonard	2066 King Richard	321-917-4801
Richard H. Leonard	R. Leonard	2066 King Richard	321-205-8638
James S. North	J. North	4949 Squires Dr	561-676-9267
Sandy North	S. North	4949 Squires Dr.	561-676-9268
Victor Daniel	V. Daniel	1979 Bedford Dr	321-292-9168
Mary Nebel	M. Nebel	2135 Kings Cross	321-508-2028
Anita Jordan	A. Jordan	4755 Longbow	321-210-1001
Anne Hallinan	A. Hallinan	4759 Longbow Drive	410-702-3832
Vicki Higdon	V. Higdon	2131 King Cross St.	321-269-7387
Russell Higdon	R. Higdon	" "	" " "
Arnold Capobianco	A. Capobianco	4494 Bowstring	321-269-1709
Jeffery Cashman	J. Cashman	1855 King Richard	407-446-7506
Pat Shraader	P. Shraader	4903 Squires Dr	321-349-9119
Quartimrick	Q. Quartimrick	4828 Squires	773-791-7191
Cocca L. Hartman	C. Hartman	450 London Town	321-291-1376
Melody Charlton	M. Charlton	4955 SQUIRES DR	321-961-2026
Tony Hefner	T. Hefner	2133 Kings Cross	606-780-6162
Janice McMillan	J. McMillan	4831 SQUIRES DR.	321-591-9564
Wilfredo Santos	W. Santos	4510 London town rd	69-886-8579
Kenna Braxton	K. Braxton	4510 London town rd	619-467-9448
Brian Veilleux	B. Veilleux	4435 London town	321-344-7222
Pat Braxton	P. Braxton	4471 Squires Dr	321-267-6446
April Devane	A. Devane	4490 Bowstring Ct	714-330-7276
Heather Daniel	H. Daniel	1979 Bedford Dr	237-336-4021
Robert Fox	R. Fox	4247 will scarlet	321-693-5062
Justin Mars	J. Mars	4481 Longbow Dr	312-228-6924
Michael Arditt	M. Arditt	4495 Bowstring Ct	714-318-0594
Brittany Fox	B. Fox	4247 will scarlet	321-704-2222
Joanne Capobianco	J. Capobianco	4494 Bowstring Ct	321-269-1700
Tom Clayburgh	T. Clayburgh	4521 Cranberry	321-607-2020
Kih Lefore	K. Lefore	4448 Bowstring Ct	561-596-5780

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
Dale Morn	Dale Morn	4371 Sugarberry Ln	321-986-7938
BRAD POSTLETHWAITE	Brad Postlethwaite	4351 Sugarberry Ln	321-759-4076
Kyle POSTLETHWAITE	Kyle Postlethwaite	4351 Sugarberry Ln	321-759-4165
SCOTT PETERSON	Scott Peterson	4431 Sugarberry Ln	321-506-1760
Ray Eggeman	Ray Eggeman	4441 Sugarberry Ln	321-567-5322
MJRL LABAN	MJRL Laban	4451 SUGARBERRY	321-567-4046
Doris Ladawa	Doris Ladawa	4451 Sugarberry	321-567-4646
STARY STEVENSON	Stary Stevenson	4480 Sugarberry	321-537-6353
Wendy Smith	Wendy Smith	4511 Sugarberry	321-298-0867
Barry Smith	Barry Smith	4511 Sugarberry	321-298-0866
Carla Roca	Carla Roca	4490 Sugarberry	321-759-6301
Kara Schofield	Kara Schofield	4540 Sugarberry	561-601-4345
Michael Gray	Michael Gray	4550 Sugarberry Ln.	315-857-5051
Sheryl Gray	Sheryl Gray	4550 Sugarberry Ln	315-857-5050
MELBY BLAKE	Melby Blake	4541 SUGARBERRY LANE	321-267-3636
Tim Goodwin	Tim Goodwin	4767 Squires Dr.	321-607-1378
Teresa B. Goodwin	Teresa B. Goodwin	4767 Squires Dr.	321-759-7930
Jordan Barkhausen	Jordan Barkhausen	4309 Lantern	832-275-9808
Pearl B	Pearl B	4309 Lantern	832-000-0000
		Lantern	4th 15 MPH second zone
Cindy Perry	Cindy Perry	613 W Int 5 Parkway	386-252-5019
Barb Jernigan	Barbara Jernigan	4342 Lantern	321-223-1020
Doug Jernigan	Doug Jernigan	" "	" "
SHARON LARK	Sharon Lark	4341 Lantern	321-249-2035
JOEL SACKER	Joel Sacker	4309 Lantern	321-747-3227
JOHN HAVILL	John Havill	4309 Lantern	832-975-1537
Jo Gubryde	Jo Gubryde	4432 Lantern	
Wayne Lark	Wayne Lark	4402 Lantern	
Jamie Dieckmann	Jamie Dieckmann	4410 Lantern Dr	321-720-3124
Drew Dieckmann	Drew Dieckmann	4410 Lantern Dr	321-720-3125

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it:

Print Name	Signature	Address	Phone number
Karen Aills	Karen Aills	321-652-7170	4785 Squires
CATHY DeRusha	Cathy DeRusha	4775 SQUIRES DR	321-362-5964
Hollis Batchelor	Hollis Batchelor	305-877-2193	1951 Squires Ct.
Reine Tompkins	Reine Tompkins	155 Squires Ct.	321-255-8594
Gedde Tompkins	Gedde Tompkins	155 Squires Ct.	321-255-8594
Chris Enlow	Chris Enlow	1988 King Richard	321-607-6043
Frances Androsko	Frances Androsko	1994 King Richard	321-544-4415
STEPHEN ANDROSKO	Stephen Androsko	1994 King Richard	321-480-8612
Andrew Lynch	Andrew Lynch	1995 King Richard	860-951-6111
Wayne Aills	Wayne Aills	4785 SQUIRES DR	321-544-7172
Laurance Rhoads	Laurance Rhoads	2002 King Richard	321-289-3060
Joanne Rhoads	Joanne Rhoads	2002	" " "
Jacquie Hoffman	Jacquie Hoffman	2018 King Richard	321-431-4044
Kim Hoff	Kim Hoff	2018 King Richard	321-265-2287
FRANK KLINE	Frank Kline	1983 Bedford drive	321-385-2253
Elizabeth Kline	Elizabeth Kline	1983 Bedford Dr	321-360-2161
Robin Tafalla	Robin Tafalla	1972 Lance Ct.	321-289-2065
Melissa Montsano	Melissa Montsano	" "	386-624-5511
Nick Calasmano	Nick Calasmano	" "	" "
Ed. Schifano	Ed. Schifano	" "	" "
Victor Daniel	Victor Daniel	1979 Bedford	321-292-9168
JN Bauer	JN Bauer	1960 Bedford	828-406-0963
Deborah Bauer	Deborah Bauer	1960 Bedford	828-406-5477
Kelly Nobles	Kelly Nobles	4954 Squires DR	321-863-1997
Patricia Nobles	Patricia Nobles	4954 Squires DR	321-615-6766
Nicole Weston	Nicole Weston	4800 Archer Ct	407-585-9558
Henry Weston	Henry Weston	4800 Archer Ct	407-675-1984
JAMES STAMPER	James Stamper	4821 SQUIRES DR	321-614-6614
FRNEST SCHIFF	Ernest Schiff	4823 SQUIRES DR	321-481-1015
Robin Wolfe	Robin Wolfe	4825 Squires Dr.	321-417-2
Ronald Austin	Ronald Austin	4827 Squires Dr.	321-271-4115

