

CORRIDOR PLANNING STUDY

US1



US 1 CORRIDOR PLANNING STUDY

Florida Department of Transportation
District 5
FM#: 436187-1-12-01



Alternatives and Strategies Report
September 2016



Table of Contents

The US 1 Challenge	1
Public Involvement – A Collaborative Effort	4
2.1 The Public Involvement Plan.....	4
2.2 The Project Visioning Team.....	5
2.3 Small Group Meeting Coordination	5
2.4 Public Meetings.....	6
Existing and Future Conditions	8
3.1 Existing Physical Features	8
3.2 Land Use Considerations.....	18
3.3 Existing Traffic Conditions.....	21
3.4 Future Traffic Projections.....	29
3.5 Future Operational Analysis.....	29
Understanding the Problem	34
4.1 Issues & Opportunities.....	34
4.2 Problem Statement.....	36
4.3 Guiding Principles	37
4.4 Purpose & Need	38
4.5 Measures of Success	38
Development of Improvement Strategies	40
5.1 Improvement Strategy 1 – Crosswalk Enhancements	40
5.2 Improvement Strategy 2 – Pavement Markings	40
5.3 Improvement Strategy 3 – Palm Avenue Realignment.....	41
5.4 Improvement Strategy 4 – Grace Street Roundabout	43
5.5 Improvement Strategy 5 – US 1/SR 406 Roundabout	43
Recommended Improvement Strategies – Supporting the US 1 Vision	45



6.1	Recommended Improvement Strategy 1 – Crosswalk Enhancements.....	45
6.2	Recommended Improvement Strategy 2 – Pavement Markings.....	45
6.3	Recommended Improvement Strategy 3 – Grace Street Roundabout.....	46
6.3.1	Operational Analysis	46
6.3.2	Right-of-Way Requirements	46
Implementation Plan & Next Steps		48
7.1	Next Steps	48
7.1.1	Additional Improvement Strategies.....	48
7.2	Potential Interim Spot Improvements	48
7.3	Funding	49
Appendix A – Existing Roadway Physical Features Figures		50
Appendix B – Comments and Coordination Summary		51
Appendix C – Spot Speed Study		52
Appendix D – Synchro Reports		53



LIST OF FIGURES

Figure 1: Study Area Location Map	2
Figure 2: US 1 Typical Section – Grace Street to Laurel Place.....	9
Figure 3: US 1 Typical Section – One-Way Pair Grace Street to Indian River Avenue	9
Figure 4: Existing Intersection Geometry, Parking, Lighting Facilities	12
Figure 5: Existing Bicycle and Pedestrian Facilities	14
Figure 6: Transit Routes & Facilities.....	17
Figure 7: Existing Land Use Map	19
Figure 8: Future Land Use Map.....	20
Figure 9: Existing 2015 Roadway Operations	22
Figure 10: Existing 2015 Intersection Operations.....	23
Figure 11: Crash Location Map	28
Figure 12: Future 2040 Projected Roadway Volumes & Operations	31
Figure 13: Future 2040 Projected Intersection Volumes and Operations	33
Figure 14: Palm Avenue Realignment Alternative – Northern Section Alignments	41
Figure 15: Palm Avenue Realignment Alternative – Southern Section Alternative.....	42
Figure 16: Grace Street Roundabout	43
Figure 17: US 1/SR 406 Roundabout.....	44
Figure 18: Proposed Crosswalk Enhancement Locations	47

LIST OF TABLES

Table 1: Right-of-Way Summary	8
Table 2: SCAT Study Area Route Summary	16
Table 3: Vehicle Spot Speed Summary	24
Table 4: Crash Data Summary by Year	25
Table 5: Crash Data Summary by Harmful Event	26
Table 6: Summary of Crash Rates (number of crashes per million vehicle miles).....	27
Table 7: Growth Rate Comparison.....	29
Table 8: Existing and 2040 Projected Roadway Level of Service	30
Table 9: Existing and 2040 Projected Intersection Level of Service.....	32
Table 10: Measures of Success	39
Table 11: Grace Street Intersection 2040 No-Build and Roundabout Operational Analysis.....	46

1

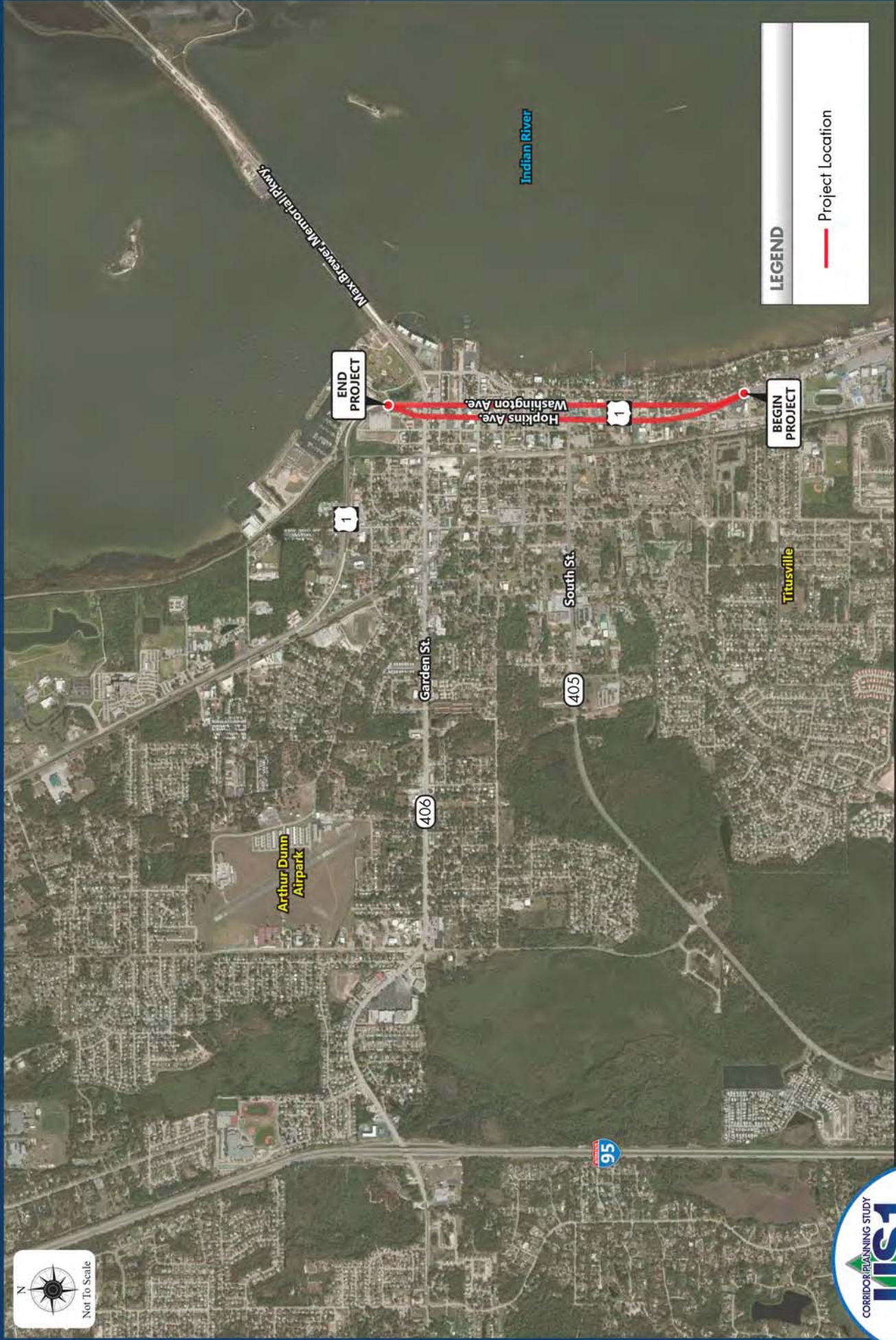
The US 1 Challenge

The US 1 Corridor Planning Study was requested by the City of Titusville to coordinate the development of a future vision for the corridor that establishes a multimodal approach to providing for future transportation needs. This study involved a community-based evaluation to determine how best to meet the needs of current and future users, and to establish a long-term plan to guide evolution of the corridor. The goal of the study was to develop potential solutions that enhance the multimodal transportation system, improve safety, and support the economic development goals of the community.



US 1 is a one-mile long corridor within the City of Titusville that extends from Laurel Place to Indian River Avenue, as illustrated in Figure 1. Existing right-of-way is 60 feet from Laurel Place to Indian River Avenue, and 60 feet from Indian River Avenue to US 1 Northbound. The corridor is primarily a four lane arterial, made up of two one-way corridors; S. Hopkins Avenue in the southbound direction and S. Washington Avenue in the northbound direction. Each one-way corridor is two lanes across, with dedicated turn lanes and sporadic on-street parking along various segments. The pair is separated by a street block approximately 200 feet wide, traversed by nine minor east/west streets. There are eight signalized intersections and 13 stop controlled intersections within the Study Area.

The corridor is characterized by a mix of land uses including multi-family residential, commercial and professional business uses. It is located in Downtown Titusville, and has undergone previous improvements to the streetscape. The goal of these improvements were to adjust the horizontal alignment, calm traffic, provide greater pedestrian activity, shaded areas, on-streets parking, wider sidewalks, as well as landscaping and historic lighting along the corridor. Sidewalks are provided on both sides of each north/south corridor, however, there are no bicycle facilities. In terms of transit, the corridor is served by Space Coast Area Transit (SCAT) routes 2 and 5. Although the corridor has few impediments for vehicles passing through the downtown area, a spot speed study observed that vehicles were not speeding.



US 1 Corridor Planning Study

Laurel Place to Indian River Avenue



FIGURE 1
Study Area Location Map



The study included collaboration with the City of Titusville, Space Coast Transportation Planning Organization (SCTPO), Brevard County, Space Coast Area Transit (SCAT), Titusville Community Redevelopment Area (CRA), Greater Titusville Renaissance (GTR), North Brevard Economic Development Zone, and local business owners and representatives, in an effort to gain consensus on the issues and opportunities facing the US 1 corridor. The result of this coordination was the development of the following guiding principles to provide focus for this study:

- Safety
- Pedestrian Mobility
- Economic Development
- Transit

The problem identified on US 1 within the Study Area, and specifically within the historic downtown area, is limited mobility due to the absence of facilities, or inadequate facilities. Based on identified issues and problem, established purpose and needs, and developed guiding principles, a series of improvement strategies were developed for consideration. The strategies include the following:

- Corridor Improvements
 - Palm Avenue Realignment
- Spot Improvements
 - Crosswalk Enhancements and Pavement Markings
 - Grace Street Roundabout



2

Public Involvement – A Collaborative Effort

2.1 The Public Involvement Plan

Successful public involvement is about building credibility, understanding and consensus. This requires a process that is characterized by technical competence, integrity, and good listening. Activities implemented as part of the Public Involvement Plan (PIP) allow people living and working within the project Study Area, and other interested parties, to contribute to the decision-making process and to influence the choices made for the US 1 (SR 5) corridor. The fundamental objectives of the PIP are to ensure that the concerns and issues of those with a stake in the project are identified; those stakeholders are given opportunities to review and comment on the findings of the alternatives; and the stakeholder concerns be addressed by the study team. The PIP effort assists the Florida Department of Transportation (FDOT) in developing a project that meets the needs of the community in addition to gaining greater acceptance and support of the project.

Gaining community consensus among the varied stakeholders in the Study Area is essential to achieve a successful project outcome. The keys to gaining community consensus are:

- Include project stakeholders early and continuously in the project process and include their input to define the initial alternatives;
- Make technical and other project information readily available;
- Provide open access to the decision-making process;
- Maintain regular communication with the project stakeholders to achieve community buy-in.

2.2 The Project Visioning Team

In order to foster the consensus-building process at the planning stage, stakeholder interviews were held to identify the specific agency staff and other interested parties that wish to actively participate as part of a Project Visioning Team (PVT). The purpose of this group was to assist and guide the planning process throughout the study in the development of a multi-modal planning approach. The PVT consisted of approximately 10 members and included representatives from the following:

- FDOT
- Space Coast TPO (Technical Advisory Committee, Citizens Advisory Committee, Bicycle, Trails, & Pedestrian Advisory Committee)
- Brevard County
- City of Titusville
- SCAT
- Titusville CRA

PVT Meetings were held at the City of Titusville City Hall on the following dates:

- April 13, 2015
- October 6, 2015
- March 30, 2016

This group played an active role in providing local knowledge about development plans, everyday user perspective, local pedestrian and transit use, and the vetting and development of potential improvement strategies. Detailed meeting information and attendance sheets are included in the Comments and Coordination Summary, located in Appendix B.



2.3 Small Group Meeting Coordination

The following small group meeting was held during the study:

- The Titusville Merchants Association – June 3, 2015

Meeting materials are included in the Comments and Coordination Summary, located in Appendix B.



2.4 Public Meetings

Two public meetings (Public Kick-off Meeting and Public Alternatives Meeting) were held to solicit input from any and all interested parties that wished to actively engage in the planning process.

Public Kickoff Meeting

The Public Kick-off Meeting was held on Wednesday, July 29, 2015 as a combined effort with the SR 406 (Garden Street) Corridor Planning Study which was conducted simultaneously, become a portion of the two project Study Areas overlap. The format of the workshop included a brief presentation to review the study process, review existing conditions and key project issues, and to highlight samples of similar projects and /or planning techniques being considered as part of this corridor planning study. The public was presented with key project contacts and ways that they can get involved.

The meeting began at 5:30 pm and was conducted in an open house format. Throughout the meeting, FDOT staff and members of the study team were on hand to discuss the project and answer questions. A packet was provided to each attendee containing the following items: a brochure outlining an overview of the study corridor, a comment form, a question card, and a meeting agenda. Several visual aids were on display for review during the open house and presentation breaks.

The presentation began at approximately 6:00 pm, and was segmented into three sessions:

- Corridor Planning Study Overview Session
- US 1 Focus Session
- SR 406 Focus Session

The Overview Session consisted of a description of the purpose of a corridor planning study and a brief background and history of both studies. The US 1 and SR 406 Focus Sessions both presented the critical existing conditions information, a description of the observed Issues & Opportunities, the Purpose & Need statements, the Guiding Principles, next steps, and the study schedule relevant to each corridor. There was a five-minute break between the US 1 and SR 406 Focus Sessions in which participants had the opportunity to hand in question cards or comment forms. During both Focus Sessions, participants were given the opportunity to ask questions at various points in the presentation.

Following the presentation Focus Sessions, a Question & Answer Session was held to address any question cards received during the meeting, or acknowledge any additional questions from the public. When all questions had been addressed, the meeting returned to an open house format, where the public discussed the project with the study team. Members of the public were also encouraged to provide written comments and questions using the comment forms and question cards provided in the packets they received at the sign-in table. Upon exiting the meeting, members of the public were asked to complete a voluntary survey for their feedback on the logistics of the meeting.

A complete summary of the Public Kickoff Meeting is included in the Comments and Coordination Summary, located in Appendix B.



Public Alternatives Meeting

The Alternatives Development Public Workshop was held on February 25, 2016 to solicit input from the community to implement the planning vision for the US 1 (SR 5) corridor. The meeting served as an open forum to introduce the study alternatives and present the information collected to date with regard to corridor operations, deficiencies, concerns, constraints, and opportunities, as well as to discuss and solicit input on the overall vision and scope of the study. The meeting afforded the public an opportunity to provide valuable input to the study team on these as well as additional considerations that may be important to the planning process.

The meeting began as an open house format at 5:30 pm. Throughout the meeting, Florida Department of Transportation (FDOT) staff and members of the study team were on hand to discuss the project and answer questions. Handouts were provided to each attendee containing the following items: a brochure outlining an overview of each study corridor's potential improvement strategies, a comment form, and a handout explaining roundabouts and road diets. Several visual aids were on display for review during the open house. A detailed account of the display boards are provided in Section V of this memo.

The presentation began at approximately 6:00 pm, and was segmented into four sessions:

- Introduction/Overview session
- US 1 session
- SR 406 session
- Coast-to-Coast Titusville Trail Gap session

The Introduction/ Overview session consisted of a description of a corridor planning study, why the studies are being conducted, and how the public can get involved. The US 1 session presented the goals and objectives defined by the study and the spot improvements being considered for the corridor. The SR 406 session also presented the goals and objectives defined by the study, along with the corridor and spot improvements identified for the corridor. The Coast-to-Coast Titusville Trail Gap session provided a brief background and history on the study, existing conditions findings, and a walkthrough of the conceptual layout for the new trail. Following the Coast-to-Coast Titusville Trail Gap conceptual layout, Mayor Tulley of the City of Titusville gave his remarks in support of the trail. During the entire presentation, participants were given the opportunity to ask questions at various points in the presentation.

Following the presentation, the meeting returned to an open house format where the public could discuss the project with the study team. Members of the public were also encouraged to provide written comments and questions using the comment forms provided.

A complete summary of the Public Alternatives Meeting is included in the Comments and Coordination Summary, located in Appendix B.



3

Existing and Future Conditions

3.1 Existing Physical Features

This section of the report provides an overview of the data collected to establish baseline, or existing, and future conditions of the roadway and surrounding area. This information was utilized to establish the purpose and need, followed by the goals and objectives of the study. For detailed information on the existing and future conditions, refer to the *Existing Conditions Report* and the *Future Conditions Summary*, under separate cover.

Roadway Classification, Jurisdiction, and Posted Speed

US 1 from Indian River Avenue to Laurel Place is classified as an “urban principal arterial other” and is owned and maintained by FDOT. The posted speed limit varies along US 1 as follows:

- From south of the Study Area to north of Laurel Place the posted speed limit is 45 miles per hour (MPH)
- Immediately to the north of Laurel Place to south of SR 405 it transitions to 40 MPH
- From south of SR 405 to north of SR 406 the posted speed is 30 MPH
- South of Indian River Avenue the posted speed transitions to 35 MPH

Right-of-Way

The roadway right-of-way (ROW) has been inventoried for the roadway corridors within the Study Area using FDOT ROW maps. Table 1 shows the available ROW by roadway segment.

Table 1: Right-of-Way Summary

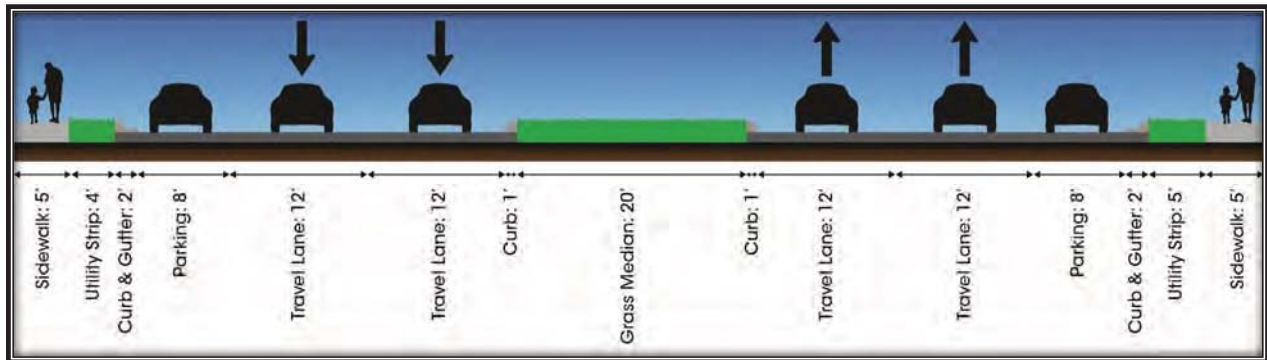
Roadway	Roadway ID	From	To	ROW Width (Feet)
US 1 NB	70030000	Indian River Avenue	Laurel Place	60
US 1 SB	70030101	Indian River Avenue	US 1 Northbound	60

Source: FDOT ROW Maps

Typical Sections

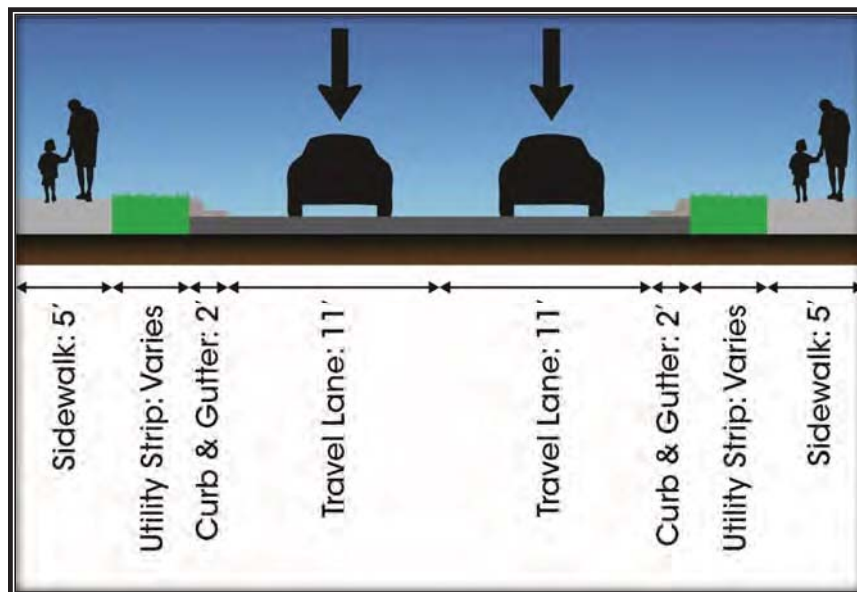
There are two predominate typical sections along US 1 within the Study Area. The four-lane bidirectional segment from Laurel Place to Grace Street is illustrated in Figure 2.

Figure 2: US 1 Typical Section – Grace Street to Laurel Place



The two-lane, one-way pair segment from Grace Street to Indian River Avenue is illustrated in Figure 3. The exception to this typical section is sporadic eight foot on-street parking facilities that are located throughout the segment. The on-street parking on US 1 Northbound is located on both sides of the travel lanes while on US 1 Southbound, on-street parking is located on the west side.

Figure 3: US 1 Typical Section – One-Way Pair Grace Street to Indian River Avenue





Parking

Existing public parking facilities within the Study Area consist of on-site parking lots, public parking lots, and on-street parking in various locations. US 1 Northbound provides 39 on-street parking spots while US 1 Southbound provides 25 on-street parking spaces within the one-way pair. Between Laurel Place and Grace Street 375 linear feet of on-street parking is available on the northbound side while 475 linear feet is located on the southbound side. Figure 4 illustrates the location of existing on-street parking.

Lighting

Street lighting is provided along US 1 for the entire length of the Study Area. Traversing from the southern study limits to the northern limits, street lighting consists of two-way lamps installed in the median of US 1. As US 1 splits into one-way pairs, overhead lighting is provided for both directional roadways. Additional pedestrian lighting is present from SR 405 to SR 406 for both roadways in the downtown area. As the one-way pairs converge at the northern study limits lighting is located on poles in the median serving both travel directions of US 1. Specific lighting locations are illustrated on Figure 4.

Bicycle and Pedestrian Infrastructure

Bicycle and pedestrian connectivity plays an important role within the Study Area given the number of destinations along the corridor. This section details the existing bicycle and pedestrian network in the Study Area.

Bicycle Facilities

Undesignated bike lanes were identified along US 1 from Main Street north to Indian River Avenue. Figure 5 illustrates the location of existing bicycle facilities within the Study Area.

Pedestrian Facilities and Curb Cuts

US 1 has sidewalks present on both sides of the road, with the exception of the following locations:

- Sporadic sidewalk coverage on the east side of US 1 from Laurel Place to Grace Street
- No sidewalks on both sides of US 1 southbound between SR 406 and Indian River Avenue
- No sidewalks along the west side of US 1 northbound between SR 406 and Indian River Avenue

In general, curb ramps are provided at all intersections, except at the following location:

- Southwest corner of the US 1 Southbound/Brevard Street intersection

Locations of existing pedestrian facilities are highlighted in Figure 5.

Crosswalks

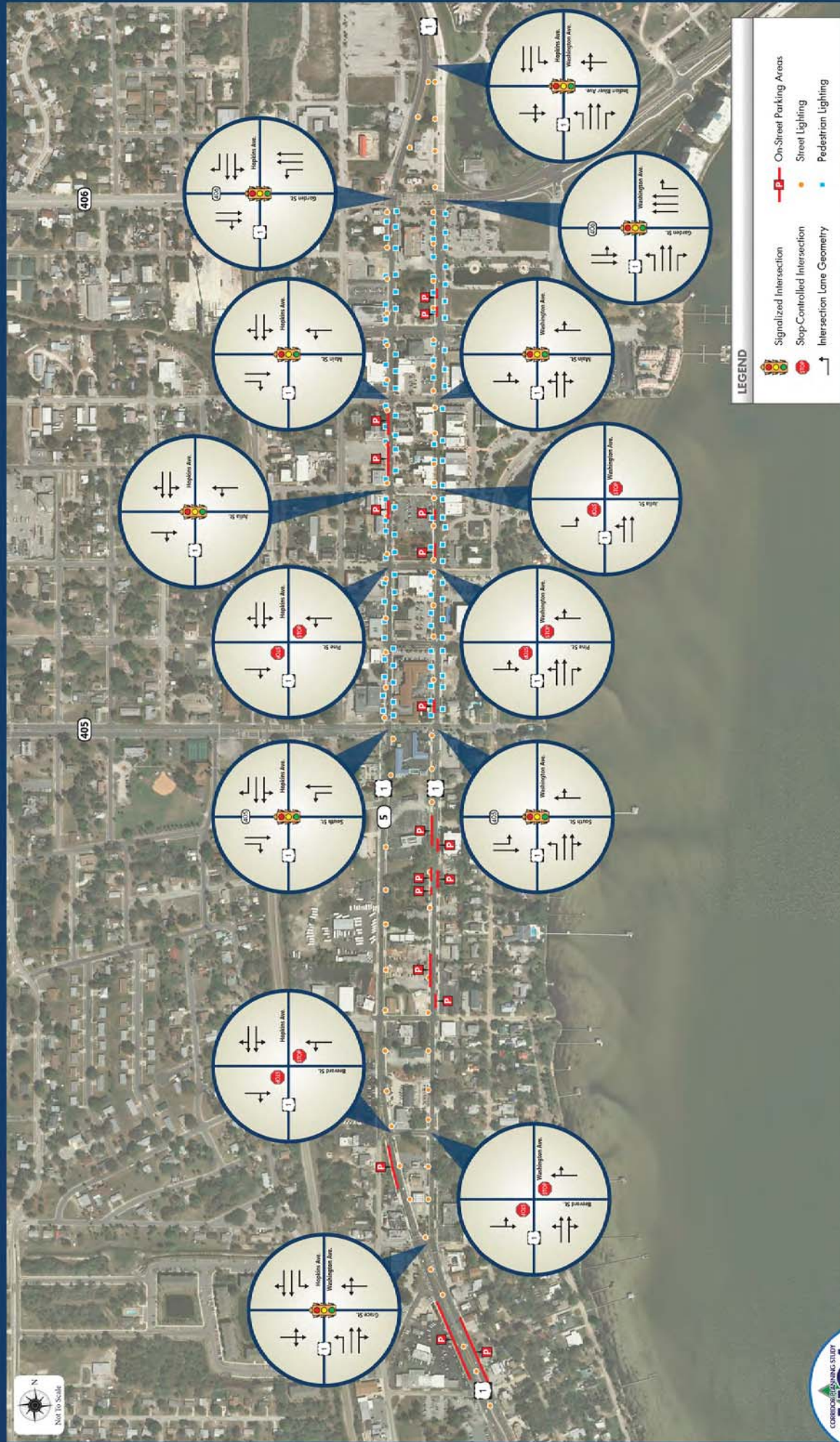
Marked crosswalks at Study Area intersections are presented in Figure 5. During the course of this study, FDOT planned and installed a Rectangular Rapid Flash Beacon, or RRFB, at the US 1 Northbound and Julia Street intersection. The RRFB was installed to provide a safe midblock crossing for pedestrians with added visibility to vehicles. This was in coordination with the City of Titusville Public Works Department in response to heavy pedestrian volumes at this intersection.



Trails

In addition to sidewalks and bike lanes, existing and planned regional trails within the Study Area were inventoried. Trails are multi-use paths that are used by runners, bicyclists, rollerbladers, and other non-motorized recreational users.

The Downtown Titusville Trail, illustrated in Figure 5, will be constructed along Main Street from Canaveral Avenue to Indian River Avenue, continuing on Indian River Avenue from Main Street to SR 406 and along SR 406 from Indian River Avenue to the Max Brewer Bridge. Currently, this trail is in a test phase, and the plans have been temporarily striped. When completed, this trail will connect the Titusville Segment of the East Central Florida Regional Rail Trail to the west, and the future planned segments of the coast to coast trail from the Max Brewer Bridge to the Atlantic Ocean through the Merritt Island National Wildlife Refuge.



US 1 Corridor Planning Study

Laurel Place to Indian River Avenue



FIGURE 4
Existing Intersection Geometry,
Parking, and Lighting Facilities



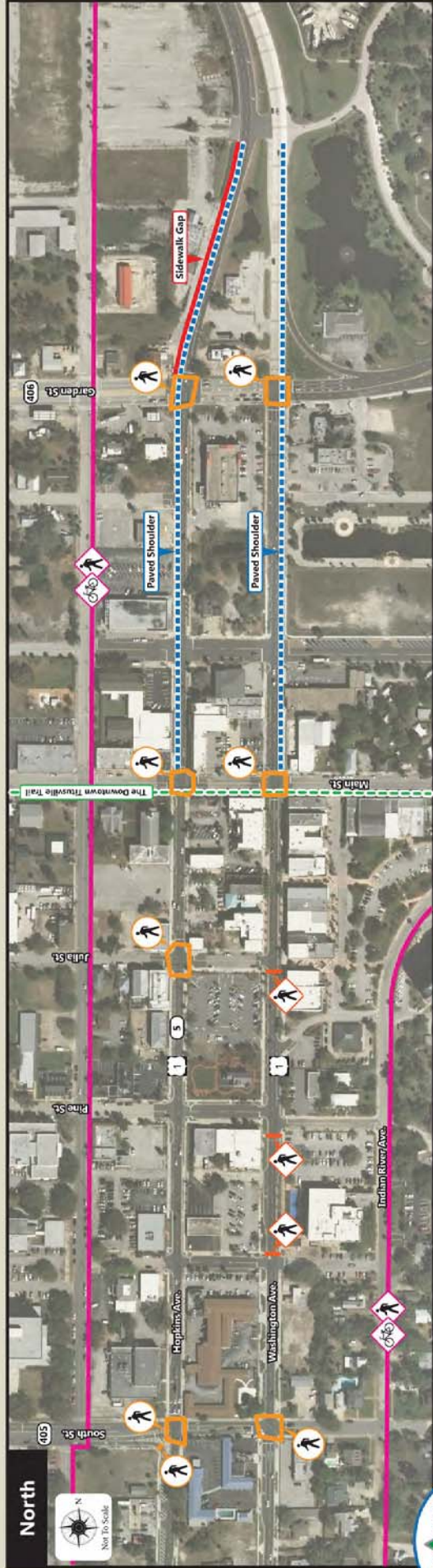
Parallel Bicycle and Pedestrian Routes

The following parallel bicycle and pedestrian routes are highlighted in Figure 5:

- **Indian River Avenue** – Located one block east of US 1, Indian River Avenue runs parallel to US 1 from Laurel Place to SR 406, a distance of about 1.2 miles. Sidewalk coverage is sporadic and there are no designated bike lanes.
- **Palm Avenue** – Located one block west of US 1, Palm Avenue runs from SR 405 to SR 406, a distance of about half a mile. Sidewalks are provided along both sides of the road. There are no designated bike lanes.

School Bus Routes

There are no public schools located within the Study Area. However, Brevard Public Schools (BPS) operates a school bus route on US 1, with potential bus stops on US 1 or the parallel facilities.



US 1 Corridor Planning Study

Laurel Place to Indian River Avenue



FIGURE 5
Existing and Proposed Trails,
Existing Bicycle & Pedestrian Facilities



Transit Service and Infrastructure

Existing transit services in the Study Area are operated by SCAT. SCAT provides transit service within Brevard County, featuring 19 local fixed bus routes. SCAT also provides paratransit service and commuter assistance vanpools. The existing SCAT transit service types found within the Study Area are described below in more detail.

Fixed-route – Regular local bus service providing frequent stops typically spaced every two blocks. Several routes within the SCAT system operate using “flag stops”. Flag stops enable passengers to board a bus anywhere along the route simply by waving to the bus driver.

Paratransit Service - The paratransit program provides service for eligible individuals who are not able to use the regular fixed-route bus service because of a disability or other limitations. Paratransit service is subsidized depending on the type of trip through one of the following: the Americans with Disabilities Act (ADA) program, the Transportation Disadvantaged (TD) program, or a negotiated agency contract.

Commuter Assistance Vanpools - The vanpool program provides vehicles that are purchased by the Brevard County Commission with support from federal capital grants. These vehicles are then provided to a third party, VSPI, who then lease these vehicles to commuters. The leasing rate includes all maintenance, insurance, and administration costs.

The paratransit service and the commuter assistance vanpools are available on a case-by-case basis by request.

SCAT fixed-routes located along or intersecting with the SR 406 Study Area include:

- *Route 1 (Melbourne/Titusville – North Loop)* – The North Loop of Route 1 connects Titusville with Cocoa. It provides service along US 1 from the southern terminus of the Study Area (Laurel Place) to SR 405. This route only serves the Study Area during morning and evening hours (all-day service is provided along a shorter segment of the route).
- *Route 2 (Titusville)* – This route serves as a local circulator for Titusville, operating in a counter-clockwise loop around the city. Within the Study Area, Route 2 provides service along US 1 northbound from Grace Street to Stephen House Way and on US 1 southbound from SR 406 to SR 405. Limited service is provided along US 1 (both directions) north of SR 406 past the northern terminus of the Study Area (Indian River Avenue).
- *Route 5 (Titusville/Mims)* – This route connects Titusville with Mims. This route provides service along the entire length of the US 1 Study Area.

There are no transit centers located within the Study Area. Figure 6 shows the existing SCAT bus routes serving the Study Area.

SCAT service in the Study Area is provided on weekdays and Saturdays. Service is not provided on select major holidays. Table 2 presents the span of service, frequency, and annual ridership for each Study Area transit route.

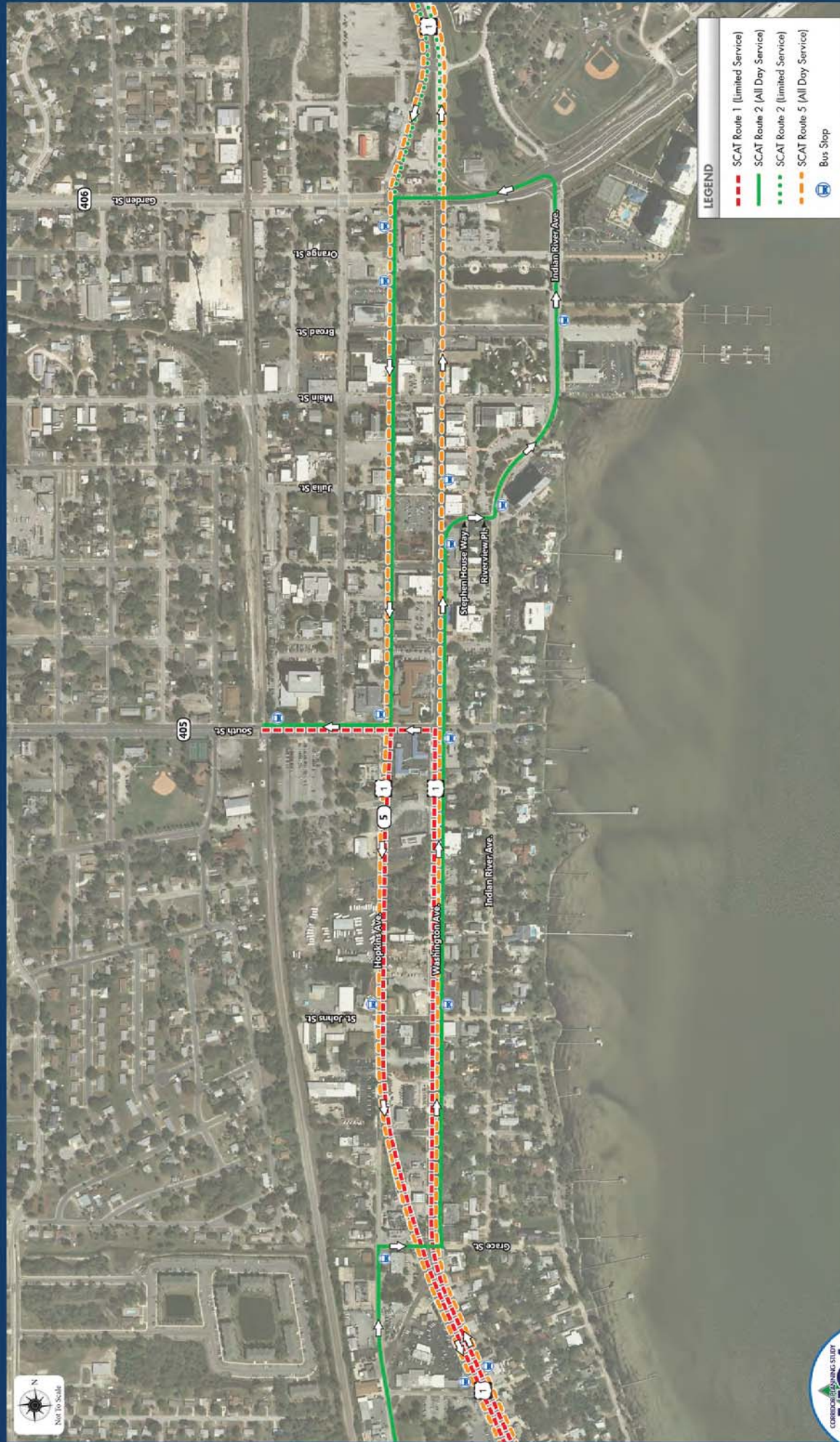


Table 2: SCAT Study Area Route Summary

Route	Route Description	Span of Service	Service Frequency	Flag Stop Route	FY 2014 Annual Ridership
1	Melbourne/Titusville (North Loop)	5:45 AM to 7:15 AM* 5:00 PM to 7:00 PM* Monday – Friday* One run at 7:45 AM* One run at 5:00 PM* Saturday*	60/30 Min* N/A*	Yes	237,209
2	Titusville	6:15 AM to 8:00 PM Monday – Friday 8:30 AM to 6:00 PM Saturday	60 Min 60 Min	No	81,647
5	Mims/Titusville	8:00 AM to 5:00 PM Monday – Friday	60 Min	Yes	35,103

*Note: Even though Route 1 offers all-day service, it only provides limited service to the Study Area. The span of service and frequency data represents service provided to the US 1 Study Area.

Source: SCAT Posted Timetables (Effective 05/31/14), SCAT 2013 Transit Development Plan, FY 2014 ridership provided by SCAT



US 1 Corridor Planning Study

Laurel Place to Indian River Avenue





3.2 Land Use Considerations

Land use data was compiled from the Brevard County Property Appraiser parcel data and FDOT District 5 Generalized Land Use Data. This data was used to identify existing land uses around the study corridor.

Existing Land Use

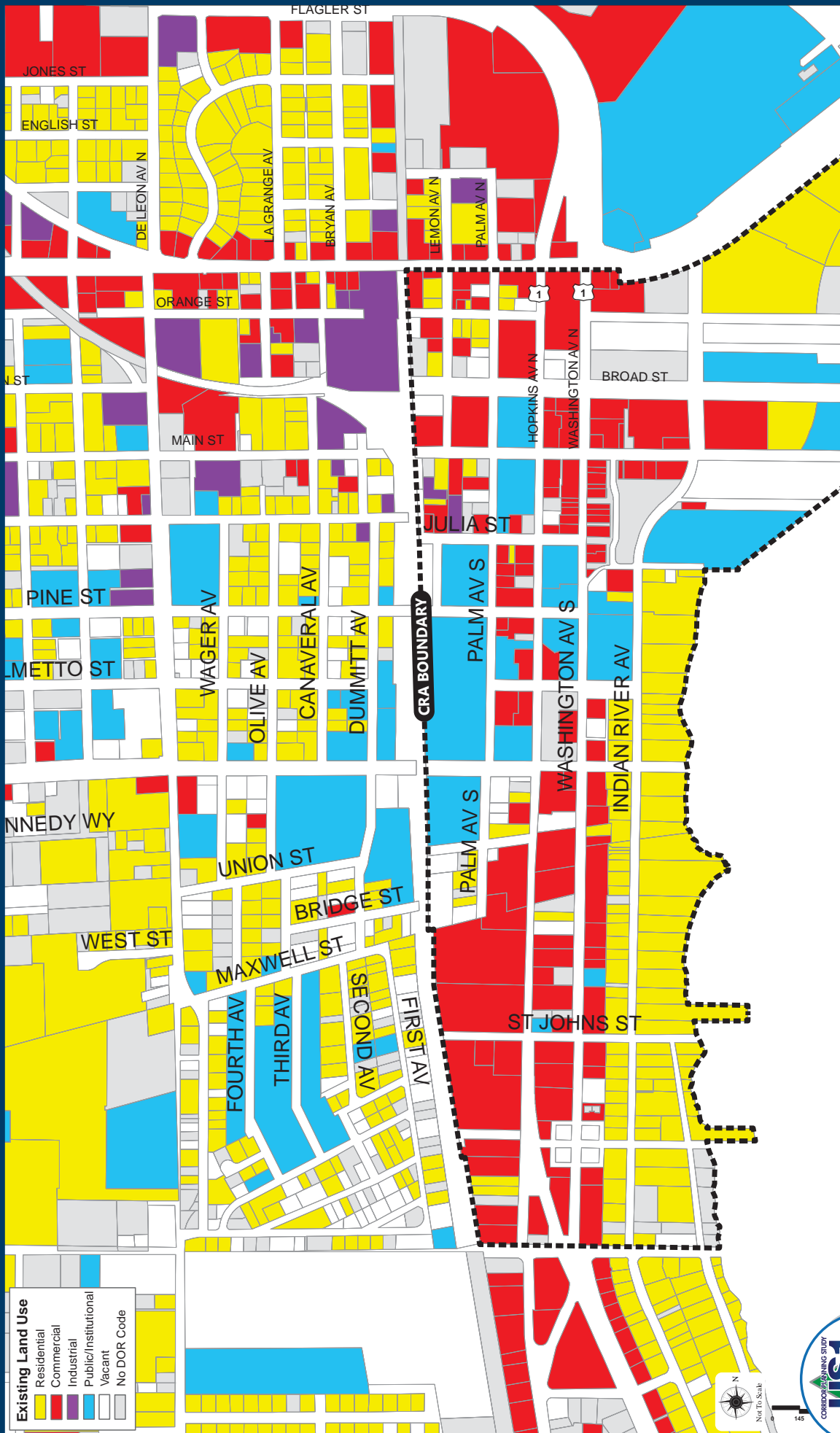
Residential and retail/office uses are the predominant existing land uses for the lands abutting and around the study corridor. These categories each account for approximately 19 percent of the land within a ¼ mile of the study corridor. The next highest percentage of land use is public/semi-public, with approximately 11.7 percent of the existing land use. Over 6.5 percent of the land within a ¼ mile of the study corridor is currently vacant. Figure 7 depicts the existing land uses.