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Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
Alan Grenville	Alan Grenville	2060 London Town Ln	907-888-0174
Denise Grenville	Denise Grenville	2060 London Town Ln	321-917-3835
Justin Deschaine	Justin Deschaine	4375 London Town Rd	321-537-2714
Melany Deschaine	Melany Deschaine	4375 London Town Rd	321 537 2714
Myron Guffin	Myron Guffin	4380 London Town Rd	321-607-1816
Kevin Campbell	Kevin Campbell	4370 London Town Rd	321 285 6929
Jeff Floyd	Jeff Floyd	4425 London Town	321 - 747-5970
Diane Floyd	Diane Floyd	4425 London Town	321-607-2861
James Holmes	James Holmes	4440 Londontown	321-291-8536
LAURA MORRIS	Laura Morris	4460 LONDONTOWN	321-269-6968
LONGSTRETH	John Longstreth	4420 London Town	321-383-1638
Patrick Etter	Patrick Etter	4415 Londontown Rd	321-268-0014
Sabrina Etter	Sabrina Etter	4415 Londontown rd	321-362-2323
Thondra Peterson	Thondra Peterson	4405 London Town	321-362-5175
Henrie Peterson	Henrie Peterson	4405 London Town	321-474-2876
Karen mansalillo	Karen Mansalillo	4509 London Town Rd	321-759-324
Robert Bines	Robert Bines	4509 London Town Rd	321 698-7066
Gerald Becky	Gerald Becky	4505 London Town Rd	321 291-1376
Brad Weiler	Brad Weiler	4396 Sherwood Forest Dr.	407-538-7420
Ashlynn Piker	Ashlynn Piker	4396 Sherwood Forest Dr	407-538-7420
ANDREW WATERS	Andrew Waters	4499 London Town Rd	321 403-6949
Jason Lenthorne	Jason Lenthorne	4495 London Town Rd	321-243-3670
Tian McAfee	Tian McAfee	4480 Londontown	321 353-9286
Wynne McAfee	Wynne McAfee	4480 London Town	321-355-9288
Wilfredo Santiago	Wilfredo Santiago	4510 London Town Rd	619-886-8579
BRENNAN HAZEL	Brennan Hazel	4355 London Town Rd	321-383-7582
Olivia Still	Olivia Still	4430 Londontown	321-704-5552
Karen Bishop	Karen Bishop	1996 Londontown Ln.	321-243-3946
Kayla Bishop	Kayla Bishop	1996 London Town Ln	321-477-6374
Betty Daniel	Betty Daniel		321 264-7390
Anthony Rivera	Anthony Rivera	4395 London Town RD.	863-574-4760

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
Hector Borrero	Hector Borrero	4291 Pondapple Dr	321-225-8261
Roseanne Borrero	Roseanne Borrero	4591 Pondapple Dr	321-698-5852
Carmen L. Paduano	Carmen L. Paduano	4297 Pondapple	321-264-4329
Ramesh C. Patel	Ramesh C. Patel	4303 Pondapple Dr	321-514-4288
Sumitran R. Patel	S.R. Patel	4303 Pondapple Dr	321-514-4288
David Pless	David Pless	4375 Pondapple Dr	407-256-5391
Kendra Pless	Kendra Pless	4375 Pondapple Dr	407-256-5391
Sara Sherman	Sara Sherman	4371 Pondapple	321-244-9471
Leah Wallace	Leah Wallace	4393 Pondapple	321-289-7347
Aly Videll	Aly Videll	4374 Pondapple Dr	321-591-8468
Diana Violette	Diana Violette	4374 Pondapple Dr	371-223-4363
Jacqueline Rossi	Jacqueline Rossi	4356 PONDAPPLE DR	(714) 334-1452
George Rossi	George Rossi	4356 Pondapple Dr	740 334-7077
Dy. M. Matthews	Dy. M. Matthews	4356 Pondapple Dr	321-246-1814
Janet Matthews	Janet Matthews	4338 Pondapple Dr	321-268-1762
Jan Peterscher	Jan Peterscher	4338 Pondapple Dr	321-268-1762
Linda Mathews	Linda Mathews	4356 Pondapple	321-246-7115
Wayne Matthews	Wayne Matthews	4350 Pondapple	321-264-0242
Robin Purris	Robin Purris	4308 Pondapple	321-412-0410
DAVID BURRIS	David Purris	4308 PONDAPPLE DR	321.431.3660
Ike Livingston	Ike Livingston	4285 Pondapple Dr	360-981-0075
Ashley Livingston	Ashley Livingston	4285 Pondapple Dr.	360-981-1687
Margaret Jalovecky	Margaret Jalovecky	4380 Pondapple Dr	321-223-3933
Kristi S. Pace	Kristi S. Pace	4279 Pondapple Dr	321-317-0906
Elizabeth Galfo	Elizabeth Galfo	4477 Lantern Dr	(321) 247-3038
MARK Galfo	Mark Galfo	4477 Lantern Dr	321-451-3077
RAY CLARK	Ray Clark	4237 PONDAPPLE DR	407-908-3420
GARY RUNDLAP	Gary Rundlap	4247 PONDAPPLE	321-561-3334
NATALIE VASSOLER	Natalie Vassoler	4460 Burren Bush Dr	321-213-4715
Rosa C. Santiago	Rosa C. Santiago	4212 Pondapple Dr	321-267-2851
Roy R. Presley	Roy R. Presley	4230 Pondapple	321-267-0076

Estates

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
Elizabeth Welle	<i>Elizabeth Welle</i>	4401 Longbow Dr	
Gary Judson	GARY JUDSON	189 Flintshire Ct	
Edgar Torres	<i>Edgar Torres</i>	1890 Tanager Ct	321-302-1840
William J. Christopher	<i>William J. Christopher</i>	4490 Long Bow Dr	321-423-7760
MARYAUN DeBUSMAN	<i>Maryann DeBusman</i>	4520 Longbow R.	321-327-96
BRUCE BARRY	<i>Bruce Barry</i>	4570 Longbow Dr	321-267-8335
Karen K Barry	<i>Karen K. Barry</i>	1913 FLINTSHIRE CT	703 966 4977
Dawn Brantly	<i>Dawn Brantly</i>	1913 Flintshire Ct	407-416-1078
Don Slayman	<i>Don Slayman</i>	4540 Longbow Dr.	321-267-1754
Tom Wilepall	<i>Tom Wilepall</i>	4541 Longbow Dr.	321-258-7893
Terri Wilepall	<i>Terri Wilepall</i>	4531 Longbow Dr	321-225-2892
Justin Morgan	<i>Justin Morgan</i>	4531 Longbow	321-225-9710
Terry Morgan	<i>Terry Morgan</i>	4481 Longbow Dr.	321-223-6924
Tiffany Bane	<i>Tiffany Bane</i>	4481 Longbow	321-511-8820
Kathy Maw	<i>Kathy Maw</i>	4481 Longbow Dr.	321-474-1353
Teresa Morgan	<i>Teresa Morgan</i>	4481 Longbow Dr.	321-200-5818
Justin Morgan	<i>Justin Morgan</i>	4481 Longbow Dr.	321-591-6820
Antonette Winkel	<i>Antonette Winkel</i>	4481 Longbow Dr.	321-223-6924
Melissa Stockett	<i>Melissa Stockett</i>	4374 Longbow Dr	321-269-7247
Frank Ross	FRANK J ROSS	4377 Longbow Dr	407-446-8121
Jack Pinter	<i>Jack Pinter</i>	4491 LONGBOW	321-403-1632
Jackie Benton	<i>Jackie Benton</i>	4699 Bowstring	321-615-7583
Katherine Bremer	<i>Katherine Bremer</i>	1870 Sir Page Ln	321-720-2465
Kevin Yakubowski	<i>Kevin Yakubowski</i>	4485 Bowstring Ct	321-544-5726
Jeremy Laakso	<i>Jeremy Laakso</i>	4481 Bowstring	321-591-5331
Patricia Laakso	<i>Patricia Laakso</i>	4471 Bowstring Ct	321-591-9343
Caren Taylor	<i>Caren Taylor</i>	4471 Bowstring Ct	321-615-4156
Justice Taylor	<i>Justice Taylor</i>	4471 Bowstring Ct	321-806-7557
Jennifer Taylor	<i>Jennifer Taylor</i>	4471 Bowstring Ct.	221-747-5515
Stacy R. Moon	<i>Stacy R. Moon</i>	4473 Bowstring Ct	619-847-4668
			321-480-3460

Estados

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Print Name	Signature	Address	Phone number
Tim Thornton		1972 N Carpenter	321-537-9374
Kim Cass		4204 Longbow	321-267-2226
CAROL DAVIS		2011 TAMWORTH	321-268-2746
ROBERT DAVIS		2011 TAMWORTH	321-268-2746
Jason Kirkpatrick		4211 Longbow	803-295-2074
Kara Kirkpatrick		4211 Longbow Dr	803-508-3360
Alyssa Bundy		1030 West Carriage	321-432-4590
Crystal Faulkenberry		4220 Longbow Dr	321-543-3751
Bart Faulkenberry		4220 Longbow Dr	321-652-7610
FAGGAN DURHAM		4220 Longbow Dr	321-747-3677
Lisa Daniel		4270 Longbow Dr	321-480-1145
Karla Jicha		4251 Longbow Dr.	321-750-4017
Amy Farner		4250 Longbow Dr	321-917-4617
Dorothy Montano		4241 Longbow Dr	(631) 681-2795
JAMES R SPANGLER		4260 Longbow Dr	(321) 543-4909
CHRIS SCHWIMMEL		4311 Longbow Dr	(321) 720-6144
DAVID SMITH		4310 Longbow Dr	321 432-1961
Wendy Smith		4310 Longbow Dr.	321-432-1961
DAVA QUD		4300 " " "	850-377-2217
DARREN GARRETT		4367 Longbow Dr	757-580-2023
Ron Hight		4351 Longbow Dr	321-747-3306
Kason Blair		1900 Flintshire	407-837-7991
Martin Schimmel		1921 Flintshire Ct	321-258-0090
Dora Cooper Campbell		4400 Longbow Drive	321-360-6564
Charles Campbell		4400 Longbow Dr	321-360-6501
Lori Shuster		4375 Longbow Dr	321-366-2265
Jacob Furbow		4370 Longbow Dr.	321-591-5816
Allen Kiesel		1919 Mehay Csw	321-383-2499
Dawalge Jeyman		4388 Longbow Dr	321-302-4246
Candy Powers		4431 Longbow Dr	321-269-4845
Scott J Geiser		4441 Longbow Dr.	321-289-8705

Base Homes ✓

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
Linda Nash	Linda Nash	2171 Kings Cross	
Regina Crocker	Regina Crocker	2175 Kings Cross St	
Scott Hermanson	Scott Hermanson	2177 Kings Cross	
Janeann Sleeman	Janeann Sleeman	2179 Kings Cross	
Karen Hill	Karen Hill	2181 Kings Cross	
Perry Thompson	Perry Thompson	2183 Kings Cross	
Mary Thompson	Mary Thompson	2183 Kings Cross	
Harold Goetz	Harold Goetz	2185 Kings Cross St	
Eric Johnson	Eric Johnson	2187 Kings Cross	
Demphong Xiang	Demphong Xiang	2189 Kings Cross	
Cheri Strassburg	Cheri Strassburg	2190 Kings Cross	
Rick Strassburg	Rick Strassburg	2190 Kings Cross	
Sarah Chang	Sarah Chang	2188 Kings Cross	
Barbara Lewis	Barbara Lewis	2174 Kings Cross	
Lue Mele	Lue Mele	2180 Kings Cross	
Pansy Mele	Pansy Mele	2180 Kings Cross	
Richard Johnson	Richard Johnson	2182 Kings Cross	
Shirley Moise	SHIRLEY MOISE	2164 KINGS CR	321-385-1360
Rita Campbell	Rita Campbell	2162 Kings Cross St	
Dion C. Williams	Dion C. Williams	4449 Sherwood Forest	
Stephen H. Brode	Stephen H. Brode	4446 Sherwood Forest	
Margaret Brode	Margaret Brode	4446 Sherwood Forest	
PATRICIA YURICK	Patricia Yurick	4444 Sherwood Forest Dr.	
Mildred Ross	Mildred Ross	4445 Sherwood Forest Drive	
A.L. Yrastavich	A.L. Yrastavich	4447 Sherwood Forest Dr	
Corbin Benn	Corbin Benn	4452 Sherwood Forest Dr	
Cathy Mitchell	Cathy Mitchell	2159 Kings Cross St.	
Lee Kincaid	Lee Kincaid	2159 Kings Cross St.	
Kendall Mossick	Kendall Mossick	4720 Longwood Drive	
ESTHER	ESTHER	4730 Longwood	321-289-0510
Mary J. Feller	Mary J. Feller	4754 Longwood Dr.	32796

1-413-370-0000

homes and roads to be built on it!