Future Land Use

The Future Land Uses (FLUs) assigned to the Study Area, as depicted in Figure 8, are generally consistent with the existing land uses along, and adjacent to the corridor.

The entirety of the land adjacent to the study corridor is designated as Downtown Mixed-Use. The City of Titusville specifies that the Downtown Mixed-Use FLU is permitted to have a maximum density of 20 dwelling units per acre and a maximum intensity of 5.0 Floor Area Ratio (FAR). The FAR is the ratio of a buildings total floor area (Gross Floor Area) to the size of the parcel that it is built on, and is generated by dividing the building area by the parcel area. The Downtown Mixed-Use FLU was established by the City of Titusville to “pursue the renewal of Downtown Titusville as the center of professional, governmental, financial and unique retail and redevelop blighted areas.” The Downtown Mixed-Use FLU is intended to enhance the visual attractiveness of downtown, utilize the waterfront, encourage and promote pedestrian spaces, and emphasize development and redevelopment east of US 1 that uses the waterfront as an amenity.

Along the study corridor, the Downtown Mixed-Use district extends to Indian River Avenue east of US 1. Further east, between Indian River Avenue and the Indian River, the majority of the land is designated as Residential Medium. Medium density residential lands are permitted for a maximum density of 10 dwelling units per acre, and are intended to consider existing and proposed land uses during development to ensure compatibility with surrounding uses.

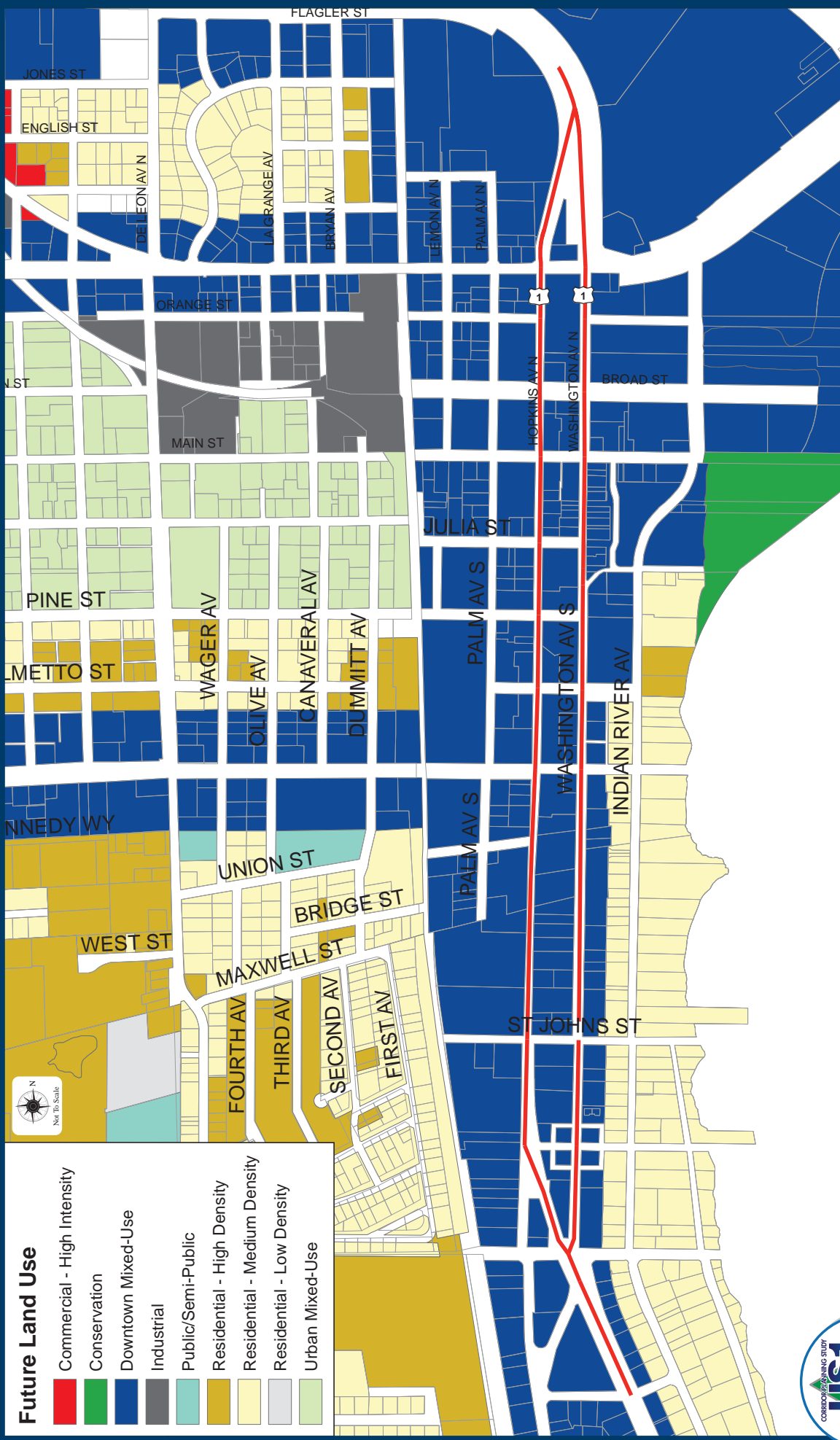


US 1 Corridor Planning Study
 Laurel Place to Indian River Avenue



FIGURE 7
 Existing Land Use Map





Future Land Use

- Commercial - High Intensity
- Conservation
- Downtown Mixed-Use
- Industrial
- Public/Semi-Public
- Residential - High Density
- Residential - Medium Density
- Residential - Low Density
- Urban Mixed-Use

US 1 Corridor Planning Study
 Laurel Place to Indian River Avenue



FIGURE 8
 Future Land Use Map



3.3 Existing Traffic Conditions

This section provides an overview of the existing traffic conditions along the corridor including 24-hour turning movement counts. Existing roadway 24-hour bi-directional volume traffic counts were collected in February 2015 at the following Study Area locations:

24- hr Tube Count Locations

- South of Grace Street
- US 1 Northbound/south of South Street
- US 1 Southbound/south of South Street
- US 1 Northbound/south of SR 406
- US 1 Southbound/south of SR 406
- North of Indian River Avenue

Weekday turning movement counts were collected at the Study Area intersections on Thursday, March 3, 2016 for the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak hours.

Study Intersections

- US 1/Grace Street
- US 1 Northbound/Brevard Street
- US 1 Southbound/Brevard Street
- US 1 Northbound/SR 405
- US 1 Southbound/SR 405
- US 1 Northbound/Pine Street
- US 1 Southbound/Pine Street
- US 1 Northbound/Julia Street
- US 1 Southbound/Julia Street
- US 1 Northbound/Main Street
- US 1 Southbound/Main Street
- US 1 Northbound/SR 406
- US 1 Southbound/SR 406
- US 1/Indian River Avenue

All traffic count data collected was adjusted utilizing the latest (2013) FDOT axle (where applicable) and seasonal adjustment factors for Brevard County, to provide 2015 annual average conditions. All collected traffic counts and seasonal factors are provided in Appendix B.

Existing 2015 volumes are illustrated in Figure 9 and Figure 10.

LEGEND

Green	IOS A
Yellow	IOS B
Orange	IOS C
Red	IOS D
Dark Red	IOS E
Black	IOS F



DAILY



AM



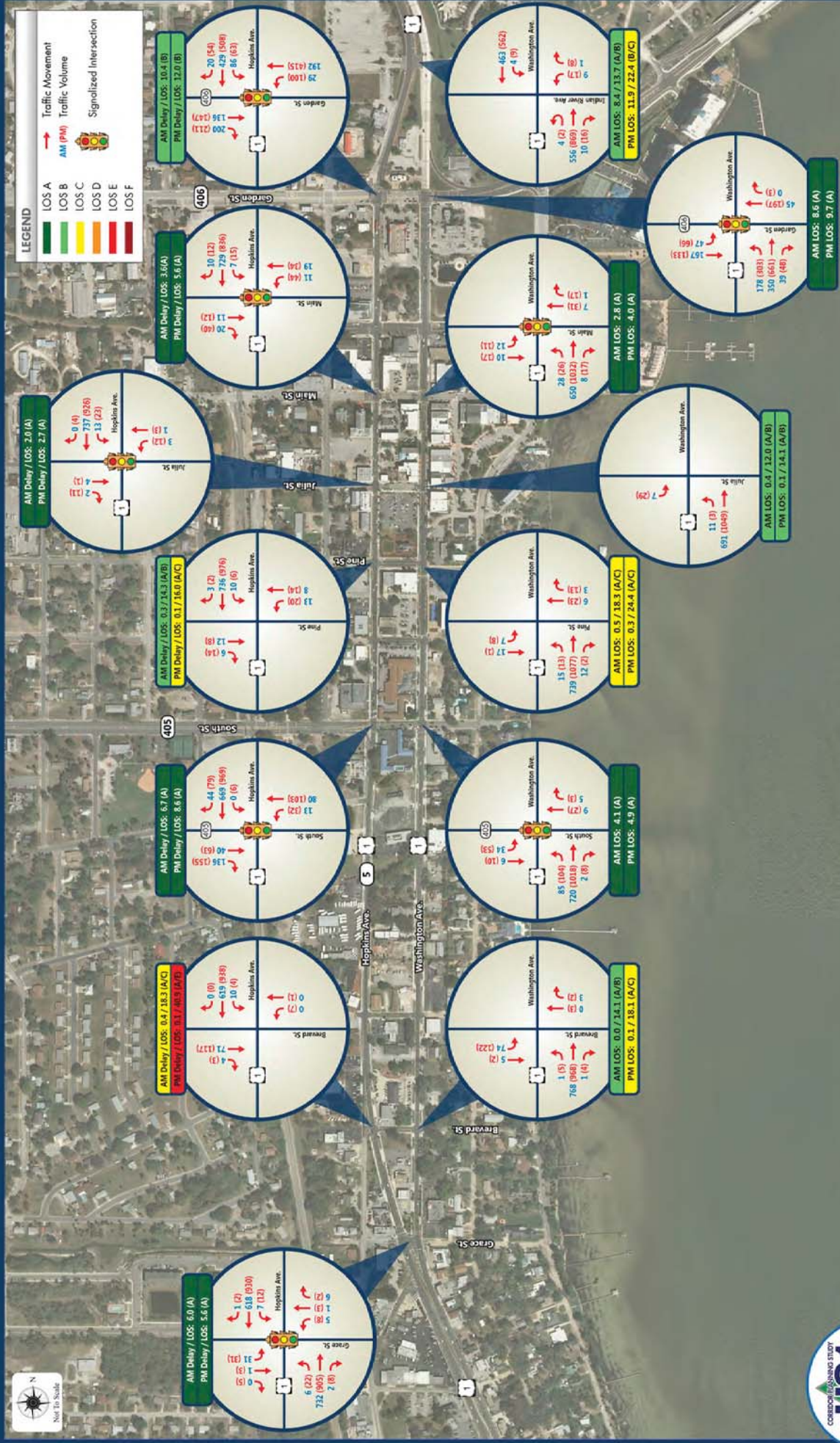
PM



US 1 Corridor Planning Study
Laurel Place to Indian River Avenue



FIGURE 9
Existing 2015 Roadway Operations



US 1 Corridor Planning Study

Laurel Place to Indian River Avenue



FIGURE 10
Existing 2015 Intersection Operations





Spot Speed Study

Four spot speed studies were conducted along the US 1 corridor. The posted speed limit within the Study Area on US 1 Northbound from Grace Street to SR 405 is 40 mph, from SR 405 to north of SR 406 is 30 mph, and increases to 35 mph between SR 406 and Indian River Avenue. The posted speed limit for US 1 Southbound from Indian River Avenue to north of SR 406 is 35 mph, from north of SR 406 to SR 405 is 30 mph and from SR 405 to Grace Street is 40 mph.

Factors used in interpreting spot speeds are defined below:

- a) 85th Percentile Speed – The speed that 85% of the free flowing vehicles do not exceed.
- b) 50th Percentile Speed – The speed that 50% of the free flowing vehicles do not exceed.
- c) Pace – A 10-mph range that includes the highest number of vehicles observed.

Table 3: Vehicle Spot Speed Summary

Locations #1 and #2 North of St. Johns Street		
Direction	SB	NB
Posted Speed	40	40
85 th Percentile	42.0	42.0
50 th Percentile	38.0	37.0
10 mph Pace	33-42	33-42
Locations #3 and #4 North of Palmetto Street		
Posted Speed	30	30
85 th Percentile	34.0	35.0
50 th Percentile	29.0	30.0
10 mph Pace	24-33	25-34

The speed data reveals that vehicles traveling southbound and northbound through stations 3 and 4 move at 34.0 mph and 35.0 mph, consecutively. The 30 mph posted speed is above the 50th Percentile Speed for the southbound direction and at the 50th Percentile Speed for the northbound direction. The 30 mph posted speed is within the 10 mph Pace at these locations.

Based on the spot speed studies data analyses and engineering judgment, we conclude that the operating speed along the study segment of US 1 is above the posted speed of 30 mph for the segment from SR 405 to SR 406, while the operating speed appeared to be lower than the posted speed of 40 mph for the segment from Grace Street to SR 405.



Safety and Crash Analysis

Crash Data was obtained from the FDOT’s Crash Analysis Reporting System (CARS) for the previous five years (January 01, 2009 to December 31, 2013) along US 1 from south of Grace Street to north of SR 406.

A total of 173 crashes, 86 of those resulting in injuries, and 1 fatality were reported over the five-year period along US 1 within the Study Area, as illustrated in Table 4 and Figure 11.

Table 4: Crash Data Summary by Year

	Total Number of Crashes	Number of Injury Crashes	Total Number of Injuries	Number of Fatal Crashes	Total Number of Fatalities	Number of Night Crashes	Number of Wet Crashes
Roadway: US 1 Northbound							
Roadway ID: 70030000 Milepost: 2.925 to 4.290							
2009	12	6	10	0	0	2	1
2010	17	7	10	1	1	3	0
2011	19	7	10	0	0	4	0
2012	14	9	12	0	0	4	0
2013	27	14	25	0	0	9	3
2009-2013	89	43	67	1	1	22	4
Average	17.8	8.6	13.4	0.2	0.2	4.4	0.8
Percent	-	48.3%	-	1.1%	-	24.7%	4.5%
Roadway: US 1 Southbound							
Roadway ID: 70030101 Milepost: 0.000 to 1.397							
2009	19	11	18	0	0	3	3
2010	13	7	7	0	0	3	2
2011	23	11	13	0	0	1	1
2012	18	10	13	0	0	3	2
2013	11	4	6	0	0	1	0
2009-2013	84	43	57	0	0	11	8
Average	16.8	8.6	11.4	0.0	0.0	2.2	1.7
Percent	-	51.2%	-	0.0%	-	13.1%	9.5%
Grand Total	173	86	124	1	1	33	12
Grand Percent	-	49.7%	-	0.6%	-	19.1%	6.9%

Based on the overall crash analysis for both directions, it was determined that the predominant crash types were angle crashes (36.4%) and rear end crashes (20.8%). One fatality occurred in 2010, involving one vehicle, during the daylight hours, clear weather, and dry roadway conditions. The collision was classified as a rear end and the contributing cause was listed as failure to maintain the vehicle. Figure 11 illustrates the location of this fatality on US 1. Table 5 summarizes the number of crashes by harmful event along the US 1 corridor.



Table 5: Crash Data Summary by Harmful Event

Crash Type	2009	2010	2011	2012	2013	2009-2013	Average per Year	Percent
Roadway: US 1 Northbound								
Roadway ID: 70030000 Milepost: 2.925 to 4.290								
Angle	2	2	6	6	10	26	5.2	29.2%
Rear End	5	8	3	1	3	20	4.0	22.5%
Head On	0	0	1	1	3	5	0.8	5.6%
Left Turn	0	0	3	0	1	4	0.7	4.5%
Sideswipe	0	1	1	0	0	2	0.3	2.2%
Pedestrian	1	0	0	0	0	1	0.2	1.2%
Right Turn	0	0	0	0	0	0	0.0	0.0%
Bicycle	0	0	0	0	0	0	0.0	0.0%
Other	4	6	5	6	10	31	6.2	34.8%
Total	12	17	19	14	27	89	-	100.0%
Roadway: US 1 Southbound								
Roadway ID: 70030101 Milepost: 0.000 to 1.397								
Angle	10	1	11	8	7	37	7.4	44.0%
Rear End	3	8	2	3	0	16	3.2	19.0%
Left Turn	2	0	1	2	1	6	1.2	7.1%
Sideswipe	2	0	0	0	0	2	0.4	2.4%
Right Turn	1	0	0	0	0	1	0.2	1.2%
Bicycle	0	0	1	0	0	1	0.2	1.2%
Head On	0	0	0	0	1	1	0.2	1.2%
Pedestrian	0	0	0	0	0	0	0.0	0.0%
Other	1	4	8	5	2	20	4.0	23.9%
Total	19	13	23	18	11	84	-	100.0%
Grand Total	31	30	42	32	38	173	-	-

Segment crash rates in crashes per million vehicle-miles traveled were calculated for the US 1 corridor in order to compare the actual crash rate of the corridor to the statewide average crash rate for similar facilities during the study period. Each transition in crash rate category or AADT requires a break in the segment crash rate calculation, resulting in four (4) distinct segments on US 1 Northbound and two (2) distinct segments on US 1 Southbound Hopkins Avenue for which an individual crash rate was calculated and compared to the statewide average for the corresponding crash rate category. The Statewide Average Crash Rate was extracted from the FDOT CAR System.

As seen in Table 6, one roadway segment of US 1 (from Laurel Place to Grace Street) experienced an average crash rate higher than the average crash rate for similar facilities according to FDOT's State wide average. The length of this segment, 0.153 miles, implies a higher per-mile concentration of crashes compared to the statewide average crash rate. The segment is noted as a high crash segment and will be considered during the planning process, however it may not be a major concern given the calculation methods and segment length.



Table 6: Summary of Crash Rates (number of crashes per million vehicle miles)

From/To	Number ¹ of Crashes	Length (miles)	AADT ⁴	ACR ²	Crash Rate Category	AVG ³	High Crash Segment?
Roadway: US 1 Northbound							
Roadway ID: 70030000 Milepost: 2.925 to 4.290							
Laurel Place to Grace Street	18	0.153	21,991	2.93	Urban 4-5 In 2 way Divided Road	2.45	YES
Grace Street to SR 405	22	0.497	13,030	1.86	Urban 1 way	7.07	NO
SR 405 to SR 406	37	0.509	11,476	3.47	Urban 1 way	7.07	NO
SR 406 to Indian River Avenue	12	0.206	9,236	3.46	Urban 1 way	7.07	NO
Roadway: US 1 Southbound							
Roadway ID: 70030101 Milepost: 0.000 to 1.397							
SR 406 to SR 405	59	0.506	11,400	5.60	Urban 1 way	7.07	NO
SR 405 to Grace Street	40	0.497	13,156	3.35	Urban 1 way	7.07	NO

Notes:

- 1- Number of crashes from January 1, 2009 to December 31, 2013.
- 2- Average Crash Rate = $(N * 1,000,000) / (365 * Y * AADT * L)$, where N = number of crashes, Y = number of years, AADT = Annual Average Daily Traffic, and L = Length of the segment in miles.
- 3- AVG = Statewide Average Crash Rate for Corresponding Category.
- 4- Data collected by VHB Inc.

Bicycle and Pedestrian Crashes

Two crashes including a pedestrian and a cyclist occurred on US 1 within the Study Area from 2009 to 2013. The pedestrian crash occurred on US 1 Northbound between Laurel Place and Grace Street in daylight hours, with clear weather, and dry roadway conditions. The bicycle collision occurred at the US 1 Northbound/Orange Avenue intersection in the daylight hours with clear weather, and dry roadway conditions. Drugs or alcohol were not cited as contributing factors to either crash. The location of the bicycle and pedestrian crashes are illustrated in Figure 11.



LEGEND

- Collision with Cyclist
- Collision with Pedestrian
- Fatality



US 1 Corridor Planning Study

Laurel Place to Indian River Avenue



Figure 11
Crash Location Map





3.4 Future Traffic Projections

Growth Projections and Assumptions

In order to determine an acceptable growth rate for the US 1 Study Area, traffic projections from various available sources were considered. This included the latest year Central Florida Regional Planning Model, Version 5.1 (CFRPM 5.1) released in 2012, FDOT historical Annual Average Daily Traffic (AADT) growth trends, and Brevard County population projections from the Bureau of Economic and Business Research (BEBR). Table 7 below presents the comparison of resulting growth rates.

Table 7: Growth Rate Comparison

Growth Method	Growth Rate
Historic Trends Analysis	-3.40%
Model Growth Analysis	1.37%
BEBR Growth Analysis	
Brevard County Medium	0.85%
Brevard County High	1.54%
Average Growth Rate	1.46%

The historic growth trends were not applied due to the negative value as illustrated in Table 7. It was observed that the model growth rate of 1.37% fit between the BEBR medium and high growth rates, therefore the 1.37% annual growth rate was utilized for the analysis, and was applied to the 2015 existing volumes to develop the 2040 future traffic.

3.5 Future Operational Analysis

Roadway Operations

According to FDOT, the study corridor is classified as an “urban principal arterial other” and has an adopted LOS “D”. The generalized peak hour directional service volumes for the LOS letters “A” through “F” were obtained from Table 8 of the 2012 FDOT Quality/Level of Service Handbook and compared with 2015 existing volumes and projected 2040 volumes calculated using the previously-identified 1.37% annual growth factor. The 2015 existing and 2040 projected roadway operations are provided in Table 8 for daily, AM peak hour, and PM peak hour.



Table 8: Existing and 2040 Projected Roadway Level of Service

Analysis Year	Roadway/Segment	Daily		AM Peak		PM Peak	
		AADT	LOS	Volume	LOS	Volume	LOS
2015	US 1 (2-Way Section)						
	Laurel Place to Grace Street	21,991	C	888	C	935	C
	US 1 Southbound (One Way)						
	Grace Street to SR 405	13,156	C	1,094	C	1,137	C
	SR 405 to SR 406	11,400	C	861	C	984	D
	SR 406 to Indian River Avenue	8,687	C	700		699	C
	US 1 Northbound (One Way)						
	Grace Street to SR 405	13,030	C	995	C	1,127	C
	SR 405 to SR 406	11,476	D	884	C	1,053	C
	SR 406 to Indian River Avenue	9,236	D	680	C	933	D
2040	US 1 (2-Way Section)						
	Laurel Place to Grace Street	31,000	C	1,200	C	1,300	C
	US 1 Southbound (One Way)						
	Grace Street to SR 405	18,000	C	1,500	C	1,600	C
	SR 405 to SR 406	16,000	C	1,200	D	1,400	D
	SR 406 to Indian River Avenue	12,000	D	980	D	980	D
	US 1 Northbound (One Way)						
	Grace Street to SR 405	18,000	C	1,400	C	1,600	C
	SR 405 to SR 406	16,000	D	1,200	C	1,500	C
	SR 406 to Indian River Avenue	13,000	D	960	D	1,300	D

As shown in Table 8, the US 1 corridor is anticipated to operate within acceptable LOS standards based upon the existing and future forecast developed for this study. Projected roadway operations are illustrated Figure 12.

LEGEND

LOS A	Green
LOS B	Yellow
LOS C	Orange
LOS D	Red
LOS E	Dark Red
LOS F	Black



US 1 Corridor Planning Study
Laurel Place to Indian River Avenue



FIGURE 12
Future 2040 Projected
Roadway Volumes & Operations





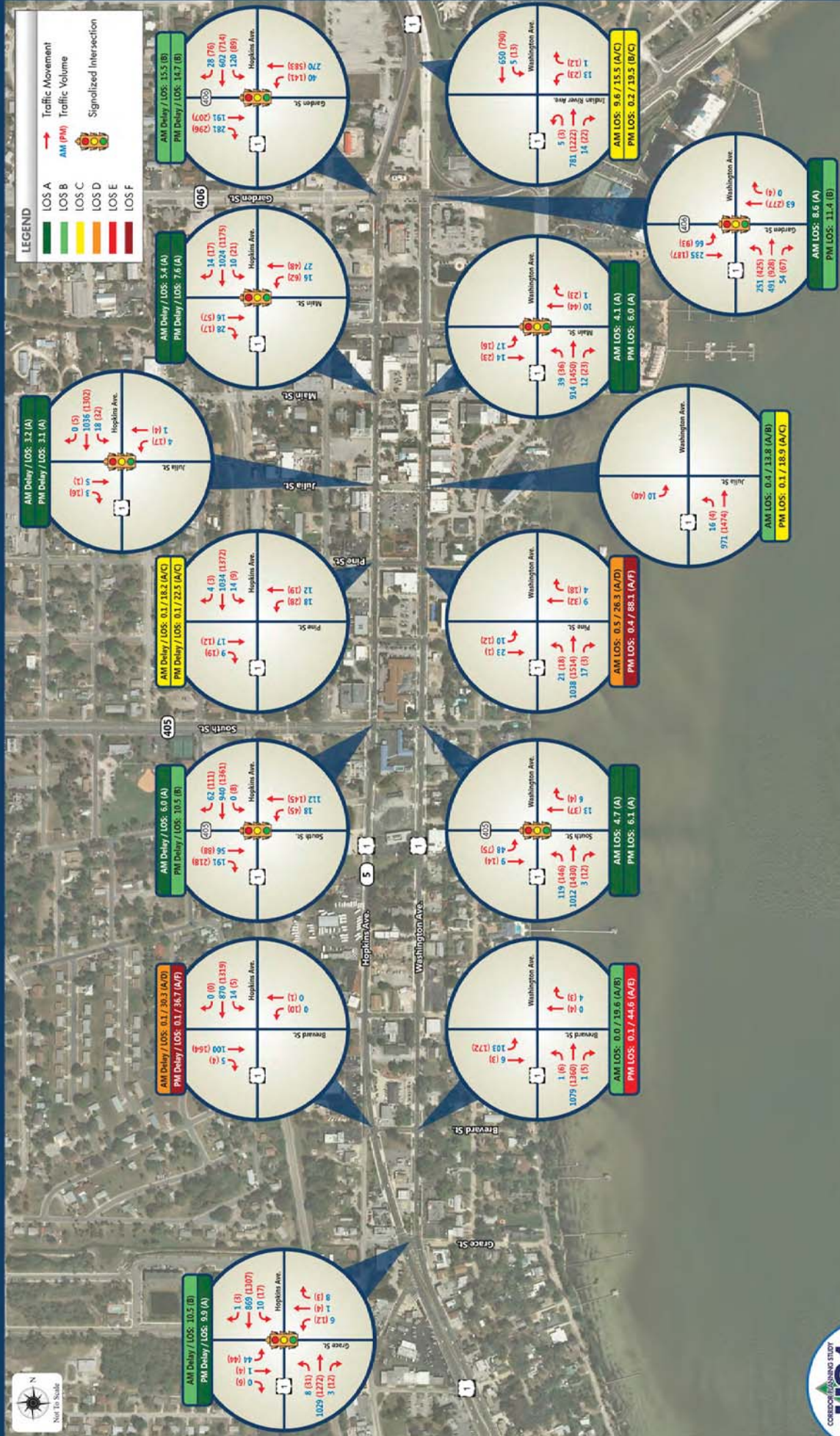
Intersection Operations

According to the HCM 2010, for signalized intersections, the average control delay per vehicle from 55 seconds up to 80 seconds is considered to be a LOS E condition. Beyond 80 seconds is considered to be a LOS F condition. A summary of the LOS analysis for the study intersections is included in Table 9.

Table 9: Existing and 2040 Projected Intersection Level of Service

Intersection	2015 Existing				2040 Future			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 1/Grace Street	6.0	A	5.6	A	10.5	B	9.9	A
US 1 Northbound/Brevard Street	0.0/14.1	A/B	0.1/18.1	A/C	0.0/19.6	A/B	0.1/44.6	A/E
US 1 Southbound/Brevard Street	0.4/18.3	A/C	0.1/40.9	A/E	0.1/30.3	A/D	0.1/236.7	A/F
US 1 Northbound/ SR 405	4.1	A	4.9	A	4.7	A	6.1	A
US 1 Southbound/ SR 405	6.7	A	8.6	A	6.0	A	10.5	B
US 1 Northbound/Pine Street	0.5/18.3	A/C	0.3/24.4	A/C	0.5/26.3	A/D	0.4/88.1	A/F
US 1 Southbound/Pine Street	0.3/14.3	A/B	0.1/16.0	A/C	0.1/18.2	A/C	0.1/22.5	A/C
US 1 Northbound/Julia Street	0.4/12.0	A/B	0.1/14.1	A/B	0.4/13.8	A/B	0.1/18.9	A/C
US 1 Southbound/Julia Street	2.0	A	2.7	A	3.2	A	3.1	A
US 1 Northbound/Main Street	2.8	A	4.0	A	4.1	A	6.0	A
US 1 Southbound/Main Street	3.6	A	5.6	A	5.4	A	7.6	A
US 1 Northbound/SR 406	8.6	A	9.7	A	8.6	A	11.4	B
US 1 Southbound/SR 406	10.4	B	12.0	B	15.5	B	14.7	B
US 1/Indian River Avenue	8.4/13.7	A/B	11.9/22.4	B/C	9.6/15.5	A/C	0.2/19.5	A/C

As seen in Table 9, all Study Area intersection and roadway segments currently operate under acceptable level of service conditions during the AM and PM peak hours with the exception of US 1 Southbound/Brevard Street. This intersection as a whole operates above the adopted level of service. The projected future intersection operations are shown in Figure 13.



US 1 Corridor Planning Study

Laurel Place to Indian River Avenue



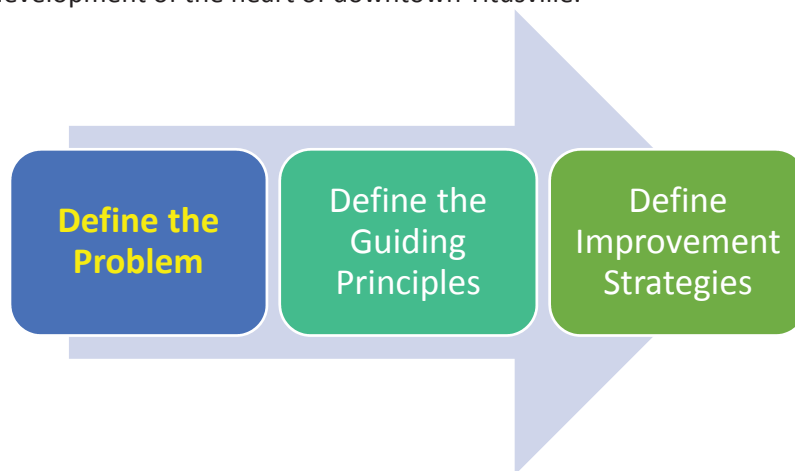
FIGURE 13
Future 2040 Projected
Intersection Volumes & Operations



4

Understanding the Problem

In order to effectively develop context sensitive solutions for a Corridor Planning Study, it is essential to define the purpose and need for the plan. The elements affecting context sensitive solutions are community values, mobility, and safety for all modes; all of which directly influence the development of the purpose and need. US 1 is an important corridor for the City of Titusville and the region, not only for its historical significance, but also for serving local and commuting travel, while supporting the economic development of the heart of downtown Titusville.



Information documented in the data collection, stakeholder coordination, and traffic forecasting process were utilized to identify the issues and opportunities within the corridor as outlined below.

4.1 Issues & Opportunities

This section is intended to summarize the issues identified along the corridor to be evaluated during the study, as well as opportunities to consider in the development of potential improvement strategies. During the data collection and existing conditions inventory process, elements within the corridor that were found to be deficient were noted appropriately as summarized in this section. Wherever possible, other aspects of the corridor that represent potential opportunities to support future enhancements were also documented. In addition, the current local agency transportation plans were reviewed to identify a range of potential improvement strategies. The following is an accumulation of data collection and to-date stakeholder feedback:



Access Management

The following access management issues have been observed:

- High number of driveways that have direct access to US 1
- Parcels with multiple driveways

Bicycle & Pedestrian Facilities

Based on data collection and stakeholder feedback, the following observations were made:

- Issues with utilization of existing pedestrian crosswalks and drivers lack of understanding on the about the requirement to stop for pedestrians crossing US 1
- No designated bike lanes on the corridor south of Main Street
- Undesignated bike lanes are present on US 1 north of Main Street to north of Indian River Avenue
- Many cyclists use Indian River Avenue to the east as an alternate parallel facility (north/south)

Transit

The following observations were made regarding transit through field review and coordination with stakeholders:

- Frequent bus stop spacing with most bus stop locations having ADA accessibility issues such as the absence of wheelchair-accessible boarding and alighting locations
- Minimal bus stop amenities such as benches are provided

Existing Operations

Based on analysis done for both the existing conditions and the future traffic projections, the following opportunities were identified:

- Existing and 2040 Future volume projections are anticipated to operate at acceptable roadway and intersection LOS conditions during the AM and PM peak hours. This may provide an opportunity for improvements while avoiding major capacity impacts.
- Spot speed study revealed that average speeds range from 24-33 mph in the 30 mph posted area; and 33-42 mph in the 40 mph posted area. Vehicles do not appear to be traveling at excessive speeds within the Study Area;
- Pedestrian perception is that vehicles are traveling at excessive speeds.

Summary of Transportation Plans

Any potential alternatives will be developed with consideration for programmed improvement plans and projects identified throughout the review of the following transportation plans:

- The City of Titusville Comprehensive Plan Objectives and Policies, which identifies land use designations along the southern portion of the current study corridor. The City of Titusville also adopted policies to strengthen and encourage a pedestrian-friendly, mixed-use district along US 1.
- The SCTPO Bicycle & Pedestrian Mobility Plan recognizes gaps or deficiencies in the existing network. The plan identifies installation of sharrows along US 1 from Grace Street to St Johns Street and from SR 405 to 1,200 feet north of SR 406. There is no funding for either project.



- Complete Streets initiative by City of Titusville will improve South Hopkins Avenue Street toward the south end of the corridor. This project is currently being designed and is programmed to begin construction in mid-2016.
- The CRA Community Redevelopment Plan involves coordinating growth in the Downtown CRA and creating a downtown area with a vibrant mixed-use, town center environment. Through coordination, there is a potential to combine efforts with the 5-Year Capital Improvement Plan for \$150,000 in fiscal year 2013/2014 for the US 1 side street improvements.

4.2 Problem Statement

The syntheses of the US 1 issues and opportunities provide a better understanding of the challenges facing the corridor. This information provides the groundwork for a clear understanding of the problem in order to accurately identify the problem.

Is there a clear understanding of the problem? How often, and for how long, does this problem occur?

Yes. The problem is consistent and not applicable at any specific time of day or duration of time. However, it is related to the nature of the corridor and is not conducive to a multimodal environment for the following reasons:

1. No designated bicycle facilities are present within the Study Area.
2. There is not adequate separation of pedestrian facilities and travel lanes.
3. Adequate facilities are not provided at existing bus stops and do not meet ADA requirement.
4. Pedestrians experience long wait times to cross US 1 at designated cross walks.
5. Vehicles do not see pedestrians waiting at crosswalks and do not consistently stop when there are pedestrians waiting to cross.
6. Improvements need to build upon the previous investments from the recent streetscaping efforts.

Are the stakeholders in agreement with what the problem is and what the objectives of the study are?

Yes, this has been confirmed with local residents, business owners, the City of Titusville, Brevard County, Space Coast Area Transit, and Space Coast Transportation Planning Organization. This is documented by the meeting summaries provided in the appendix.

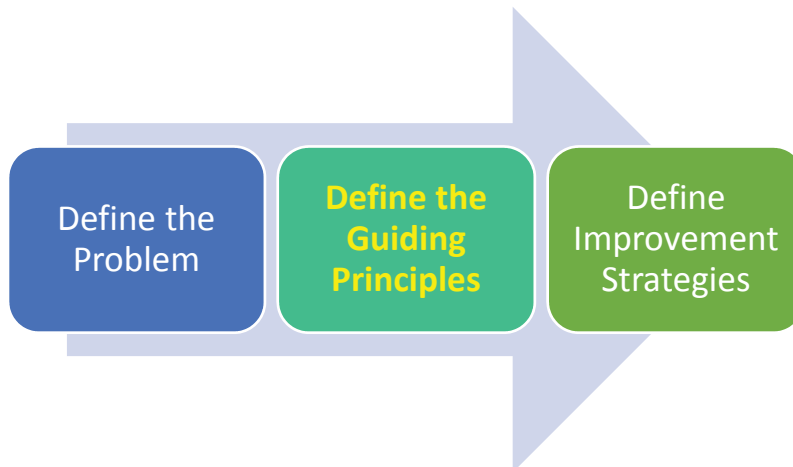
What is the transportation problem? Is the problem a challenge related to mobility, safety, capacity, or facility conditions? What modes are experiencing these problems?

The problem on US 1 within the Study Area, and specifically within the historic downtown area, is limited mobility due to the absence of facilities, or inadequate facilities.

How can multimodal safety and mobility be enhanced within the Study Area? How can multimodal options for local trips be encouraged? How can economic development goals of the community be supported through transportation improvements to build upon the previous investments made on the corridor?

4.3 Guiding Principles

Based on findings from both the Existing and Future Condition Analysis and input from the stakeholders and the study team, the guiding principles of the study have been developed and agreed upon. As part of this exercise, the vision, major users, and desired role of the corridor were identified.



Vision

The vision for the US 1 Corridor is to create a local neighborhood community that encourages residents and tourists to visit, work in, live nearby, and play in.

Major Users: Local Residents, Commuters, Transit Users, Business Patrons, Freight, Bicyclists and Pedestrians, and Tourists

Desired Role: A multimodal corridor that supports economic development while supporting regional traffic.

The following guiding principles were developed based on the corridor vision, major users, and desired role as identified by the study team and stakeholder feedback:

- I. **Safety**
- II. **Pedestrian Mobility**



- III. *Economic Development*
- IV. *Transit*

4.4 Purpose & Need

Following the identification and definition of the guiding principles of the corridor, the clear statement of purpose and need was developed. The purpose was based on the defined problem established by the Existing and Future Condition Summaries and coordination from project stakeholders, and guided by the principles previously identified.

Purpose Statement

To provide additional safe multimodal mobility options to support economic development goals, enhance the historic downtown corridor, and encourage a healthy community atmosphere.

Needs Statement

Additional mobility options and safety enhancements for the existing pedestrian facilities is needed based on the existing pedestrian traffic, and planned investment / economic development activity within Downtown Titusville that will increase pedestrian, bicycle, and transit demands. The City's future vision supports increased use by non-vehicular modes within the downtown core as part of continuing to establish a walkable, pedestrian friendly urban environment. The contributing factors that support the project need include:

- *The corridor has been designated by the City of Titusville as part of the Community Redevelopment Agency (CRA) district.*
- *Increasing commerce and pedestrian activity*
- *Increasing numbers of bicycle users with Coast-to-Coast trail and other regional trails*
- *High volume of pedestrian mid-block crossings*
- *Large transit-dependent community*
- *Lack of ADA accommodations*
- *Lack of bicycle facilities*

4.5 Measures of Success

Measures of success were identified in order to evaluate the effectiveness of the solutions needed for the Study Area. These solutions are based on the goals and objectives previously identified from the guiding principles of the study. Table 10 below presents the measures of success associated with each goal and objective of the planning study.



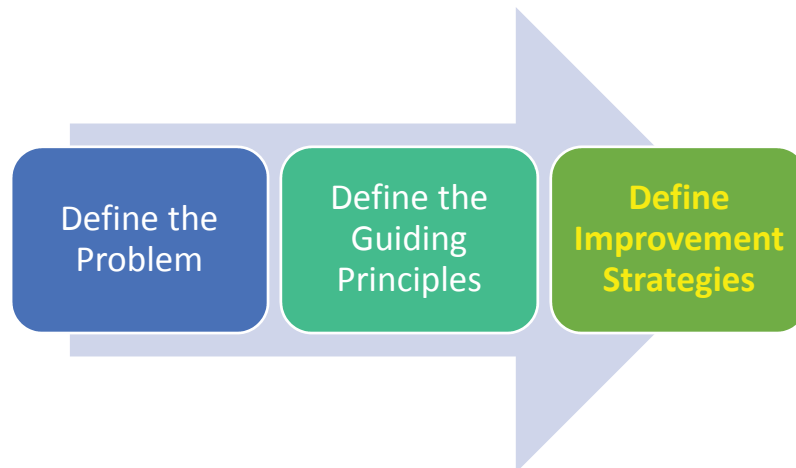
Table 10: Measures of Success

Guiding Principle	Objective	Measure
Safety	Provide better pedestrian / vehicle separation	Reduction in locations with sidewalk located at edge of curb
	Improve pedestrian crossings	Decrease in number of pedestrian mid-block crossings at undesignated locations
		Upgraded pedestrian crossings to be more obvious to vehicles
		Increase in number of pedestrians using marked crosswalks
Pedestrian Mobility	Improve mid-block crossing technology	Reduce wait times for pedestrians at crosswalk due to vehicles not stopping
		Increase in number of marked pedestrian crossings
	Provide bicycle facilities	Reduction in gaps in bicycle lane coverage
Economic Development	Support Community Atmosphere	Welcoming Feature
		Create Corridor Branding Theme
Transit	Provide improved bus stop facilities	Upgrade bus stops to meet ADA standards
		Provide shelters/benches at bus stops
	Provide mode choice	Provide bike racks at stops
		Ensure sidewalk connections meet every stop

5

Development of Improvement Strategies

Once the issues were identified, the next step in the study process is to explore possible solutions for improving the corridor. Five separate improvement strategies were identified and explored to address the problems identified during the US 1 corridor study. These improvement strategies differ in both cost and magnitude in order to present a wide range of options to identify which strategies could be further explored and potentially recommended.



5.1 Improvement Strategy 1 – Crosswalk Enhancements

One improvement strategy developed involves enhancing the existing pedestrian crosswalks to be more visible to drivers. The guiding principles behind this improvement strategy include increasing both pedestrian activity and improving pedestrian safety within the study limits.

5.2 Improvement Strategy 2 – Pavement Markings

Excessive signage was identified as an issue along the corridor by overloading a driver with information and possibly creating a distraction. As an effort to reduce some of the existing signage, pavement markings in place of the signage is recommended where appropriate. The pavement markings will serve as a way to notify drivers without distracting from pedestrians, ultimately providing better safety.

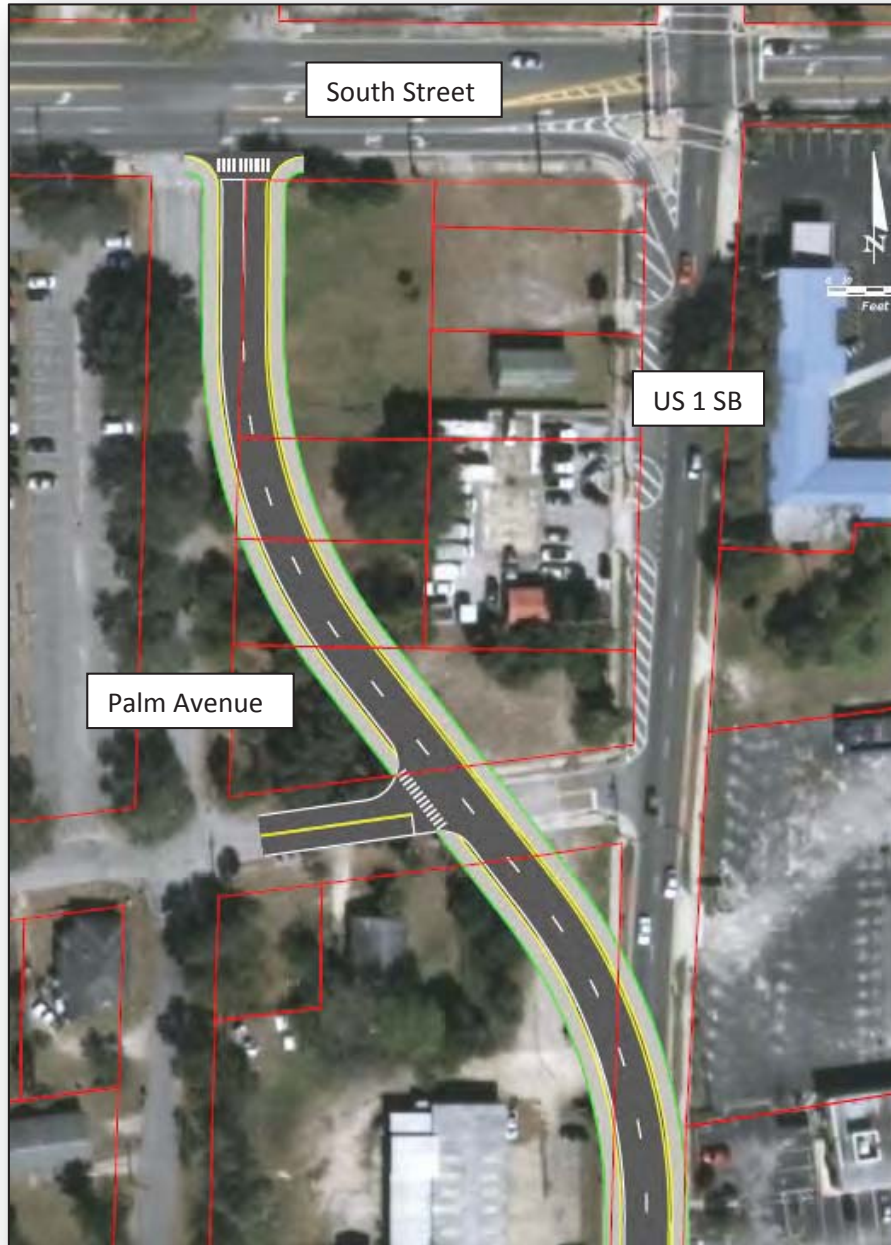
5.3 Improvement Strategy 3 – Palm Avenue Realignment

The realignment of Palm Avenue, an improvement strategy requested by local stakeholders, was developed to reroute the US 1 Southbound traffic to Palm Avenue. The guiding principle supporting this strategy is the need to increase commerce and pedestrian activity. The study team considered alternatives that would divert traffic from US 1 Southbound over to Palm Avenue south of the railroad crossing bridge (US 1) to connect with Palm Avenue north of SR 406 utilizing the SR 406 at Palm Avenue signalized intersection, reconnecting Palm Avenue to S. Hopkins Avenue south of SR 405. The realignment plan was developed with the consideration to minimize property impacts as much as possible. Some issues encountered with this alternative were centered around the US 1 bridge over the railroad crossing, and to potentially avoid rebuilding or building a new bridge. Concepts of three alignment options for the northern section of Palm Avenue connecting the existing US 1 Southbound to the existing Palm Avenue alignment is shown in Figure 14. A concept to tie Palm Avenue (proposed US 1 Southbound) back into the existing US 1 is shown in Figure 15.

Figure 14: Palm Avenue Realignment Alternative – Northern Section Alignments



Figure 15: Palm Avenue Realignment Alternative – Southern Section Alternative



5.4 Improvement Strategy 4 – Grace Street Roundabout

A roundabout at the intersection of Washington Avenue and Grace Street would eliminate the need for a signal at this location. This alternative would not only reduce pedestrian and bicycle conflict points, but also provide accommodation to heavy truck movements. The roundabout could also create a gateway feature for the City of Titusville, as well as serve as a traffic calming measure prior to entering the downtown area. The Grace Street Roundabout Alternative can be seen in Figure 16.

Figure 16: Grace Street Roundabout



5.5 Improvement Strategy 5 – US 1/SR 406 Roundabout

US 1 currently intersects SR 406 with two signalized intersections accommodating the US 1 Northbound and US 1 Southbound one-way pairs. The close proximity of the intersections to each other creates safety concerns, as proven by the high crash rates between the two signals. In an effort to eliminate the need for these signals, a roundabout incorporating both intersections was identified as a possible improvement strategy. This roundabout would take the shape of a peanut or dogbone in order to accommodate both of the existing

intersections. The roundabout, shown in Figure 17, include one travel lane for both eastbound and westbound traffic and two travel lanes for both northbound and southbound traffic. The westbound right turn lane would be removed in this alternative.

SIDRA (a roundabout evaluation tool) was used to analyze traffic operations with a roundabout at the US 1 and SR 406 intersections. While traffic operations did improve with the implementation of the roundabout, this improvement strategy would require the purchase of right-of-way, with business impacts, both north and south of the roadway between the two intersections.

Figure 17: US 1/SR 406 Roundabout



The US 1/SR 406 Roundabout was developed in conjunction with the SR 406 Corridor Planning Study, due to overlapping Study Area limits. This potential improvement alternative is also presented in the SR 406 Corridor Planning Study Alternatives and Strategies Report.

6

Recommended Improvement Strategies – Supporting the US 1 Vision

Once the improvement strategies were identified and analyzed, some strategies were deemed not reasonable or cost feasible, while the rest moved on as recommended improvement strategies to be developed further in another planning phase. While these recommended improvement strategies represent the outcome of this corridor planning study, other potential alternatives may be identified during subsequent planning studies.

6.1 Recommended Improvement Strategy 1 – Crosswalk Enhancements

Several crosswalk enhancements are recommended to improve existing crosswalk conditions. These enhancements include consistent pedestrian crosswalk treatments on side streets and continuous crosswalk locations across the one-way pairs. The purpose of these improvements is to provide continuity of crosswalk locations at unsignalized intersections. Figure 18 depicts the proposed crosswalk locations for a more constant pedestrian facility.

6.2 Recommended Improvement Strategy 2 – Pavement Markings

In order to address the issue of excessive signage along the corridor, pavement markings have been recommended. These pavement markings would replace some existing signage to give information to the driver as illustrated in the picture to the right.





6.3 Recommended Improvement Strategy 3 – Grace Street Roundabout

A roundabout is recommended at the Grace Street and US 1 intersection. This improvement would not only improve safety for all modes, but it also meets the City’s desire of creating a gateway feature for the historic downtown area. This gateway feature would also promote slower speeds entering the corridor.

6.3.1 Operational Analysis

Operational analysis for the proposed roundabout was conducted with HCS Roundabout and is illustrated in Table 11 below. The proposed roundabout is anticipated to operate at an LOS B or better in 2040.

Table 11: Grace Street Intersection 2040 No-Build and Roundabout Operational Analysis

US 1 / Grace Street	2040 No-Build		2040 Roundabout	
	Delay	LOS	Delay	LOS
AM Peak	10.5	B	9.1	A
PM Peak	9.8	A	13.4	B

6.3.2 Right-of-Way Requirements

Preliminary right-of-way estimates were obtained and indicate that 3,370 sq-ft of area will be needed to accommodate the proposed roundabout. More detailed estimates will be developed in the subsequent phases of this project if this improvement strategy is selected for advancement.



LEGEND

- Signalized Intersection
- Step-Controlled Intersection
- Rail Road Crossing
- Proposed Crosswalk



US 1 Corridor Planning Study
 Laurel Place to Indian River Avenue



FIGURE 18
 Proposed Crosswalk Enhancements



7

Implementation Plan & Next Steps

The implementation plan is intended to outline the process and actions that will aid in the development and transportation planning decisions to achieve the defined goals and objectives outlined as part of this study. The plan specifically identifies tasks, processes, and agreements necessary to advance the proposed improvement strategies in an effective and timely manner.

7.1 Next Steps

The next step in the project development process is to move into the Concept Development Study phase. This study phase will involve additional analysis and development of a full concept for the US 1 corridor. The study will involve continued coordination with internal FDOT working groups, such as Traffic Operations and the Management Team, as well as local stakeholders and agencies. During the Concept Development Study phase, a final alternative will be selected. Design would be the next step, followed by the right-of-way, if needed, and construction.

7.1.1 Additional Improvement Strategies

In the final stages of this corridor planning study, an additional improvement strategy was identified for further evaluation. The strategy explores an alternative to split traffic through Titusville to utilize Palm Avenue as the US 1 Southbound corridor. Hopkins Avenue would become a two-way street. Both Washington Avenue and Palm Avenue would have one travel lane with on-street parking. This alternative was discussed after the improvement strategies were defined, and will require further analysis during the concept development phase.

7.2 Potential Interim Spot Improvements

The improvement strategies recognized for immediate advancement to construction are crosswalk enhancements and reduced signage with pavement markings. These improvement strategies could be implemented prior to the corridor wide improvements based on available funding.



7.3 Funding

Future funded phases for this project have not yet been identified in the SCTPO's Long Range Transportation Plan or Transportation Improvement Plan. However, the local agencies support moving the improvement strategies to the next phase as quickly as possible. FDOT may advance this project to the Concept Development Study phase once funding becomes available.

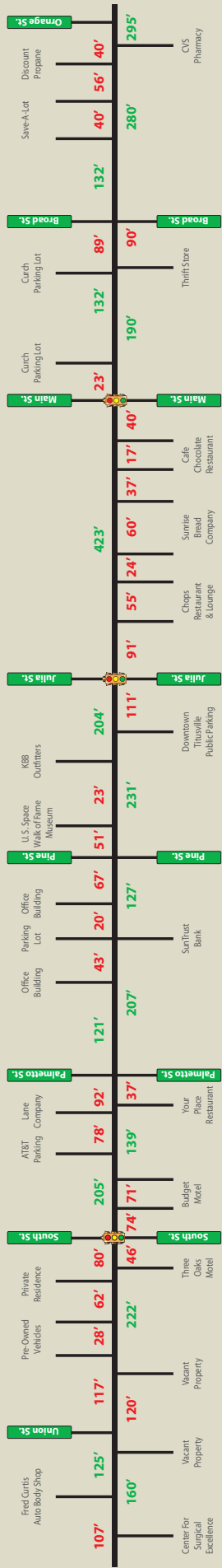
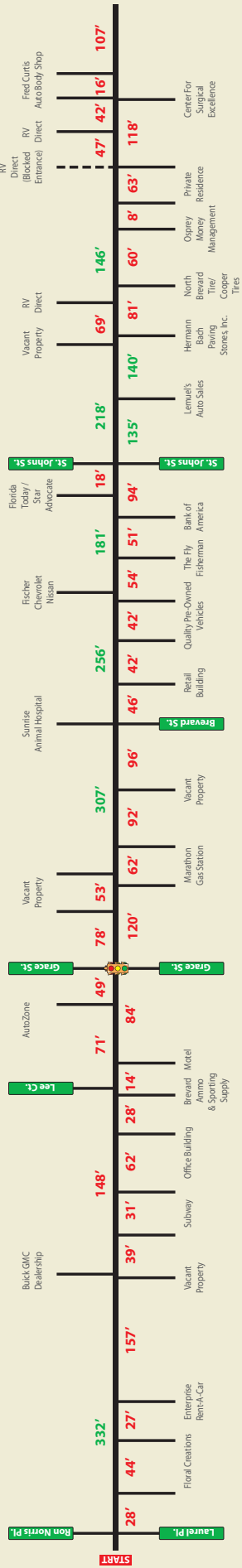


Appendix

Appendix A – Existing Roadway Physical Features Figures

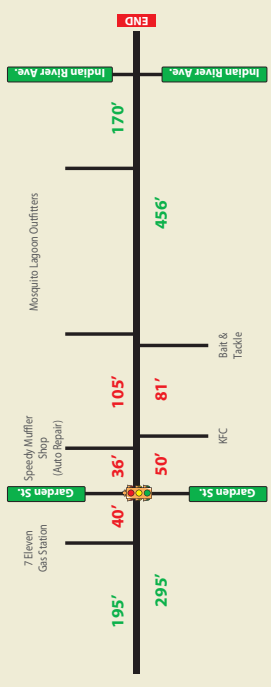


Not To Scale



LEGEND

- 000 - Meets Access Management Standards
- 000 - Does Not Meet Access Management Standards

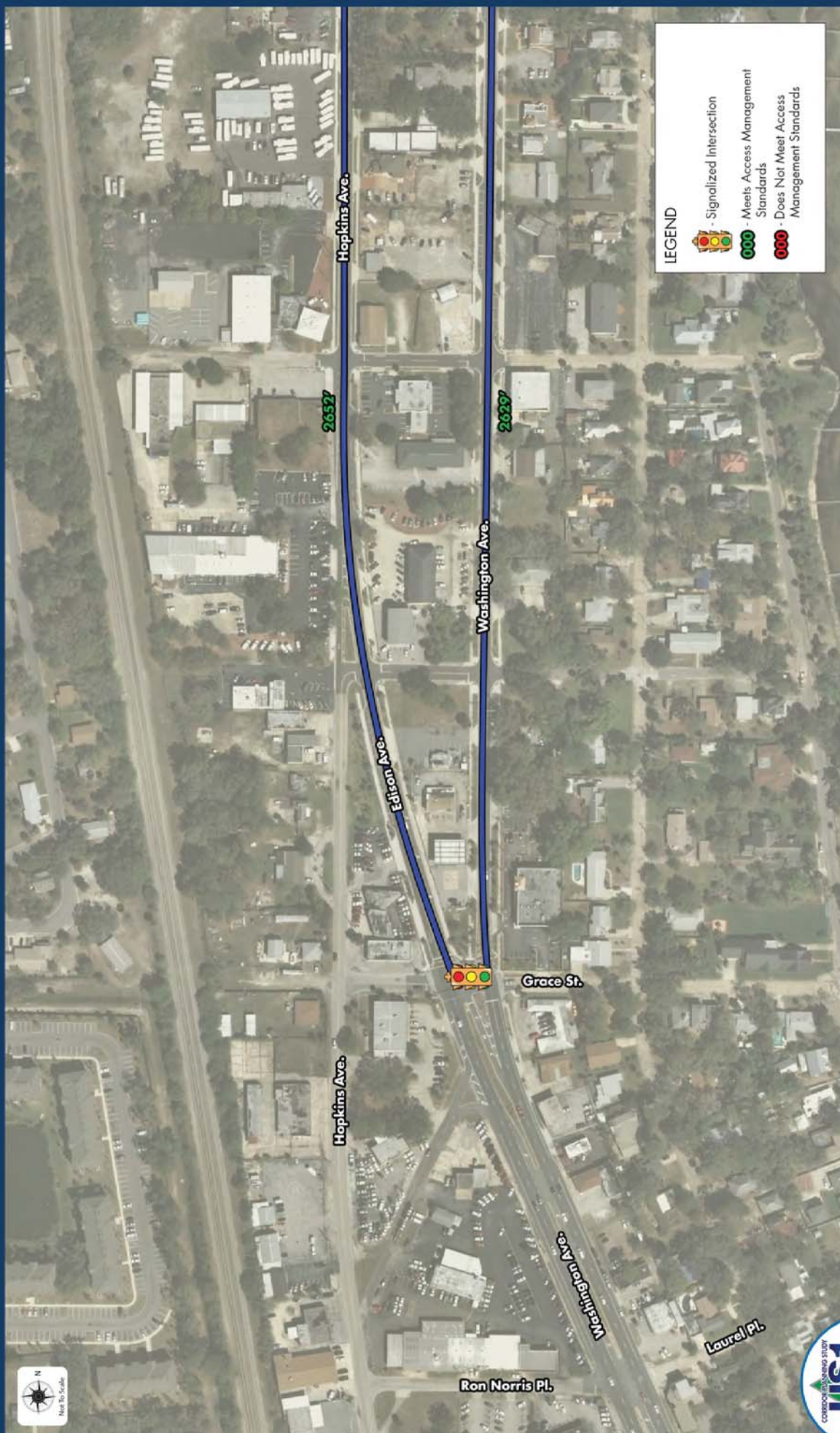


US 1 Corridor Planning Study

Hopkins Avenue | Laurel Place to Indian River Avenue



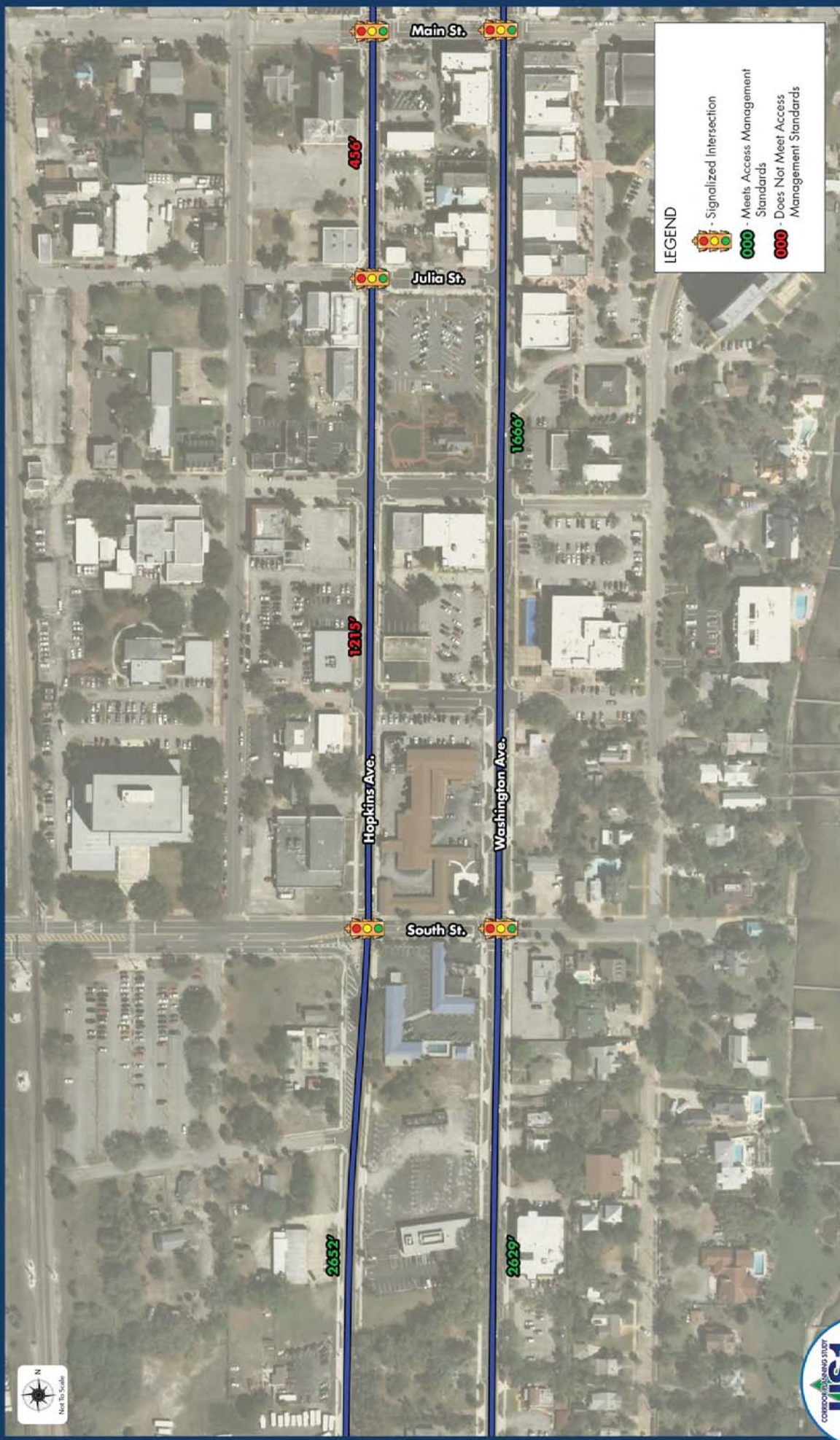
FIGURE 6
Access Management - Driveway Spacing



US 1 Corridor Planning Study
 Laurel Place to Indian River Avenue



FIGURE 8
 Access Management - Signalized Intersection Spacing

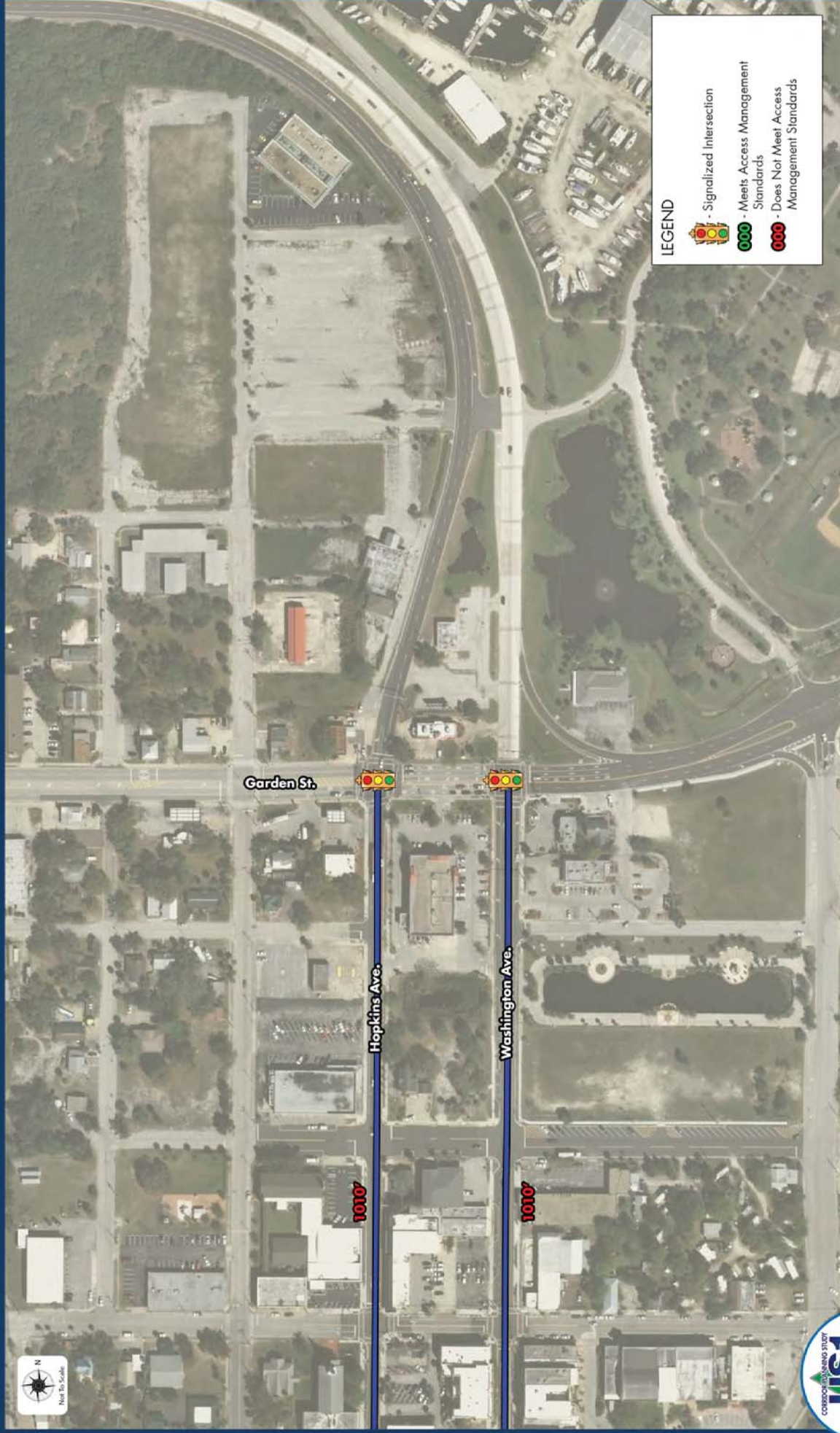


US 1 Corridor Planning Study
 Laurel Place to Indian River Avenue




FIGURE 9
 Access Management - Signalized Intersection Spacing





LEGEND

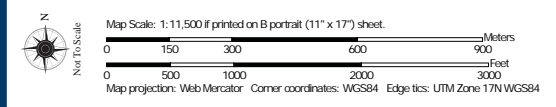
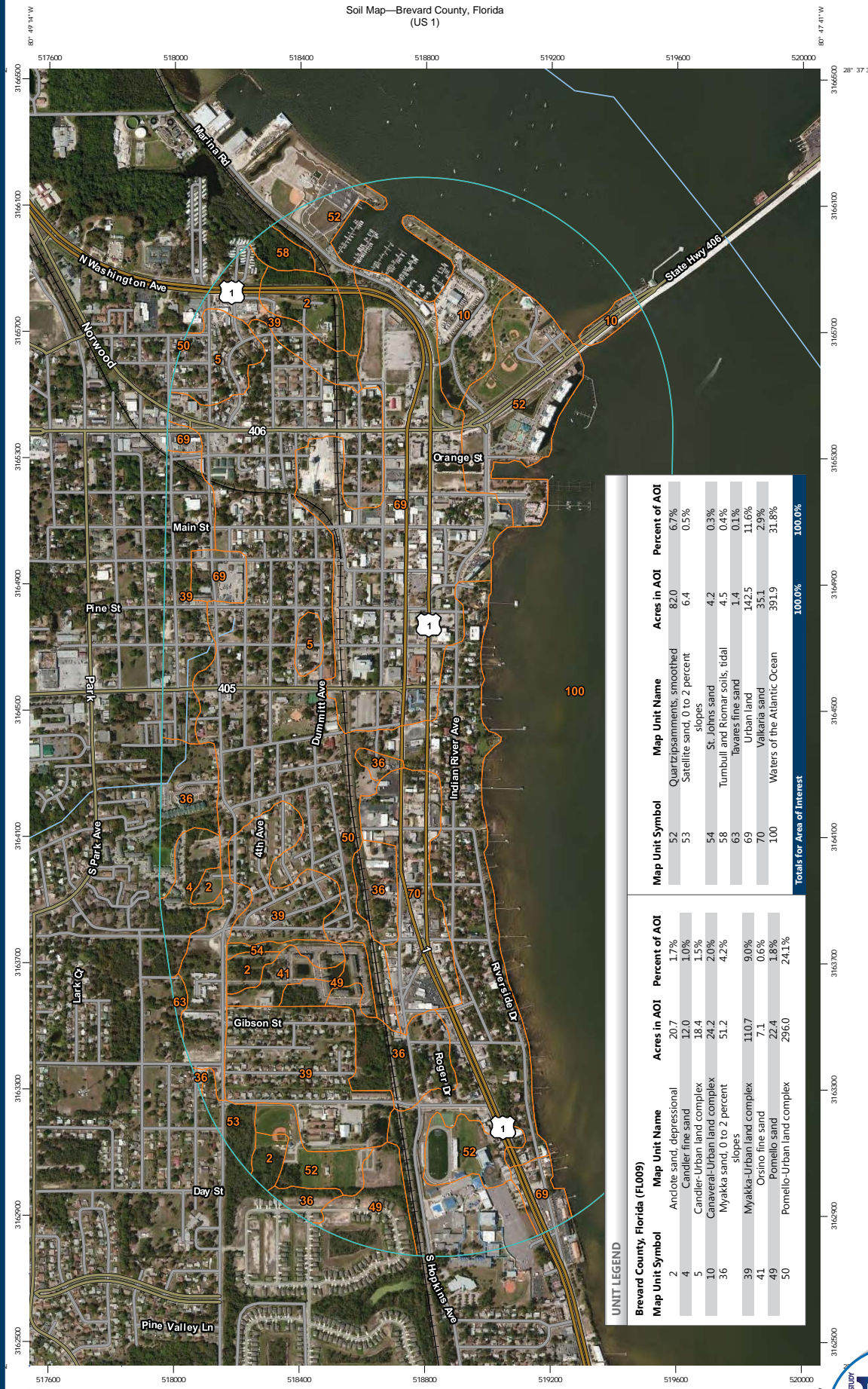
-  - Signalized Intersection
-  - Meets Access Management Standards
-  - Does Not Meet Access Management Standards



US 1 Corridor Planning Study
 Laurel Place to Indian River Avenue



FIGURE 10
 Access Management - Signalized Intersection Spacing



Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
52	Quartzipsums, smoothed	82.0	6.7%
53	Satellite sand, 0 to 2 percent slopes	6.4	0.5%
54	St. Johns sand	4.2	0.3%
58	Tumbull and Riomar soils, tidal	4.5	0.4%
63	Javaries fine sand	1.4	0.1%
69	Urban land	142.5	11.6%
70	Valkaria sand	35.1	2.9%
100	Waters of the Atlantic Ocean	391.9	31.8%
Totals for Area of Interest		1000.0%	100.0%

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
2	Andole sand, depressional	20.7	1.7%
4	Candler fine sand	12.0	1.0%
5	Candler-Urban land complex	18.4	1.5%
10	Canaveral-Urban land complex	24.2	2.0%
36	Myakka sand, 0 to 2 percent slopes	51.2	4.2%
39	Myakka-Urban land complex	110.7	9.0%
41	Orsino fine sand	7.1	0.6%
49	Pomello sand	22.4	1.8%
50	Pomello-Urban land complex	296.0	24.1%

UNIT LEGEND

Brevard County, Florida (FL009)

US 1 Corridor Planning Study
Laurel Place to Indian River Avenue



FIGURE 12
Soils Map



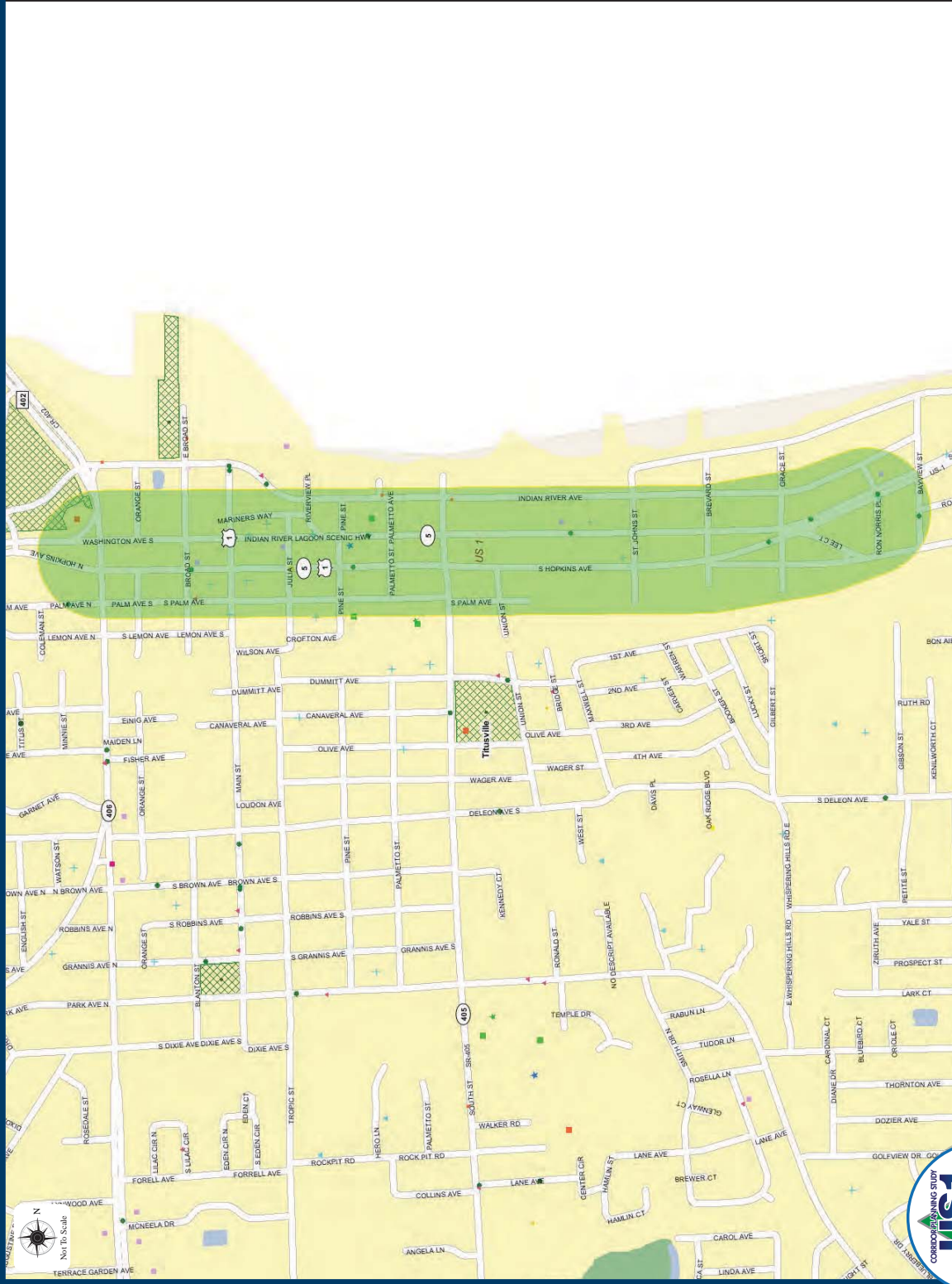


US 1 Corridor Planning Study
 Laurel Place to Indian River Avenue



FIGURE 18
 Cultural Resources Map



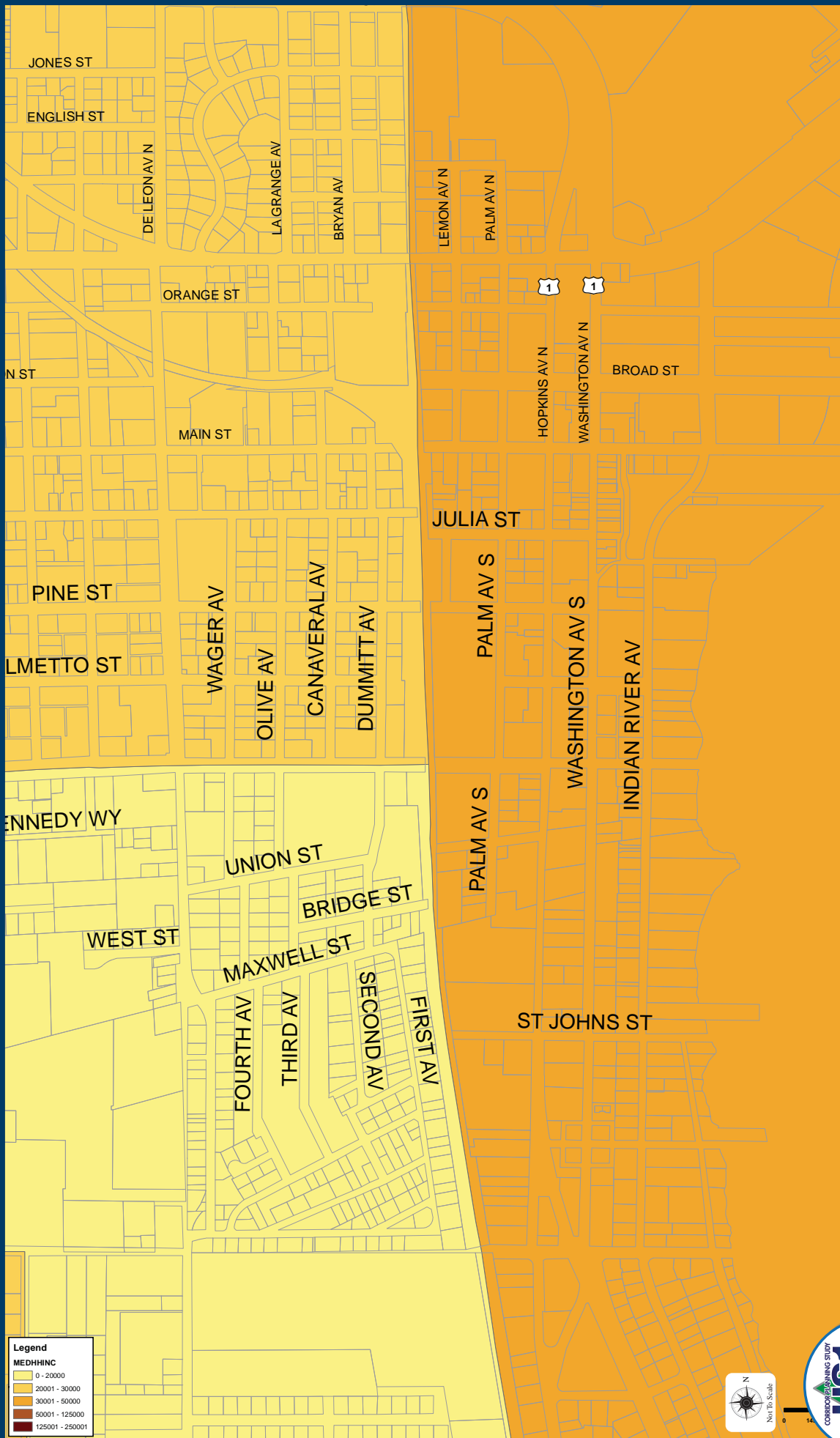


US 1 Corridor Planning Study
 Laurel Place to Indian River Avenue



FIGURE 19
 Public Facilities Map





Legend
MEDHHINC

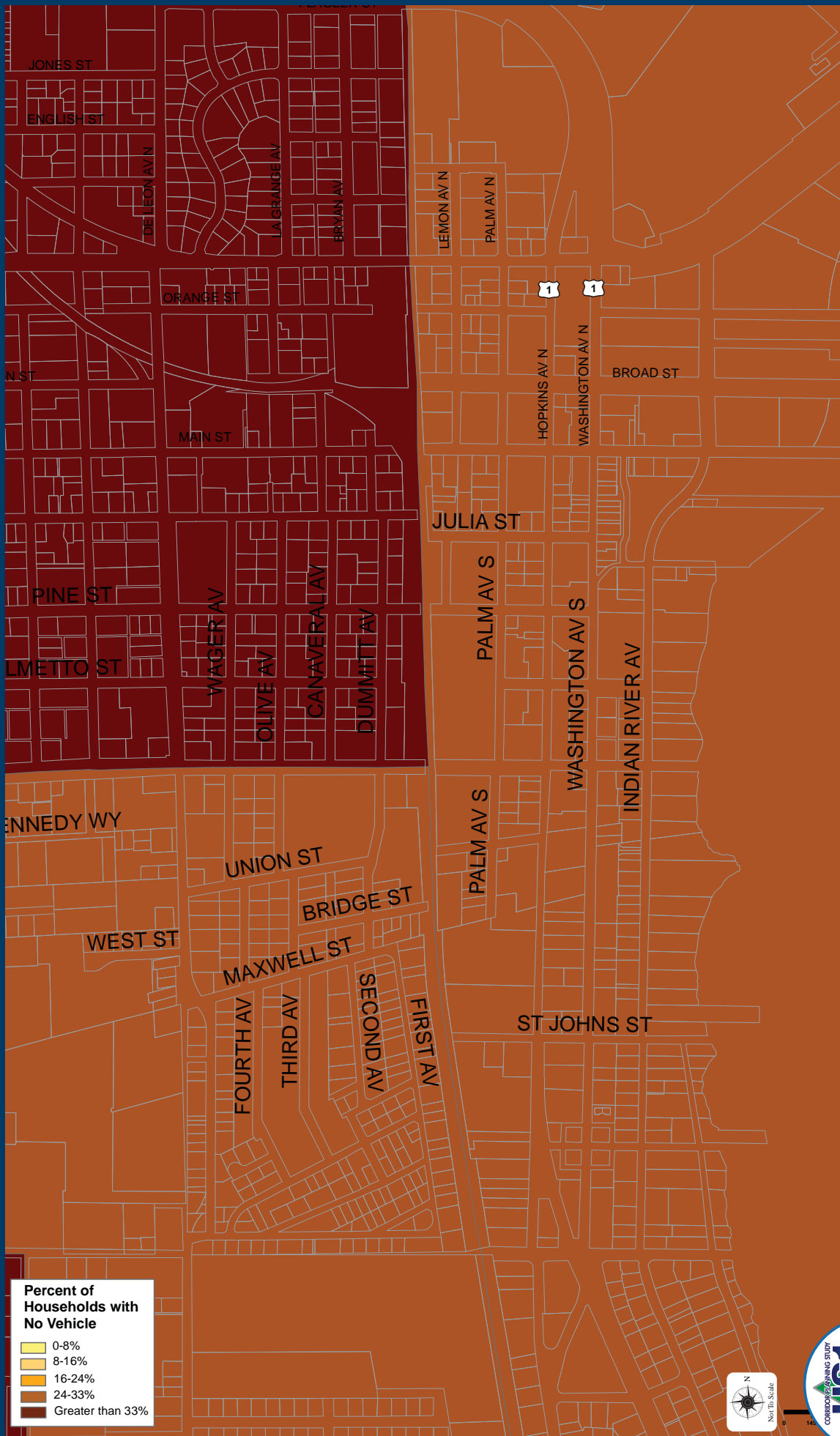
Lightest Yellow	0 - 20000
Light Yellow	20001 - 30000
Yellow-Orange	30001 - 50000
Orange	50001 - 125000
Dark Orange	125001 - 250001