	signature	Address	Phone number
Tom Erdman	<i>Tom Erdman</i>	4791 Squires Dr	
Maria Erdman	<i>Maria Erdman</i>	4791 Squires Dr	321-289-2910
Jouann DePietro	<i>Jouann DePietro</i>	1950 Bedford Dr.	
Derek DePietro	<i>Derek DePietro</i>	1950 Bedford Dr.	716-665-1345
Susan Tillett	<i>Susan Tillett</i>	1935 King Richard Dr	716-665-1274
Walter Tillett	<i>Walter Tillett</i>	1935 King Richard Dr	321-2403-5607
Donna Jastranski	<i>Donna Jastranski</i>	1948 King Richard Dr.	
Michael J Jastranski	<i>Michael J Jastranski</i>	1948 King Richard Dr.	321-604-0201
Raymond Hertzog	<i>Raymond Hertzog</i>	4791 Squires Dr	321 604 0453
Rich Johnson	<i>Rich Johnson</i>	1956 King Richard	315-491-3030
Anthony Jicha	<i>Anthony Jicha</i>	1945 King Richard Dr	21-289-7764
Cheryl Jicha	<i>Cheryl Jicha</i>	1945 King Richard Dr	321 432-8557
Julia Jicha	Julia Jicha	4809 Squires Dr	321-432-8428
BRIAN LUTHEL	<i>Brian Luthe</i>	4809 Squires Dr	321-412-0503
Jose Santiago	<i>Jose Santiago</i>	4809 Squires Dr	321-795-8438
Gwen Salinger	<i>Gwen Salinger</i>	4804 Archer Ct	302-723-2940
Ken Adams	<i>Ken Adams</i>	4808 Archer Ct.	321-403-3470
Arren Barber	<i>Arren Barber</i>	4812 Squires Dr	406 568 9917
Nikole Barber	<i>Nikole Barber</i>	4812 Squires Dr	407-592-6359
CRISTY DANIELS	<i>Cristy Daniels</i>	4816 Squires Dr	321-604-5321
Sherry Trkulja	<i>Sherry Trkulja</i>	4820 Squires Dr.	321-222-8689
Greg Trkulja	<i>Greg Trkulja</i>	4820 Squires Dr.	321-302-9022
Jeffery Cashman	<i>Jeffery Cashman</i>	4820 Squires Dr.	321-
BETHUCLIS CASHMAN	<i>Bethuclis Cashman</i>	1955 King Richard	407-446-7304
CARL M ROBB	<i>Carl M Robb</i>	1955 King Richard	407-399-2935
Michelle Gainer	<i>Michelle Gainer</i>	1972 King Richard	321-267-9070
Shane Gainer	<i>Shane Gainer</i>	1975 King Richard Dr	918-457-7335
Mark Caldwell	<i>Mark Caldwell</i>	1975 King Richard Dr	321-289-8384
Debra Caldwell	<i>Debra Caldwell</i>	1980 King Richard Dr	321 698 1801
Hannah Caldwell	<i>Hannah Caldwell</i>	1980 King Richard Dr	321-223-8402
Joshua Hickman	<i>Joshua Hickman</i>	1980 King Richard Dr	321-362-8798
		1985 King Richard Dr	321-693-41201

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
Virginia Austin		4897 Squires Dr	321-271-7949
Natalie Austin		4827 Squires Dr	321-289-0330
Alison Minor		4829 Squires Dr.	321-225-8473
Vicki Cosden		4931 Squires Dr.	863-381-9166
Sue E. Pollen		4931 Squires Dr	609-744-6107
Nolan Davis		4959 Squires Dr.	303-931-4773
Theresa Cooper		4960 Squires Dr	321-213-4101
John Cooper		4960 Squires Dr	321-266-5410
Luke Paisley		1951 Adale ct	321-501-9175
Leigha Paisley		1951 Adale ct	321-299-8041
Toni Harper	Tom Harper	1965 Adale ct	360-989-7965
Lawrence Nielsen		1950 Adale ct	321-383-2535
Arlene Nielsen		1950 Adale Ct.	321-383-2535
Eletha Elrod	ELETHA ELROD	4912 SQUIRES DR	321-536-7552
Catherine Grimmer		4918 Squires Dr	321-383-1495
Thomas Grimmer		4918 Squires Dr	321-360-9127
ELISA DANIELS		4924 SQUIRES DR	321-222-8551
Peppina Gray		4936 Squires Dr	321-26788
George Tompkins		4936 Squires Dr	321-391-3423
Esther Porta	Esther Porta	4948 SQUIRES	321-285-6594
Esther Porta		4958 SQUIRES DR	407-314-8697
Ray Garcia		1368 Longwood	321-747-8472
Randy Grainer		4806 Archer CT	321-289-6670
Michael Steinle		1865 Lakeside Dr.	321-890-9545
Katelynn Mulholland		11975 King Richard Dr.	321-362-9855
Michelle Gainer		1957 Adale	321-747-8332
Jessica Hobbs		70 Chapel	321-362-0121
Brendan Winkler		3950 Annapolis rd	321-7446-6200
Debbie A Simpson		2034 King Richard	321-593612
Robert Madlock		2034 King Richard	321-360-6882
Brantley Bostick		2058 King Richard	321-289-5515

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it:

Print Name	Signature	Address	Phone number
ANTHONY R. SICHA		4251 LONG BOW DR	(321) 360-9975
GREGORY DAVIER		4270 LONG BOW DR	321 480 4445
Marie Matteson		2050 King Richard	321-267-8968
Lauren Dostich		2058 King Richard	321 536 0129
VAHARA LANDRY		2074 King Richard	321 537 5706
Clay Walker		2055 Chester Ct.	321-267-9174
CLAUDIA WALKER		2055 Chester Ct	321-267-9174
T. S. Mucks		2053 Chester Ct	721-848-7438
Michael Delunvez		2053 CHESTER CT	321-615-5476
TINA DELUNVEZ		2053 CHESTER CT	321-221-2009
Melissa Zellie		4304 London Town Rd	321-290-4403
EVEN YOGELMAN		4304 London Town Rd	321-213-5225
Service Mulholland		4304 London Town Rd	321-747-4916
Tammy Harper		4304 London Town Rd #221	321-917-8441
Kimberly Ashley		4304 London Town #221	321-607-4994
NELLO CAPOROSSI		4304 London Town #115	407 242 1297
Sera Smith		4304 London Town Rd #115	214. 405. 7264
Linda SMART		4304 London Town Rd #115	207-712-6005
Theresa Miller		4304 London Town Rd #215	904 476 5049
Wayne Miller		4304 London Town Rd #103	904 476 5049
TAMI DOSS		4304 London Town Rd	321-603-931
Ana Lydia Rodriguez		4304 London Town Rd	321-289-765
Austin Griffin		4304 London Town Rd	321. 210. 1322
Deleonne Griffin		4304 London Town Rd	321-222-8806
Ila Tice		4304 London Town Rd	321-544-7461
MARIE MILLER		4304 London Town #132	321-458-2204
Jocan Abbrer		" " #132	321-458-220
TERRY SIMMONS		4304 London Town Rd #133	724-344-100
JOAN SIMMONS		" " #134	802-236-211
GARY R SIMMONS		" " "	802-236-2531
MERLIN TICE		" " " 130	321-383-78