US 1 Corridor Planning Study
Laurel Place to Indian River Avenue



FIGURE 20
Median Household Income Map



Percent of Households with No Vehicle

Lightest Yellow	0-8%
Light Yellow	8-16%
Yellow	16-24%
Orange	24-33%
Darkest Orange	Greater than 33%



US 1 Corridor Planning Study
 Laurel Place to Indian River Avenue



FIGURE 21
 Percentage of Households with No Vehicles Map

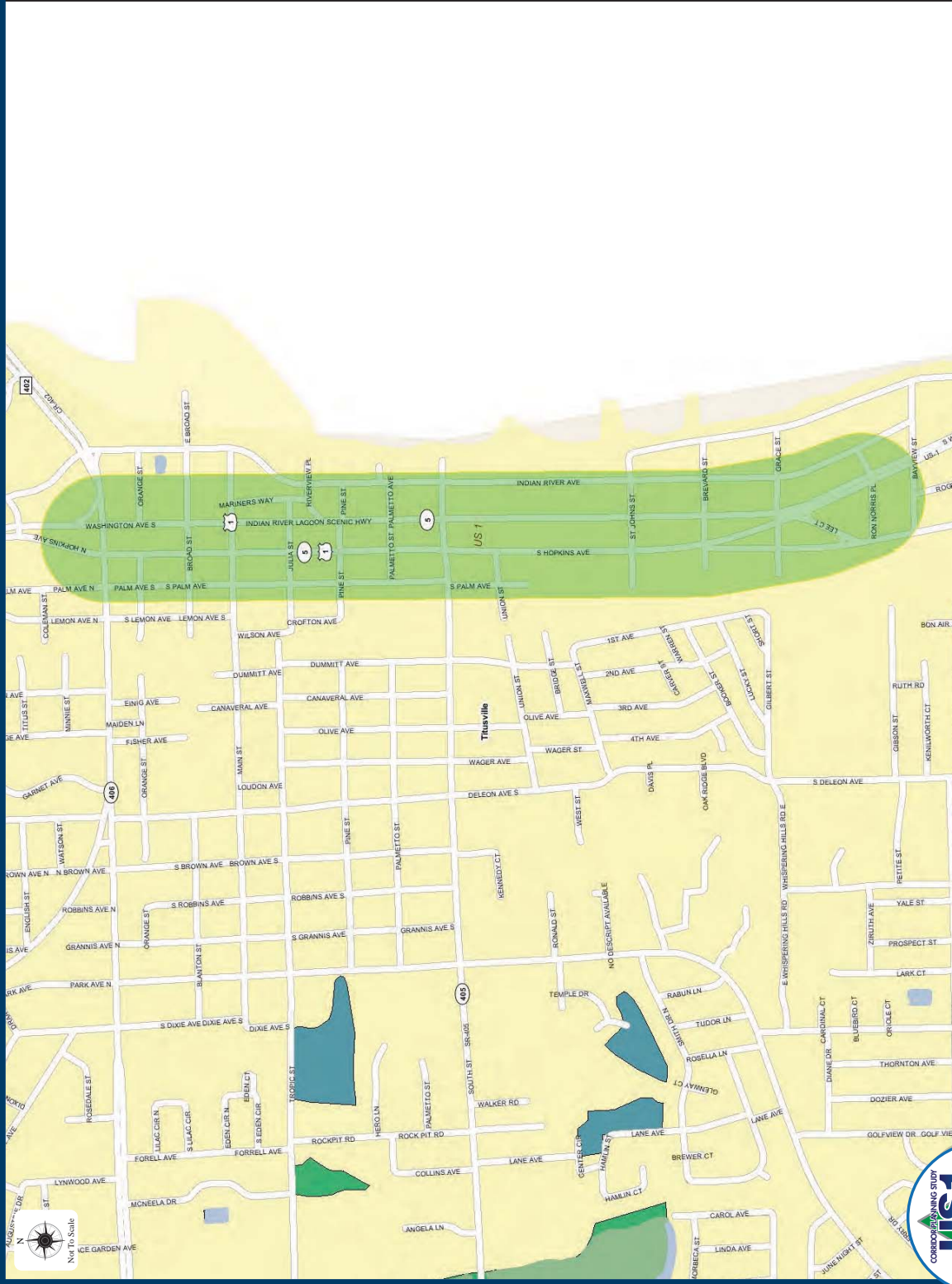


US 1 Corridor Planning Study
 Laurel Place to Indian River Avenue



FIGURE 22
 Wildlife and Habitat Map





US 1 Corridor Planning Study
 Laurel Place to Indian River Avenue



FIGURE 23
 Wetlands Map





- Legend**
- Population Areas
 - Alternatives (Currently in Review)
 - ETAT Review
 - County Commission approved Historic Structures - Highlands County
 - Historic Structures
 - Navteq All Street Names
 - FDOT Major Rd Names
 - Navteq Interstates
 - Navteq US Hwys
 - Navteq State Roads
 - Navteq County Roads
 - State Historic Bridges
 - State Historical Highways
 - SHPO National Register Sites
 - Archaeological and Historic Sites
 - Historic Cemeteries
 - SHPO Resource Groups
 - SHPO Survey Areas
 - National Historic Preservation Act Certified Local Governments
 - High Archaeological Site Potential - Highlands County
 - NHD(100K) Hydrographic Landmark Areas
 - NHD(100K) Water Bodies
 - LAKE/POND
 - SWAMP/MARSH
 - RESERVOIR
 - City Limits (Parcel derived)
 - Major Florida Parks and Forests
 - Florida Boundary
 - LAND

US 1 Corridor Planning Study
 Laurel Place to Indian River Avenue

FIGURE 24
 Floodplains Map



- Legend**
- Population Areas
 - Alternatives (Currently in Review)
 - ETAT Review
 - FDEP Treaters, Storers, and Disposers of Hazardous Waste
 - FDEP Storage Tank Contamination Monitoring
 - FDEP Petroleum Contamination Monitoring Sites
 - FDEP Large Quantity Generators of Hazardous Waste
 - FDEP Dry Cleaning Program Sites
 - Waste Cleanup (Open) Responsible Party Sites
 - Waste Cleanup (Inactive) Responsible Party Sites
 - Waste Cleanup (Closed) Responsible Party Sites
 - FDEP Compliance and Enforcement Tracking Facilities
 - FDEP Hazardous Waste Facilities
 - FDEP Off Site Contamination Notices
 - FDEP Institutional Control Registry
 - Navteq All Street Names
 - FDOT Major Rd Names
 - Navteq Interstates
 - Navteq US Hwys
 - Navteq State Roads
 - Navteq County Roads
 - State funded Hazardous Waste Cleanup Sites
 - Brownfield Areas
 - NHD(100K) Hydrographic Landmark Areas
 - NHD(100K) Water Bodies
 - LAKE/POND
 - SWAMP/MARSH
 - RESERVOIR
 - City Limits (Parcel derived)
 - Major Florida Parks and Forests
 - Florida Boundary
 - LAND



US 1 Corridor Planning Study
 Laurel Place to Indian River Avenue





Appendix

Appendix B – Comments and Coordination Summary



Florida Department of
TRANSPORTATION

US 1 Corridor Planning Study

Comments and Coordination Summary



Table of Contents

Introduction 1

 1.1 Overview of the Project..... 1

 1.2 Purpose of this Report..... 1

Summary of Study Outreach Efforts 3

 2.1 Introduction 3

 2.3 The Public Involvement Plan 4

 2.4 Study Mailing Notification List..... 4

Evaluation of the Public Involvement Plan 7

 3.1 Evaluation of the Public Involvement Plan..... 7

 3.2 Public Involvement during the Next Phase of the Project..... 9

Figure No.	Description	Page
	Figure 1: Study Area.....	2

Appendices

- Appendix A: PVT Meeting Summaries
- Appendix B: Public Involvement Plan
- Appendix C: Study Mailing Notification List
- Appendix D: Public Kick-off Meeting Summary
- Appendix E: Public Alternatives Meeting Summary
- Appendix F: Small Group Meetings Materials
- Appendix G: Additional Public Comments



1

Introduction

1.1 Overview of the Project

In January 2015, the Florida Department of Transportation began a Corridor Planning Study on State Road (SR) US 1 (US 1) from Laurel Place to Indian River Avenue. This project was requested by the City of Titusville to coordinate the development of a future vision for the US 1 corridor that will establish a multimodal approach to providing for future transportation needs. Figure 1 illustrates the Study Area.

A Corridor Planning Study is a high-level evaluation of safety, environmental and geometric concerns along a transportation corridor where needs, possible improvement options and planning level cost estimates are identified. The purpose of the study is to develop a multimodal design-driven vision, rather than a model-driven vision to determine how best to meet the needs of the current and future end users of the corridor, and to establish a long-term plan to guide evolution of the corridor. Multimodal corridor projects are seen as essential to network efficiency, safety, and livability within the context of future transportation needs.

1.2 Purpose of this Report

The purpose of this report is to document all of the outreach conducted and the feedback that was received for this project.

Chapter 2 of this report will summarize the public outreach that was conducted as part of this study. Chapter 3 presents the evaluation of the Public Involvement Plan to determine the effectiveness/extent of the project's outreach efforts.

Figure 1: Study Area



Summary of Study Outreach Efforts

2.1 Introduction

Successful public involvement is about building credibility, understanding and consensus. This requires a process characterized by technical competence, integrity, and good listening. These principles were used to create the framework for this study's public involvement strategy.

The goal with the outreach efforts performed during this study was to allow people living and working within the project study area, and other interested parties, to contribute to the decision-making process and to influence the choices that were made about the US 1 corridor. The fundamental objectives were to ensure that the concerns and issues of those with a stake in the project were identified by giving stakeholders opportunities to review and comment on the findings of the study and that those concerns be addressed. A Public Involvement Plan (PIP) was developed to assist FDOT in developing a project that meets the needs of the community in addition to gaining greater acceptance and support of the project.

Gaining community consensus among the varied stakeholders in the study area is essential to achieve a successful project outcome. The keys to gaining community consensus were identified as the following:

- Include project stakeholders early and continuously in the project process and include their input to define the initial alternatives
- Make technical and other project information readily available
- Provide open access to the decision-making process
- Maintain regular communication with the project stakeholder to achieve community buy-in

Strategies used to gain community consensus were:

- Early and continuous involvement of stakeholders
- Reasonable availability of technical and other project information
- Collaborative input on improvement strategies for the study area and the criteria against which they are measured and evaluated
- Open access to the decision-making process

Many public involvement activities were held as a combined effort with the SR 406 Corridor Planning Study being conducted simultaneously, in which a portion of the project study areas of both studies overlap. Combined outreach activities include PVT meetings, stakeholder coordination meetings, and public meetings. This chapter documents all of the public outreach efforts that were undertaken as part of the US 1 Corridor Planning Study.

2.2 Project Visioning Team

The Department assembled a Project Visioning Team (PVT) to help provide guidance and direction for study. By involving and interacting with the PVT, local needs, issues, and concerns were identified and addressed proactively. The PVT consisted of staff representatives from:

- FDOT
- City of Titusville
- Brevard County
- Space Coast Transportation Planning Organization (SCTPO)
- Space Coast Area Transit (SCAT)
- Titusville Police Department
- Greater Titusville Renaissance (GTR)
- North Brevard Economic Development Zone
- Local business owners

The PVT met three times throughout the project to review information provided by the team and to offer input on key components of the study based on each agency's plans and positions. Prior to the public meetings, the PVT provided guidance on the materials to be presented and assisted the project team in distributing and publicizing meeting announcements.

As mentioned above, a total of three PVT meetings were held during the course of the project. The meeting summaries (which also reflect the attendance of PVT members at each PVT meeting) are included in Appendix A.

2.3 The Public Involvement Plan

The Public Involvement Plan (PIP) was intended to be a "living document" and was prepared at the beginning of the study and modified as needed. The PIP served two major purposes:

- First, it described the overall approach to community outreach throughout the study, including information on the outreach activities, schedule, team responsibilities, communication protocols, and documentation.
- Second, the PIP documents the contact information for all the stakeholders. This includes the contact information (mailing and/or email addresses) for the PVT, applicable appointed and elected officials, institutional stakeholders, business stakeholders, community stakeholders, and interested persons. This contact list was a dynamic list that was continually updated as individuals provided their contact information (through email, mail, comment forms, or sign-in sheets at meetings) as the study progressed.

A copy of the PIP is included in Appendix B.

2.4 Study Mailing Notification List

As part of the notification process for the public workshop that was held for this study, a contact list of all property owners located within or adjacent to the defined Study Area was developed. A copy of the mailing list is provided in Appendix C.

2.5 Project Website

The project website, housed on FDOT's CFL Roads site (http://www.cflroads.com/project/435627-1/US_1_Corridor_Planning_Study) was created as a "living" documentation of the study's outreach activities and technical work. The site includes: the PIP, meeting materials and summaries, and project reports. As the materials were approved and finalized, the website was updated for easy public access. Website updates occurred throughout the study.

As of August 29, 2016, the website received 188 unique hits and 318 page views.

The screenshot shows the FDOT Central Florida Roads website. The header includes the FDOT logo, the text "Central Florida Roads Florida Department of Transportation", and a search bar. The navigation menu includes "Home", "Lane Closures", "Current Construction Projects", "Future Projects", and "News". The main content area is titled "435627-1 US 1 Corridor Planning Study". It features an "About" section with text describing the study's purpose and goals. Below this is a "Project Files" section listing various documents and reports. To the right, there are three sidebars: "Project Details" showing Phase (Planning), Work Type (Traffic Study), and County (Brevard); "Estimated Costs" (empty); and "Contact Information" listing the Project Manager, Judy Pizzo, with her phone number and email, and a link to "Ask a Question". A "Last Updated" section indicates the page was updated ~ 1 month ago.

2.6 Public Meetings

Two public meetings (Public Kick-off Meeting and Public Alternatives Meeting) were held to solicit input from any and all interested parties that wished to actively engage in the planning process. The meetings were advertised in accordance to the FDOT public information process in coordination with District 5 Public Information Office, and following Section 120.525 of the Florida Sunshine Law.

2.6.1 Public Kick-off Meeting

The Public Kick-off Meeting was held on Wednesday, July 29, 2016 from 5:30 pm to 7:30 pm at the City of Titusville City Hall Council Chambers. The purpose of this meeting was to introduce the project goals and objectives, explain the study process, and receive public and agency input. The meeting was held as an informal open house with display boards and a handout for the public to review and discuss with the study team. There was a formal presentation given at approximately 6:00 pm. In addition to the Department staff and study team, there were 41 members of the general public, 2 elected officials, and 7 agency stakeholders.

A summary of the meeting, which includes notices, materials presented at the meeting, and comments and responses are included in Appendix D.

2.6.2 Public Alternatives Meeting

The Public Alternatives Meeting was held on Thursday, February 25, 2016 from 5:30 pm to 7:30 pm at the City of Titusville City Hall Council Chambers. The purpose of this meeting was to present and explain the potential improvement strategies and to allow interested people an opportunity to provide feedback and comments to the study team about the project. The meeting was held as an informal open house with display boards and a handout for the public to review and discuss with the study team. There was a formal presentation given at approximately 6:00 pm. In addition to the Department staff and study team, there were 24 members of the general public, 1 elected official, and 7 agency stakeholders.

A summary of the meeting, which includes notices, materials presented at the meeting, and comments and responses are included in Appendix E.

2.7 Small Group Meetings

Following the public alternatives meeting, the study team refined the improvement strategies based on comments received. The final study findings were presented to the City of Titusville City Council at its regular board meeting held on April 26, 2016, the SCTPO Board on May 12, 2016, and the Technical and Citizens Advisory Committees on May 9, 2016. The study team also allowed local business to participate in the study but holding a meeting specifically for Titusville's Downtown Merchants Association on June 3, 2015. During the presentations, attendees were given the opportunity to provide feedback.

A copy of the presentations is provided in Appendix F.

2.8 Public Comments

Additional public comments received throughout the study, but not during meetings or meeting comment periods were also documented. All comments and responses are including in Appendix G and listed as follows:

- Mayor Jim Tulley (7/8/16): US 1 Southbound realignment to Palm Avenue Alternative

Evaluation of the Public Involvement Plan

3.1 Evaluation of the Public Involvement Plan

As documented in the PIP, evaluation measures were established at the beginning of the study to evaluate the effectiveness of the public involvement process. These evaluation measures and results are detailed in Table 1.

Table 1: Public Involvement Measures for Success & Results

Objectives	Measures for Success	Results
Provide multiple opportunities for affected citizens and stakeholders to help define the transportation System through the public involvement process.	Public meetings were widely advertised in a timely manner with sufficient material for the public to be informed on the project.	Both meetings were advertised according to Department standards in the following ways: <ul style="list-style-type: none"> - Email notice to approximately 44 public officials - Direct mail to approximately 2,470 property owners - Two legal advertisements in Florida Today - Ad in Florida Administrative Register - Press release to local outlets - Social media posts by Department and local agencies
	Public meetings were conveniently located and the meeting times were acceptable to 75% of the invitees or participants.	Public meeting located less than .5 mile from study corridor with multimodal access including sidewalks, transit, bicycle, and vehicle. 100% of surveyed participants during the public kickoff meeting agreed that the meeting facilities were satisfactory.
	Public input is captured, documented and responded (when necessary).	10 comments and 8 question cards were received during the public kickoff meeting. 5 comments were received during the public alternatives meeting. Comments

Objectives	Measures for Success	Results
		received during the public meetings comment period were responded to in writing. Any email coordination during the study duration was documented.
Public with disabilities have access to project related information and stakeholders have the ability to participate fully in the public process.	All disabled persons that requested accommodations were satisfied with efforts made to accommodate their needs. 100% compliance is required.	The public meeting facilities were ADA compliant. The notices for public meetings included information for translation services.
Diversity of participation in the development of the public development and information process.	The representatives attending the public involvement meetings reflect the demographics for the area (age, race/ethnic, income, gender and employment).	Attendees at the public meetings comprised of all ages, races/ethnic groups, incomes, genders and employment statuses. The study area did not have a concentration of a specific group to target. All public meetings displayed Title VI information on notices, presentations, and with Title VI display boards. Title VI complaint forms along with the FDOT Title VI coordinators for both District and Department were available at both public meetings.
	The Project Visioning Team is comprised of similar demographics for the area (age, race/ethnic, income, gender and employment).	The Project Visioning Team comprised of different ages, races/ethnic groups, incomes, genders and employment statuses.
Ensure that the public information disseminated is clear, informative, timely, adequate and in plain language.	At a minimum 75% of the public meeting attendees agree that the information provided by FDOT was clear.	87.5% of surveyed participants during the public kickoff meeting agreed that the handouts were helpful and useful. 77.8% of surveyed participants during the public kickoff meeting agreed the presentation and meeting displays were clear and effective.
	90% of the affected parties feel that sufficient notice was provided at public meetings.	89.5% of surveyed participants during the public kickoff meeting were notified about the public meeting through one of the notification methods provided by the study team.
	At a minimum 75% of the public meeting attendees agree that the public information and presentation was adequate.	66.7% of surveyed participants during the public kickoff meeting agreed that the overall public involvement process was positive and helpful.

Objectives	Measures for Success	Results
Ensure that the public inquiries were responded to in a timely manner.	Responses to the public inquiries were made within two (2) business days from the date received.	Written comments received during the public meetings and public comment period (10 days) that followed the meeting were responded to within 30 days
	Responses to the public inquiries were made within one (1) business day from the date received.	Written comments received during the public meetings and public comment period (10 days) that followed the meeting were responded to within 30 days
Obtain resolutions of support for the City of Titusville and Brevard County	Receive local agency acceptance of what FDOT can and cannot do to improve the operations and safety of the corridor.	The final improvement strategies recommended for further study were presented to the City of Titusville City Council and SCTPO.
	Obtain support for the project by verbal or written communications received from local agencies. Surveys can be used to obtain feedback and will be sent after the alternatives and final deliverables.	Verbal support from both City of Titusville City Council and SCPTO were given during the update presentations.
	Receive executed resolutions of support from the City and County after the final deliverable.	

3.2 Public Involvement during the Next Phase of the Project

It is anticipated that the appropriate level of public involvement activities will be conducted throughout all subsequent project phases including the Concept Development. These public involvement activities may include additional coordination meetings with local government and environmental permitting agencies, public meetings, work sessions, small group meetings, and public hearings, as directed by the FDOT.

Appendix A
Project Visioning Team
Meeting Summaries

SUMMARIES PROVIDED ON CFLROADS SITE

Appendix B

Public Involvement Plan

PLAN PROVIDED ON CFLROADS SITE

Appendix C

Mailing List

ONAME	OADDR1	OCITY
WESTERN NATIONAL LIFE INS COMP	1 SUN AMERICA CTR - 38TH	LOS ANGELES
TURCOTTE, CHRISTINE	10 BRYAN AVE	TITUSVILLE
Current Resident	10 CHRISTMAS HILL RD S	TITUSVILLE
HELMER, SHARI	10 FAIRGLEN DR	TITUSVILLE
Current Resident	10 HILLTOP DR N	TITUSVILLE
Current Resident	10 LEMON AVE N	TITUSVILLE
MAGGIO, PATRICK MARCELLUS	10 LEMON AVE S	TITUSVILLE
OSTOPOVICH, JENNIFER	10 N HILLTOP DR	TITUSVILLE
Current Resident	10 NIDY AVE	TITUSVILLE
PERRONE, DAVID ANTHONY	10 S CHRISTMAS HILL RD	TITUSVILLE
MAGGIO, PATRICK MARCELLUS	10 S LEMON AVE	TITUSVILLE
Current Resident	10 TOWNE PL E	TITUSVILLE
Current Resident	10 TOWNE PL W	TITUSVILLE
MOORE, RAY M	10 TOWNE PLACE E	TITUSVILLE
Current Resident	100 DIXIE AVE S	TITUSVILLE
Current Resident	100 FERN AVE	TITUSVILLE
LAMB, WILLIAM A	100 FERN AVENUE	TITUSVILLE
Current Resident	100 HILLTOP DR N	TITUSVILLE
HAWK, JAY D	100 HOLIDAY LANE N	TITUSVILLE
VENTO, MARIO D	100 HOLIDAY LANE S	TITUSVILLE
Current Resident	100 HOLIDAY LN N	TITUSVILLE
Current Resident	100 HOLIDAY LN S	TITUSVILLE
RUTHERFORD, JACQUELINE N TRUST	100 KIWI LANE	TITUSVILLE
Current Resident	100 KIWI LN	TITUSVILLE
Current Resident	100 MANTOR AVE N	TITUSVILLE
COYLE, PETER	100 MC NEELA DR #100	TITUSVILLE
Current Resident	100 MC NEELA DR 100	TITUSVILLE
DOBBS, SHELBA	100 MORGAN DR	TITUSVILLE
SUPAKOFF, HEATHER K	100 N HILLTOP DR	TITUSVILLE
LINDSEY, WAYNE	100 N WILLIAMS AVE	TITUSVILLE
Current Resident	100 PALM AVE N	TITUSVILLE
Current Resident	100 PETTY CIR	TITUSVILLE
REAVES, MICKIE RAE	100 SINGLETON AVE S	TITUSVILLE
Current Resident	100 TOWNE PL W	TITUSVILLE
Current Resident	100 WILLIAMS AVE N	TITUSVILLE
CENTRAL FLORIDA EDUCATORS	1000 PRIMERA BLVD	LAKE MARY
CITIMORTGAGE INC	1000 TECHNOLOGY DR MS 314	O'FALLON
Current Resident	1001 JONES ST	TITUSVILLE
SUNTRUST BANK	1001 SEMMES AVE	RICHMOND
Current Resident	1002 INDIAN RIVER AVE	TITUSVILLE
VISCONTI, ELIZABETH M	1002 INDIAN RIVER AVENUE	TITUSVILLE
Current Resident	1003 WASHINGTON AVE S	TITUSVILLE
MARTIN, ROBERT L	1004 NORWOOD AVE	TITUSVILLE
NORTH BREVARD TIRES INC	1004 S WASHINGTON AVE	TITUSVILLE
Current Resident	1004 WASHINGTON AVE S	TITUSVILLE
Current Resident	1005 JONES ST	TITUSVILLE

Current Resident	1006 ENGLISH ST	TITUSVILLE
BARTON, RICHARD D	1006 ENGLISH STREET	TITUSVILLE
Current Resident	1007 WASHINGTON AVE S	TITUSVILLE
Current Resident	1008 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1009 JONES ST	TITUSVILLE
Current Resident	101 BROAD ST	TITUSVILLE
Current Resident	101 HILLTOP DR S	TITUSVILLE
AUSTIN, DELSANN C	101 KIWI LANE	TITUSVILLE
Current Resident	101 KIWI LN	TITUSVILLE
Current Resident	101 LA GRANGE AVE	TITUSVILLE
ASBELL, HENRY J	101 MC NEELA DR	TITUSVILLE
Current Resident	101 MC NEELA DR 101	TITUSVILLE
Current Resident	101 ROBBINS AVE S	TITUSVILLE
LEON, RAFAEL GOMEZ	101 SINGLETON AVE S	TITUSVILLE
Current Resident	101 TOWNE PL W	TITUSVILLE
FIRST PENTECOSTAL CHURCH OF	1010 NORWOOD AVE	TITUSVILLE
Current Resident	1011 ENGLISH ST	TITUSVILLE
MISTER, ANTHONY D	1011 ENGLISH STREET	TITUSVILLE
Current Resident	1011 HOPKINS AVE S	TITUSVILLE
Current Resident	1011 INDIAN RIVER AVE	TITUSVILLE
GREENE, JEFFREY B	1011 INDIAN RIVER DR	TITUSVILLE
Current Resident	1011 WASHINGTON AVE S	TITUSVILLE
Current Resident	1012 HOPKINS AVE S	TITUSVILLE
Current Resident	1013 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1014 ENGLISH ST	TITUSVILLE
THOMPSON, JEFFREY	1014 ENGLISH STREET	TITUSVILLE
BARTON, PAUL S	1014 WATSON ST	TITUSVILLE
Current Resident	1015 GARDEN ST	TITUSVILLE
JOSEY, CONNIE	10154 SOUTHRIDGE TERRACE	OKLAHOMA CITY
FLECKINGER, STEVEN L	1016 GEORGE AVE	ROCKLEDGE
MORGAN, KENNETH D	1016 PEBBLE BCH CIR W	WINTER SPRINGS
Current Resident	1017 ENGLISH ST	TITUSVILLE
MORAN, MARY F	1018 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1018 ORANGE ST	TITUSVILLE
Current Resident	1018 WATSON ST	TITUSVILLE
Current Resident	1019 INDIAN RIVER AVE	TITUSVILLE
PIRTLE, C R JR	1019 MAIN ST	TITUSVILLE
Current Resident	102 BROWN AVE N	TITUSVILLE
Current Resident	102 CHRISTMAS HILL RD S	TITUSVILLE
Current Resident	102 HILLCREST AVE	TITUSVILLE
HUCKEBY, DAN	102 HILLCREST AVENUE	TITUSVILLE
Current Resident	102 LA GRANGE AVE	TITUSVILLE
Current Resident	102 MANTOR AVE S	TITUSVILLE
JONES, LINDA LOU TRUSTEE	102 NIDY AVE	TITUSVILLE
SMITH, BETTY JANE	102 S MANTOR AVE	TITUSVILLE
JOHNS, GARY H SR	102 TERRACE GARDEN AVE	TITUSVILLE
Current Resident	102 TOWNE PL E	TITUSVILLE

QUILLEN, JEFFERY C	1020 GARDEN ST	TITUSVILLE
BEESON'S ELECTRIC INC	1020 ORANGE ST	TITUSVILLE
Current Resident	1020 WASHINGTON AVE S	TITUSVILLE
Current Resident	1021 WASHINGTON AVE S	TITUSVILLE
Current Resident	1024 GARDEN ST	TITUSVILLE
Current Resident	1024 WASHINGTON AVE S	TITUSVILLE
ROSS, JOHN C	1025 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1026 HOPKINS AVE S	TITUSVILLE
FISCHER PONTIAC-OLDSMOBILE	1026 S HOPKINS AVE	TITUSVILLE
Current Resident	1027 GARDEN ST	TITUSVILLE
Current Resident	1029 ENGLISH ST	TITUSVILLE
Current Resident	103 A MAX BREWER MEMORIAL PKWY	TITUSVILLE
MEEHAN, PETER F	103 CHRISTMAS HILL RD S	TITUSVILLE
Current Resident	103 DE LEON AVE N	TITUSVILLE
Current Resident	103 GARNET AVE	TITUSVILLE
Current Resident	103 LYNWOOD AVE	TITUSVILLE
COLL, GREGORY T	103 MANTOR AV S	TITUSVILLE
Current Resident	103 MANTOR AVE S	TITUSVILLE
RAULERSON, SHARLENE S TRUSTEE	103 NIDY AVE	TITUSVILLE
Current Resident	103 ST JOHNS ST	TITUSVILLE
Current Resident	1030 ENGLISH ST	TITUSVILLE
Current Resident	1030 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1030 WATSON ST	TITUSVILLE
PRIEST, APRIL L	1034 MANIGAN AVE	OVIEDO
RUDH, PETER	10346 HIGHWAY 24	ROTHSAY
Current Resident	1035 HOPKINS AVE S	TITUSVILLE
MC CORMICK, HUGH G	104 GARNET AVE	TITUSVILLE
PALMER, SUSAN E	104 LYNWOOD AVE	TITUSVILLE
AGGARWAL, MUKESH C	1045 COURTENAY PKWY N	MERRITT ISLAND
AGGARWAL, MUKESH	1045 N COURTENAY PARKWAY	MERRITT ISLAND
AGGARWAL, MUKESH	1045 N COURTENAY PKWY	MERRITT ISLAND
HENDRICKS, KERRY RANDALLE	105 CHRISTMAS HILL RD N	TITUSVILLE
PUGH, ROGER L	105 FERN AVE	TITUSVILLE
HUFF, GREGORY S	105 FORELL AVE	TITUSVILLE
HOLZMAN, DIANE	105 HILLTOP DR S	TITUSVILLE
Current Resident	105 MANTOR AVE N	TITUSVILLE
Current Resident	105 MANTOR AVE S	TITUSVILLE
Current Resident	105 MC NEELA DR 105	TITUSVILLE
DUNLAP, JOSEPH L	105 N MANTOR AVE	TITUSVILLE
Current Resident	105 PETTY CIR	TITUSVILLE
MAHASE, JOSEPH M	105 PETTY CIRCLE	TITUSVILLE
Current Resident	105 TOWNE PL W	TITUSVILLE
JONES, RUSSELL C	105 W TOWNE PLACE	TITUSVILLE
Current Resident	105 WILLIAMS AVE S	TITUSVILLE
DEDIEMAR, MARY J	1051 JACARANDA CIR	ROCKLEDGE
RUTLAND, JAMES R LIFE ESTATE	106 CHRISTMAS HILL RD S	TITUSVILLE
Current Resident	106 FORELL AVE	TITUSVILLE

VELTEN, ROBERT W	106 FORRELL AVE	TITUSVILLE
MELOY, TIMOTHY A	106 GIBBS ROAD	BLAIRSVILLE
Current Resident	106 HILLTOP DR S	TITUSVILLE
Current Resident	106 MAIN ST	TITUSVILLE
COPELAND, STUART O	106 MANTOR AVE S	TITUSVILLE
Current Resident	106 NIDY AVE	TITUSVILLE
Current Resident	106 PALM AVE S 0	TITUSVILLE
GRAY, LINDA C H/W	106 S PALM AVE	TITUSVILLE
ARC CAFEUSA001 LLC	106 YORK RD	JENKINTOWN
EDWARDS, JOSEPHINE A	1060 OLD DIXIE HIGHWAY	TITUSVILLE
Current Resident	107 CHRISTMAS HILL RD S	TITUSVILLE
FIELDS, RICHARD CALL	107 N MARTIN ST	DUNN
RIGGLE, DONALD C	107 SINGLETON AVE S	TITUSVILLE
Current Resident	108 BROWN AVE S	TITUSVILLE
Current Resident	108 FISHER AVE	TITUSVILLE
CLOUGH, GEORGE LLOYD	108 FISHER ST	TITUSVILLE
Current Resident	108 MC NEELA DR 108	TITUSVILLE
Current Resident	108 PALM AVE S 0	TITUSVILLE
COLE, F JADE	108 TERRACE GARDEN	TITUSVILLE
STREIT, FRANCES M	108 TERRACE GARDEN AVE	TITUSVILLE
Current Resident	109 BROWN AVE S	TITUSVILLE
Current Resident	109 DE LEON AVE N	TITUSVILLE
Current Resident	109 FISHER AVE	TITUSVILLE
POSTON, WILLIAM C	109 GARNET AVE	TITUSVILLE
Current Resident	109 GRANNIS AVE S	TITUSVILLE
Current Resident	109 HILLTOP DR S	TITUSVILLE
MYERS, SHIRLEY A TRUSTEE	109 MC NEELA DR #109	TITUSVILLE
Current Resident	109 MC NEELA DR 109	TITUSVILLE
HOUCK, JAMES D	109 W VERMONT AVENUE	DELAND
HOUCK, JAMES D	109 WEST VERMONT	DELAND
Current Resident	1090 GARDEN ST	TITUSVILLE
TOP HAT LLC	10908 NE 45TH ST	KIRKLAND
KRISHAM'S KORD & KRAFT KORNER	1093 HERMOSA DRIVE	ROCKLEDGE
Current Resident	11 BROWN AVE S	TITUSVILLE
TODDY, DIXIE D	11 GARNET AVE	TITUSVILLE
Current Resident	11 LEMON AVE S	TITUSVILLE
Current Resident	11 MAIN ST 3	TITUSVILLE
Current Resident	11 NIDY AVE	TITUSVILLE
Current Resident	11 PALM AVE S	TITUSVILLE
Current Resident	11 TOWNE PL E	TITUSVILLE
Current Resident	11 TOWNE PL W	TITUSVILLE
MILANO, WENDY	11 TOWNE PLACE E	TITUSVILLE
Current Resident	11 WASHINGTON AVE S	TITUSVILLE
Current Resident	110 BROWN AVE N	TITUSVILLE
Current Resident	110 BRYAN AVE	TITUSVILLE
VICKERS, CARMEN D	110 CHRISTMAS HILL RD S	TITUSVILLE
Current Resident	110 DIXIE AVE N	TITUSVILLE

ALTON, ALLISON A LIFE ESTATE	110 GARNET AVE	TITUSVILLE
ALTON, ALBERT A	110 GARNET AVE	TITUSVILLE
Current Resident	110 HOLIDAY LN S	TITUSVILLE
HENRY, RANDY	110 LA GRANGE AVE	TITUSVILLE
VANTO, THUY CHUNG	110 N DIXIE AVE	TITUSVILLE
BARONE, JOAN	110 NIDY AVE	TITUSVILLE
MC KINNEY, GEORGE	110 S HOLIDAY LN	TITUSVILLE
Current Resident	110 TOWNE PL W	TITUSVILLE
Current Resident	1100 HOPKINS AVE S	TITUSVILLE
GARDEN STREET ASSOCIATES L C	11000 SE FEDERAL HIGHWAY #86	HOBE SOUND
COSTELLO, CHRISTOPHER P	1101 VINELAND ST	COCOA
Current Resident	1101 WASHINGTON AVE S	TITUSVILLE
BOGGS, MICHELLE	1102 RIVERSIDE DR	TITUSVILLE
Current Resident	1103 GARDEN ST	TITUSVILLE
Current Resident	1106 ENGLISH ST	TITUSVILLE
Current Resident	1107 ENGLISH ST	TITUSVILLE
Current Resident	1108 ENGLISH ST	TITUSVILLE
Current Resident	1108 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1108 WASHINGTON AVE S	TITUSVILLE
FUNK, LAURA L	1109 BEECH ST	ANNAPOLIS
POLK, DALE E JR	1109 INDIAN RIVER DR	COCOA
Current Resident	1109 JONES ST	TITUSVILLE
Current Resident	111 CHRISTMAS HILL RD S	TITUSVILLE
Current Resident	111 GRANNIS AVE S	TITUSVILLE
LEMERISE, DAWN	111 LYNWOOD AVE	TITUSVILLE
BAIR, WILLIAM G	111 MANTOR AVE S	TITUSVILLE
WHITNEY, KARL J	111 NIDY AVE	TITUSVILLE
Current Resident	111 TERRACE GARDEN AVE	TITUSVILLE
WAKELY, MARK E	111 TERRACE GARDENS AVE	TITUSVILLE
Current Resident	1110 GARDEN ST	TITUSVILLE
Current Resident	1110 NORWOOD AVE	TITUSVILLE
BOURGAULT, ENID S	1110 NORWOOD AVENUE	TITUSVILLE
LOYD, MICAH G	1110 RIVERSIDE DR	TITUSVILLE
Current Resident	1111 NORWOOD AVE	TITUSVILLE
KAJA HOLDINGS LLC	1112 PRICE AVE	COLUMBIA
Current Resident	1112 RIVERSIDE DR	TITUSVILLE
Current Resident	1113 WASHINGTON AVE S	TITUSVILLE
Current Resident	1114 GARDEN ST	TITUSVILLE
MAC MAHON, KATHLEEN S	1114 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1114 WASHINGTON AVE S	TITUSVILLE
MARADIAGA, JULIO SR	1114 WOODLAWN RD	ROCKLEDGE
Current Resident	1115 ENGLISH ST	TITUSVILLE
Current Resident	1116 BLANTON ST	TITUSVILLE
ZIEGLER, BARBARA B TRUSTEE	1118 INDIAN RIVER AVE	TITUSVILLE
PALMA, SUSAN J TRUSTEE	1118 RIVERSIDE DR	TITUSVILLE
MASHBURN, DANNY G	1119 JONES ST	TITUSVILLE
Current Resident	112 BROWN AVE S	TITUSVILLE

CASLIN, HANNAH M	112 FORELL AVE	TITUSVILLE
Current Resident	112 HILLTOP DR S	TITUSVILLE
Current Resident	112 LEMON AVE S	TITUSVILLE
RILEY, KEVIN P	1120 RIVERSIDE DR	TITUSVILLE
HARTMAN, WILLIAM C	1121 CARRYBACK DR SW	PATASKALA
FUGINA, CYNTHIA ELAINE	1121 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1123 ENGLISH ST	TITUSVILLE
Current Resident	1128 HOPKINS AVE S	TITUSVILLE
Current Resident	1128 INDIAN RIVER AVE	TITUSVILLE
BOB FISHER PONTIAC-OLDSMOBILE	1128 S HOPKINS AVE	TITUSVILLE
MBP PARTNERSHIP LTD	1128 S HOPKINS AVENUE	TITUSVILLE
Current Resident	1128 WASHINGTON AVE S	TITUSVILLE
Current Resident	113 DIXIE AVE S	TITUSVILLE
NELSON, EDWARD G	113 HILLTOP DR S	TITUSVILLE
Current Resident	113 MANTOR AVE S	TITUSVILLE
Current Resident	113 MC NEELA DR 113	TITUSVILLE
TYLER, SCOTT LEWIS	113 S DIXIE AVE	TITUSVILLE
BASSLER, WILLIAM A LIFE ESTATE	113 SKEET RD	MEDFORD
CLEVELAND, J JUSTIN	1130 INDIAN RIVER AVE	TITUSVILLE
ROGERS OUTBOARD SALE & SERVICE	1130 OVERLOOK TERR	TITUSVILLE
HANSEN, JUNE P LIFE ESTATE	1135 INDIAN RIVER AVE	TITUSVILLE
ROGERS, RICHARD L	1135 S WASHINGTON AVE STE A	TITUSVILLE
KENNEDY, KERRY B	1135 S WASHINGTON AVE STE B	TITUSVILLE
Current Resident	1135 WASHINGTON AVE S	TITUSVILLE
Current Resident	1136 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1136 RIVERSIDE DR	TITUSVILLE
POULIOT, CASSIE G TRUSTEE	1137 CAROL AVE	TITUSVILLE
Current Resident	114 BRYAN AVE	TITUSVILLE
BARTON, ROBERT D	114 CHRISTMAS HILL RD S	TITUSVILLE
Current Resident	114 DE LEON AVE N	TITUSVILLE
Current Resident	114 DIXIE AVE N	TITUSVILLE
THOMPSON, DOROTHY L	114 N DELEON AVE	TITUSVILLE
HORNE, CHAD LEE	114 NIDY AVE	TITUSVILLE
VANTO, THUY CHUNG	114 NORTH DIXIE AVE	TITUSVILLE
STOREY, MATTHEW J	114 TERRACE GARDEN AVE	TITUSVILLE
RAO, ANTOINETTE R	1140 MARTHA LEE AVE	ROCKLEDGE
CORBETT, STEPHEN B	1145 SAN PEDRO AVE	MIAMI
Current Resident	1146 INDIAN RIVER AVE	TITUSVILLE
Current Resident	115 BROWN AVE S	TITUSVILLE
TURCOT, JOHN JOSEPH	115 CHRISTMAS HILL RD S	TITUSVILLE
Current Resident	115 DE LEON AVE N	TITUSVILLE
Current Resident	115 GARNET AVE	TITUSVILLE
SALAZAR, LARRY M	115 GARNET AVENUE	TITUSVILLE
HALLORAN, TERRENCE M	115 HILLTOP DR N	TITUSVILLE
Current Resident	115 LEMON AVE S	TITUSVILLE
WILLISON, QUEITA J	115 LEMON AVENUE S	TITUSVILLE
PICKETT, WAYNE D	115 MANTOR AVE N	TITUSVILLE

Current Resident	115 NIDY AVE	TITUSVILLE
TREUSDELL, ROSE ANN	115 S WILLIAMS AVE	TITUSVILLE
Current Resident	115 TOWNE PL W	TITUSVILLE
Current Resident	115 WILLIAMS AVE N	TITUSVILLE
Current Resident	115 WILLIAMS AVE S	TITUSVILLE
JOHNSON, MICHAEL J	1150 WAR EAGLE BLVD	TITUSVILLE
EGAN, JAMES	1158 ODAY DRIVE	WINTER SPRINGS
Current Resident	116 BROWN AVE S	TITUSVILLE
Current Resident	116 CHRISTMAS HILL RD N	TITUSVILLE
MILLER, BRIAN RAY	116 DIXIE AVE S	TITUSVILLE
Current Resident	116 DIXIE AVE S	TITUSVILLE
Current Resident	116 GARNET AVE	TITUSVILLE
Current Resident	116 GRANNIS AVE S	TITUSVILLE
HARPER, MATTHEW H	116 HILLCREST AVE	TITUSVILLE
Current Resident	116 HILLTOP DR S	TITUSVILLE
PEADEN, JOHN T	116 LA GRANGE AVE	TITUSVILLE
Current Resident	116 LEMON AVE S	TITUSVILLE
Current Resident	116 MC NEELA DR 116	TITUSVILLE
RUSSELL, FRANK T	116 N CHRISTMAS HILL RD	TITUSVILLE
Current Resident	116 PARK AVE S	TITUSVILLE
MILLER, PATRICIA JUNE TRUSTEE	116 S DIXIE AVE	TITUSVILLE
SILL, DAVID A	116 S HILLTOP DRIVE	TITUSVILLE
ISON, MAX R	1160 BEECH ST	GRAYSON
Current Resident	117 FERN AVE	TITUSVILLE
Current Resident	117 GRANNIS AVE S	TITUSVILLE
DAVENPORT, KENNETH R	117 HICKORY KNOLS	CUMMING
KING, ELIZABETH A	117 S WILLIAMS AVE	TITUSVILLE
Current Resident	117 WILLIAMS AVE S	TITUSVILLE
Current Resident	118 DIXIE AVE N	TITUSVILLE
SPRAGUE, SHANON	118 FORELL AVE	TITUSVILLE
Current Resident	118 GRANNIS AVE S	TITUSVILLE
WILKERSON, KATIE L	118 N DIXIE AVE	TITUSVILLE
PRESNELL, SELDEN	118 NIDY AVE	TITUSVILLE
BREWER, DEBRA	118 S GRANNIS AVE	TITUSVILLE
GARDEN STREET PROPERTY LLC	1185 SAND PINE CIRCLE	TITUSVILLE
Current Resident	119 BROWN AVE S	TITUSVILLE
Current Resident	119 DIXIE AVE N	TITUSVILLE
Current Resident	119 LYNWOOD AVE	TITUSVILLE
UPTEGROVE, ROBERT L JR	119 N DIXIE AVE	TITUSVILLE
Current Resident	119 NIDY AVE	TITUSVILLE
OSTOSKI, GARY P	1194 SALT MARSH CIRCLE	PONTE VEDRA
STONE, JUDSON E	12 ADLER LN	FREDERICKSBURG
STANSBERY, PHYLLIS M	12 BRYAN AVE	TITUSVILLE
Current Resident	12 DE LEON AVE S	TITUSVILLE
Current Resident	12 DIXIE AVE N	TITUSVILLE
REUSS, DWAIN F SR	12 EAST TOWNE PLACE	TITUSVILLE
Current Resident	12 FORELL AVE	TITUSVILLE

WISE, DAVID F	12 FORRELL AVE	TITUSVILLE
Current Resident	12 GARNET AVE	TITUSVILLE
Current Resident	12 GRANNIS AVE S	TITUSVILLE
Current Resident	12 LA GRANGE AVE	TITUSVILLE
Current Resident	12 LYNWOOD AVE	TITUSVILLE
BOGGS, BILL G JR	12 LYNWOOD AVENUE	TITUSVILLE
HOVIS, CLINTON J LIFE ESTATE	12 N DIXIE AVE	TITUSVILLE
Current Resident	12 TOWNE PL E	TITUSVILLE
Current Resident	12 TOWNE PL W	TITUSVILLE
Current Resident	12 WASHINGTON AVE N	TITUSVILLE
Current Resident	120 CHRISTMAS HILL RD N	TITUSVILLE
WEITZ, BARBARA J LIFE ESTATE	120 FERN AVE	TITUSVILLE
Current Resident	120 HILLTOP DR N	TITUSVILLE
Current Resident	120 HOPKINS AVE S	TITUSVILLE
LEONARD, BERTHA F	120 N CHRISTMAS HILL RD	TITUSVILLE
DIAZ, ADA	120 N WILLIAMS AVE	TITUSVILLE
FROSBUTTER, STANTON L	120 PERRY CIR	TITUSVILLE
Current Resident	120 PETTY CIR	TITUSVILLE
Current Resident	120 WILLIAMS AVE N	TITUSVILLE
Current Resident	1200 GARDEN ST	TITUSVILLE
MC GARITY, WILLA M	1200 RIVERSIDE DR	TITUSVILLE
MC GARITY, WILLA M	1200 RIVERSIDE DR	TITUSVILLE
WITHEY, FRANK E	1201 POTTVILLE ST	LYKENS
Current Resident	1202 ENGLISH ST	TITUSVILLE
KINGSLAND, ANDREW C	1202 ENGLISH STREET	TITUSVILLE
Current Resident	1202 HOPKINS AVE S	TITUSVILLE
ELY, MARCIA L TRUSTEE	1202 HOPKINS AVENUE S	TITUSVILLE
Current Resident	1206 ENGLISH ST	TITUSVILLE
VASICEK, KARL V	1208 INDIAN RIVER AVE	TITUSVILLE
LIPSCOMB, JAMES D	1209 JONES ST	TITUSVILLE
BREWER, STEPHEN M	1209 S WASHINGTON AVENUE	TITUSVILLE
Current Resident	1209 WASHINGTON AVE S	TITUSVILLE
Current Resident	121 BRYAN AVE	TITUSVILLE
Current Resident	121 FERN AVE	TITUSVILLE
Current Resident	121 MC NEELA DR 121	TITUSVILLE
HATOUM, NADA	121 MC NEELA DRIVE	TITUSVILLE
Current Resident	1210 HOPKINS AVE S	TITUSVILLE
Current Resident	1210 NORWOOD AVE	TITUSVILLE
Current Resident	1210 WASHINGTON AVE S	TITUSVILLE
NICHOLS, DALE	1212 RIVERSIDE DR	TITUSVILLE
Current Resident	1213 GARDEN ST	TITUSVILLE
Current Resident	1214 HOPKINS AVE S	TITUSVILLE
SILVESTRI INVESTMENTS OF FLORI	1215 GESSNER DR	HOUSTON
GRACE BAPTIST CHURCH OF	1215 NORWOOD AVE	TITUSVILLE
AYERS, WALLACE E	1215 OLD DIXIE HWY	TITUSVILLE
ROBERTS, DARREL G II	1216 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1218 HOPKINS AVE S	TITUSVILLE

Current Resident	122 TERRACE GARDEN AVE	TITUSVILLE
Current Resident	122 TOWNE PL E	TITUSVILLE
Current Resident	1220 NORWOOD AVE	TITUSVILLE
Current Resident	1220 WASHINGTON AVE S	TITUSVILLE
CUTTER, RODGER R	1221 INDIAN RIVER AVE	TITUSVILLE
SEGO, EDGAR E TRUSTEE	1225 GARDEN ST	TITUSVILLE
WILLIAMSON, SCOTT	1225 POTOMAC ST	ALLENTOWN
RYLANDER, WILLIAM F	1226 RIVERSIDE DR	TITUSVILLE
CHARLES VELCRO RYLANDER LLC	1226 RIVERSIDE DRIVE	TITUSVILLE
FOX STATION PROPERTIES LLC	1226 WINTER GDN VINELAND RD	WINTER GARDEN
Current Resident	1228 HOPKINS AVE S	TITUSVILLE
Current Resident	1228 INDIAN RIVER AVE	TITUSVILLE
Current Resident	123 DE LEON AVE N	TITUSVILLE
Current Resident	123 DIXIE AVE N	TITUSVILLE
GOLT, WILLIAM B	1230 NOVA TERR	TITUSVILLE
Current Resident	1231 GARDEN ST 1	TITUSVILLE
Current Resident	1231 HOPKINS AVE S	TITUSVILLE
SHOOK, ROXANNE	1233 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1234 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1236 HOPKINS AVE S	TITUSVILLE
FLACK, HERBERT S	1236 S HOPKINS AVE	TITUSVILLE
Current Resident	1239 WASHINGTON AVE S	TITUSVILLE
Current Resident	124 DIXIE AVE S	TITUSVILLE
VAN SICKLE, JAMES T	124 FERN AVE	TITUSVILLE
Current Resident	124 FORELL AVE	TITUSVILLE
SPENCER, CYNTHIA HALEY	124 GARNET AVE	TITUSVILLE
NOBLES, MARLENE	124 MC NEELA DR	TITUSVILLE
Current Resident	124 MC NEELA DR 124	TITUSVILLE
Current Resident	124 PARK AVE S	TITUSVILLE
AUSTIN, RONALD A	124 PARK AVENUE S	TITUSVILLE
TYLER, JOHN R TRUSTEE	124 S DIXIE AVE	TITUSVILLE
THOMAS, VERA L	1240 FOXDEN RD	APOPKA
ASHFIELD, THOMAS A	1240 INDIAN RIVER AVE	TITUSVILLE
NORRIS, RONALD S JR	1240 RIVERSIDE DR	TITUSVILLE
STINNETT, ROYCE S	125 CHRISTMAS HILL RD N	TITUSVILLE
SCHOLTZ, JOHN	125 E MERRITT ISLAND CSWY	MERRITT ISLAND
WONG, HIU YING	125 FERN AVE	TITUSVILLE
Current Resident	125 GRANNIS AVE S	TITUSVILLE
Current Resident	125 MC NEELA DR 125	TITUSVILLE
Current Resident	125 PARK AVE N	TITUSVILLE
Current Resident	125 PARK AVE S	TITUSVILLE
Current Resident	125 TOWNE PL E	TITUSVILLE
Current Resident	125 TOWNE PL W	TITUSVILLE
HOSPICE OF ST FRANCIS INC	1250 -B GRUMMAN PLACE	TITUSVILLE
Current Resident	1250 GARDEN ST	TITUSVILLE
Current Resident	126 GRANNIS AVE S	TITUSVILLE
CARTER, LILA D	126 S GRANNIS AVE	TITUSVILLE

SCHARDT, JEFFREY R	127 CREEKS BEND DR	RINGGOLD
Current Resident	127 DIXIE AVE N	TITUSVILLE
Current Resident	127 DIXIE AVE S	TITUSVILLE
SERRANO, SANDRA L	127 N DIXIE AVE	TITUSVILLE
CUSMANO, MICHAEL J	127 S DIXIE	TITUSVILLE
Current Resident	128 FERN AVE	TITUSVILLE
MC INTIRE, SCOTT	128 FERN AVENUE	TITUSVILLE
JOWERS, WILLIAM WALTER	129 FERN AVE	TITUSVILLE
Current Resident	129 MC NEELA DR 129	TITUSVILLE
EDWARDS, ALAN B	129 MC NEELA STREET #129	TITUSVILLE
CAMPBELL, HUBERT W	129 N 17TH ST	WHEELING
G & W ROOFING & SHEETMETAL INC	129 WEST MARION AVE	EDGEWATER
Current Resident	13 DE LEON AVE N	TITUSVILLE
Current Resident	13 DIXIE AVE N	TITUSVILLE
Current Resident	13 RIVERVIEW PL	TITUSVILLE
Current Resident	130 FORELL AVE	TITUSVILLE
Current Resident	130 TOWNE PL W	TITUSVILLE
Current Resident	1300 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1301 INDIAN RIVER AVE	TITUSVILLE
WADE, MARK PATRICK TRUSTEE	1301 S WASHINGTON AVE	TITUSVILLE
Current Resident	1301 WASHINGTON AVE S	TITUSVILLE
Current Resident	1302 RIVERSIDE DR	TITUSVILLE
Current Resident	1302 WASHINGTON AVE S	TITUSVILLE
ITANI, SAMIH K	1304 INDIAN RIVER AVE	TITUSVILLE
HUNNICUTT, GREG A	1306 ROBBINSWOOD DR	ROCKLEDGE
HUNNICUTT, GREG A	1306 ROBINSWOOD DR	ROCKLEDGE
HUCKEBY, DAN	1307 JUNE NIGHT	TITUSVILLE
Current Resident	1308 INDIAN RIVER AVE	TITUSVILLE
BROWN, MILLARD BERTRAND	1308 INDIAN RIVER AVENUE	TITUSVILLE
Current Resident	1308 RIVERSIDE DR	TITUSVILLE
SEVERS, DWIGHT W	1308 RIVERSIDE DRIVE	TITUSVILLE
Current Resident	1309 GARDEN ST	TITUSVILLE
Current Resident	1309 WASHINGTON AVE S	TITUSVILLE
Current Resident	131 DIXIE AVE N	TITUSVILLE
WAGNER, WALTER J TRUST	1311 INDIAN RIVER AVE	TITUSVILLE
LEE, KYLE KRISTINE FRY	1312 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1312 RIVERSIDE DR	TITUSVILLE
HILDERBRAND, CHRIS LEE	1312 RIVERSIDE DRIVE	TITUSVILLE
Current Resident	1313 WASHINGTON AVE S	TITUSVILLE
Current Resident	1314 HOPKINS AVE S	TITUSVILLE
Current Resident	1314 WASHINGTON AVE S USED	TITUSVILLE
FLINT, MICHAEL	1317 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1318 HOPKINS AVE S	TITUSVILLE
GUNNERSON, GERALD E	1318 RIVERSIDE DR	TITUSVILLE
COOPER, MILDRED	132 E TOWNE PLACE	TITUSVILLE
Current Resident	132 DIXIE AVE S	TITUSVILLE
RIGGINS, GWENDOLINE E	132 FERN AVE	TITUSVILLE

RICHMOND, MARY H TRUSTEE	1320 E9TH AVE STE 211	TAMPA
BURR, SUMNER C	1320 RIVERSIDE DR	TITUSVILLE
Current Resident	1321 WASHINGTON AVE S	TITUSVILLE
SMITH, ELBERT J TRUSTEE	1322 RIVERSIDE DR	TITUSVILLE
SMITH, LULA E TRUST	1322 RIVERSIDE DRIVE	TITUSVILLE
MYERS-SUMMY, MARY TRUSTEE	1324 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1325 HOPKINS AVE S	TITUSVILLE
Current Resident	1325 INDIAN RIVER AVE	TITUSVILLE
TURCOT, JOHN J	1325 INDIAN RIVER AVENUE	TITUSVILLE
Current Resident	1325 WASHINGTON AVE S	TITUSVILLE
Current Resident	1326 HOPKINS AVE S	TITUSVILLE
LAWSON, LEANNE VIVIAN	1326 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1326 RIVERSIDE DR	TITUSVILLE
Current Resident	133 FERN AVE	TITUSVILLE
Current Resident	133 MC NEELA DR 133	TITUSVILLE
Current Resident	1331 INDIAN RIVER AVE	TITUSVILLE
FOBES, WALTER SCOTT	1334 INDIAN RIVER AVE	TITUSVILLE
DIXON, KYLE L	1335 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1336 HOPKINS AVE S	TITUSVILLE
BOESEN, BRIAN JAMES	1340 INDIAN RIVER AVE	TITUSVILLE
BROWN, DANIEL L	1341 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1345 WASHINGTON AVE S	TITUSVILLE
Current Resident	1347 WASHINGTON AVE S	TITUSVILLE
Current Resident	1348 HOPKINS AVE S	TITUSVILLE
Current Resident	135 HILLTOP DR N	TITUSVILLE
Current Resident	135 MANTOR AVE N	TITUSVILLE
AMMONS, RICHARD E	135 N HILLTOP DR	TITUSVILLE
Current Resident	135 TOWNE PL E	TITUSVILLE
Current Resident	135 TOWNE PL W	TITUSVILLE
CARLTON, SHIRLEY JOYCE	135 TOWNE PLACE E	TITUSVILLE
GEORGE, MARY	135 TOWNE PLACE W	TITUSVILLE
Current Resident	1350 HOPKINS AVE S	TITUSVILLE
FOWLER, JOSEPH E SR TRUST	1350 S HOPKINS AVE	TITUSVILLE
RON NORRIS NORTH LLC	1350 S WASHINGTON AVE	TITUSVILLE
RON NORRIS INC	1350 S WASHINGTON AVE	TITUSVILLE
RON NORRIS SOUTH LLC	1350 S WASHINGTON AVENUE	TITUSVILLE
Current Resident	1351 WASHINGTON AVE S	TITUSVILLE
GRIMMITT, JUDITH C	136 DEER HILL AVE #308	DANBURY
DAVIS, FLOYD C	136 FERN AVE	TITUSVILLE
Current Resident	136 MC NEELA DR 136	TITUSVILLE
Current Resident	137 MC NEELA DR 137	TITUSVILLE
HAFIZI, MARYAM	137 S COURTENAY PKWY	MERRITT ISLAND
Current Resident	137 TOWNE PL E	TITUSVILLE
SANDS, WILLIAM H JR	1370 WAR EAGLE BLVD	TITUSVILLE
Current Resident	1390 GARDEN ST	TITUSVILLE
CADDY AMERICA INC	1392 LAS VERDES CT	TITUSVILLE
BURGESS, ROBERT B	13935 KEIBER RD NE	GREENVILLE

MAITLEN, MARY E	14 CHRISTMAS HILL RD S	TITUSVILLE
Current Resident	14 FAIRGLEN DR	TITUSVILLE
Current Resident	14 GRANNIS AVE N	TITUSVILLE
Current Resident	14 HILLTOP DR S	TITUSVILLE
MALARK, ROBERT	14 HOLIDAY LANE S	TITUSVILLE
Current Resident	14 HOLIDAY LN S	TITUSVILLE
RAJNISH, DANIEL W	14 LEMOINE AVE	TITUSVILLE
Current Resident	14 LEMON AVE S	TITUSVILLE
ROMANS, JOHNNY M	14 NIDY AVE	TITUSVILLE
HAMILTON, WILLIAM F	14 ST JOHNS ST	TITUSVILLE
Current Resident	140 HILLTOP DR N	TITUSVILLE
RODRIGUEZ, SEBASTIAN CADIZ	140 N WILLIAMS AVE	TITUSVILLE
BURY, MARY A	140 PETTY CIR	TITUSVILLE
BILLICK, ELLINOR B TRUSTEE	140 SHERWOOD DR	SATELLITE BCH
CROFTON, MARK	140 SW 24 RD	MIAMI
Current Resident	140 TOWNE PL W	TITUSVILLE
Current Resident	140 WILLIAMS AVE N	TITUSVILLE
WHITTEN PROPERTIES INC	1400 BLUEBERRY DRIVE	TITUSVILLE
Current Resident	1401 WASHINGTON AVE S	TITUSVILLE
HOLLOWAY, LARRY B	1402 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1403 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1406 HOPKINS AVE S M&M	TITUSVILLE
CONKLING-BERRY, M CAROL	1406 INDIAN RIVER AVE	TITUSVILLE
CONKLING-BERRY, MARTHA CAROL	1406 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1407 HOPKINS AVE S	TITUSVILLE
Current Resident	1408 HOPKINS AVE S	TITUSVILLE
296 WTP LLC	1409 WEST RIVER CT	VALRICO
Current Resident	141 MC NEELA DR 141	TITUSVILLE
Current Resident	1410 GARDEN ST	TITUSVILLE
Current Resident	1410 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1410 MAIN ST	TITUSVILLE
Current Resident	1410 RIVERSIDE DR	TITUSVILLE
CROFTON, ULLA R LIFE ESTATE	1410 RIVERSIDE DRIVE	TITUSVILLE
Current Resident	1411 GARDEN ST	TITUSVILLE
Current Resident	1411 MAIN ST	TITUSVILLE
KARFITSAS, DIONYSIOS TRUSTEE	1411 MAIN ST APT B	TITUSVILLE
Current Resident	1414 BLANTON ST	TITUSVILLE
Current Resident	1415 GARDEN ST	TITUSVILLE
PATEL, HITESH R	1415 S CARPENTER RD	TITUSVILLE
RETZ, STANLEY E TRUST	1415 S WASHINGTON AVE	TITUSVILLE
RETZ, STANLEY E TRUSTEE	1415 WASHINGTON AVE S	TITUSVILLE
Current Resident	1415 WASHINGTON AVE S	TITUSVILLE
MENDEZ, TRINIDAD	1416 TROPIC ST	TITUSVILLE
SWEENEY, ELMER F	1418 HOPKINS AVE	TITUSVILLE
Current Resident	1420 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1423 MAIN ST	TITUSVILLE
Current Resident	1424 INDIAN RIVER AVE	TITUSVILLE

CARTER, CANDACE J	1424 INDIAN RIVER AVENUE	TITUSVILLE
Current Resident	1425 WASHINGTON AVE S	TITUSVILLE
BROWN, DARRIN SCOTT	1426 TROPIC ST	TITUSVILLE
Current Resident	1428 RIVERSIDE DR	TITUSVILLE
Current Resident	1431 INDIAN RIVER AVE	TITUSVILLE
Current Resident	1431 MAIN ST	TITUSVILLE
CLARK, JAMES W	1432 RIVERSIDE DR	TITUSVILLE
Current Resident	144 MC NEELA DR 144	TITUSVILLE
BUMPUS, MICHAEL W	144 MC NEELA DRIVE	TITUSVILLE
TITUS, RICHARD R	14475 HIGHWAY 18 #83	PINE MOUNTAIN
MOYNIHAN, JERRY T	145 E TOWNE PLACE	TITUSVILLE
SCHLOSSER, AMY	145 MC NEELA DR 145	TITUSVILLE
Current Resident	145 PETTY CIR	TITUSVILLE
Current Resident	145 TOWNE PL E	TITUSVILLE
Current Resident	145 TOWNE PL W	TITUSVILLE
AKER, C GREGORY	1455 ECHO CIRCLE	TITUSVILLE
AKER, C GREGORY	1455 ECHO DR	TITUSVILLE
MACK, MARTHA PARKER	1465 COUNTRY CLUB BLVD	TITUSVILLE
COLEMAN, LIONEL A SR	147 E TOWNE PLACE	TITUSVILLE
Current Resident	147 TOWNE PL E	TITUSVILLE
DIXIE CROSSROADS OF TITUSVILLE	1475 GARDEN ST	TITUSVILLE
GOAD, DAVID	148 ALHAMBRA ST	TITUSVILLE
HANCIK, CARL A	1484 SECRETARIAT PLACE	CHULUOTA
Current Resident	1485 VIOLET AVE	TITUSVILLE
LAKE NAUTILUS MANAGEMENT GROUP	1490 S OAKS DR	MERRITT ISLAND
ENLOW, LOWELL M	1491 LAGO MAR DRIVE	MELBOURNE
BRADATSCH, JOSEPH	15 3RD STREET	ASHEVILLE
PITTMAN, JERINE S	15 A WILLIAMS AVENUE S	TITUSVILLE
Current Resident	15 BREVARD ST	TITUSVILLE
RANSOM, DONALD D JR	15 CHRISTMAS HILL RD S	TITUSVILLE
PRICE, LINDA	15 E TOWNE PLACE	TITUSVILLE
Current Resident	15 EINIG AVE	TITUSVILLE
THOMPSON, THOMAS A	15 HILLTOP DR S	TITUSVILLE
Current Resident	15 TOWNE PL E	TITUSVILLE
Current Resident	15 TOWNE PL W	TITUSVILLE
Current Resident	15 WILLIAMS AVE N	TITUSVILLE
Current Resident	15 WILLIAMS AVE S	TITUSVILLE
Current Resident	150 EINIG AVE	TITUSVILLE
Current Resident	150 MANTOR AVE N	TITUSVILLE
HUNT, JAMES R	150 N WILSON AVE	COCOA
Current Resident	1500 GARDEN ST	TITUSVILLE
HANKINS, NOELLE DAWN	1500 ROSEDALE ST	TITUSVILLE
LANGE, JESSICA M	1500 TROPIC ST	TITUSVILLE
RINKER MATERIALS CORP	1501 BELVEDERE ROAD	W PALM BCH
FORWARD, DONALD E	1501 SOUTH PARK AVE	TITUSVILLE
US YESWELL INC	15010 PINTURA DRIVE	HACIENDA HEIGHTS
Current Resident	1505 ROSEDALE ST	TITUSVILLE

Current Resident	1506 TROPIC ST	TITUSVILLE
Current Resident	1508 GARDEN ST	TITUSVILLE
FIORILLO, TERESA L	1510 BELL TERRACE	TITUSVILLE
SEGO, E EUGENE	1510 RIVERSIDE DR	TITUSVILLE
SEGO, EDGAR E	1510 RIVERSIDE DR	TITUSVILLE
Current Resident	1510 TROPIC ST	TITUSVILLE
ROGERS, ANTHONY	15101 SW 71ST CT	MIAMI
SWAILS, QUITMAN O	1512 TROPIC ST	TITUSVILLE
Current Resident	1514 GARDEN ST	TITUSVILLE
Current Resident	152 MC NEELA DR	TITUSVILLE
Current Resident	152 TOWNE PL E	TITUSVILLE
Current Resident	1520 GARDEN ST	TITUSVILLE
Current Resident	1525 ROSEDALE ST	TITUSVILLE
Current Resident	1525 VIOLET AVE	TITUSVILLE
Current Resident	1526 GARDEN ST	TITUSVILLE
JMAXHQ LLC	1526 GARDEN STREET	TITUSVILLE
BOLEY, RAYMOND EDWARD	1530 ROSEDALE ST	TITUSVILLE
Current Resident	1531 VIOLET AVE	TITUSVILLE
Current Resident	1532 GARDEN ST	TITUSVILLE
Current Resident	1533 GARDEN ST	TITUSVILLE
FLOWERS OF DISTINCTION INC OF	1533 GARDEN STREET	TITUSVILLE
KELLY, KEITH	1535 DATE DR	TITUSVILLE
Current Resident	1535 ROSEDALE ST	TITUSVILLE
FITZ, TREVA J	1535 SUNRISE DR	MERRITT ISLAND
Current Resident	1535 VIOLET AVE	TITUSVILLE
Current Resident	1538 GARDEN ST	TITUSVILLE
Current Resident	1539 VIOLET AVE	TITUSVILLE
REDMON, LARRY K	1545 GARDEN ST	TITUSVILLE
Current Resident	1545 ROSEDALE ST	TITUSVILLE
POOLE, MABELLE	1545 ROSEDALE STREET	TITUSVILLE
Current Resident	1546 GARDEN ST	TITUSVILLE
Current Resident	155 DE LEON AVE S	TITUSVILLE
GRIFFIN, LILLIE M	155 HILLTOP DR N	TITUSVILLE
Current Resident	155 TOWNE PL E	TITUSVILLE
Current Resident	155 TOWNE PL W	TITUSVILLE
BALLARD, ARDEN DAVID	1550 BLUEBERRY DR	TITUSVILLE
Current Resident	1551 GARDEN ST	TITUSVILLE
Current Resident	1555 GARDEN ST	TITUSVILLE
POOLE, MABELLE	1555 ROSEDALE ST	TITUSVILLE
CASH, MARY	156 MC NEELA DR	TITUSVILLE
Current Resident	1560 ROSEDALE ST	TITUSVILLE
Current Resident	1561 GARDEN ST	TITUSVILLE
SMITH, JAMES C JR	1565 ROSEDALE ST	TITUSVILLE
Current Resident	1565 VIOLET AVE	TITUSVILLE
ROGERS, T KAREN	157 E TOWNE PL	TITUSVILLE
Current Resident	157 TOWNE PL E	TITUSVILLE
BROCKETT BALL LLC	1574 PENNWOOD CIRCLE N	CLEARWATER

BALL WASHINGTON LLC	1574 PENWOOD CIRCLE N	CLEARWATER
MULLIN, ROBERT S JR	1588 LEANING OAK RD	BOONES MILL
Current Resident	1590 ROSEDALE ST	TITUSVILLE
WORK, JAY R	15931 SMITHEY DR	HAYMARKET
WORK, JAY RICHARD	15931 SMITHEY DRIVE	HAYMARKET
Current Resident	1595 ROSEDALE ST	TITUSVILLE
KILLIP, JOHN G TRUST	1598 ROSEDALE ST	TITUSVILLE
Current Resident	16 HILLTOP DR S	TITUSVILLE
GEHRKE, JERRY	16 KALVERTON COURT	PALM COAST
PATEL, KASHI C	16 TOWNE PL W	TITUSVILLE
Current Resident	160 HILLTOP DR N	TITUSVILLE
Current Resident	160 MANTOR AVE N	TITUSVILLE
KLING, YVETTE P LIFE ESTATE	160 MC NEELA CT	TITUSVILLE
Current Resident	160 MC NEELA DR	TITUSVILLE
MOUNGER, SHANNON D	160 N HILLTOP DRIVE	TITUSVILLE
RICH, CHRISTINE	160 PETTY CIR	TITUSVILLE
GUTIERREZ, ERIC	160 SPRING RIDGE CT	DAWSONVILLE
Current Resident	160 TOWNE PL W	TITUSVILLE
OLEWSKI, JAMES S	160 W TOWNE PL	TITUSVILLE
Current Resident	160 WILLIAMS AVE N	TITUSVILLE
JONES, RUSSELL B	1600 BLUEBERRY DR	TITUSVILLE
COOMER, BRIAN W	1600 GARDEN ST #24	TITUSVILLE
BYRD, DENISE D	1600 GARDEN ST (OFFICE)	TITUSVILLE
Current Resident	1600 LILAC CIR N	TITUSVILLE
WOODWARD, EDWARD	1600 NASSAU ST	TITUSVILLE
DARLING, JENNETTE S	1600 SARNO RD #5	MELBOURNE
SAPP, JAMES E	1603 EDEN COURT	TITUSVILLE
Current Resident	1603 EDEN CT	TITUSVILLE
ZAGORA, CAROLYN REESE	1603 TURNESA DRIVE	TITUSVILLE
BARNES, GREGORY	1604 EDEN CT	TITUSVILLE
Current Resident	1604 EDEN CT	TITUSVILLE
JENKINS, LYNN G	1605 CARPENTER RD N	TITUSVILLE
HORNER, JUNE G LIFE ESTATE	1607 EDEN CT	TITUSVILLE
Current Resident	1608 EDEN CT	TITUSVILLE
CHRISTIANA TRUST TRUSTEE	1610 E ST ANDREW PLACE STE B	SANTA ANA
WINIK, ARTHUR R JR	1612 EDEN CT	TITUSVILLE
ITANI, SAMIR K	1614 COUNTRY CLUB DR	TITUSVILLE
WILLIAMS, ORLANDO SR	1614 EDEN CIR N	TITUSVILLE
Current Resident	1615 VIOLET AVE	TITUSVILLE
Current Resident	1617 VIOLET AVE	TITUSVILLE
Current Resident	1618 EDEN CIR N	TITUSVILLE
Current Resident	1618 TROPIC ST	TITUSVILLE
Current Resident	1619 EDEN CIR N	TITUSVILLE
WILSON, CYNTHIA E	1619 N EDEN CIR	TITUSVILLE
HOLLAND, DANIEL W	1620 TROPIC ST	TITUSVILLE
LAUTER, CINDY	1622 VIOLET AVENUE	TITUSVILLE
Current Resident	1624 EDEN CIR N	TITUSVILLE

BRADFORD, JOHN	1624 EDEN CIRCLE N	TITUSVILLE
Current Resident	1625 EDEN CIR N	TITUSVILLE
Current Resident	1625 GARDEN ST	TITUSVILLE
BEYER, JOHN E	1625 N EDEN CIRCLE	TITUSVILLE
IVY, ANN D LIFE ESTATE	1625 ROSEDALE ST	TITUSVILLE
ALTINE, LOUIS	1625 VIOLET AVE	TITUSVILLE
HERNDON, RICKY	1625 VIOLET AVE	TITUSVILLE
GANDY, JOHN M III	1630 EDEN CIR N	TITUSVILLE
Current Resident	1636 VIOLET AVE	TITUSVILLE
Current Resident	164 CHRISTMAS HILL RD N	TITUSVILLE
BEECHER, ROBERT D	164 CHRISTMAS HILLS RD N	TITUSVILLE
MATHENY, ROBERT O LIFE ESTATE	164 MC NEELA DR	TITUSVILLE
Current Resident	1640 VIOLET AVE	TITUSVILLE
PAISLEY, JAMIE	1648 N SINGLETON AVE	TITUSVILLE
DUVALL, CHARLES L	165 FISHER AVE	TITUSVILLE
FINCKE, CHESTER A	165 HERKIMER WAY	HEDGESVILLE
Current Resident	165 PETTY CIR	TITUSVILLE
Current Resident	165 TOWNE PL W	TITUSVILLE
PHILLIPS, PATRICIA ANN	1650 LILAC CIR N	TITUSVILLE
Current Resident	1654 TROPIC ST	TITUSVILLE
DE NEERGAARD, SHARON N	1655 EDEN CT	TITUSVILLE
Current Resident	1655 LILAC CIR S	TITUSVILLE
TALLEY, GERALD L JR	1655 LILAC CIRCLE	TITUSVILLE
TD BANK NA	1660 SW ST LUCIE WEST BLVD	PORT ST LUCIE
RIVENBARK, EMILY D	1665 FIGTREE DR	TITUSVILLE
SCHIMMOLLER, JOSEPH	168 MC NEELA DR	TITUSVILLE
RADHI, MUSTAFA	1695 EDEN CIR S	TITUSVILLE
Current Resident	1696 TROPIC ST	TITUSVILLE
VEAUDRY, DAVID G	17 EAST TOWNE PLACE	TITUSVILLE
STANTON, KEVIN JAMES	17 FAIRGLEN DR	TITUSVILLE
IDDINGS, GARY A	17 GARNET AVE	TITUSVILLE
Current Resident	17 LA GRANGE AVE	TITUSVILLE
Current Resident	17 TOWNE PL E	TITUSVILLE
Current Resident	170 FISHER AVE	TITUSVILLE
Current Resident	170 MANTOR AVE N	TITUSVILLE
PERGERSON, JERRY W SR	170 N MANTOR AVE	TITUSVILLE
Current Resident	170 TOWNE PL W	TITUSVILLE
CHAVIS & DEARNELL INC	1700 COUNTRY LANE	TITUSVILLE
LOOMIS, CAROLYN LIFE ESTATE	1700 LILAC CIR N	TITUSVILLE
RUDMAN PARTNERSHIP, THE	1700 PACIFIC AVENUE SUITE 47	DALLAS
Current Resident	1704 EDEN CIR S	TITUSVILLE
EMMITT, WILMA R	1704 EDEN CIRCLE S	TITUSVILLE
Current Resident	1705 EDEN CIR S	TITUSVILLE
Current Resident	1705 LILAC CIR S	TITUSVILLE
COLE, JULIE D	1705 S EDEN CIR	TITUSVILLE
DUBOIS, DARRYL E	1705 S LILAC CIR	TITUSVILLE
Current Resident	1706 EDEN CIR N	TITUSVILLE

Current Resident	1706 EDEN CIR S	TITUSVILLE
OLSEN, CARRIE F	1706 N EDEN CIRCLE	TITUSVILLE
STICKEL, ISAIAH M	1706 S EDEN CIR	TITUSVILLE
Current Resident	1707 EDEN CIR N	TITUSVILLE
MINSON, JAMES JR	1707 N EDEN CIR	TITUSVILLE
Current Resident	1708 EDEN CIR S	TITUSVILLE
SWARTOUT, GLENN N	1708 EDEN CIR SOUTH	TITUSVILLE
BUESING, AGNES L	1710 AUGUSTINE DR	TITUSVILLE
Current Resident	1711 WHITE ST	TITUSVILLE
BOEHM, ROGER J	1712 EDEN CIR N	TITUSVILLE
Current Resident	1712 EDEN CIR S	TITUSVILLE
WEATHERFORD, JONATHAN	1712 S EDEN CIR	TITUSVILLE
Current Resident	1713 EDEN CIR N	TITUSVILLE
LEONARD, GREG T	1713 N EDEN CIR	TITUSVILLE
COOMER, MICHAEL R	1714 27TH STREET	MONROE
MELIKIAN, MARGURITE	1714 GREYSTONE BLVD #43	MT PLEASANT
Current Resident	1716 EDEN CIR N	TITUSVILLE
DUNAWAY, MARYSE G	1716 EDEN CIR NORTH	TITUSVILLE
Current Resident	1716 EDEN CIR S	TITUSVILLE
UDO, CHARLES R	1716 S EDEN CIR	TITUSVILLE
Current Resident	1717 WHITE ST	TITUSVILLE
Current Resident	1719 EDEN CIR N	TITUSVILLE
Current Resident	172 MC NEELA DR	TITUSVILLE
Current Resident	172 TOWNE PL E	TITUSVILLE
MOUNGER, IMOGENE H ESTATE	1720 AUGUSTINE DR	TITUSVILLE
Current Resident	1720 LILAC CIR N	TITUSVILLE
PONTON, CHARLES P JR	1720 LILAC CIRCLE N	TITUSVILLE
HUGHES, NAOMI R	1724 AUGUSTINE DR	TITUSVILLE
Current Resident	1724 WHITE ST	TITUSVILLE
NIDY, BLANCHE M LIFE ESTATE	1724 WHITE STREET	TITUSVILLE
Current Resident	1725 AUGUSTINE DR	TITUSVILLE
Current Resident	1725 EDEN CIR S	TITUSVILLE
BARNETTE, LYNN S TRUSTEE	1725 S EDEN CIR	TITUSVILLE
Current Resident	1725 WHITE ST	TITUSVILLE
BEARD, ROBERT L	1725 WHITE STREET	TITUSVILLE
Current Resident	1728 TROPIC ST	TITUSVILLE
YATES, WILLIAM	1730 TROPIC ST	TITUSVILLE
BELL, LINDA MARIE	1732 TROPIC ST	TITUSVILLE
CHRISTOPHER, HEIDI	1732 WHITE ST	TITUSVILLE
OSBORNE, RICHARD E	1734 TROPIC ST	TITUSVILLE
Current Resident	1735 LILAC CIR S	TITUSVILLE
Current Resident	1735 WHITE ST	TITUSVILLE
CANADA, DIANA L TRUSTEE	1735 WHITE STREET	TITUSVILLE
SCHULTHEIS, CARRIE	1736 TROPIC ST	TITUSVILLE
Current Resident	1736 WHITE ST	TITUSVILLE
MC MASTER, SHANNON	1736 WHITE STREET	TITUSVILLE
HOGG, ALVIN D	1738 N SINGLETON AVE	TITUSVILLE