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
JAY Heath		1755 Ayrshire Dr	321-806-6990
Stephanie McCollam		1746 Ayrshire Dr	304-672-3558
David McCollam David McCollam		1746 Ayrshire Dr	304-672-2697
JON & ANN FRIEDER		1730 AYSHIRE DR.	321-268-2215
Sandra Berry		1737 Ayrshire Dr	321-745-0600
Alex Wilson		1717 Castle Dr	(239) 677-1093
Julie Harrison		1778 Ayrshire Dr.	321-704-9499
Beth Wise		1778 Ayrshire Dr.	321-848-6368
Karen Luig		4913 Colorado Circle	321-205-3382
Ayeshah McBride		2186 Kings Cross St	516-250-0251
Kelly Wineland		2049 Arnold Palmer	321-747-5550
Chris Wineland		2049 Arnold Palmer Dr	321-747-5555
R. M. Nelson		1758 Castle Dr	321-367-1733
Karen Clarke		1766 Castle Dr	321-267-5408
Robert Clarke		1766 Castle Dr	321-267-5408
SANDRA MEYERS		1774 CASTLE DR	321-266-6343
RANDALL MEYERS		1774 CASTLE DR	321-432-0800
Brogan Becker		1782 Castle Dr	816 241 7169
Olivia Cantrill		1797 Castle Dr	321-807-9843
Jonathan Dickey		1789 Castle	321-225-9571
Mike Dickey		1789 Castle	321-302-6241
Lebbie Furukawa		1781 Castle Dr	321-302-8091
Barrett Ginnholster		1773 Castle Dr.	321-917-9857
Jeff Vandell		1765 Castle Dr	321-652-0465
Toni Reid		1755 Castle Dr	321-537-9112
Tom Reid		1755 Castle Dr	321-222-8955
MICHAEL HUGH		1721 Ayrshire Dr	321-917-2196
Alfreda Walkins		1718 Ayrshire Dr	321-215-5159
Brandi Rankin		1722 Ayrshire Dr	321-803-1927
Kyle Burlingame		4485 Sherwood Dr	321-848-3956
Summer Burlingame		4485 Sherwood Dr	321-289-5974

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
Brenner Blankenship	Brenner Blankenship	4466 Crummet Ct	847-505-9994
MARITTA J. SAMPSON	Maritta J. Sampson	4462 Crummet Ct	321-279-5377
Kristen Sings	Kristen Sings	4460 Crummet Ct	321-302-10103
George Bears	George Bears	4450 Sherwood Dr	321-225-9050
Penali Rodriguez	Penali Rodriguez	4450 Sherwood Dr	321-302-9505
Sandra Benanti	Sandra Benanti	44051 Sherwood Dr	321-581-1238
Robert Oleski	Robert Oleski	4455 Sherwood Dr	321-360-6009
Mitzi e Jarvis	Mitzi e Jarvis	4465 Sherwood Dr	321-537-8735
Robby Jarvis	Robby Jarvis	4465 Sherwood Dr	321-544-0782
Astrid Collins	Astrid Collins	4475 Paradise Dr	321-480-9812
MARCIA SPORN	Marcia Sporn	4552 SIR PAGE	321-795-4853
Steve Low	Steve Low	470 Longbar Dr.	770-718-7979
Teri Pellegrino	Teri Pellegrino	4269 Abbey Lane	732-589-2629
Tom Pellegrino	Tom Pellegrino	4269 Abbey Lane	732-589-0409
LAICEE HENRY	Laicee Henry	4263 Abbey Ln	916-516-7984
JEROME JORDA	Jerome Jorda	4263 Abbey Ln	321-566-5667
RAYMOND STRAUSS	Raymond Strauss	4245 Abbey Ln	321-267-8000
MARION SHARKEY	Marion Sharkey	4245 Abbey Ln	327-267-8000
Claude Blackstone	Claude Blackstone	4235 Abbey Lane	321-267-3088
Margaret Blackstone	Margaret Blackstone	4235 Abbey Lane	321-267-3088
Rich Meyer	Rich Meyer	4230 Abbey Lane	954-593-3550
DEBBIE SPRAGUE	Debbie Sprague	4235 Will Scarlet	321-544-9142
Judy Phillip	Judy Phillip	4230 Will Sc.	321-267-8555
Meagan Dolan	Meagan Dolan	4320 Zucchini	270-339-0701
Nancy Torneden	Nancy Torneden	4240 Flinstrike	321-269-4334
Gordie Col.	Gordie Col.	209 Ivonhoe Ct	330-416-4563
Mary Russ	Mary Russ	4305 Ivonhoe Dr	720-810-0859
Kent Sibson	Kent Sibson	4242 Flinstrike	757-209-7457
Richard Putnam	Richard Putnam	4243 Flinstrike	321-749-3449

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
Catina Davidson		1431 Malsen Ct	321 720-5517
FRANK DAVIDSON		1431 Malsen Ct	480-235-4506
Leslie Peneiro		4745 Longbow Dr	321-557-5228
Kallen Peneiro		4745 Longbow Dr	1407-630-3158
Joseph Worthum		4745 Longbow Dr	321-360-9979
Emalee Payne		4745 Longbow Dr	386-690-3815
Lisa McAlpiner		4825 Carodoc Cir	321-536-2093
MARY HUGHES		4840 Carodoc Cir	321-537-4498
Adam Regan		4875 Carodoc Cir	321-271-5437
Michael Brule		4870 Carodoc Cir	321-960-5936
Snelly Frakes		4907 Carodoc Cir	407-739-1194
E Constandakis		4911 Carodoc Circle	
Robert Curtis		4890 Yew Ct	321-362-1428
Michelle Hager		4885 Yew Ct	843 330 7610
CHRISTY MORRIS		4601 Chelsea Ct	321 289 1557
Warren Alves		4607 Chelsea Ct	321 289 0650
Vickie Alves		4607 Chelsea Ct	321 289 0650
Michelle Lang		4613 Chelsea Ct	321 383 0805
David Lang		4613 Chelsea Ct	321 986 7929
DOUGLAS MASSIEY		4620 Chelsea Ct	321 403-3617
Debi Frakes		4592 Sir Page Ln	321-536-7282
Mary Ann Ace		4584 Sir Page	321-269-3494
Gene Whatley		4610 Dunsford	321-267-5190
RODNEY STILWELL		4620 DUNSFORD	321-269-0254
Deanna Spelley		4630 Dunsford	321 506 9151
CLOTETERSE		4640 Dunsford	321-360-9443
Joe Licata		4645 Dunsford Lane	315-460-0303
Josh Allen		4605 Palace Pl	208-243 5435
James Herbert		4615 Dunsford	321-284-0140
James Sanders		1742 Castle Ph	321-593-2078
Suzanne Holtz		1726 Castle Dr	321-806-9970