NEWELL, ALBERT J	1739 ROBINHOOD AVE	TITUSVILLE
HEARON, MATTHEW J	174 CLINTON CEMETERY RD	EDGEWATER
Current Resident	1740 LILAC CIR N	TITUSVILLE
Current Resident	1745 EDEN CIR S	TITUSVILLE
Current Resident	1745 LILAC CIR N	TITUSVILLE
KNIGHT, DAVID A	1745 LILAC CIRCLE N	TITUSVILLE
DECKER, KENNETH B	1745 S EDEN CIR	TITUSVILLE
WATKINS OIL COMPANY INC	175 FISHER AVE	TITUSVILLE
Current Resident	175 FISHER AVE	TITUSVILLE
Current Resident	175 HILLTOP DR N	TITUSVILLE
TITUSVILLE-COCOA AIRPORT	175 N WILLIAMS AVE	TITUSVILLE
SHAMP, ADAM L	175 NORTH HILLTOP	TITUSVILLE
Current Resident	175 PARK AVE N	TITUSVILLE
Current Resident	175 TOWNE PL W	TITUSVILLE
Current Resident	1750 LILAC CIR S	TITUSVILLE
CALHOUN, ISABELLA	1755 FIGTREE DR	TITUSVILLE
Current Resident	1755 LILAC CIR S	TITUSVILLE
Current Resident	176 MC NEELA DR	TITUSVILLE
RIGGINS, JUDITH A	176 MCNEELA DRIVE	TITUSVILLE
FISHER, ROBIN L	1760 LAKESIDE DR	TITUSVILLE
Current Resident	1760 LILAC CIR N	TITUSVILLE
GRAETZ, JOHN B	1760 LILAC CR N	TITUSVILLE
Current Resident	1765 AUGUSTINE DR	TITUSVILLE
Current Resident	1765 EDEN CIR S	TITUSVILLE
Current Resident	1765 LILAC CIR N	TITUSVILLE
HERBERT, DEBORAH	1765 NORTH LILAC CIRCLE	TITUSVILLE
SULLIVAN, MAGGIE	1765 S EDEN CIR	TITUSVILLE
MILAM, MICHAEL	1770 LAKESIDE DR	TITUSVILLE
Current Resident	1770 LILAC CIR S	TITUSVILLE
Current Resident	1775 LILAC CIR S	TITUSVILLE
EDWARDS, CHARLENE	1775 S LILAC CIRCLE	TITUSVILLE
Current Resident	1777 GARDEN ST	TITUSVILLE
Current Resident	1780 LILAC CIR N	TITUSVILLE
WELCHER, NANCY A TRUSTEE	1780 N LILAC CIRCLE	TITUSVILLE
Current Resident	1785 EDEN CIR S	TITUSVILLE
Current Resident	1785 LILAC CIR N	TITUSVILLE
OLSEN, GORDON W	1785 LILAC CIRCLE N	TITUSVILLE
OLSEN, GORDON	1785 N LILAC CIR	TITUSVILLE
WILLIAMS, HOSEA	1785 S EDEN CIR	TITUSVILLE
Current Resident	1790 LILAC CIR S	TITUSVILLE
Current Resident	1795 LILAC CIR S	TITUSVILLE
RAUHA, MIRIAM MAILA TRUSTEE	1795 LILAC CIRCLE S	TITUSVILLE
Current Resident	18 BREVARD ST	TITUSVILLE
Current Resident	18 BRYAN AVE	TITUSVILLE
Current Resident	18 DIXIE AVE N	TITUSVILLE
BELL, ANN M	18 FAIRGLEN DR	TITUSVILLE
BOESEN, BRIAN J	18 FORELL AVE	TITUSVILLE

O'SHEA, BRIAN	18 LA GRANGE AVE	TITUSVILLE
Current Resident	18 LEMON AVE N	TITUSVILLE
ROWTON, JERRY W	18 N DIXIE AVE	TITUSVILLE
RICE, STEFAN KELLY RICE	18 N LEMON AVE	TITUSVILLE
Current Resident	18 PARK AVE N	TITUSVILLE
POHL, CATHERINE M	18 S WILLIAMS	TITUSVILLE
Current Resident	18 TOWNE PL W	TITUSVILLE
Current Resident	18 WILLIAMS AVE S	TITUSVILLE
Current Resident	180 CHRISTMAS HILL RD N	TITUSVILLE
Current Resident	180 HILLTOP DR N	TITUSVILLE
DECKER, STEPHANIE F	180 MC NEELA DR	TITUSVILLE
MC GRANE, JOHN J	180 N CHRISTIMAS HILL RD	TITUSVILLE
HOWARD, EDITH L	180 N HILLTOP DR	TITUSVILLE
Current Resident	180 TOWNE PL W	TITUSVILLE
Current Resident	1800 AUGUSTINE DR	TITUSVILLE
WILES, NIMIA J	1800 LILAC CIR N	TITUSVILLE
FERCHLAND, DOREEN A	1800 PRIDEAUX RD	OSTEEN
PAKSIR INC	1800 SW 135TH ST	OCALA
CHAFFIOT FAMILY PROPERTIES LLC	1802 FISKE BLVD S 101	ROCKLEDGE
MC DAVID, DONNA L	1805 AUGUSTINE DR	TITUSVILLE
A HOME FOR YOU LLC	1809 E BROADWAY ST STE 113	OVIEDO
Current Resident	1813 LILAC CIR S	TITUSVILLE
HICKS, BILLYE JEAN	1813 LILAC CIRCLE	TITUSVILLE
CERRATO, VINCENT H III	1815 HALLUM AVE	TITUSVILLE
CLARK, DONALDEAN LIFE ESTATE	1818 FORT DUQUESNA DR	SUN CITY CENTER
CONNOLLY, ANN LIFE ESTATE	182 E TOWNE PLACE	TITUSVILLE
Current Resident	182 TOWNE PL E	TITUSVILLE
Current Resident	1820 AUGUSTINE DR	TITUSVILLE
SWEAT, LORI A	1820 AUGUSTINE DRIVE	TITUSVILLE
Current Resident	1820 GARDEN ST	TITUSVILLE
K & B MONARCHY INC	1820 GARDEN STREET	TITUSVILLE
DIAMOND INVESTMENT LLC	1820 SE 18TH AVE STE 3	OCALA
SYDNOR, RICHARD B JR TRUST	1824 S FISKE BLVD	ROCKLEDGE
HOUSEY, LAVERIA	1825 AUGUSTINE DR	TITUSVILLE
KRAGENBRINK, BRUCE	1827 LAUREL OAK DR S	ROCKLEDGE
KRAGENBRINK, BRUCE	1827 S LAUREL OAK DRIVE	ROCKLEDGE
Current Resident	1832 GARDEN ST A&B	TITUSVILLE
Current Resident	1836 GARDEN ST	TITUSVILLE
ZOFKO, AMY SUSAN	184 MC NEELA DR	TITUSVILLE
Current Resident	185 TOWNE PL W	TITUSVILLE
CROWE, ROBERT W	1857 CADILLAC CIR S	MELBOURNE
GIDDENS, EARL W	1858 N CARPENTER RD	TITUSVILLE
Current Resident	1860 AUGUSTINE DR	TITUSVILLE
Current Resident	1860 TROPIC ST	TITUSVILLE
FRANCO, LUIS DAVID	1860 TROPIC STREET	TITUSVILLE
PURDY, JOHN	1870 TROPIC ST	TITUSVILLE
WATKINS, MICHAEL J	1880 TROPIC ST	TITUSVILLE

Current Resident	1890 TROPIC ST	TITUSVILLE
SHERIDAN, JAMES R LIFE ESTATE	1890 TROPIC STREET	TITUSVILLE
Current Resident	19 DE LEON AVE N	TITUSVILLE
Current Resident	19 PARK AVE N	TITUSVILLE
COSTANTINI, LOUIS A	19 S WILLIAMS AVE	TITUSVILLE
Current Resident	19 WASHINGTON AVE N	TITUSVILLE
Current Resident	19 WILLIAMS AVE S	TITUSVILLE
Current Resident	190 TOWNE PL W	TITUSVILLE
HARTE, MEGAN LEE	1900 GARDEN ST	TITUSVILLE
PERISSEUO EQUITY INC	1900 THE EXCHANGE SE STE 410	ATLANTA
Current Resident	1900 TROPIC ST	TITUSVILLE
LAURENE, TIMOTHY D	1900 TROPIC STREET	TITUSVILLE
Current Resident	1902 GARDEN ST	TITUSVILLE
OVERFELT, CLAUDE DOUGLAS	1902 TROPIC ST	TITUSVILLE
Current Resident	1903 GARDEN ST	TITUSVILLE
GRUNENFELDER, JASON CHARLES	1904 HAMMOCK RD	TITUSVILLE
Current Resident	192 TOWNE PL E	TITUSVILLE
AKINS, JAMES	1933 FOSSE WAY	TITUSVILLE
POULOS, LINDA L	195 HILLTOP DR N	TITUSVILLE
COTRELL, NORMAN F	195 TOWNE PL W	TITUSVILLE
PUGH, SHARON LIFE ESTATE	1960 AUGUSTINE DR	TITUSVILLE
VAZQUEZ-ALDANA, MARIA E	1965 S OCEAN DR APT 5R	HALLANDALE
EI TECHNOLOGIES LLC 401(K)	19750 E PARKER SQUARE DR STE	PARKER
HOOTS, KAREN M	19760 SW 243 TERRACE	HOMESTEAD
LAY, NANCY E	1985 HOLDER RD	TITUSVILLE
WALK-ABOUT-MINISTRY INC	1993 DI POL COURTWAY	TITUSVILLE
WALK-ABOUT-MINISTRY INC	1993 DIPOL COURT WAY	TITUSVILLE
WALKABOUT MINISTRY INC	1993 DIPOL CT	TITUSVILLE
PERRY, WILLIAM C	2 FAIRGLEN DR	TITUSVILLE
MOSES, BARNEY B	2 HOLIDAY LANE S	TITUSVILLE
Current Resident	2 HOLIDAY LN S	TITUSVILLE
Current Resident	2 HOPKINS AVE N	TITUSVILLE
Current Resident	2 HOPKINS AVE S	TITUSVILLE
MILCOFF, CHARLES S	2 N HOPKINS AVE	TITUSVILLE
BULLARD, JAMES R	20 GARNET AVE	TITUSVILLE
Current Resident	20 GRACE ST	TITUSVILLE
Current Resident	20 HILLTOP DR N	TITUSVILLE
Current Resident	20 HOLIDAY LN N	TITUSVILLE
Current Resident	20 LEMON AVE N	TITUSVILLE
DURBAK, MARY M	20 LYNWOOD AVE	TITUSVILLE
SMITH, DALE C LIFE ESTATE	20 MORGAN DR	TITUSVILLE
JOHNSON, TONY LEE	20 N HILLTOP DRIVE	TITUSVILLE
VESEY, MICHAEL J	20 N PARK AVE	TITUSVILLE
Current Resident	20 PARK AVE N	TITUSVILLE
HIGHSMITH, JOANN W	20 S WILLIAMS AVENUE	TITUSVILLE
Current Resident	20 TOWNE PL E	TITUSVILLE
Current Resident	20 TOWNE PL W	TITUSVILLE

Current Resident	20 WASHINGTON AVE N	TITUSVILLE
Current Resident	20 WILLIAMS AVE N	TITUSVILLE
Current Resident	20 WILLIAMS AVE S	TITUSVILLE
Current Resident	200 CHRISTMAS HILL RD N	TITUSVILLE
DIGGS, TERRI A	200 HILLTOP DR N	TITUSVILLE
Current Resident	200 HILLTOP DR S	TITUSVILLE
WALLACE, ROBERT N	200 N WILLIAMS AVE	TITUSVILLE
Current Resident	200 TOWNE PL W	TITUSVILLE
Current Resident	200 WASHINGTON AVE S	TITUSVILLE
Current Resident	200 WILLIAMS AVE N	TITUSVILLE
ILTSOPOULOS, PETROS	200 WOODSIDE CT	TITUSVILLE
CARLSON, PENELOPE H	2000 AUGUSTINE DR	TITUSVILLE
IVESTER, JAMES O	2005 AUGUSTINE DR	TITUSVILLE
Current Resident	201 BAILEY AVE	TITUSVILLE
Current Resident	201 CHRISTMAS HILL RD S	TITUSVILLE
MC CLURE, MARTHA	201 HILLCREST AVE	TITUSVILLE
REGIONS BANK	201 MILAN PKWY	BIRMINGHAM
FULL FORCE ENTERPRISE LLC	201 N STATE RD 7	MARGATE
PALOMBI, KENNETH M	201 NORTH ROBBINS AVENUE	TITUSVILLE
Current Resident	201 ROBBINS AVE N	TITUSVILLE
GORMAN, RICHARD J	201 S CHRISTMAS HL RD	TITUSVILLE
Current Resident	201 SINGLETON AVE S	TITUSVILLE
CROUSE, MARK L	201 WOODSIDE CT	TITUSVILLE
PUGH, ETHEL G LIFE ESTATE	202 BAILEY AVE	TITUSVILLE
LINDSAY, STEVEN W	202 DE LEON AVE N	TITUSVILLE
Current Resident	202 HILLCREST AVE	TITUSVILLE
HOUCK, THOMAS C	202 HILLCREST AVENUE	TITUSVILLE
Current Resident	202 MANTOR AVE S	TITUSVILLE
KNUDSEN, CHARLES E	202 S MANTOR AVE	TITUSVILLE
Current Resident	202 TOWNE PL E	TITUSVILLE
KESNER, WILLIAM T JR	203 BILTMORE ST	NORTH ARLINGTON
Current Resident	203 BROWN AVE N	TITUSVILLE
HINKLE, GLADYS J	203 DE LEON AVE N	TITUSVILLE
Current Resident	203 DIXIE AVE N	TITUSVILLE
Current Resident	203 GRANNIS AVE N	TITUSVILLE
Current Resident	203 MANTOR AVE S	TITUSVILLE
KIRK, ETHYLMAY	203 N BROWN AVE	TITUSVILLE
MAUJER, JULIAN D	203 N DIXIE AVE	TITUSVILLE
LARSON, EMMETT M	203 S MANTOR AVE	TITUSVILLE
Current Resident	204 GARNET AVE	TITUSVILLE
Current Resident	204 GRANNIS AVE N	TITUSVILLE
WRIGHT, MARSHALL T	2040 TROPIC ST	TITUSVILLE
ALLEN, JOSEPH THOMAS SR	2042 DOYLE AVE	TITUSVILLE
Current Resident	205 DIXIE AVE N	TITUSVILLE
GREENHALGH, HOPE L	205 GARNET AVE	TITUSVILLE
Current Resident	205 LEMON AVE S	TITUSVILLE
THUNDERBIRD PRESS INC	205 MANTOR AVE N	TITUSVILLE

Current Resident	205 MANTOR AVE N	TITUSVILLE
Current Resident	205 TOWNE PL W	TITUSVILLE
VEZINA, ANDRA J	20546 NW STATE ROAD 16	STARKE
Current Resident	206 BAILEY AVE	TITUSVILLE
KULA, JADWIGA	206 BAILEY AVENUE	TITUSVILLE
Current Resident	206 BRYAN AVE	TITUSVILLE
TAYLOR, RICHARD L JR	206 DE LEON AVE N	TITUSVILLE
YOST, JOHN	206 FORELL AVE	TITUSVILLE
Current Resident	206 HOPKINS AVE S CHURCH	TITUSVILLE
Current Resident	206 JULIA ST	TITUSVILLE
Current Resident	206 MANTOR AVE S	TITUSVILLE
HANNI, ELAINE H	206 N BROWN AVENUE	TITUSVILLE
FIRST METHODIST CHURCH OF	206 S HOPKINS AVE	TITUSVILLE
ROBERTSON, ADA LOUISE LIFE EST	206 WOODSIDE CT	TITUSVILLE
Current Resident	2063 GARDEN ST FELLOW	TITUSVILLE
Current Resident	207 BAILEY AVE	TITUSVILLE
Current Resident	207 BRYAN AVE	TITUSVILLE
Current Resident	207 DE LEON AVE N	TITUSVILLE
Current Resident	207 DIXIE AVE N	TITUSVILLE
Current Resident	207 DIXIE AVE S	TITUSVILLE
Current Resident	207 GRANNIS AVE N	TITUSVILLE
Current Resident	207 MANTOR AVE S	TITUSVILLE
REMINGTON, MARY LOU COOK C	207 N GRANNIS AVE	TITUSVILLE
CHRISTIE, G E JR	207 S MANTOR AVE	TITUSVILLE
Current Resident	207 WOODSIDE CT	TITUSVILLE
Current Resident	2070 GARDEN ST	TITUSVILLE
GOOD SHEPHERD LUTHERAN CHURCH	2073 GARDEN ST	TITUSVILLE
Current Resident	208 BROWN AVE N	TITUSVILLE
PRZYBYCIEN, STEPHEN	2082 OAK STREET	THREE RIVERS
Current Resident	209 BROWN AVE N	TITUSVILLE
Current Resident	209 DIXIE AVE N	TITUSVILLE
Current Resident	209 LA GRANGE AVE	TITUSVILLE
BENNETT, AILEEN F	209 MANTOR AVE S	TITUSVILLE
GARDNER, ANGEL	209 N BROWN AVE	TITUSVILLE
ROBERTSON, ADA LOUISE TRUSTEE	209 SINGLETON AV S	TITUSVILLE
Current Resident	209 SINGLETON AVE S	TITUSVILLE
Current Resident	2093 GARDEN ST	TITUSVILLE
Current Resident	21 BREVARD ST	TITUSVILLE
KENNEDY OF TITUSVILLE INC	21 EAST MAIN ST	TITUSVILLE
HUNDLEY, LORI A	21 FAIRGLEN DR	TITUSVILLE
PASQUINI, ALDO	21 LA GRANGE AVE	TITUSVILLE
BISSELL, NELSON T	21 LYNWOOD AVE	TITUSVILLE
Current Resident	21 MAIN ST 202	TITUSVILLE
MAYS, TONI	21 RIVERSIDE DR #402	COCOA
LIBERG, ARNE JAN	21 SIENNA DR	LANDENBERG
Current Resident	210 BRYAN AVE	TITUSVILLE
Current Resident	210 DE LEON AVE N	TITUSVILLE

Current Resident	210 GARNET AVE	TITUSVILLE
RODRIGUEZ, VICTOR M	210 HILLCREST AVE	TITUSVILLE
Current Resident	210 MANTOR AVE S	TITUSVILLE
QUIRK, JANICE L	210 S MANTOR AVE	TITUSVILLE
Current Resident	210 TOWNE PL W	TITUSVILLE
Current Resident	210 WASHINGTON AVE S	TITUSVILLE
BREZINA, EDWARD S	2101 CHELSEA DRIVE	WILSON
SMITH, RONNIE D	2102 TROPIC ST	TITUSVILLE
SMITH, MARK J	211 BAILEY AVE	TITUSVILLE
Current Resident	211 BRYAN AVE	TITUSVILLE
Current Resident	211 DIXIE AVE N	TITUSVILLE
Current Resident	211 GARNET AVE	TITUSVILLE
Current Resident	211 HOPKINS AVE S	TITUSVILLE
GARRISON, LINDA L	211 PEARSON RD	TREADWAY
SPAUR'S CONCRETE INC	2110 OLD DIXIE HIGHWAY	TITUSVILLE
Current Resident	2111 GARDEN ST	TITUSVILLE
SWANN, DAVID W	2111 GARDEN STREET	TITUSVILLE
Current Resident	2116 GARDEN ST	TITUSVILLE
Current Resident	2117 GARDEN ST	TITUSVILLE
KENNEDY, TIMOTHY B	212 ACORN DRIVE	TITUSVILLE
Current Resident	212 DIXIE AVE S	TITUSVILLE
Current Resident	212 FORELL AVE	TITUSVILLE
WORTH, MARY L TRUSTEE	212 FORRELL AVE	TITUSVILLE
TABB, CHARLES D	212 LA GRANGE AVE	TITUSVILLE
Current Resident	212 TOWNE PL E	TITUSVILLE
Current Resident	2120 GARDEN ST	TITUSVILLE
WARREN, JULIAN W	2126 TROPIC ST	TITUSVILLE
Current Resident	213 BROAD ST	TITUSVILLE
Current Resident	213 DE LEON AVE N	TITUSVILLE
Current Resident	213 DIXIE AVE N	TITUSVILLE
Current Resident	213 GRANNIS AVE N	TITUSVILLE
RYAN, WILLIAM A	213 LA GRANGE AVE	TITUSVILLE
REMINGTON, ROBERT E	213 N GRANNIS AVE	TITUSVILLE
GUNN, ARTIS A	213 OLEANDER PLACE	TITUSVILLE
BARRA, BRENDA J	213 SINGLETON AVE	TITUSVILLE
BARRA, BRENDA J	213 SINGLETON AVE S	TITUSVILLE
Current Resident	213 SINGLETON AVE S	TITUSVILLE
Current Resident	213 WASHINGTON AVE S	TITUSVILLE
ATON, MARY L	2135 MAYFAIR WAY	TITUSVILLE
BARTLETT, ERIC T	2135 N BEACHWOOD DR APT 2	LOS ANGELES
Current Resident	214 BREVARD ST	TITUSVILLE
Current Resident	214 JULIA ST	TITUSVILLE
HUMPHREYS, MARJORIE D TRUSTEE	214 JUNE DRIVE	COCOA BCH
Current Resident	215 BROWN AVE N	TITUSVILLE
Current Resident	215 DIXIE AVE N	TITUSVILLE
BURCH, CAROL A TRUSTEE	215 DIXIE AVE S	TITUSVILLE
Current Resident	215 GRANNIS AVE N	TITUSVILLE

CHIRRE, ROMINA G	215 HILLTOP DR N	TITUSVILLE
Current Resident	215 HILLTOP DR S	TITUSVILLE
THORNE, FRANCIS X	215 N DIXIE AVE	TITUSVILLE
JONES, DENNIS	215 N WILLIAMS AVE	TITUSVILLE
Current Resident	215 TOWNE PL W	TITUSVILLE
Current Resident	215 WILLIAMS AVE N	TITUSVILLE
LEWIS, WENDY	2150 TRIESTE DR	MIMS
CLINE, ROBERT LYNN SR	2152 SW BURLINGTON ST	PORT ST LUCIE
LENOX, DON	216 BROOKSTON DRIVE	CRANBERRY TWP
GODWIN, FRANK J	216 HILLTOP DR S	TITUSVILLE
GREIF, WILLIAM R	217 DIXIE AVE N	TITUSVILLE
Current Resident	217 DIXIE AVE N	TITUSVILLE
BATES, SHARON B	217 HUFF LAKE CT	ORTONVILLE
GREIF, WILLIAM R	217 N DIXIE AVE	TITUSVILLE
LEWIS, WILLIAM K	2174 KINGS CROSS ST	TITUSVILLE
Current Resident	218 FORELL AVE	TITUSVILLE
MSC HOLDINGS GROUP LLC	2183 N POWERLINE ROAD #1	POMPANO BEACH
Current Resident	219 DIXIE AVE N	TITUSVILLE
Current Resident	219 INDIAN RIVER AVE	TITUSVILLE
Current Resident	219 WASHINGTON AVE S	TITUSVILLE
Current Resident	2190 GARDEN ST	TITUSVILLE
Current Resident	2191 GARDEN ST	TITUSVILLE
DAVIS, JAVIER	2195 PAMELA ST	TITUSVILLE
DRAWDY, LESLIE L	2196 PAMELA ST	TITUSVILLE
RUSSELL, RUTH A	22 E TOWNE PLACE	TITUSVILLE
CHARRON, ELIZABETH A	22 FAIRGLEN DR	TITUSVILLE
ESPOSITO, JAMES M	22 FOUNTAIN BLVD	BURLINGTON
LAMB, ALBERT THOMAS	22 GRANNIS AVE N	TITUSVILLE
Current Resident	22 LEMON AVE N	TITUSVILLE
Current Resident	22 PALM AVE N	TITUSVILLE
Current Resident	22 TOWNE PL E	TITUSVILLE
Current Resident	22 WASHINGTON AVE N	TITUSVILLE
PAULL, DOLORA A	220 CASS AVE	MOUNT CLEMENS
BETTY, KENNETH E JR	220 HILLTOP DR N	TITUSVILLE
RICHMOND, DANIEL	220 LA GRANGE AVE	TITUSVILLE
Current Resident	220 TOWNE PL W	TITUSVILLE
JOHNSON, VIOLA L	220 W TOWNE PLACE	TITUSVILLE
RINEHART, JOHN C	2201 PAMELA ST	TITUSVILLE
YOUNG, WARREN MICHAEL	2205 PAMELA ST	TITUSVILLE
Current Resident	2207 AIRPORT RD	TITUSVILLE
WRIGHT WREALTY TRUST	221 W HIBISCUS BLVD #116	MELBOURNE
Current Resident	2210 GARDEN ST	TITUSVILLE
SIPES, MARIE E	2210 PAMELA ST	TITUSVILLE
Current Resident	2212 GARDEN ST	TITUSVILLE
Current Resident	2214 GARDEN ST	TITUSVILLE
ACTIVE SPINE CENTER LLC	2215 GARDEN ST	TITUSVILLE
Current Resident	2216 GARDEN ST	TITUSVILLE

Current Resident	2217 GARDEN ST	TITUSVILLE
Current Resident	222 TOWNE PL E	TITUSVILLE
RHAME, PATRICIA STILES	222 WEBNEY DR	MARIETTA
MEYERER, KRISTAN K	2220 GARDEN ST	TITUSVILLE
MEYERER, KRISTAN K	2220 GARDEN STREET	TITUSVILLE
SPENCER, NATHAN W	2222 TROPIC ST	TITUSVILLE
Current Resident	2223 GARDEN ST	TITUSVILLE
WIGGIN, HARRY JR	2224 TROPIC ST	TITUSVILLE
Current Resident	2225 PAMELA ST	TITUSVILLE
RINER, JAMES V SR	2226 TROPIC ST	TITUSVILLE
MAHONEY, BARBARA E	2234 TROPIC ST	TITUSVILLE
KOURY, WILLIAM B	2235 OAKHILL DR	DELAND
MANNINO, GIUSEPPE	224 93 ST	BROOKLYN
HARDBARGER, ELIZABETH A	224 FORELL AVE	TITUSVILLE
Current Resident	2240 TROPIC ST	TITUSVILLE
EASTON, SARAH J	2240 TROPIC STREET	TITUSVILLE
Current Resident	2241 PAMELA ST	TITUSVILLE
EVANS, EVAN	2241 PAMELA STREET	TITUSVILLE
Current Resident	225 BRYAN AVE	TITUSVILLE
SCHILLING, KURT W	225 HILLTOP DR S	TITUSVILLE
Current Resident	225 TOWNE PL W	TITUSVILLE
BRANTON, ROSCOE III	225 W TOWNE PLACE	TITUSVILLE
WARGA, SHERREE B	2250 FREEDOM AVE	MIMS
Current Resident	2255 PAMELA ST	TITUSVILLE
DICUPE, LUIS R	2259 PENNSYLVANIA AVE	OVIEDO
KOOISTRA, CONNIE	2270 PAMELA ST	TITUSVILLE
Current Resident	2275 PAMELA ST	TITUSVILLE
LOWDER, STEVEN H	228 BLUE HERON COURT	DAVENPORT
STOOKEY, STANLEY F	2280 GROVE ST	TITUSVILLE
BIVANS, HELEN T TRUSTEE	2290 GROVE ST	TITUSVILLE
HUMPHREY, JOHN T	2290 PAMELA ST	TITUSVILLE
HALE, KENNETH A	2295 GROVE ST	TITUSVILLE
Current Resident	2295 PAMELA ST	TITUSVILLE
Current Resident	23 BRYAN AVE	TITUSVILLE
WARING, KENNETH M	23 GARNET AVE	TITUSVILLE
Current Resident	230 FORELL AVE	TITUSVILLE
ROBLES, DAVID	230 FORELL AVENUE	TITUSVILLE
Current Resident	230 GRACE ST	TITUSVILLE
Current Resident	230 TOWNE PL W	TITUSVILLE
LYONS, MARGARET FERN ESTATE	230 W TOWNE PLACE	TITUSVILLE
Current Resident	2301 GROVE ST	TITUSVILLE
HOFFMAN, PETER JOHN	2301 GROVE STREET	TITUSVILLE
Current Resident	2302 TROPIC ST	TITUSVILLE
Current Resident	2306 TROPIC ST	TITUSVILLE
KLIM, RICHARD A II	2306 TROPIC STREET	TITUSVILLE
HANLEY, JAMES M	2310 UNITY DRIVE	EDGEWATER
ZIMMERMAN, MYRA JO	232 E TOWNE PLACE	TITUSVILLE

Current Resident	232 TOWNE PL E	TITUSVILLE
MUTTER HOLDINGS INC	2323 S WASHINGTON AVE STE 10	TITUSVILLE
MUTTER HILLTOP PROPERTIES LLC	2323 S WASHINGTON AVE STE 102	TITUSVILLE
Current Resident	235 TOWNE PL W	TITUSVILLE
Current Resident	237 FERN AVE	TITUSVILLE
SINGER, ERA	2393 TALLAVANA TRAIL	HAVANA
Current Resident	24 HILLTOP DR S	TITUSVILLE
SMITH, TAMU J	24 LA GRANGE AVE	TITUSVILLE
GRAHAM, KENNETH E	24 SUNSET HILL DR	BRANFORD
Current Resident	240 FERN AVE	TITUSVILLE
FRY, JOHN A	240 TOWNE PL W	TITUSVILLE
Current Resident	2407 GARDEN ST	TITUSVILLE
WILSON, KENNETH E	241 FERN AVE	TITUSVILLE
KINZALOW, MICHAEL ALLEN	242 EAST TOWNE PLACE	TITUSVILLE
Current Resident	242 TOWNE PL E	TITUSVILLE
SPELL, THELMA BOYD	2437 CAPITOL AVE	ORLANDO
GOETHE, JEAN C	244 FERN AVE	TITUSVILLE
EAZSOL, GEORGE M III	2440 ROWLAND CT	MIMS
CARLILE, ANGELA D	2450 LAGRANGE AVE	TITUSVILLE
SCHUSTER, JAMES	24685 SANTA BARBARA	SOUTHFIELD
FIELDING, CLAIRE M	2490 FORT LANE RD	GENEVA
Current Resident	25 CHRISTMAS HILL RD N	TITUSVILLE
MC DANIEL, ROBERT WILLIAM	25 CHRISTMAS HILLS RD N	TITUSVILLE
Current Resident	25 DE LEON AVE N	TITUSVILLE
Current Resident	25 MAIN ST	TITUSVILLE
Current Resident	25 TOWNE PL E	TITUSVILLE
REGIONS BANK	250 RIVERCHASE PKWY 6TH FLO	BIRMINGHAM
Current Resident	250 TOWNE PL W	TITUSVILLE
Current Resident	2500 GARDEN ST	TITUSVILLE
HATFIELD, DONALD D	2500 LIMESTONE STREET	SPRINGFIELD
Current Resident	2502 GARDEN ST	TITUSVILLE
GELBERT, LAWRENCE A	2504 TROPIC ST	TITUSVILLE
SENER, STEPHEN H	2505 FAWN LAKE BLVD	MIMS
Current Resident	2505 GARDEN ST	TITUSVILLE
GREEN, CHARLOTTE ESTATE	2505 SAINT PAUL DR	TITUSVILLE
Current Resident	2507 GARDEN ST	TITUSVILLE
MC NEAR, WALTER E	2511 GROVE ST	TITUSVILLE
Current Resident	2512 TROPIC ST	TITUSVILLE
ODOM, SAM	2515 MERRY LN	TITUSVILLE
DETRANO, JOSEPH A	2516 TOUPS TRAIL	TITUSVILLE
Current Resident	252 TOWNE PL E	TITUSVILLE
HIGHTOWER, JESSICA L	2524 GROVE ST	TITUSVILLE
Current Resident	2525 GARDEN ST	TITUSVILLE
JENSEN, RICHARD B	253 HARBOR DR	CAPE CANAVERAL
CHARVET, JEAN MICHAEL	2530 EVERGREEN AVE	TITUSVILLE
Current Resident	2532 GARDEN ST	TITUSVILLE
SHANNON, EDWARD S	2532 GROVE ST	TITUSVILLE

Current Resident	2537 EVERGREEN AVE	TITUSVILLE
THOMAS, RAY T	2537 EVERGREEN AVENUE	TITUSVILLE
BARRIERE, LEROY E	2540 EVERGREEN AVE	TITUSVILLE
RICHARDS, CARMEN D	2542 RIVIERA DR	TITUSVILLE
Current Resident	255 DIXIE AVE S	TITUSVILLE
ROSADELE PROPERTIES INC	255 GROVE ST N STE A	MERRITT ISLAND
MARADIAGA, SHERRIE	255 S DIXIE AVE	TITUSVILLE
Current Resident	255 TOWNE PL E	TITUSVILLE
Current Resident	255 TOWNE PL W	TITUSVILLE
MISH, TERRY R	2555 MERRY LANE	TITUSVILLE
Current Resident	2555 MERRY LN	TITUSVILLE
Current Resident	2556 TROPIC ST	TITUSVILLE
BURLEY, RUBY JANE	2556 W TROPIC ST	TITUSVILLE
HALEY, BAXTER B	2556 W TROPIC ST	TITUSVILLE
JENKINS, NANCY L	257 E TOWNE PLACE	TITUSVILLE
Current Resident	257 TOWNE PL E	TITUSVILLE
BORREGAARD, NILS J	2575 MERRY LANE	TITUSVILLE
Current Resident	2575 MERRY LN	TITUSVILLE
EXIT STRATEGY FEBRUARY 13 LLC	25882 ORCHARD LAKE RD STE 106	FARMINGTON HILLS
DUDLEY, BOBBIE E JR	2597 MERRY LN	TITUSVILLE
PORTA, ROBERT J II	26 FAIRGLEN DR	TITUSVILLE
Current Resident	26 GARNET AVE	TITUSVILLE
ALLEN, DONNA E	26 GRANNIS AVE N	TITUSVILLE
Current Resident	26 LEMON AVE N	TITUSVILLE
MASSEO, THERESE M	26 STEPHENSON BLVD	NEW ROCHELLE
LESPIER, MIRCA	260 CHRISTENSEN AVE SE	PALM BAY
Current Resident	260 CHRISTMAS HILL RD S	TITUSVILLE
JENSEN, GARTH W	260 S CHRISTMAS HILL RD	TITUSVILLE
Current Resident	260 TOWNE PL W	TITUSVILLE
DEMELLO, JOHN P	2600 MERRY LANE	TITUSVILLE
Current Resident	2600 MERRY LN	TITUSVILLE
STRENGTH, JERRY	2601 MERRY LANE	TITUSVILLE
Current Resident	2601 MERRY LN	TITUSVILLE
MATTHEWS, PATRICIA ANNE	2602 TROPIC ST	TITUSVILLE
Current Resident	2604 MERRY LN	TITUSVILLE
Current Resident	2604 TOWER ST	TITUSVILLE
HUGHSON, DIANE	2604 TOWER STREET	TITUSVILLE
Current Resident	2605 GROVE ST	TITUSVILLE
GORMAN, RICHARD JAMES	2605 GROVE STREET	TITUSVILLE
MAY, SCOTT R	2605 MERRY LANE	TITUSVILLE
Current Resident	2605 MERRY LN	TITUSVILLE
ALLEN, JACKIE L	2605 TOWER ST	TITUSVILLE
ALLEN, RITA LOUISE	2605 TOWER ST	TITUSVILLE
ALLEN, RITA L	2605 TOWER STREET	TITUSVILLE
Current Resident	2608 TROPIC ST	TITUSVILLE
NEVELS, OLAMAE RESHIA	2609 MERRY LANE	TITUSVILLE
Current Resident	2609 MERRY LN	TITUSVILLE

EVANS, ROXIE	2613 11TH AVE	PARKERSBURG
MINTHORN, JEFFERY R	2613 MERRY LANE	TITUSVILLE
Current Resident	2613 MERRY LN	TITUSVILLE
BRITO, CARMEN L	2614 MERRY LANE	TITUSVILLE
Current Resident	2614 MERRY LN	TITUSVILLE
Current Resident	2614 SHADY LN	TITUSVILLE
Current Resident	2614 TOWER ST	TITUSVILLE
GORDON, YVONNE K TRUSTEE	2615 TOWER ST	TITUSVILLE
Current Resident	2616 SHADY LN	TITUSVILLE
AMMONS, STEPHEN C	2617 MERRY LN	TITUSVILLE
SCONIERS, JAMES A	2618 MERRY LANE	TITUSVILLE
Current Resident	2618 MERRY LN	TITUSVILLE
WALKER, WILLIAM C III	262 TOWNE PL E	TITUSVILLE
Current Resident	2620 MERRY LN	TITUSVILLE
ROGERS, CLIFFORD	2621 MERRY LN	TITUSVILLE
Current Resident	2625 GARDEN ST	TITUSVILLE
CARDONA, FREDY P	2625 MERRY LANE	TITUSVILLE
Current Resident	2625 MERRY LN	TITUSVILLE
Current Resident	2625 RUTLEDGE ST	TITUSVILLE
RIVARD, ROLAND E	2625 SHADY LANE	TITUSVILLE
Current Resident	2625 SHADY LN	TITUSVILLE
DIAZ, NURIZ	2629 MERRY LANE	TITUSVILLE
Current Resident	2629 MERRY LN	TITUSVILLE
RAMOS, TINA	2633 MERRY LN	TITUSVILLE
FLORIDA RETINA INSTITUTE	2639 OAK STREET	JACKSONVILLE
PIERCE, PATRICIA A	2642 SW ACCO RD	PORT ST LUCIE
Current Resident	265 CHRISTMAS HILL RD S	TITUSVILLE
Current Resident	265 TOWNE PL E	TITUSVILLE
Current Resident	265 TOWNE PL W	TITUSVILLE
PERRY, TIMOTHY B	265 TOWNE PLACE W	TITUSVILLE
AMATO, MATTHEW J SR	2650 TROPIC ST	TITUSVILLE
SCOTT, SANDRA	2664 WAGON RD	COCOA
O'SADA, RICHARD	2666 TOWER ST	TITUSVILLE
SCONN, KENNETH OSCAR	2668 PINE AVE	MIMS
Current Resident	267 TOWNE PL E	TITUSVILLE
BEEKER, SAMUEL RUSSELL	267 TOWNE PLACE E	TITUSVILLE
Current Resident	2670 GARDEN ST	TITUSVILLE
KARCZEWSKI, GARY EDWARD	2695 GROVE ST	TITUSVILLE
DOERR, BRIAN	2699 GROVE ST	TITUSVILLE
HALL FAMILY TRUST	27 FAIRGLEN DR	TITUSVILLE
Current Resident	27 GARNET AVE	TITUSVILLE
HERMANN BACH PAVING STONES OF	27 INDIAN VILLAGE TRAIL	COCOA BCH
Current Resident	27 TOWNE PL E	TITUSVILLE
SAMONCIK, CHARLES T	27 TOWNE PLACE E	TITUSVILLE
Current Resident	270 CHRISTMAS HILL RD N	TITUSVILLE
KNIGHT, DENNIS M	270 N CHRISTMAS HILL RD	TITUSVILLE
Current Resident	270 ROBBINS AVE N	TITUSVILLE

Current Resident	270 TOWNE PL W	TITUSVILLE
BESKE, STEVEN W	270 W TOWNE PL	TITUSVILLE
POLISH NATIONAL ALLIANCE SPACE	2701 GARDEN ST	TITUSVILLE
MC GEE, JOHN P	2705 GROVE ST	TITUSVILLE
BATES, BOBBY GRANT	2706 TROPIC ST	TITUSVILLE
WATKINS, JOE M	2706 YORKSHIRE DRIVE	TITUSVILLE
CHI JUNKIES LLC	2708 GARDEN ST	TITUSVILLE
CASTO, WILLIAM C	2709 GARDEN ST	TITUSVILLE
DENLEY, MARGIE N	271 E TOWNE PLACE	TITUSVILLE
Current Resident	271 TOWNE PL E	TITUSVILLE
BEEKER, WILLIAM L	2711 SHERWOOD DRIVE	TITUSVILLE
BREWER, LINDA S	2719 NOTTINGHAM CT	TITUSVILLE
Current Resident	272 TOWNE PL E	TITUSVILLE
AMERCO REAL ESTATE COMPANY	2727 NORTH CENTRAL AVE	PHOENIX
NIETO, ARTURO	273 TOWNE PL E	TITUSVILLE
CROSS, HENCHIE III	2730 MARS DR	TITUSVILLE
BARBER, DANIEL J	275 BONITA DR	MERRITT ISLAND
Current Resident	275 CHRISTMAS HILL RD N	TITUSVILLE
SCHULZE, STEVEN DALE JR	275 GRAY ROAD	MELBOURNE
Current Resident	275 HILLTOP DR N	TITUSVILLE
MORRIS, JOHN D JR	275 N CHRISTMAS HILL RD	TITUSVILLE
FALK, SEAN	275 N HILLTOP DR	TITUSVILLE
TOMPKINS, VANESSA	275 TOWNE PL E	TITUSVILLE
Current Resident	275 TOWNE PL W	TITUSVILLE
WALDREP, JACK A	275 WILLIAMS AVE N	TITUSVILLE
J & E WATER SERVICES INC	2750 ROYAL OAK DR	TITUSVILLE
PEREZ, JOSEPH	27551 GAIL	WARREN
JOHNSON, MICHAEL J	2764 HILLCREST AVENUE	TITUSVILLE
SHARP, MICHAEL	277 E TOWNE PLACE	TITUSVILLE
CBOS PROPERTY 2 INC	277 N SYKES CREEK PKWY	MERRITT ISLAND
Current Resident	277 TOWNE PL E	TITUSVILLE
VAUGHN, DARWIN L	2770 DONNA DR	TITUSVILLE
Current Resident	279 TOWNE PL E	TITUSVILLE
Current Resident	28 LYNWOOD AVE	TITUSVILLE
GREENWALD, GREGG	28 WEST POINT DR	COCOA BCH
ADDINGTON, ERIC W	28 WEST POINT DRIVE	COCOA BCH
POSSIEN, DOROTHY B	280 HILLCREST AVE	TITUSVILLE
Current Resident	280 HILLTOP DR N	TITUSVILLE
DAFT, STEVEN A	280 N HILLTOP DRIVE	TITUSVILLE
Current Resident	2800 TROPIC ST	TITUSVILLE
BRASWELL, THOMAS E JR	2800 TROPIC STREET	TITUSVILLE
Current Resident	2801 WESTFIELD DR	TITUSVILLE
ZHENG, ZHENG ZHI	2801 WESTFIELD DRIVE	TITUSVILLE
Current Resident	281 TOWNE PL E	TITUSVILLE
ROBINSON, JUDITH A	281 TOWNE PLACE E	TITUSVILLE
SCHERF, MISCELE W	2810 TROPIC ST	TITUSVILLE
WATLOCK, ELIZABETH	2812 TROPIC ST	TITUSVILLE