1726 Castle Dr

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
Brittany Stevens		1889 Fosse Way	321-614-7375
Kayla Brantley		1888 Fosse Way	321-684-9402
STEPHEN LUMPKIN		4340 LONGBOW DR.	321-698-4277
Brian Stevens		1889 Fosse Way	321-302-8064
Brianna Jones		4340 Longbow Dr.	321-505-2300
Dara Outenno		4150 Shumwood Dr	302-463-9447
Brad Trezza		4820 Squires Dr	321-362-8478
WALLACE FREDERICK		3124 S. Casper Pl.	321-268-8020
Elizabeth Pollard		1770 Windflower Oaks Circle	321-289-7029
Helen Durranes		1569 E Powder Horn Rd Titusville FL 32796	321-269-6470
Brenda Fredrick		6524 Sand Pen Rd Titusville FL	321-900-3113
Tiffany Cowley			
Avon Cowley			
Pamela Donato		Tville -	321-684-1278
Michen Nix		3884 Goshawk Pl Titusville	321-719-3627
ED KINDLE		MIMS	
MICHAEL E DUNN		3725 Orlando Ave Mims	813-240-6666
TAM COYNE			321-698-4127
Debbie D.J. Carlin		3379 Grantline Rd	321-863-9937
Paren Kohut		5480 Babusha Rd Titusville	321-383-0366
Dave Conroy		305 Yuma Dr Titusville	321-745-8741
Tammy Boggers		3220 Kirby Dr	321-506-8136
Jesse Palma		5547 River Oaks Dr	321-243-1341
Dink Johnson		3735 Grand Lake Rd	321-607-0606
CONNIE SMITH		2113 Trieste Dr Mims, FL	814-566-4250
Virginia Hollingsworth		17 Garnet Ave	(407) 285-4153
Joan Wacaste		6755 Hundred Acre Dr Part of John	321-626-6866
Debra Meador		1410 Old Deerpark Titusville	321-225-9797
Austin Smith		4310 Longbow Dr	321-506-0988
Frank Buab			
Karen AWARD			

not counted

Save Sherwood: Vote NO for rezoning the golf course to allow homes and roads to be built on it!

Print Name	Signature	Address	Phone number
Christine Kannenberg		4482 Bowstring CT	571-606-6455
Clinton Kannenberg		4482 Bowstring CT	571-606-0229
Eric Lorch		1860 Sir Page Ln	321-407-2629
EDWARD PATRICK		4615 Longbow DR	321-626-4790
Stephanie Brown		4238 Longbow Dr.	321-213-2916
Eric Hutchins		4238 Longbow Dr.	321-890-7868
Jacob Weaver		4618 Longbow Dr.	865 306 8358
IRENE O'DELL		4626 Longbow Dr	321-225-4442
Mark Odell		4626 Longbow Dr	321.225-4442
Melinda Bobik		4634 Longbow Dr	371-960-2552
ELIZABETH KITCHENS		4650 Longbow Dr.	321-269-5545
Robert Walker		4650 Longbow Dr.	321-269-5545
Taylor Leo		4695 Longbow Dr.	321-704-5798
ROBERT ALICE		6655 Longbow DR	321-917-9601
Michelle Vanisack		4680 Longbow DR.	4847978006
R. Dickens		4680 " "	321-883-2166
Robbie Puckett		4675 Longbow Dr.	321-289-9361
T. P. Rico		4645 Longbow Dr	321-525-4512
Manga Patel		4619 Longbow Dr.	221-225-5670.
THOMAS ETTER		4786 Longbow	321-446-0600
Miriam J. Pa		4776 Longbow	
Kelly Turner-Wilson		4240 Longbow	386-801-3249
Lisa Suttles		4240 Longbow Dr.	386-882-3322
Jonny Suttles		4240 Longbow Dr	386-228-5601
Christian Jackson		4910 Longbow Dr	321-425-2401
SARL Klein		4771 Longbow DR	321-269-0236
Mike Hallinan		4759 Longbow Dr.	410-702-3832
Turkey Harrison		4735 Longbow	321-382-4928
Patricia Schmitz		4725 Longbow	321-593-2758
Jennifer Alvin		4715 Longbow Dr.	321 446 4421
Kayla Young		4710 Longbow Dr.	577-748-8064

Cheryl Barber *Cheryl Barber* 2197 Kings Cross, 606-782-2138
 Lamar Hudgins *Lana Hum* 1881 Friars Ct. 321-403-2032
 Donna Scott *Donna Scott* 4817 Squires Dr 321-591-0993
 David Scott *David Scott* 4817 Squires Dr. 321-223-2898
 Ethan Kirk *Ethan Kirk* 4817 Squires Dr. 321-362-0214
 Abby Jenkins *Abby Jenkins* 4430 London Town Rd 407-310-1658
 Cynthia *Cynthia* 1873 FOSSE WAY
 Bill Meyer *Bill Meyer* 1873 Fosse Way
 Joanne Petersen *Joanne Petersen* 4304 London Town Rd 321-
 Thomas Dewine *Thomas Dewine* A129 848-7099
 Doug Neff *Doug Neff* 4470 Bowstring Ct 714-330-8661
Dan R Lewis 2197 King Cross 321-48-2500
 Jon M Mann *Jon M Mann* 5675 Bob White 321-529-43

4791 Squire Dr
Titusville, FL 32796

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Rita Britchett
Tom Statham Park
7101 S Highway 1
Titusville, FL 32780

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32780



RCC 29

From: MJalovecky6@cfl.rr.com
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Proposed Development of Sherwood property FKA Bent Oak Golf Club
Date: Thursday, May 18, 2023 7:28:50 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello Rita Pritchett, Tom Goodson, John Tobia, Rob Feltner, and Kristine Zonka:
I am writing to respectfully request you to stop the rezoning of the Sherwood property in north Brevard County FKA Bent Oak Golf Club.

Flooding is already an issue in the neighborhoods abutting the former golf course. I personally know of several homes that have sustained serious damage and great loss of personal property due to severe flooding more than once in the last few years. The proposed addition of 900 Family Units with Zero Lot Lines will seriously exacerbate the flooding issues in Sherwood.

I also ask that Brevard County conduct another study to determine the feasibility of providing potable water to this many additional residential units. It is my understanding that the last water availability study was conducted in 2007. It would be a great benefit to the Brevard County Commission to have the knowledge an updated study would provide before making a decision to rezone this property for the out of state developer's desires.

In addition, it would be wise to investigate whether there is protected wildlife in the old golf course property and the surrounding area.

Please consider the long-time Brevard County residents who will be negatively impacted by this proposed rezoning and subsequent development.

Thank you.
Sincerely,
Margaret Jalovecky
Titusville, FL

From: [Commissioner, D1](#)
To: [Vassoler, Louis M](#)
Cc: [Pritchett, Rita](#); [Schmadeke, Adrienne](#)
Subject: RE: Current Status Sherwood Development
Date: Thursday, May 18, 2023 10:46:47 AM
Attachments: [image001.jpg](#)

Good morning Mr. Vassoler,

On behalf of Commissioner Pritchett I want to follow up on our phone conversation earlier this morning. As we discussed the proposed Sherwood Development rezoning request is scheduled to go before the Planning and Zoning Board on July 17th in the Board Room at the Government Center in Viera . The meeting starts at 3:00 and the public has the opportunity to speak for or against the project at the meeting. You can track the project by going to <https://acaweb.brevardcounty.us/citizenaccess/> and enter 23Z00035 into the search bar for the zoning application or 23SP00016 for the site plan information.

Sincerely,

Keith Alward



Keith Alward
Brevard County Commission, District 1
Commissioner Rita Pritchett
321-621-4711 | Keith.Alward@Brevardfl.Gov
7101 S US Hwy 1
Titusville, FL 32780

From: Vassoler, Louis M <Louis.M.Vassoler@ulalaunch.com>
Sent: Wednesday, May 17, 2023 11:48 AM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Cc: louis vassoler <louis.m.vassoler@gmail.com>
Subject: Current Status Sherwood Development

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I am a current resident of the Sherwood Community and would like some information on the status of the future development of this area. Who should I speak with or where can I research to get a better understanding on what is being proposed and how far along we are in the process?

Thank you,

Louis Vassoler
4460 Button Bush Dr.
32796

321 213 4714

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From: [Commissioner, D1](#)
To: MJalovecky6@cfl.rr.com
Cc: [Pritchett, Rita](#); [Schmadeke, Adrienne](#); [Alward, Keith A](#)
Subject: Re: Say NO to Sherwood proposed development
Date: Monday, January 9, 2023 7:43:01 AM
Attachments: [image001.jpg](#)

Good morning Ms. Jalovecky,

On behalf of Commissioner Pritchett, I want to acknowledge receipt of your email. It will be shared with the Commissioner.

Thank you for contacting her office and conveying your thoughts on this matter.

Kind Regards,

Adrienne Schmadeke



Adrienne Schmadeke

Legislative Aide
Brevard County Commission, District 1
Commissioner Rita Pritchett
[321.607.6901](tel:321.607.6901) | Adrienne.Schmadeke@brevardfl.gov
7101 S. US Hwy 1
Titusville, FL 32780

Please note:

Florida has a very broad public records law. Most written communications to or from the offices of elected officials are public records available to the public and media upon request. Your email communications may, therefore, be subject to public disclosure.

From: MJalovecky6@cfl.rr.com <MJalovecky6@cfl.rr.com>
Date: Saturday, January 7, 2023 at 1:54 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>, Commissioner, D2 <D2.Commissioner@brevardfl.gov>, Commissioner, D3 <d3.commissioner@brevardfl.gov>, Commissioner, D4 <D4.Commissioner@brevardfl.gov>, Commissioner, D5 <D5.Commissioner@brevardfl.gov>
Subject: Say NO to Sherwood proposed development

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Commissioner Rita Pritchett, Commissioner Tom Goodson, Commissioner John Tobia, Commissioner Rob Feltner, Commissioner Kristine Zonka:

I am writing to request that you VOTE NO on the proposed housing development that is currently under consideration for the property formerly known as SHERWOOD GOLF CLUB located at 4335 London Town Rd, Titusville, FL. The proposed development is huge!! I have lived in the Sherwood neighborhood for over 32 years. It is a community that is totally built out. The addition of even ONE MORE housing unit (home, condo, or apartment) will push the neighborhood to a density that is unadvisable for many reasons, including flooding possibility that increases with the addition of more housing units.

I respectfully request that you VOTE NO on any and all proposed development in the Sherwood area off of North Carpenter Road in Titusville, FL.

Thank you for your consideration.

Sincerely,
Margaret A. Jalovecky
4380 Pondapple Drive
Titusville, FL 32796

From: [Commissioner, D1](#)
To: [Lisa McAlpine](#)
Cc: [Pritchett, Rita](#); [Schmadeke, Adrienne](#); [Alward, Keith A](#)
Bcc: [Ball, Jeffrey](#)
Subject: RE: Sherwood development
Date: Monday, February 27, 2023 8:49:00 AM
Attachments: [image001.jpg](#)

Good morning Ms. McAlpine,

On behalf of Commissioner Pritchett, I want to acknowledge receipt of your email asking if the community would be notified of zoning application updates. Although your email will be shared with the Commissioner, as mentioned in previous replies, the Zoning process is through Brevard County Planning and Development, phone number: 321-633-2069.

The following is stated in the link detailing the rezoning process

(<https://brevardfl.gov/PlanningAndDevelopment/PlanningAndZoning/RezoningProcess>):

"No later than 15 days prior to the Planning and Zoning/Local Planning Agency public hearing, a sign for the purposes of notifying the public is physically posted on the subject property by the applicant detailing the applicant's request. Approximately 10 days in advance of the hearing, a courtesy notice is sent to all property owners within 500 feet of the property under consideration of the request, and a legal ad explaining the same is published in the Florida Today Newspaper."

Thank you for contacting her office and sharing your concern.

Kind Regards,

Adrienne Schmadeke



Adrienne Schmadeke
Legislative Aide
Brevard County Commission, District 1
Commissioner Rita Pritchett
[321.607.6901](tel:321.607.6901) |
Adrienne.Schmadeke@brevardfl.gov
7101 S. US Hwy 1
Titusville, FL 32780

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From: Lisa McAlpine <lismcalpine@gmail.com>
Sent: Sunday, February 26, 2023 11:07 AM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Cc: Pritchett, Rita <Rita.Pritchett@brevardfl.gov>; Schmadeke, Adrienne <Adrienne.Schmadeke@brevardfl.gov>; Alward, Keith A <Keith.Alward@brevardfl.gov>
Subject: Re: Sherwood development

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello again,
Will the community be made aware of any updates on the application for zoning changes?
The county is being bulldozed everywhere for development and it is unclear that consideration of the environmental impacts are being considered.
Lisa
lismcalpine@gmail.com

On Jan 11, 2023, at 8:47 AM, Commissioner, D1 <D1.Commissioner@brevardfl.gov> wrote:

Good morning Ms. McAlpine,

On behalf of Commissioner Pritchett, I want to acknowledge receipt of your email. It will be shared with the Commissioner.

We have received calls and emails from concerned residents but have no information regarding this rumored Sherwood golf club property rezoning.

With any rezoning, the process starts with an application to the Brevard County Planning and Development department, phone number: 321-633-2069. The following link details the rezoning process:

<https://brevardfl.gov/PlanningAndDevelopment/PlanningAndZoning/RezoningProcess>

Thank you for contacting her office and sharing your concern.