DUNCAN, JULIANNA	2815 DUNN ST	MIMS
Current Resident	2819 WESTFIELD DR	TITUSVILLE
FERRY, RUSSELL A	2819 WESTFIELD DRIVE	TITUSVILLE
Current Resident	282 TOWNE PL E	TITUSVILLE
Current Resident	2820 GROVE ST	TITUSVILLE
KIRK, JUDY L	2820 WESTFIELD DR	TITUSVILLE
Current Resident	2821 GARDEN ST	TITUSVILLE
Current Resident	2821 GROVE ST	TITUSVILLE
CUFFEL, MARJORIE B LIFE ESTATE	2821 GROVE STREET	TITUSVILLE
HAISLIP, LISA M	2822 TROPIC ST	TITUSVILLE
HEFLER, NORMAN L	2822 WESTFIELD DR	TITUSVILLE
Current Resident	2825 GROVE ST	TITUSVILLE
GARRETT, PATSY ANN LIFE ESTATE	2825 WESTFIELD DR	TITUSVILLE
GRAYBILL, CHRISTOPHER J	2828 S PARK AVE	TITUSVILLE
PRUIT, STEVEN F	283 TOWNE PL E	TITUSVILLE
Current Resident	2831 WESTFIELD DR	TITUSVILLE
SMITH, REENA M	2831 WESTFIELD DRIVE	TITUSVILLE
Current Resident	2836 GARDEN ST	TITUSVILLE
Current Resident	2839 WESTFIELD DR	TITUSVILLE
STEVENS, LINDA S	2839 WESTFIELD DRIVE	TITUSVILLE
Current Resident	284 TOWNE PL W	TITUSVILLE
TURNER, AMY PATRIECE	284 W TOWNE PLACE	TITUSVILLE
BLOSSER, MARK	28420 S RAIN VALLEY RD	ELGIN
DAVIS, WILLIAM J	2845 FAWN LAKE BLVD	MIMS
Current Resident	2847 GARDEN ST	TITUSVILLE
Current Resident	2848 TROPIC ST	TITUSVILLE
BLACK, KARIN C	2848 TROPIC STREET	TITUSVILLE
CARLIN, DAVID C	285 E TOWNE PL	TITUSVILLE
Current Resident	285 TOWNE PL E	TITUSVILLE
Current Resident	285 TOWNE PL W	TITUSVILLE
FEC TITUSVILLE-EDGEWATER LLC	2855 LEJEUNE RD 4TH FLOOR	CORAL GABLES
MORTER, JUDY	2856 TROPIC ST	TITUSVILLE
Current Resident	286 TOWNE PL W	TITUSVILLE
TOOLE, ROBERT DALE JR	286 W TOWNE PLACE	TITUSVILLE
Current Resident	287 TOWNE PL E	TITUSVILLE
SIMS, PATRICIA	287 TOWNE PLACE E	TITUSVILLE
BOYD, MYRA FAYE	2870 DUTTON DRIVE	TITUSVILLE
Current Resident	288 TOWNE PL W	TITUSVILLE
KENNEDY, JAMES K	288 W TOWNE PL	TITUSVILLE
KENNEDY, JAMES	288 W TOWNE PL	TITUSVILLE
Current Resident	289 TOWNE PL E	TITUSVILLE
Current Resident	29 LYNWOOD AVE	TITUSVILLE
Current Resident	290 CHRISTMAS HILL RD S	TITUSVILLE
FOCH, JAMES D	290 S CHRISTMAS HILL RD	TITUSVILLE
Current Resident	290 TOWNE PL W	TITUSVILLE
Current Resident	2900 HOLLY ST	TITUSVILLE
HUGHES, BETTY ANN TRUSTEE	2900 HOLLY STREET	TITUSVILLE

Current Resident	2900 IVY ST	TITUSVILLE
Current Resident	2900 JASMINE ST	TITUSVILLE
KENLON, MARY C	2900 KARANDA ST	TITUSVILLE
JUSTICE, RAY H	2900 LARKSPUR ST	TITUSVILLE
LANIER, LAURA M	2901 FLORA AVE	TITUSVILLE
Current Resident	2901 FLORA ST	TITUSVILLE
LAKE, WILLIAM B JR	2901 HOLLY ST	TITUSVILLE
UNRUE, VICKIE R	2901 JASMINE ST	TITUSVILLE
WALDRON, PATRICIA K TRUSTEE	2901 KARANDA ST	TITUSVILLE
WOLF, COLLEEN L	2901 LARKSPUR ST	TITUSVILLE
Current Resident	2903 ELDER ST	TITUSVILLE
SHARPE, HORACE C	2903 ELDER STREET	TITUSVILLE
LEMASTER, MARK O	2904 FLORA ST	TITUSVILLE
Current Resident	2904 HOLLY ST	TITUSVILLE
HEILIG, JANE A	2904 HOLLY STREET	TITUSVILLE
MORGAN, THOMAS W	2904 IVY ST	TITUSVILLE
CASTALDO, ASHLEY D	2904 JASMINE ST	TITUSVILLE
BRADFORD, AMANDA K	2904 KARANDA ST	TITUSVILLE
Current Resident	2904 LARKSPUR ST	TITUSVILLE
Current Resident	2905 FLORA ST	TITUSVILLE
SANDERS-RANDALL, MICHAEL C	2905 HOLLY ST	TITUSVILLE
GRATTON, WILLIAM J III	2905 IVY ST	TITUSVILLE
GARCIA, KATRINA R	2905 JASMINE ST	TITUSVILLE
Current Resident	2905 KARANDA ST	TITUSVILLE
MINSON, JAMES	2905 KARANDA STREET	TITUSVILLE
HASKELL, GEORGE R JR	2905 LARKSPUR ST	TITUSVILLE
Current Resident	2906 ELDER ST	TITUSVILLE
MC CUE, DAVID L	2907 ELDER ST	TITUSVILLE
COTRELL, ANDREA LYNN	2908 FLORA ST	TITUSVILLE
PATTERSON, MATTHEW A	2908 HOLLY ST	TITUSVILLE
LAHEE, VERNON E II	2908 IVEY STREET	TITUSVILLE
Current Resident	2908 IVY ST	TITUSVILLE
Current Resident	2908 JASMINE ST	TITUSVILLE
Current Resident	2908 KARANDA ST	TITUSVILLE
FORD, JOHN H LIFE ESTATE	2908 KARANDA STREET	TITUSVILLE
Current Resident	2908 LARKSPUR ST	TITUSVILLE
Current Resident	2909 FLORA ST	TITUSVILLE
Current Resident	2909 HOLLY ST	TITUSVILLE
HICKS, ROBERT K	2909 HOLLY STREET	TITUSVILLE
Current Resident	2909 IVY ST	TITUSVILLE
BARTLETT, WILLIAM N	2909 IVY STREET	TITUSVILLE
Current Resident	2909 JASMINE ST	TITUSVILLE
Current Resident	2909 KARANDA ST	TITUSVILLE
NICHOLS, CENUS S LIFE ESTATE	2909 LARKSPUR ST	TITUSVILLE
DYER, DUFORD	2909 PEMBROOKE RD	TITUSVILLE
Current Resident	291 TOWNE PL E	TITUSVILLE
LINDSEY, HILDEGARD W	2910 ELDER ST	TITUSVILLE

Current Resident	2910 GARDEN ST BLD#1	TITUSVILLE
JUAREZ, MARCO C	2911 ELDER ST	TITUSVILLE
SLADE, WARREN C	2912 FLORA ST	TITUSVILLE
Current Resident	2912 HOLLY ST	TITUSVILLE
Current Resident	2912 IVY ST	TITUSVILLE
BATT, GARY A	2912 IVY STREET	TITUSVILLE
EDWARDS, ROBERT SHAWN	2912 JASMINE ST	TITUSVILLE
Current Resident	2912 KARANDA ST	TITUSVILLE
PARHAM, STEPHANIE	2912 KARANDA STREET	TITUSVILLE
Current Resident	2912 LARKSPUR ST	TITUSVILLE
Current Resident	2913 FLORA ST	TITUSVILLE
JONES, CHEYENNE M	2913 FLORA STREET	TITUSVILLE
BROWNE, RONALD J	2913 HOLLY ST	TITUSVILLE
Current Resident	2913 IVY ST	TITUSVILLE
MOORE, WILLIE MAE	2913 IVY STREET	TITUSVILLE
WALDEN, JACKIE D	2913 JASMINE ST	TITUSVILLE
Current Resident	2913 KARANDA ST	TITUSVILLE
BATT, JOYCE A	2913 KARANDA STREET	TITUSVILLE
WOOLF, JAMES W	2913 LARKSPUR CT	TITUSVILLE
Current Resident	2913 LARKSPUR ST	TITUSVILLE
YATES, MICHELE R	2914 ELDER ST	TITUSVILLE
VOGEL, LURA	2915 AVON LANE	TITUSVILLE
ARLIN, RALPH LIFE ESTATE	2915 ELDER ST	TITUSVILLE
LONG, RITA C LIFE ESTATE	2916 FLORA ST	TITUSVILLE
Current Resident	2916 HOLLY ST	TITUSVILLE
ARNDT, DONNA MICHELE	2916 HOLLY STREET	TITUSVILLE
Current Resident	2916 IVY ST	TITUSVILLE
KARAVAS, A G	2916 IVY STREET	TITUSVILLE
Current Resident	2916 JASMINE ST	TITUSVILLE
Current Resident	2916 KARANDA ST	TITUSVILLE
ZHENG, ZHENG ZHI	2916 KARANDA STREET	TITUSVILLE
RUSSELL, WILLIAM F JR	2916 LARKSPUR ST	TITUSVILLE
FAVIRE, GEORGE S JR	2917 FLORA ST	TITUSVILLE
Current Resident	2917 HOLLY ST	TITUSVILLE
Current Resident	2917 IVY ST	TITUSVILLE
GOFF, JEANETTE	2917 IVY STREET	TITUSVILLE
GUILLIAMS, THOMAS	2917 JASMINE ST	TITUSVILLE
UNDERWOOD, AARON J	2917 KARANDA ST	TITUSVILLE
HALL, LARRY D	2917 LARKSPUR ST	TITUSVILLE
Current Resident	2918 ELDER ST	TITUSVILLE
JOHNSON, KELLY ALICIA	2918 ELDER STREET	TITUSVILLE
Current Resident	2919 ELDER ST	TITUSVILLE
Current Resident	292 TOWNE PL W	TITUSVILLE
LYONS, EDWARD T	2920 FLORA ST	TITUSVILLE
Current Resident	2920 HOLLY ST	TITUSVILLE
HART, DAVID A	2920 HOLLY STREET	TITUSVILLE
Current Resident	2920 IVY ST	TITUSVILLE

HUDLESON, BRUCE D	2920 IVY STREET	TITUSVILLE
Current Resident	2920 JASMINE ST	TITUSVILLE
CROCKER, JAMES E	2920 KARANDA ST	TITUSVILLE
Current Resident	2920 LARKSPUR ST	TITUSVILLE
TURNQUEST, DELORES K	2920 ST MARK'S DR	TITUSVILLE
Current Resident	2921 FLORA ST	TITUSVILLE
Current Resident	2921 HOLLY ST	TITUSVILLE
HAGA, DAVID	2921 HOLLY STREET	TITUSVILLE
POWER, JAMES	2921 IVY ST	TITUSVILLE
Current Resident	2921 JASMINE ST	TITUSVILLE
Current Resident	2921 KARANDA ST	TITUSVILLE
REPICH, REX S	2921 KARANDA STREET	TITUSVILLE
SCHUYLER, BONNIE B	2921 LARKSPUR ST	TITUSVILLE
Current Resident	2922 ELDER ST	TITUSVILLE
OLDHAM, LEON C	2922 ELDER STREET	TITUSVILLE
Current Resident	2923 ELDER ST	TITUSVILLE
VIGIL, MARK A	2923 ELDER STREET	TITUSVILLE
Current Resident	2924 FLORA ST	TITUSVILLE
Current Resident	2924 HOLLY ST	TITUSVILLE
PEARDON, CAROL A	2924 HOLLY STREET	TITUSVILLE
SOKOTA, ELEANOR M LIFE ESTATE	2924 IVY ST	TITUSVILLE
Current Resident	2924 JASMINE ST	TITUSVILLE
LUCAS, LOVE B TRUSTEE	2924 JASMINE STREET	TITUSVILLE
Current Resident	2924 KARANDA ST	TITUSVILLE
WENTZ, JUDITH L	2924 LARKSPUR	TITUSVILLE
Current Resident	2924 LARKSPUR ST	TITUSVILLE
Current Resident	2925 FLORA ST	TITUSVILLE
ZONNEVYLLE, SHIRLEY	2925 FLORA STREET	TITUSVILLE
BAILEY, FRED W JR	2925 HOLLY ST	TITUSVILLE
WILSON, RICHARD L	2925 JASMINE ST	TITUSVILLE
Current Resident	2925 KARANDA ST	TITUSVILLE
FROST, MARTHA C	2925 KARANDA STREET	TITUSVILLE
HAAS, LINDA L	2925 LARKSPUR ST	TITUSVILLE
Current Resident	2927 ELDER ST	TITUSVILLE
ERWIN, JONDA D	2927 ELDER STREET	TITUSVILLE
Current Resident	2928 LARKSPUR ST	TITUSVILLE
BLYTHE, BILLIE JO A	2929 HOLLY ST	TITUSVILLE
Current Resident	293 TOWNE PL E	TITUSVILLE
WALKER, ANNA J TRUSTEE	2931 ELDER ST	TITUSVILLE
MOSIER, THOMAS A SR	2932 LARKSPUR ST	TITUSVILLE
MOSIER, THOMAS A	2932 LARKSPUR STREET	TITUSVILLE
Current Resident	2935 GARDEN ST	TITUSVILLE
Current Resident	294 TOWNE PL W	TITUSVILLE
MILES, RONALD A	2940 WESTWOOD DR	TITUSVILLE
OLIVER, THOMAS W	295 TOWNE PL E	TITUSVILLE
MAXWELL, WILLIAM	2950 ELMWOOD CT	TITUSVILLE
Current Resident	2950 GARDEN ST	TITUSVILLE

HELLER, DARREN	2955 HARTMAN LANE	MIMS
Current Resident	2959 GARDEN ST	TITUSVILLE
Current Resident	296 TOWNE PL W	TITUSVILLE
Current Resident	298 TOWNE PL W	TITUSVILLE
PILIDAE LLC	3 HANOVER SQUARE APT 9-D	NEW YORK
ROBERTSON, ANNE S LIFE ESTATE	3 INDIAN RIVER AVE #402	TITUSVILLE
ALTIF, THOMAS A	3 INDIAN RIVER AVE #505	TITUSVILLE
MC NEELA, JOAN M TRUSTEE	3 INDIAN RIVER AVE #601	TITUSVILLE
GILLESPIE, ALBERTA N TRUSTEE	3 LYNWOOD AVE	TITUSVILLE
Current Resident	3 WASHINGTON AVE S	TITUSVILLE
SIMPSON, WILLIAM MATTHEW	30 FAIRGLEN DR	TITUSVILLE
CONLEY, WANDA LEE	30 HILLTOP DR N	TITUSVILLE
Current Resident	30 HOLIDAY LN N	TITUSVILLE
Current Resident	30 MANTOR AVE N	TITUSVILLE
Current Resident	30 MORGAN DR	TITUSVILLE
THORSTAD, DONNA B	30 N HOLIDAY LANE	TITUSVILLE
HOPF, ARLENE A	30 N MANTOR AVE	TITUSVILLE
Current Resident	30 PETTY CIR	TITUSVILLE
Current Resident	30 TOWNE PL W	TITUSVILLE
Current Resident	300 CHRISTMAS HILL RD N	TITUSVILLE
SCHWARTZ, SHERRY	300 COLUMBIA DR #2308	CAPE CANAVERAL
Current Resident	300 JULIA ST	TITUSVILLE
Current Resident	300 TOWNE PL W	TITUSVILLE
ANDERSON, PAMELA R	300 W TOWNE PLACE	TITUSVILLE
Current Resident	300 WASHINGTON AVE N	TITUSVILLE
Current Resident	300 WASHINGTON AVE S	TITUSVILLE
BENNETT, JON ALAN	300 WEST VIRGINIA DR	TITUSVILLE
LONG, MARTHA S	300 YORK AVE	TITUSVILLE
Current Resident	3000 GARDEN ST	TITUSVILLE
VAN MEURS, PAUL F	3002 HOLLY ST	TITUSVILLE
Current Resident	3009 HOLLY ST	TITUSVILLE
DONOW, ALLEN P	3009 HOLLY STREET	TITUSVILLE
TITUSVILLE PLAYHOUSE INC	301 JULIA ST	TITUSVILLE
Current Resident	301 WASHINGTON AVE S	TITUSVILLE
RINEHART, JACOB E	301 YORK AVE	TITUSVILLE
PIERCE, DALLAS	3015 LARKSPUR ST	TITUSVILLE
Current Resident	3016 HOLLY ST	TITUSVILLE
LEE, CARLOS WILLIAM	3016 HOLLY STREET	TITUSVILLE
KOCH, SEAN	3016 LARKSPUR ST	TITUSVILLE
Current Resident	302 BAILEY AVE	TITUSVILLE
Current Resident	302 DIXIE AVE S	TITUSVILLE
MC CONNELL, ROBERT DALE	302 ELAINE DR	TITUSVILLE
MERCADO, ROBERT	302 HILLCREST AVE	TITUSVILLE
Current Resident	302 NIDY AVE	TITUSVILLE
ANTONACCI, NICHOLAS C	302 S DIXIE AVE	TITUSVILLE
MATHEWS, BETHENA TRUSTEE	302 WEST VIRGINIA DR	TITUSVILLE
FOWLER, JAMES W	3020 HOLLY ST	TITUSVILLE

MOSBY, MARY MARGARET	3023 LARKSPUR ST	TITUSVILLE
GUIDRY, FAYE K	3024 HOLLY ST	TITUSVILLE
STALLER, DONALD F	3024 LARKSPUR ST	TITUSVILLE
DAYE, NATALIA N	3025 FAWN LAKE BLVD	MIMS
Current Resident	3026 ELDER ST	TITUSVILLE
GIBBS, ARTHUR R JR	3026 ELDER STREET	TITUSVILLE
MARSH, ROBIN G	3027 ELDER ST	TITUSVILLE
PLOWDEN, DAVID P	3028 HOLLY ST	TITUSVILLE
MOWLES, JAMES	303 BAILEY AV	TITUSVILLE
Current Resident	303 BAILEY AVE	TITUSVILLE
Current Resident	303 DE LEON AVE N	TITUSVILLE
ODOM, RICHARD C	303 GARNET AVE	TITUSVILLE
STATON, CRAIG	303 HILLCREST AVE	TITUSVILLE
Current Resident	303 HILLCREST AVE	TITUSVILLE
STATON, CRAIG M	303 HILLCREST AVENUE	TITUSVILLE
FIRST BAPTIST CHURCH	303 MAIN ST	TITUSVILLE
FIRST BAPTIST CHURCH OF	303 MAIN STREET	TITUSVILLE
HUFF, DONALD R JR	303 N DE LEON AVE	TITUSVILLE
RITTER, PHYLLIS LOUISE	303 WEST VIRGINIA DR	TITUSVILLE
POFF, KENNY M	303 YORK AVE	TITUSVILLE
HIGHTOWER, FRANKIE D	3030 HOLLY ST	TITUSVILLE
Current Resident	3031 LARKSPUR ST	TITUSVILLE
Current Resident	3032 LARKSPUR ST	TITUSVILLE
DEITZ, PATRICIA C TRUSTEE	3034 HOLLY ST	TITUSVILLE
Current Resident	3036 ELDER ST	TITUSVILLE
KOCH, ROBERT E	3037 LARKSPUR ST	TITUSVILLE
Current Resident	3038 HOLLY ST	TITUSVILLE
DIXON, RICHARD L	3038 HOLLY STREET	TITUSVILLE
YAKUBOWSKI, EUGENE E	3038 LARKSPUR ST	TITUSVILLE
BALDWIN, RICHARD A	3039 ELDER ST	TITUSVILLE
Current Resident	304 LA GRANGE AVE	TITUSVILLE
CRANNELL, DONNA J	304 ROSEBUD CT	GREER
HUTCHESON, JOSHUA M	3042 HOLLY ST	TITUSVILLE
SOKOTA, HOLLY R	3042 LARKSPUR ST	TITUSVILLE
ROSE, JANE F TRUSTEE	3044 KNOX MC RAE DRIVE	TITUSVILLE
CASANOVA, JESUS M	3045 SAINT PAUL DR	WINTER HAVEN
MC CASKILL, BASCOM W	3046 HOLLY ST	TITUSVILLE
Current Resident	305 DIXIE AVE N	TITUSVILLE
Current Resident	305 ELAINE DR	TITUSVILLE
ROBERTS, RYAN	305 HILLTOP DR S	TITUSVILLE
Current Resident	305 JENNIFER DR	TITUSVILLE
Current Resident	305 MANTOR AVE S	TITUSVILLE
WHITE, PHILIP	305 NORTH DIXIE AVENUE	TITUSVILLE
EDWARDS, M CATHERINE B	305 S MANTOR AVE	TITUSVILLE
Current Resident	305 WASHINGTON AVE S	TITUSVILLE
DOWDY, BRUCE	305 WEST VIRGINIA DR	TITUSVILLE
HOLMBERG, JACKIE A	3050 ELDER ST	TITUSVILLE

Current Resident	3050 HOLLY ST	TITUSVILLE
Current Resident	3051 ELDER ST	TITUSVILLE
SIPPLEN, DARRELL E	3051 ELDER STREET	TITUSVILLE
Current Resident	3057 ELDER ST	TITUSVILLE
Current Resident	306 BAILEY AVE	TITUSVILLE
MORALES, ANDY W	306 DIXIE AVE S	TITUSVILLE
Current Resident	306 GARDEN ST	TITUSVILLE
AIMONTE, ELIZABETH	306 HILLCREST AVE	TITUSVILLE
Current Resident	306 NIDY AVE	TITUSVILLE
Current Resident	306 WOODSIDE CT	TITUSVILLE
VESEY, JOHN P	3060 ADELMA COURT	TITUSVILLE
Current Resident	3066 ELDER ST	TITUSVILLE
CEBALLOS, DALE J	3066 ELDER STREET	TITUSVILLE
Current Resident	3067 ELDER ST	TITUSVILLE
SHORTNACY, ROXANNE A	307 LA GRANGE AVE	TITUSVILLE
Current Resident	307 NIDY AVE	TITUSVILLE
Current Resident	307 WASHINGTON AVE S	TITUSVILLE
MOSHER, ROBERT W	307 YORK AVE	TITUSVILLE
BAIN, MELVYN F	3071 US HIGHWAY 1	MIMS
GREENWELL, PATRICIA DAWN	3075 SANDALWOOD LN	TITUSVILLE
HYDEN, KATHLEEN G	308 BRYAN AVE	TITUSVILLE
HUCKLEBERRY, GAINEL G TRUSTEE	308 GARNET AVE	TITUSVILLE
Current Resident	308 WEST VIRGINIA DR	TITUSVILLE
FURAY, JAMIE	309 GARNET AVE	TITUSVILLE
Current Resident	309 LA GRANGE AVE	TITUSVILLE
Current Resident	309 MANTOR AVE S	TITUSVILLE
Current Resident	309 NIDY AVE	TITUSVILLE
WHEELER, HELEN R	309 S SINGLETON AVE	TITUSVILLE
Current Resident	309 SINGLETON AVE S	TITUSVILLE
MINICUS, DEBBIE TRUSTEE	31 BARTON AVE #6	ROCKLEDGE
Current Resident	31 FAIRGLEN DR	TITUSVILLE
AUSTIN, ANNA L	31 FAIRGLEN DRIVE	TITUSVILLE
Current Resident	310 DIXIE AVE S	TITUSVILLE
Current Resident	310 JENNIFER DR	TITUSVILLE
SMITH, CHARLOTTE M	310 NIDY AVE	TITUSVILLE
Current Resident	310 ORANGE ST	TITUSVILLE
CANNADAY, MERLYN A	310 S DIXIE AVE	TITUSVILLE
MARCINKO, JAMES J	310 YORK AVE	TITUSVILLE
Current Resident	3100 GARDEN ST	TITUSVILLE
ASSING, RICHARD	3106 BARTON ST	MIMS
Current Resident	311 DIXIE AVE N	TITUSVILLE
BARNES, NAN	311 DIXIE AVE S	TITUSVILLE
RICHMOND, JAMES G	311 JULIA ST	TITUSVILLE
Current Resident	311 UNION ST	TITUSVILLE
CARLTON, KENNETH C	311 YORK AVE	TITUSVILLE
Current Resident	312 MANTOR AVE S	TITUSVILLE
Current Resident	312 PALM AVE S	TITUSVILLE

RAULERSON, WILLIAM A	312 WOODSIDE CT	TITUSVILLE
Current Resident	313 ELAINE DR	TITUSVILLE
DANIEL, LEEBERT JAMES	313 ELAINE DRIVE	TITUSVILLE
Current Resident	313 JULIA ST	TITUSVILLE
Current Resident	313 WASHINGTON AVE S	TITUSVILLE
Current Resident	313 WILSON AVE	TITUSVILLE
LASHLEY, CRAIG A	3133 S WASHINGTON AVENUE	TITUSVILLE
Current Resident	314 GARNET AVE	TITUSVILLE
Current Resident	314 YORK AVE	TITUSVILLE
PERGERSON, JERRY JR	315 DIXIE AVE S	TITUSVILLE
Current Resident	315 GARNET AVE	TITUSVILLE
Current Resident	315 HILLTOP DR N	TITUSVILLE
Current Resident	315 HOPKINS AVE S	TITUSVILLE
COMER, CHAD S	315 JENNIFER DR	TITUSVILLE
Current Resident	315 NIDY AVE	TITUSVILLE
MANTZ, KARL D	315 YORK AVE	TITUSVILLE
ALBRITTON, NANCY L TRUSTEE	3150 KIRBY DR	TITUSVILLE
STANLEY, CANDACE	316 NIDY AVE	TITUSVILLE
LABERGE, JOSEPH L	316 YORK AVE	TITUSVILLE
Current Resident	3160 GARDEN ST	TITUSVILLE
Current Resident	317 WASHINGTON AVE S 101	TITUSVILLE
WARREN, JAMES WALTER JR	3170 CHARON AVE	W MELBOURNE
HEFNER, CAROL A	318 DIXIE AVE S	TITUSVILLE
MARCY, CARL R JR	318 GRIFF HILL RD	CLARENDON
Current Resident	319 DIXON AVE	TITUSVILLE
Current Resident	320 CHRISTMAS HILL RD S	TITUSVILLE
STARK, JUNIOR L	320 HILLTOP DR N	TITUSVILLE
Current Resident	320 JENNIFER DR	TITUSVILLE
Current Resident	320 MARINERS WAY	TITUSVILLE
Current Resident	3200 GARDEN ST	TITUSVILLE
RIST, FRANK E JR	3203 S WASHINGTON AVE #401A	TITUSVILLE
Current Resident	321 ST JOHNS ST	TITUSVILLE
Current Resident	321 WILSON AVE	TITUSVILLE
MULLINNIX, YVONNE TRESSELL	3215 KIRBY DR	TITUSVILLE
PETTENGILL, GREGORY	3216 NAB ST	MIMS
Current Resident	322 WASHINGTON AVE S	TITUSVILLE
Current Resident	323 DIXIE AVE N	TITUSVILLE
HARRITON, EFIM	3232 SHORE PKWY APT 7K	BROOKLYN
Current Resident	324 WASHINGTON AVE S UP	TITUSVILLE
Current Resident	325 HILLTOP DR S	TITUSVILLE
TOP, KENNETH	325 JENNIFER DR	TITUSVILLE
NEELD, RUTH	325 S HILLTOP DR	TITUSVILLE
SHELL, GEORGE R	325 WILLIAMS AVE N	TITUSVILLE
Current Resident	327 WASHINGTON AVE S	TITUSVILLE
Current Resident	3275 GARDEN ST PUBLIX	TITUSVILLE
Current Resident	3285 GARDEN ST	TITUSVILLE
Current Resident	329 WASHINGTON AVE S	TITUSVILLE

Current Resident	3290 GARDEN ST	TITUSVILLE
Current Resident	330 JENNIFER DR	TITUSVILLE
Current Resident	3300 ELDER ST	TITUSVILLE
Current Resident	3300 GARDEN ST	TITUSVILLE
RIDDHI SIDDHI INC	3300 GARDEN STREET	TITUSVILLE
HAYS, JERRY L	3308 ELDER ST	TITUSVILLE
Current Resident	331 WASHINGTON AVE S	TITUSVILLE
Current Resident	3314 ELDER ST	TITUSVILLE
MAGIC PROPERTIES LLC	3318 FOREST LANE STE 200	DALLAS
Current Resident	332 WASHINGTON AVE S	TITUSVILLE
BUSSBERG, MARLENE E J	3320 ELDER ST	TITUSVILLE
KELLY, ROSE MARIE	3326 ELDER ST	TITUSVILLE
Current Resident	333 DIXIE AVE N	TITUSVILLE
CARTER, STAFFORD C JR	3332 ELDER ST	TITUSVILLE
Current Resident	3333 ELDER ST	TITUSVILLE
BELL, JAMIE	3335 CARTER RD	MIMS
PIERCE, SARAH G	3338 ELDER ST	TITUSVILLE
THOMPSON, THOMAS J	3340 CASI DR	TITUSVILLE
ROBERTS, RICHARD J	3344 ELDER ST	TITUSVILLE
VUYICK-SHANLEY, MARY A	3345 CASI DR	TITUSVILLE
GARDEN SQUARE LTD	3345 S WASHINGTON AVE	TITUSVILLE
HERRING, JOHN F TRUSTEE	3345 S WASHINGTON AVE	TITUSVILLE
HERRING, JOHN F TRUSTEE	3345 WASHINGTON AVE S	TITUSVILLE
THORESON-RIENDEAU, BEVERLY ANN	3349 ELDER ST	TITUSVILLE
WOOMER, GARY E SR	335 N DIXIE AVE	TITUSVILLE
Current Resident	3350 ELDER ST	TITUSVILLE
Current Resident	3350 GARDEN ST	TITUSVILLE
Current Resident	3355 ELDER ST	TITUSVILLE
KELLY, PAMELA C	3356 ELDER ST	TITUSVILLE
Current Resident	336 WASHINGTON AVE S	TITUSVILLE
Current Resident	3362 ELDER ST	TITUSVILLE
Current Resident	3368 ELDER ST	TITUSVILLE
SAMANTHA-ANN LLC	337 WASHINGTON AVE S	TITUSVILLE
Current Resident	3370 GARDEN ST	TITUSVILLE
MORGAN, DOROTHY B	3372 GRANTLINE RD	MIMS
Current Resident	3374 ELDER ST	TITUSVILLE
BRANDON, BLAKE K	3375 BURKHOLM RD	MIMS
DIAZ, ENOC A	3379 ELDER ST	TITUSVILLE
SEIBERT, JEFFREY	3380 ELDER ST	TITUSVILLE
GALKE, ROBERT L	34 FAIRGLEN DR	TITUSVILLE
MULLINS, GREGORY S	340 JENNIFER DR	TITUSVILLE
Current Resident	3400 ELDER ST	TITUSVILLE
Current Resident	3400 MARVEL AVE	TITUSVILLE
MANNING, GEORGE J	3400 MARVEL AVENUE	TITUSVILLE
Current Resident	3400 MOGUL AVE	TITUSVILLE
ARNOLD, JO-AN E	3400 MOGUL AVENUE	TITUSVILLE
OCASIO, HECTOR R III	3401 ELDER ST	TITUSVILLE

Current Resident	3401 MARVEL AVE	TITUSVILLE
Current Resident	3401 MOGUL AVE	TITUSVILLE
REED, DEAN E	3403 MARVEL AVE	TITUSVILLE
SEVERANCE, CAROLYN L	3404 MARVEL AVE	TITUSVILLE
MUTTER, BOBBY G	3405 JOHNS RD	MIMS
STUCKEY, JUNE CAROL	3405 MARVEL AVE	TITUSVILLE
PLAYLINDA INVESTMENTS LLC	3405 S WASHINGTON AVE	TITUSVILLE
LUSSIER, GILBERT R	3407 ELDER STREET	TITUSVILLE
Current Resident	3407 MARVEL AVE	TITUSVILLE
LEWIS, ROBERT L JR	3407 MOGUL AVE	TITUSVILLE
Current Resident	3408 ELDER ST	TITUSVILLE
MARSHALL, KATHY LYNN	3408 ELDER STREET	TITUSVILLE
FRANK, SHIRLEY ANN	3408 MARVEL AVE	TITUSVILLE
HARDBARGER, STEVEN W	3408 MOGUL AVE	TITUSVILLE
MAXWELL, MICHELLE A	3411 ELDER ST	TITUSVILLE
Current Resident	3411 MARVEL AVE	TITUSVILLE
Current Resident	3411 MOGUL AVE	TITUSVILLE
Current Resident	3412 ELDER ST	TITUSVILLE
Current Resident	3412 MARVEL AVE	TITUSVILLE
HUGHES, ROSALYN L	3412 MARVEL AVENUE	TITUSVILLE
REEVES, JOHNNY R	3412 MOGUL AVE	TITUSVILLE
MC DONEL, MICHELLE A	3415 ELDER ST	TITUSVILLE
STEIN, RICHARD F	3415 MARVEL AVE	TITUSVILLE
Current Resident	3415 MOGUL AVE	TITUSVILLE
JPMORGAN CHASE BANK NA	3415 VISION DR DEPT G-7	COLUMBUS
VETERANS AFFAIRS, SECT'Y OF	3415 VISION DRIVE	COLUMBUS
KERR, MELVILLE B	3416 ELDER ST	TITUSVILLE
DOBSON, ROBERT L	3416 MARVEL AVE	TITUSVILLE
LEWIS, ROBIN A	3416 MOGUL AVE	TITUSVILLE
Current Resident	3417 SUTTON DR	TITUSVILLE
LYNCH, JOHN C	3417 SUTTON DRIVE	TITUSVILLE
MULLADY, STEPHEN M	3419 ELDER ST	TITUSVILLE
Current Resident	3419 MARVEL AVE	TITUSVILLE
Current Resident	3419 MOGUL AVE	TITUSVILLE
DIKE, SCOTT WILLIAM	3420 ELDER ST	TITUSVILLE
JARVIS, JANET L	3420 LIONEL RD	MIMS
LINDSEY, THOMAS L	3420 MARVEL AVE	TITUSVILLE
MC CLOUD, HAZEL	3420 MOGUL AVE	TITUSVILLE
Current Resident	3423 ELDER ST	TITUSVILLE
BACHE, RODERICK W	3423 MARVEL AVE	TITUSVILLE
Current Resident	3423 MOGUL AVE	TITUSVILLE
YARBROUGH, GLENDA	3423 MOGUL AVENUE	TITUSVILLE
Current Resident	3423 SUTTON DR	TITUSVILLE
PESANTE, JACINTO JR	3424 ELDER ST	TITUSVILLE
Current Resident	3424 MARVEL AVE	TITUSVILLE
WALTMAN, ELAM R	3424 MOGUL AVE	TITUSVILLE
NELSON, EDWARD G	3425 GARDEN ST	TITUSVILLE

Current Resident	3425 GARDEN ST	TITUSVILLE
SUMMERLAND, DANIEL L	3425 MOGUL AVE	TITUSVILLE
DE MOSS, JOANNE B P ESTATE	3427 ELDER ST	TITUSVILLE
Current Resident	3427 MARVEL AVE	TITUSVILLE
FISCHLER, DOROTHY LIFE ESTATE	3428 ELDER ST	TITUSVILLE
Current Resident	3428 MARVEL AVE	TITUSVILLE
FORMAN, MICHAEL	3428 MOGUL AVE	TITUSVILLE
Current Resident	3429 SUTTON DR	TITUSVILLE
LYNCH, SCOT P	3429 SUTTON DRIVE	TITUSVILLE
Current Resident	3430 GARDEN ST	TITUSVILLE
Current Resident	3430 SUTTON DR	TITUSVILLE
KEEFER, MELISA D	3430 SUTTON DRIVE	TITUSVILLE
KHAN, RENEAUD	3431 ELDER ST	TITUSVILLE
RICE, ROBERT L	3431 MARVEL AVE	TITUSVILLE
CHAUDOIN, ZEIDA SIALER	3432 MARVEL AVE	TITUSVILLE
Current Resident	3432 MOGUL AVE	TITUSVILLE
ACME SELF STORAGE INC	3435 HOPKINS AVE S STE 6	TITUSVILLE
Current Resident	3435 MARVEL AVE	TITUSVILLE
EDWARDS, BETTY J	3435 SUTTON DR	TITUSVILLE
DISCOVERY DEV CORP	3436 S HOPKINS AVE	TITUSVILLE
Current Resident	3436 SUTTON DR	TITUSVILLE
WASHBURN, RANDALENE	3436 SUTTON DRIVE	TITUSVILLE
NICHOLS, CAROL L	3439 LORAC ST	TITUSVILLE
Current Resident	3441 SUTTON DR	TITUSVILLE
SKIDMORE, BRUCE L	3442 SUTTON DR	TITUSVILLE
HOLLAND, VIVA M	3445 LORAC	TITUSVILLE
HOLLAND, RODNEY D	3445 LORAC ST	TITUSVILLE
GRAHAM, GREGORY R	3447 SUTTON DR	TITUSVILLE
Current Resident	3448 SUTTON DR	TITUSVILLE
ERFF, TRISHA L	345 FERN AVE	TITUSVILLE
Current Resident	345 HILLTOP DR N	TITUSVILLE
MC INNIS, DONALD J	345 N HILLTOP DR	TITUSVILLE
WALKER, THEODORE E	3451 LORAC ST	TITUSVILLE
SEASE, SARAH F TRUSTEE	3458 TREVINO CIR	TITUSVILLE
Current Resident	3460 GARDEN ST	TITUSVILLE
BIRNBAUM, MARILYN A TRUSTEE	3461 S WASHINGTON AVENUE	TITUSVILLE
BIRNBAUM, MARILYN A TRUSTEE	3461 S WASHINGTON AVENUE	TITUSVILLE
Current Resident	3465 GARDEN ST	TITUSVILLE
BANK OF NEW YORK MELLON TRUSTE	3476 STATEVIEW BLVD	FORT MILL
WELLS FARGO BANK NA	3476 STATEVIEW BLVD	FT MILL
ABNEY, KERRI	348 FERN AVE	TITUSVILLE
Current Resident	3480 GARDEN ST MOTEL	TITUSVILLE
ALDRIDGE, BILLIE	3489 TREVINO CIR	TITUSVILLE
GREGORY, KENNETH A	349 FERN AVE	TITUSVILLE
Current Resident	349 WASHINGTON AVE S	TITUSVILLE
Current Resident	35 HILLTOP DR N	TITUSVILLE
BARROW, CHERYL A	35 LYNWOOD AVE	TITUSVILLE

BIRMINGHAM, CATHERINE A	35 N HILLTOP DR	TITUSVILLE
Current Resident	35 TOWNE PL E	TITUSVILLE
Current Resident	35 TOWNE PL W	TITUSVILLE
Current Resident	35 WILLIAMS AVE N	TITUSVILLE
CRUMP, TAMARA C	350 FORELL AVE	TITUSVILLE
FEDERAL NATIONAL MORTGAGE ASSO	350 HIGHLAND DRIVE	LEWISVILLE
Current Resident	350 HILLTOP DR N	TITUSVILLE
EDWARDS, KATHLEEN Y	350 INLET AVE	MERRITT ISLAND
WELLER, JOANNE L	350 JENNIFER DR	TITUSVILLE
Current Resident	350 WASHINGTON AVE N O	TITUSVILLE
Current Resident	3500 GARDEN ST CELLTW	TITUSVILLE
UPTHEGROVE, EDWIN E	3508 TRAVIS PLACE	TITUSVILLE
WALKER, JOHN	352 FERN AVE	TITUSVILLE
MAGNA, MICHAEL D TRUSTEE	3520 NICKLAUS DR	TITUSVILLE
TITUSVILLE-COCOA AIRPORT	355 GOLDEN KNIGHTS BLVD	TITUSVILLE
MATHENY, JOE D PA	355 INDIAN RIVER AVE	TITUSVILLE
MATHENY, JOE D	355 INDIAN RIVER AVE	TITUSVILLE
Current Resident	355 JENNIFER DR	TITUSVILLE
NELSON, EDWARD G	3560 RANEY RD	TITUSVILLE
NELSON, EDWARD G	3560 RANEY RD	TITUSVILLE
NELSON, GREGORY J	3560 RANEY RD	TITUSVILLE
COX, HOWARD H	3580 OMNI CIR	EDGEWATER
BLANCHETTE, VERNON G JR	3590 MELROSE AVE	TITUSVILLE
WOLFE, ROGER Q	36 JETT ROAD	BROOKSVILLE
Current Resident	36 LYNWOOD AVE	TITUSVILLE
Current Resident	360 CHRISTMAS HILL RD N	TITUSVILLE
SHREWSBURY, RUSSELL B	360 CHRISTMAS HILL RD S	TITUSVILLE
PAPP, GEORGE M	360 JENNIFER DR	TITUSVILLE
STOLTENBERG, ERNEST E	360 N CHRISTMAS HILLS RD	TITUSVILLE
MARTIN, MICHAEL A	361 FLETCHER AVE	DAYTONA BCH
HALLOCK, PETER D	361 WATERSIDE CIR	TITUSVILLE
J K J OF BREVARD COUNTY LLC	3610 MIRIAM DRIVE	TITUSVILLE
NIX, TERRY L	3614 TODD LANE	MIMS
ARNOLD, JOEY E	3645 HICKORY PARK DR	TITUSVILLE
BELCHER, STEPHEN MICHAEL	3646 CLARA STREET	PORT ORANGE
GRUEN, ROBERT A	365 CHRISTMAS HILL RD N	TITUSVILLE
Current Resident	365 JENNIFER DR	TITUSVILLE
WILSON, DONALD W	365 JENNIFER DRIVE	TITUSVILLE
MURPHY, DAVID W	3650 GRANTLINE RD	MIMS
GREENWOOD, JAMES W	3655 MIRIAM DR	TITUSVILLE
ARI INVESTMENTS LLC	3660 N US HIGHWAY 1	MIMS
Current Resident	37 TOWNE PL E	TITUSVILLE
BAGGETT, KEITH	370 JENNIFER DR	TITUSVILLE
Current Resident	3729 VENTNOR DR	TITUSVILLE
KENNEY, DAVID J	375 CHRISTMAS HILL RD N	TITUSVILLE
SHOL, BRIAN G	375 JENNIFER DR	TITUSVILLE
Current Resident	375 WILLIAMS AVE N	TITUSVILLE