Kind Regards,

Adrienne Schmadeke

<image001.jpg>

Adrienne Schmadeke
Legislative Aide
Brevard County Commission, District 1
Commissioner Rita Pritchett
[321.607.6901](tel:321.607.6901) |
Adrienne.Schmadeke@brevardfl.gov
7101 S. US Hwy 1
Titusville, FL 32780

Please note:

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From: Lisa McAlpine <lismcalpine@gmail.com>
Sent: Tuesday, January 10, 2023 2:04 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Sherwood development

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good day commissioner and staff,

As a concerned Sherwood resident , I am writing to request more information about the possible purchase and development of Sherwood golf club property. The plans that I have seen are for a large development which includes various housing sizes, no ponds for drainage and little walking space.

I have concerns with water usage and availability in the future, fire/rescue issues (we are covered by a volunteer department at this time), drainage issues as this neighborhood, including the golf course, experienced flooding issues during these past 2 storms, traffic on Carpenter road and into our own neighborhood via Longbow Road.

I may be foolish to assume that this development issue will be presented to our community for comment prior to any decisions regarding zoning changes but I do hope that it will be considered. We have 800 homes in this area who will be affected by this "improvement" to our area.

Thank you for your time,

Lisa McAlpine
4835 Carodoc Circle
lismcalpine@gmail.com

From: [Kelly Wineland](#)
To: [Commissioner, D1](#)
Subject: Sherwood Community Flooding Issues
Date: Saturday, November 11, 2023 1:04:58 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello Commissioner Pritchett,

I am writing you in hopes that our concerns are heard. In Sherwood Community here in Titusville we are consistently having flooding every time it rains, I mean every time. Our valid concerns were very apparent last year during Hurricane Ian when our community was featured on the news with the flooding that persisted for over 2 weeks. With the proposal of this new construction project that the developer The Ballerina Group is presenting our concerns are growing. They have consistently said they will be dumping their new drainage from the new homes they build into the existing drainage. With the CURRENT flooding issues we know this will only cause further issues and at that point as the county is fully aware of the issue, wouldn't the county be liable in regards to the drainage issues that have yet to be corrected? What are the plans for fixing the current drainage issues prior to the new development if/when it happens?

As we have seen with other communities like the one in Orlando that the older/existing homes flood to the point of damage every time it rains due to the construction of a new community built higher to the updated standards we can't fathom that the county would allow this development to gain the rezoning that the developer is proposing to build on the current golf course that is like a swamp in its current state. I look forward to your response.

Thank you,

Kelly Wineland
Resident of Eagle Pointe/Sherwood Golf Community
321-747-5550
Kellybwineland928@gmail.com

From: [randy heber](#)
To: [Commissioner, D1](#)
Subject: Sherwood Rezoning
Date: Thursday, May 16, 2024 3:14:58 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Pritchett,

I am writing to express my strong opposition to the proposed rezoning of the Sherwood golf course for a large-scale residential project as described in the developer's initial re-zoning permit. The planned development, which includes 138 single-family home lots, 74 duplex units, 256 townhome units, and 432 apartment units, is of great concern to me and many other residents in District One.

The existing infrastructure in our community, including, roads, fire stations, hospitals, schools, and other essential services, is already strained and unable to support such a massive increase in population. The proposed development would place an overwhelming burden on our already overtaxed resources and could lead to serious consequences for the quality of life in our community.

The residents of District One are united in their opposition to this project, as it goes against the original design and purpose of our neighborhood. We moved here for a reason - to enjoy the peaceful and spacious surroundings that are characteristic of this area. Allowing big money developers to come in and disregard the concerns and well-being of the residents is simply unacceptable.

I urge you to stand with the community and reject this rezoning proposal. We need to protect the integrity of our neighborhood and ensure that any development that takes place is in line with the needs and values of the people who call this place home. Zoning regulations exist for a reason - to safeguard the interests of residents and prevent unwarranted changes that could harm our community.

Please consider the voices of the residents of District One in your decision-making process. We trust that you will act in the best interests of the community and ensure that our neighborhood remains a place that we are proud to call home.

Thank you for your attention to this important matter. I look forward to hearing from you soon regarding your stance on this issue.

Sincerely,
Randy Heber

From: [Lisa McAlpine](#)
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D5](#); [Commissioner, D4](#)
Subject: sherwood
Date: Saturday, December 9, 2023 4:42:48 PM

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Hello,

Writing once again to ask what you might know about the proposed development of Sherwood golf course.

Issues to consider are many including

water- is there capacity to handle more use? This issue was brought up years ago and I can't imagine it has gotten better.

traffic- Can we handle double the amount of daily traffic on Carpenter Road? Where are all the additional access roads

going to affect the present neighborhood?

safety : our sidewalks are not maintained now, nor is the ongoing project on the underground pipes finished after over one year.

drainage into existing neighborhoods is a realistic concern though the developers did not think so.

When will the rezoning issue come up please? The existing community will be greatly impacted by this proposed development which will double the size of our population here. The developer is only communicating with those homeowners abutting the property, not the entire neighborhood which will also be affected.

Are there considerations being made for our Mims volunteer fire department, and the local schools which are already at capacity?

Already the traffic lights on 46 are causing issues, the grass/trees along Carpenter Road are not maintained, nor are the sidewalks.

Lisa

lismcalpine@gmail.com

From: [Terri Goodwin](#)
To: [Commissioner, D1](#)
Subject: This is not acceptable
Date: Tuesday, July 30, 2024 11:10:13 AM

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This placement is underhanded at most. They place in high grass so would not be seen this is political and very sad for our community.

REZONING NOTICE

23Z00035

The Brevard County Planning & Zoning Board will hold a public hearing at 3:00 P.M. on AUGUST 12, 2024, at the Brevard County Government Center, 2725 Judge Fran Jamieson Way, Viera, FL, to consider the proposed zoning action on the property as indicated below:

Owner: VILLAS OF SHERWOOD, INC.; SHERWOOD GOLF CLUB, INC.; AND TRSTE, LLC

Present Zoning: GU, AU, EU, SR, RU-1-11, RU-1-13, RU-2-10, RU-2-15, AND PUD WITH TWO EXISTING BDP'S

Acreage: 137 +/-

Requested Action: APUD (PLANNED UNIT DEVELOPMENT) AND REMOVAL OF EXISTING BDP'S

The recommendations from the aforementioned public hearing will be presented to the County Commission at 5:00 P.M. on SEPTEMBER 5, 2024, at the Brevard County Government Center, 2725 Judge Fran Jamieson Way, Viera. Interested parties are invited to appear and be heard. All comments filed with the Brevard County Zoning Official, Brevard County Government Center, 2725 Judge Fran Jamieson Way, Viera, FL 32940 will be considered.

Removal of the sign prior to MB-F-2024 is illegal and