CERRATO FAMILY PARTNERSHIP LTD	3750 RANEY RD	TITUSVILLE
Current Resident	3755 GARDEN ST	TITUSVILLE
WAGNER, STEVEN D	377 SUGAR SAND LANE	OVIEDO
LOYD, JESSE D	3781 SAWGRASS DRIVE	TITUSVILLE
LANDRENEAU, MICHAEL P	3785 RANEY ROAD	TITUSVILLE
RICE, JIMMY J	3795 KLOSS ST	MIMS
RICE, JIMMY J	3795 KLOSS STREET	MIMS
PIERCE, LEX	38 FAIRGLEN DR	TITUSVILLE
ALL AMERICAN OIL LLC	380 COMMERCE PKWY	ROCKLEDGE
Current Resident	380 ELAINE DR	TITUSVILLE
MC CROREY, ELLIS	380 JENNIFER DR	TITUSVILLE
CORRELL BUILDING LLC, THE	3810 LOST TREE DR	TITUSVILLE
CAMP, WARREN L	3813 CHAMPION ROAD	TITUSVILLE
US BANK NA TRUSTEE	3815 SW TEMPLE DRIVE	SALT LAKE CITY
SMITH, RALPH	3827 MERRIMAN CT	VALDOSTA
Current Resident	385 SINGLETON AVE N	TITUSVILLE
PATEL, LAXMI J LIFE ESTATE	3852 SOUTH RIDGE CIR	TITUSVILLE
DANIEL, JAMES G	3856 SEMINOLE RUN	BOWLING GREEN
BRIGGS, ROBERT E	3861 ARLINGTON AVENUE	MIMS
ORENCIA, ELENITA TRUSTEE	3865 GRANTLINE RD	MIMS
MICKEY, JAY C	3871 WETHERSFIELD CIR	TITUSVILLE
FLOYD, ARTHUR C	3872 GRANTLINE RD	MIMS
HOLLOWAY VENTURES LLC	3885 SOUTH STREET	TITUSVILLE
HOLLOWAY, B S TRUSTEE	3885 SOUTH STREET	TITUSVILLE
GRUNENFELDER, DAWN E LIFE ESTA	39 FAIRGLEN DR	TITUSVILLE
Current Resident	390 CHRISTMAS HILL RD N	TITUSVILLE
LAW, DIANE M	390 INDIAN OAKS CT	TITUSVILLE
FLORIDA, STATE OF (IITF)	3900 COMMONWEALTH BLVD MS 11	TALLAHASSEE
JONES, BRUCE	3900 LOST TREE COURT	TITUSVILLE
FEDERAL NATIONAL MORTGAGE ASSO	3900 WISCONSIN AVE NW	WASHINGTON
ELMORE, JANET S	3905 HICKORY HILL BLVD	TITUSVILLE
DENSON, CATHERINE L TRUSTEE	3933 WATER OAK WAY	TITUSVILLE
LUNDBERG, WAYNE A	395 INDIAN OAKS CT	TITUSVILLE
SMIRCICH, PETER	3960 BARNA AVE	TITUSVILLE
SOUTH FLORIDA AFFORDABLE HOUSI	399 CAMINO GARDEN BLVD STE	BOCA RATON
Current Resident	4 HOLIDAY LN N	TITUSVILLE
Current Resident	4 MAIN ST B	TITUSVILLE
Current Resident	40 CHRISTMAS HILL RD N	TITUSVILLE
MESERVE, PAUL	40 E TOWNE PLACE	TITUSVILLE
POOLE, WENDY K	40 E TOWNE PLACE	TITUSVILLE
CONLEY, SHANNON K	40 HILLTOP DR N	TITUSVILLE
Current Resident	40 TOWNE PL E	TITUSVILLE
Current Resident	40 TOWNE PL W	TITUSVILLE
CAMPBELL, SAMUEL D	40 WILLIAMS AVE N	TITUSVILLE
Current Resident	400 CHRISTMAS HILL RD N	TITUSVILLE
KNOST, ROBERT E	400 CLAREWOOD BLVD	TITUSVILLE
RYAN, JOHN JOSEPH	400 FORTSON DRIVE	ATHENS

Current Resident	400 GARDEN ST	TITUSVILLE
RICCHUITO, MARLENE	400 HILLTOP DR N	TITUSVILLE
WELDON, ELIZABETH A LIFE ESTAT	400 INDIAN OAKS COURT	TITUSVILLE
Current Resident	400 INDIAN OAKS CT	TITUSVILLE
Current Resident	400 JULIA ST	TITUSVILLE
KARTARI, SRICHAND	400 LINCOLN AVE	TITUSVILLE
HUSS, KARL	400 N CHRISTMAS HILL RD	TITUSVILLE
GINGO, GEORGE	400 ORANGE ST	TITUSVILLE
CRAWFORD, MARK A	400 PARK AVE	PROSPECT
MEWBORN, JAMES C	400 S CARPENTER ROAD	TITUSVILLE
BREVARD COMMUNITY PARTNERSHIP	401 OCEAN AVE STE 200-A	MELBOURNE BCH
TUILA, SUVANNEE	4015 ARLINGTON AVE	MIMS
ALL AMERICAN OIL LLC	402 HIGH POINT DR #201	COCOA
Current Resident	403 AZALEA AVE	TITUSVILLE
Current Resident	403 CAMELLIA AVE	TITUSVILLE
Current Resident	404 AZALEA AVE	TITUSVILLE
BENNETT, RAYMOND FRANCIS JR	404 BALSAM AVE	TITUSVILLE
FISHER, BERTHA MAE LIFE ESTATE	404 DAHLIA AVE	TITUSVILLE
MC FADDEN, SHAWN	405 AVONDALE CT	WINTER SPRINGS
Current Resident	405 BALSAM AVE	TITUSVILLE
SWEATT, RICHARD V	405 CLAREWOOD BLVD	TITUSVILLE
Current Resident	405 GARDEN ST	TITUSVILLE
Current Resident	405 HILLTOP DR N	TITUSVILLE
Current Resident	405 HOPKINS AVE S	TITUSVILLE
DELANEY, GARY	405 N HILLTOP DR	TITUSVILLE
KRIEGER, DOROTHY J	405 WILLIAMS AVE N	TITUSVILLE
KUSTERER, RENEE L LIFE ESTATE	407 DAHLIA AVE	TITUSVILLE
Current Resident	407 WASHINGTON AVE S	TITUSVILLE
Current Resident	408 ORANGE ST	TITUSVILLE
COALITION FOR THE HUNGRY &	4087 US HIGHWAY 1 STE 3	ROCKLEDGE
BOOTH, ELIZABETH JEAN	409 AZALEA AVE	TITUSVILLE
STERPKA, WILLIAM R	409 CAMELLIA AVE	TITUSVILLE
POOLE, GERALD B	409 ORANGE ST	TITUSVILLE
MAURER, MICHAEL A	409 TELFAIR WAY	CANTON
RAMER, MICHAEL D	4096 WOODLAND CT	MIMS
HRABOVSKY, MICHAEL A	410 AZALEA AVE	TITUSVILLE
MINERVA, ANGELO	410 BALSAM AVE	TITUSVILLE
MOHLER, VERONICA	410 CAMELLIA AVE	TITUSVILLE
Current Resident	410 DAHLIA AVE	TITUSVILLE
LEON BANKIER FAMILY LIMITED	410 EAST GREEN STREET	CHAMPAIGN
Current Resident	410 HOPKINS AVE S	TITUSVILLE
MOWLES, JOHN C	410 INDIAN OAKS CT	TITUSVILLE
LOWER MOHAWK LLC	410 INDIAN RIVER AVE	TITUSVILLE
Current Resident	410 ORANGE ST	TITUSVILLE
BARGER, RICHARD L	4100 POLARIS AVE	TITUSVILLE
BROLL, WILLIAM C	411 WALNUT ST #7983	GREEN COVE SPRINGS
LAUER, WAYNE C	4120 GROVEWOOD LN	TITUSVILLE

222 E TOWNE PLACE LLC	4120 WOODLAND CT	MIMS
BINI & REMA INC	4125 NORTH US HIGHWAY 1	COCOA
ITANI, KHALED S TRUSTEE	4128 CORALBROOKE GROVE	ORLANDO
Current Resident	413 DAHLIA AVE	TITUSVILLE
DONN, JAMES P	413 LIBERTY RD	MIMS
Current Resident	413 PALM AVE S	TITUSVILLE
JOBE, KATHARINA R	4135 FOX LAKE RD	TITUSVILLE
JOBE, KATHARINA R	4135 FOX LAKE RD	TITUSVILLE
HULL, RONALD N	4136 BREESE RD W	CRIDERSVILLE
Current Resident	414 GARDEN ST	TITUSVILLE
Current Resident	414 PINE ST	TITUSVILLE
ST GABRIELS EPISCOPAL CHURCH	414 PINE STREET	TITUSVILLE
SKIDMORE, GARY R	415 BALSAM AVE	TITUSVILLE
CANTY, JOHN	415 CAMELLIA AVE	TITUSVILLE
HOUSE, WILLIAM J	415 INDIAN OAKS CT	TITUSVILLE
MARLEY, CHARLES WESLEY	415 MAIN ST	TITUSVILLE
Current Resident	415 ORANGE ST	TITUSVILLE
Current Resident	415 PALM AVE S	TITUSVILLE
MUTTER, JENNIFER	4150 RICHY ROAD	MIMS
Current Resident	416 AZALEA AVE	TITUSVILLE
DUGAN, JOSEPH W	416 BALSAM AVE	TITUSVILLE
STERPKA, THERESA EL-LENA	416 CAMELLIA AVE	TITUSVILLE
CRUTCHER, JODY A	416 DAHLIA AVE	TITUSVILLE
ZINSMEISTER, GARY A	416 MAIN ST	TITUSVILLE
BROWN, DIANE M	4165 GRANTLINE RD	MIMS
ATON, DANNY R	417 INDIAN RIVER AVE	TITUSVILLE
LAFFERTY, CHARLES P TRUSTEE	4180 HICKORY LAKE COURT	TITUSVILLE
MARTELL, ETHEL C LIFE ESTATE	419 CLAREWOOD BLVD	TITUSVILLE
CARTER, EVALYNE ENGLER	419 DAHLIA AVE	TITUSVILLE
Current Resident	419 MAIN ST	TITUSVILLE
SIKORSKI, KRISTEN D	420 INDIAN OAKS CT	TITUSVILLE
GAEDCKE, MARCIA S	420 INDIAN RIVER AVE	TITUSVILLE
Current Resident	420 JULIA ST	TITUSVILLE
ARMISTEAD, LEWIS F JR	420 MOORE PARK LANE #305	MERRITT ISLAND
FERNANDEZ, JOSEPH A	420 N CARPENTER RD	TITUSVILLE
SMIRCICH, PETER TRUST	4200 IONA ST	TITUSVILLE
SMIRCICH, FRANCES TRUSTEE	4200 IONA ST	TITUSVILLE
SMIRCICH, FRANCES TRUSTEE	4200 IONA STREET	TITUSVILLE
SMIRCICH, FRANCES TRUSTEE	4200 IONA STREET	TITUSVILLE
BALIUNAS, ADOLPH	4200 N OCEAN DR #603	SINGER ISLAND
Current Resident	421 BALSAM AVE	TITUSVILLE
WARREN, TRENT M	421 CAMELLIA AVE	TITUSVILLE
STANTON, JAMES C	421 DAHLIA AVE	TITUSVILLE
Current Resident	421 ORANGE ST	TITUSVILLE
LUSK, CHARLES T AND MARGARET C	4211 POSEY HOLLOW RD	BERKELEY SPRINGS
PRAMUK, DENISE	4217 PRAMULK LANE	MIMS
Current Resident	422 AZALEA AVE	TITUSVILLE

WILSON, HARRIETT L ESTATE	422 AZALEA AVENUE	TITUSVILLE
Current Resident	422 BALSAM AVE	TITUSVILLE
WARREN, WANDA J	422 CAMELLIA AVE	TITUSVILLE
WARREN, TRAVIS Z	422 DAHLIA AVE	TITUSVILLE
SHULER, CLIFFORD E	422 JULIA ST	TITUSVILLE
SHULER, CLIFFORD E	422 JULIA STREET	TITUSVILLE
WILKINSON, WILLIAM J JR	4221 SHADY OAK DRIVE W	LAKELAND
O'MARA, STACY MOORE	423 E MURIEL ST	ORLANDO
ANDERSON, MARI D	423 MAIN ST	TITUSVILLE
Current Resident	423 PALM AVE S	TITUSVILLE
Current Resident	424 WASHINGTON AVE S	TITUSVILLE
BESSETTE, ROBERT	4240 TANGELO AVE	TITUSVILLE
DIXON, VIRGINIA J	425 CLAREWOOD BLVD	TITUSVILLE
RICE, JIMMY J	425 COLEMAN ST	TITUSVILLE
Current Resident	425 GARDEN ST	TITUSVILLE
425 GARDEN STREET LLC	425 GARDEN STREET	TITUSVILLE
HOLTON, JEFFREY F	425 INDIAN OAKS CT	TITUSVILLE
Current Resident	425 WASHINGTON AVE S	TITUSVILLE
SHINDO, LORI A TRUSTEE	4260 SOUTH CARRIAGE DR	TITUSVILLE
Current Resident	427 AZALEA AVE	TITUSVILLE
Current Resident	427 BALSAM AVE	TITUSVILLE
DANIEL, GREGORY T	4270 LONGBOW DR	TITUSVILLE
DANIEL, GREGORY T	4270 LONGBOW DR	TITUSVILLE
DANIEL, GREGORY T	4270 LONGBOW DRIVE	TITUSVILLE
HORTON, JULIE LYNN	428 AZALEA AVE	TITUSVILLE
Current Resident	428 JULIA ST	TITUSVILLE
GRAHAM, LAWRENCE P	4295 HOPKINS AVE S	TITUSVILLE
LISTER LLC	43 BROAD ST E	TITUSVILLE
FLOSS, ROY A	43 LYNWOOD AVE	TITUSVILLE
WARREN, BENJAMIN P JR TRUSTEE	430 DUMMITT AVE	TITUSVILLE
ROBERTSON, THOMAS A	430 ELOISE AVE	TITUSVILLE
GREER, SHIRLEY P	430 INDIAN OAKS CT	TITUSVILLE
Current Resident	430 VALERIE DR	TITUSVILLE
WATKINS, CHARLOTTE G TRUST	4315 IVANHOE DRIVE	TITUSVILLE
Current Resident	432 VALERIE DR	TITUSVILLE
Current Resident	433 AZALEA AVE	TITUSVILLE
Current Resident	434 AZALEA AVE	TITUSVILLE
HEFNER, SHANNON C	434 VALERIE DR	TITUSVILLE
LEE, LINDA H LIFE ESTATE	435 CLAREWOOD BLVD	TITUSVILLE
SANDERS, MABEL HALL	435 INDIAN OAKS CT	TITUSVILLE
WOJCIECHOWSKI, RUTH	4350 OSCEOLA ROAD	TITUSVILLE
Current Resident	436 VALERIE DR	TITUSVILLE
MUDRAK, ALEXANDER	4365 LAUREN LANE	TITUSVILLE
VILLENEUVE, JOHN MICHAEL	4368 PREVATT RD	GENEVA
Current Resident	438 VALERIE DR	TITUSVILLE
Current Resident	439 AZALEA AVE	TITUSVILLE
ADAIR, DENNIS	44 -684 IRIS PLACE	KANEOHE

TRIPLE DUET HOLDINGS LLC	44 KATHLEEN TRAIL	PALM COAST
DIAZ, OBETH T	440 AZALEA AVE	TITUSVILLE
FERGUSON, ALEXANDRIA	440 ELOISE AVE	TITUSVILLE
TENNANT, ROBERT W	4401 DERBYSHIRE DR	TITUSVILLE
MC GOUGH, CHERYL L	4405 PLUMOSA DRIVE	MIMS
CHRISTMAS HILL LLC	4420 S WASHINGTON AVE	TITUSVILLE
GOLEMBIEWSKI, JOAN	4424 ALFRED ST	COCOA
BLUE EGG PROPERTY INC	4435 INDIAN RIVER DR	COCOA
ERLER, BRIAN	444 VALERIE DR	TITUSVILLE
ERLER, BRIAN D	444 VALERIE DRIVE	TITUSVILLE
CAMPBELL, PETER T III	445 CLAREWOOD BLVD	TITUSVILLE
SMITH, AUDREY I	446 VALERIE DR	TITUSVILLE
T & G MUSIC INC	4471 BOWSTRING CT	TITUSVILLE
NORTH BREVARD CHARITIES SHARIN	4475 S HOPKINS AVE	TITUSVILLE
Current Resident	448 VALERIE DR	TITUSVILLE
MC LAIN, THOMAS EDWARD	4485 KINGS HIGHWAY	COCOA
Current Resident	449 DIXIE AVE N	TITUSVILLE
JAMES, THOMAS P	449 N DIXIE AVE	TITUSVILLE
CAPOBIANCO, ARNOLD R	4494 BOWSTRING CT	TITUSVILLE
BROSS, MICHAEL L	45 FAIRGLEN DR	TITUSVILLE
Current Resident	45 TOWNE PL E	TITUSVILLE
Current Resident	450 ELOISE AVE	TITUSVILLE
Current Resident	450 GARDEN ST	TITUSVILLE
SKAGGS, JAMES P	450 JULY DR STE 1	LOWMANSVILLE
Current Resident	450 VALERIE DR	TITUSVILLE
Current Resident	451 DIXIE AVE N	TITUSVILLE
CONNER, SHERYL L TRUSTEE	4515 BOUGANVILLA DR	MIMS
CONNER, SHERYL L TRUSTEE	4515 BOUGANVILLA DRIVE	MIMS
LOWE, JERRI L	452 VALERIE DR	TITUSVILLE
DONN, BRYAN M	4520 GRAY AVE	TITUSVILLE
ROSS, EARL T	4525 WELLINGTON LANE	MIMS
Current Resident	453 FERN AVE	TITUSVILLE
PATCHELL, MELANIE J	453 VALERIE DR	TITUSVILLE
Current Resident	455 CLAREWOOD BLVD	TITUSVILLE
Current Resident	455 VALERIE DR	TITUSVILLE
PESAROS, PANAYOTIS C	4551 BRAFFERTON DR	BLOOMFIELD HILLS
GRAMM, GLENN WILLIAM	4551 HELENA DRIVE	TITUSVILLE
Current Resident	456 FERN AVE	TITUSVILLE
AMIN, PRAVIN M	4566 HEIENA DR	TITUSVILLE
Current Resident	457 DIXIE AVE N	TITUSVILLE
JOHNSON, RUTH A	457 FERN AVE	TITUSVILLE
Current Resident	457 VALERIE DR	TITUSVILLE
VAN DEVEN, MARGARET	459 VALERIE DR	TITUSVILLE
STARNES, HONORE G	460 ELOISE AVE	TITUSVILLE
BRUNTY, CHARLES ROBERT JR	460 FERN AVE	TITUSVILLE
FDG RAIL HOLDINGS 11 LLC	4601 TOUCHTON ROAD	JACKSONVILLE
BREVARD ZAMBONI LLLP	4607 MERLOT DR	VIERA

Current Resident	461 FERN AVE	TITUSVILLE
Current Resident	461 VALERIE DR	TITUSVILLE
RUNYEN, CAROLYN SUE LIFE ESTAT	4612 KERLE ST	JACKSONVILLE
MITCHELL, STEVEN A	4621 JAMES RD	COCOA
Current Resident	463 VALERIE DR	TITUSVILLE
Current Resident	464 FERN AVE	TITUSVILLE
Current Resident	465 FERN AVE	TITUSVILLE
Current Resident	465 SINGLETON AVE N	TITUSVILLE
Current Resident	465 VALERIE DR	TITUSVILLE
NARDI, GREG	465 VALERIE DRIVE	TITUSVILLE
JEN-LEE DEVELOPMENT INC	4655 CALLE CORTO	TITUSVILLE
Current Resident	466 VALERIE DR	TITUSVILLE
Current Resident	467 DIXIE AVE N	TITUSVILLE
Current Resident	467 VALERIE DR	TITUSVILLE
SWOPE, PATRICIA E	467 VALERIE DRIVE	TITUSVILLE
Current Resident	468 FERN AVE	TITUSVILLE
Current Resident	468 VALERIE DR	TITUSVILLE
WELLS FARGO FINANCIAL SYSTEM	4680 HALLMARK PKWY	SAN BERNARDINO
BALDWIN, BILLY LYNN	469 FERN AVE	TITUSVILLE
ELLENBROOK, STEVEN F	469 VALERIE DR	TITUSVILLE
BREWER, STEPHEN M	47 E BROAD ST	TITUSVILLE
SISUNG, LISA E M	47 FAIRGLEN DR	TITUSVILLE
Current Resident	47 TOWNE PL E	TITUSVILLE
Current Resident	470 ELOISE AVE	TITUSVILLE
SHIMELD, DAVID A	470 ELOISE DRIVE	TITUSVILLE
NARDI, TIMOTHY M	470 VALERIE DR	TITUSVILLE
Current Resident	471 VALERIE DR	TITUSVILLE
HOGG, ALVIN D	472 FERN AVE	TITUSVILLE
BAKER, JUSTIN T	472 VALERIE DR	TITUSVILLE
BAKER, SABINA J	472 VALERIE DRIVE	TITUSVILLE
Current Resident	473 FERN AVE	TITUSVILLE
LOPEZ, DAWN L	473 FERN AVENUE	TITUSVILLE
SNYDER, JUNE M	473 VALERIE DR	TITUSVILLE
MC DONNELL, JOHN	4735 TACONY ST	PHILADELPHIA
LEVESQUE, JODI TRUSTEE	4737 GUIL ROAD	MIMS
ESPOSITO, RACHELLE M	474 VALERIE DR	TITUSVILLE
Current Resident	475 CLAREWOOD BLVD	TITUSVILLE
SZANYI, ERIC LEE	475 VALARIE DR	TITUSVILLE
Current Resident	475 VALERIE DR	TITUSVILLE
HOKE, ROBERT B	4750 CATHEDRAL WAY	TITUSVILLE
Current Resident	476 FERN AVE	TITUSVILLE
NARDI, GREGORY ALLEN	476 N WILLIAMS AVE	TITUSVILLE
SKYDIVE SPACE CENTER INC	476 N WILLIAMS AVENUE	TITUSVILLE
NARDI, GREG	476 N WILLIAMS DR	TITUSVILLE
ZIELKE, ROBERT S	477 FERN AVE	TITUSVILLE
BERRY, ADAM	478 E ALTAMONTE DR STE 108	ALTAMONTE SPRINGS
Current Resident	479 DIXIE AVE N	TITUSVILLE

ABBOTT, WARREN HARRISON	479 DIXIE AVENUE N	TITUSVILLE
SIDAWI, SALIM A	479 GANCEDO ST SW	PALM BAY
MARMON, BONNIE J	48 FAIRGLEN DR	TITUSVILLE
BOUCHER, JOEL A	480 ELOISE AVE	TITUSVILLE
PERRY, NORMAN R	480 FERN AVE	TITUSVILLE
Current Resident	480 WASHINGTON AVE N	TITUSVILLE
SON, SUK CHA	4809 SQUIRES DR	TITUSVILLE
KOCH, LOUISE	481 FERN AVE	TITUSVILLE
CLAYBAUGH, THOMAS R	4825 CARODOC CIR	TITUSVILLE
WHITTINGTON, EDWARD C	4832 SOUTHLAKE PKWY	BIRMINGHAM
UNDERWOOD, CAGNY B	4834 BLACK MOUNTAIN PATH	RALEIGH
LA MATTINA, CHARLES	485 CLAREWOOD BLVD	TITUSVILLE
SLAMA, PATRICIA S	485 VALERIE DR	TITUSVILLE
DANIEL, HERBERT L TRUSTEE	486 N WASHINGTON AVE	TITUSVILLE
DANIEL, HERBERT L TRUSTEE	486 WASHINGTON AVE N	TITUSVILLE
Current Resident	487 VALERIE DR	TITUSVILLE
Current Resident	489 VALERIE DR	TITUSVILLE
DEAN, HEATHER D	489 VALERIE DRIVE	TITUSVILLE
BUCKEYE NCM LLC	49 PRATT STREET	ESSEX
Current Resident	490 ELOISE AVE	TITUSVILLE
Current Resident	490 GARDEN ST	TITUSVILLE
Current Resident	491 FERN AVE	TITUSVILLE
MC BRIDE, PHILLIP G TRUSTEE	491 GARDEN ST	TITUSVILLE
Current Resident	491 GARDEN ST	TITUSVILLE
EDWARDS, MARION L	491 VALERIE DR	TITUSVILLE
BARNES, GREGORY	4925 ST JAMES AVE	TITUSVILLE
Current Resident	493 VALERIE DR	TITUSVILLE
PETERSON, DOROTHY A	493 VALERIE DRIVE	TITUSVILLE
ROOP, ROSWITHA CHARLOTTE	495 CLAREWOOD BLVD	TITUSVILLE
JONES, GENE E	4975 RIVEREDGE DRIVE	TITUSVILLE
Current Resident	5 BROAD ST	TITUSVILLE
BOHLMAN, BRIAN	5 CORDATA CT	LADYS ISLAND
THOMAS, STEVEN G	5 DE LEON AVE N	TITUSVILLE
WEBB, HAROLD F	5 FAIRGLEN DR	TITUSVILLE
Current Resident	5 GARDEN ST	TITUSVILLE
HATE, NITIN M	5 INDIAN RIVER AVE #1201	TITUSVILLE
HATE, NITIN M TRUST	5 INDIAN RIVER AVE APT 12	TITUSVILLE
KHUSHU LLC	5 INDIAN RIVER AVE UNIT 7	TITUSVILLE
KHUSHU LLC	5 INDIAN RIVER DR #707	TITUSVILLE
THOMPSON, STEVEN P	5 MAIN ST	TITUSVILLE
HARRIS, REVA A	5 MAIN ST	TITUSVILLE
Current Resident	5 MANTOR AVE S	TITUSVILLE
Current Resident	5 PALM AVE N	TITUSVILLE
MC NITT, MARGARET J LIFE ESTAT	5 S MANTOR AVE	TITUSVILLE
Current Resident	50 HOLIDAY LN N	TITUSVILLE
Current Resident	50 MANTOR AVE N	TITUSVILLE
DREW, RAY T SR	50 N MANTOR AVE	TITUSVILLE

Current Resident	50 TOWNE PL W	TITUSVILLE
Current Resident	500 ELOISE AVE	TITUSVILLE
CUMMINGS, BRENDA K	500 FERN AVE	TITUSVILLE
RICE'S BODY SHOP INC	500 GARDEN ST	TITUSVILLE
Current Resident	500 GARDEN ST BANK	TITUSVILLE
HDSS LLLP	500 MINNIE ST	TITUSVILLE
FEDERAL HOME LOAN MORTGAGE COR	5000 PLANO PKWY	CARROLLTON
STEINCROSS, RICHARD M	5018 GARDENIA AVE	LONG BCH
Current Resident	502 GARDEN ST	TITUSVILLE
ALTON, JAMES H	502 JOSEPHINE ST	TITUSVILLE
Current Resident	503 PALM AVE S	TITUSVILLE
BARDWELL, SAM BAXTER	503 PALM AVENUE S	TITUSVILLE
Current Resident	503 TITUS ST	TITUSVILLE
SOLOMON INVESTMENT GROUP LLC	5036 DR PHILLIPS BLVD #130	ORLANDO
Current Resident	505 FERN AVE	TITUSVILLE
HENRY, HELEN B	505 GRAND IVEY PL	DACULA
RICE, LINWOOD V	505 INDIAN RIVER AVE	TITUSVILLE
RICE, LINWOOD V	505 INDIAN RIVER AVE	TITUSVILLE
FLORIDA PUBLIC RADIO INC	505 JOSEPHINE ST	TITUSVILLE
Current Resident	505 MINNIE ST	TITUSVILLE
KNUTSEN, ARNOLD NORMAN	506 FERN AVE	TITUSVILLE
Current Resident	509 FERN AVE	TITUSVILLE
Current Resident	509 PALM AVE S	TITUSVILLE
CONE, JANICE	5097 EAGLEWALK AVE	COCOA
HRES GARDEN STREET LLC	5100 W KENNEDY BLVD STE 100	TAMPA
CHAPLA, SAROJBALA J	5100 WINCHESTER DRIVE	TITUSVILLE
Current Resident	511 GARDEN ST	TITUSVILLE
Current Resident	513 FERN AVE	TITUSVILLE
ANDERSON, BRAD L	513 FERN AVENUE	TITUSVILLE
ROBINSON, JUSTIN K	515 CLAREWOOD BLVD	TITUSVILLE
Current Resident	515 GARDEN ST	TITUSVILLE
Current Resident	516 CLAREWOOD BLVD	TITUSVILLE
Current Resident	516 ELOISE AVE	TITUSVILLE
MORGAN, KENNETH W	5160 BANANA AVE	COCOA
Current Resident	517 FERN AVE	TITUSVILLE
Current Resident	519 GARDEN ST	TITUSVILLE
WHITAKER, HOLLIS A	52 FAIRGLEN DR	TITUSVILLE
Current Resident	520 ORANGE ST	TITUSVILLE
SINGLETON, MEDIA JANE	521 CLAREWOOD BLVD	TITUSVILLE
Current Resident	521 FERN AVE	TITUSVILLE
HAFIZI, DAVID	5216 ROYAL PADDOCK WAY	MERRITT ISLAND
Current Resident	522 CLAREWOOD BLVD	TITUSVILLE
DORNBUSCH, MICHAEL W	522 ELOISE AVE	TITUSVILLE
CARRAWAY, CLARA C	5235 STILESBORO RD #207	KENNESHAW
Current Resident	524 HOPKINS AVE S	TITUSVILLE
TITUSVILLE HOUSING AUTHORITY,	524 S HOPKINS AVENUE	TITUSVILLE
HANKEY, CURTIS G	525 FERN AVE	TITUSVILLE

Current Resident	525 HOPKINS AVE S	TITUSVILLE
RAGUSA, JAMES M	525 INDIAN RIVER AVE #302	TITUSVILLE
Current Resident	525 INDIAN RIVER AVE 101	TITUSVILLE
Current Resident	525 PALM AVE S	TITUSVILLE
Current Resident	525 TITUS ST	TITUSVILLE
JONES, CAROL ANN	527 CLAREWOOD BLVD	TITUSVILLE
Current Resident	527 INDIAN RIVER AVE	TITUSVILLE
LITTLE, AUBREY H	527 WARD AVE	TITUSVILLE
BORS, GEORGE J	528 CLAREWOOD BLVD	TITUSVILLE
Current Resident	528 ELOISE AVE	TITUSVILLE
RAPE, RONALD G	528 WARD AVE	TITUSVILLE
EDWARDS, AVALON LIFE ESTATE	529 FERN AVE	TITUSVILLE
BLAIS, JACQUES D	5305 SHEA ST UNIT 101	ORLANDO
CHIUCHIOLO, RALPH	531 SIENA CT	SATELLITE BCH
CHIUCHIOLO OAKS LLC	531 SIENA CT	SATELLITE BCH
WARD, LAURA M TRUSTEE	5317 RIVEREDGE DRIVE	TITUSVILLE
ROMEO, WILLIAM A	5318 VIRGINIA AVE	CHARLESTON
Current Resident	532 GARDENIA CIR	TITUSVILLE
SAWICKI, JOHN	532 GARDENIA CIRCLE	TITUSVILLE
Current Resident	533 CLAREWOOD BLVD	TITUSVILLE
Current Resident	533 GARDEN ST	TITUSVILLE
LA CROIX, WALLACE B	533 WARD AVE	TITUSVILLE
KINTNER, GEORGE N	534 CLAREWOOD BLVD	TITUSVILLE
BENN, MICHAEL	534 ELOISE AVE	TITUSVILLE
Current Resident	534 WARD AVE	TITUSVILLE
RAC, KENNETH J	5350 BURGESS AVE	COCOA
Current Resident	536 GARDENIA CIR	TITUSVILLE
Current Resident	539 CLAREWOOD BLVD	TITUSVILLE
Current Resident	539 WARD AVE	TITUSVILLE
LOREY, DIANA L & ERIC	539 WARD AVENUE	TITUSVILLE
LOREY, DIANA L	539 WARD AVENUE	TITUSVILLE
LOREY, DIANA L	539 WARD ST	TITUSVILLE
LOREY, DIANA L	539 WARD ST	TITUSVILLE
LOREY, DIANA L	539 WARD STREET	TITUSVILLE
POIRIER, JEAN GUY	54 MYRA ROAD	GREENBUSH
HODKINSON, KEVIN	540 CLAREWOOD BLVD	TITUSVILLE
BUONO, MICHAEL P	540 ELOISE AVE	TITUSVILLE
Current Resident	540 GARDENIA CIR	TITUSVILLE
Current Resident	540 WARD AVE	TITUSVILLE
FARMER, JAMES H	541 LOVETT AVE	TITUSVILLE
BUNCH, HELEN COLLURA	5410 EDGEWATER COURT	COCOA
YATES, KIM T	544 GARDENIA CIR	TITUSVILLE
WGM PARTNERS LLC TRUSTEE	5440 HAMPSTEAD WAY	DULUTH
POGGI, EDWARD J	545 ELOISE AVE	TITUSVILLE
Current Resident	545 WARD AVE	TITUSVILLE
DEVEAU, JOSEPH L	545 WARD AVENUE	TITUSVILLE
BIH INVESTMENTS INC	5455 -4 N US HIGHWAY 1	COCOA

Current Resident	546 CLAREWOOD BLVD	TITUSVILLE
BELCHER, MALIKEYE B	546 ELOISE AVE	TITUSVILLE
HEANEY, GREGORY J	546 WARD AVE	TITUSVILLE
BRODERICK, DEBORAH G	5461 CARRICK RD	COCOA
DURNIL, FLORA JEAN	548 GARDENIA CIR	TITUSVILLE
KENNEDY PROPERTIES LLC	5490 BOB WHITE TRAIL	MIMS
SMITH, SUSAN D	55 BROAD ST E	TITUSVILLE
SMITH, SUSAN D	55 BROAD ST E	TITUSVILLE
RIVERA, SUSAN D	55 EAST BROAD STREET	TITUSVILLE
RYAN, DILLON	55 HILLCREST AVE	TITUSVILLE
Current Resident	55 HILLTOP DR N	TITUSVILLE
SANDERS, STEVEN	55 HOLIDAY LANE N	TITUSVILLE
Current Resident	55 HOLIDAY LN N	TITUSVILLE
Current Resident	55 MANTOR AVE N	TITUSVILLE
Current Resident	55 MORGAN DR	TITUSVILLE
LOVELL, MARTHA AGNES LIFE ESTA	55 MORGAN DRIVE	TITUSVILLE
HEINEY, LESTER A	55 N WILLIAMS AVE	TITUSVILLE
Current Resident	55 PETTY CIR	TITUSVILLE
Current Resident	55 TOWNE PL W	TITUSVILLE
Current Resident	55 WILLIAMS AVE N	TITUSVILLE
MINOT, KIMBERLY R	550 S COCOA BLVD	COCOA
FERNANDEZ, LOIS	550 STONER DR	MIDDLETOWN
FERNANDEZ, JAMES	550 STONER DRIVE	MIDDLETOWN
Current Resident	550 TITUS ST	TITUSVILLE
Current Resident	550 WASHINGTON AVE S	TITUSVILLE
POLK, DAWN R	552 GARDENIA CIR	TITUSVILLE
MERCADO, GARY S	552 N BIRCH RD	FT LAUDERDALE
WHEELER, CHARLIE EDWARD	553 GARDENIA CIR	TITUSVILLE
ROBINSON, THEODORE W	5530 HARRISON RD	MIMS
GOODWIN, THOMAS P	5539 RIVER OAKS DR	TITUSVILLE
TITUSVILLE, CITY OF THE COMMUN	555 S WASHINGTON AVENUE	TITUSVILLE
Current Resident	555 WASHINGTON AVE S	TITUSVILLE
Current Resident	556 GARDENIA CIR	TITUSVILLE
LEVESQUE, ARMAND JB	556 GARDENIA CIRCLE	TITUSVILLE
EJDYS, DANIEL R	56 FAIRGLEN DR	TITUSVILLE
Current Resident	560 GARDENIA CIR	TITUSVILLE
BECKMAN, MAXIE S	5601 COLLINS AVE APT 719	MIAMI BEACH
Current Resident	564 GARDENIA CIR	TITUSVILLE
METZ, THOMAS A	564 GARDENIA CIRCLE	TITUSVILLE
VOSILLA, JOHN	564 NW 39TH TERRACE	DEERFIELD BEACH
BRENNER, JAMES H	5641 SPARROWS WOOD DR	TITUSVILLE
CURTIS, TIMOTHY L	5660 CANVASBACK DR	MIMS
ELDREDGE, W STEWART	567 GARDENIA CIR	TITUSVILLE
ROGERS, WAYNE A	5675 WINDOVER WAY	TITUSVILLE
CHAPMAN, JAMES H	568 GARDENIA CIR	TITUSVILLE
RIZZO, PHILIP E	57 E BROAD STREET	TITUSVILLE
Current Resident	571 GARDENIA CIR	TITUSVILLE

ANDERSON, MICHAEL G	571 GARDENIA CIRCLE	TITUSVILLE
GRENIER, PAUL J	5715 HWY 85 N #1730	CRESTVIEW
Current Resident	572 GARDENIA CIR	TITUSVILLE
HEFFERNAN, JAMES E	572 GARDENIA CIRCLE	TITUSVILLE
PESCE ENTERPRISES LLC	575 E CRISAFULLI RD	MERRITT ISLAND
SWOPE, JAMES WILLIAM JR	575 GARDENIA CIR	TITUSVILLE
MC BRYDE, DONALD L	576 GARDENIA CIR	TITUSVILLE
DEESE, JERRY G ESTATE	576 L M DAVEY LN	TITUSVILLE
HOWES, PAUL DAVID M	5761 MOUNTVILLE RD	ADAMSTOWN
Current Resident	579 GARDENIA CIR	TITUSVILLE
Current Resident	58 MORGAN DR	TITUSVILLE
CORDOVA, LUCRECIA	58 MORGAN DRIVE	TITUSVILLE
REID, VIVIAN G	580 GARDENIA CIR	TITUSVILLE
SANDS POINT LLC	5801 CONGRESS AVE	BOCA RATON
SANDS POINT LLC	5801 CONGRESS AVE	BOCA RATON
GABLE, PETER	583 GARDENIA CIR	TITUSVILLE
Current Resident	584 GARDENIA CIR	TITUSVILLE
GILLIAM, ROBERT	584 GARDENIA CIRCLE	TITUSVILLE
YOUNG, WALTER H	585 GARDENIA CIR	TITUSVILLE
MATURA, KATHLEEN A	588 GARDENIA CIR	TITUSVILLE
Current Resident	59 FAIRGLEN DR	TITUSVILLE
Current Resident	59 ROBBINS AVE N	TITUSVILLE
NIETO, ARTURO	595 S CARPENTER RD	TITUSVILLE
GARDEN SQUARE DEVELOPERS INC	597 HAVERTY CT STE 110	ROCKLEDGE
MERWALALL	6 COLONIAL LAKE DR STE A	LAWRENCEVILLE
BALL, JUDITH D	6 FAIRGLEN DR	TITUSVILLE
Current Resident	6 HOLIDAY LN S	TITUSVILLE
Current Resident	6 LEMOINE AVE	TITUSVILLE
Current Resident	6 MANTOR AVE S	TITUSVILLE
Current Resident	6 ST JOHNS ST	TITUSVILLE
CHAMBERS, DOREATHA TRUST	60 CHRISTMAS HILL RD N	TITUSVILLE
BIERMAN, TRACY ALAN	60 FAIRGLEN DR	TITUSVILLE
Current Resident	60 HILLTOP DR N	TITUSVILLE
Current Resident	60 MANTOR AVE N	TITUSVILLE
MC MANUS, MARY FRANCES LIFE ES	60 N HILLTOP DR	TITUSVILLE
RAMSEYER, GERALD F	60 N MANTOR AVE	TITUSVILLE
RAMSEYER, GERALD F	60 N MANTOR AVENUE	TITUSVILLE
DAY, TORI LEE	60 N WILLIAMS AVE	TITUSVILLE
KNIGHT, MARYLUE ELLEN	60 PETTY CIR	TITUSVILLE
Current Resident	60 TERRACE GARDEN AVE	TITUSVILLE
Current Resident	60 TOWNE PL E	TITUSVILLE
Current Resident	60 TOWNE PL W	TITUSVILLE
GERMANN, ROBERT W JR	60 W TOWNE PLACE	TITUSVILLE
Current Resident	60 WILLIAMS AVE N	TITUSVILLE
Current Resident	600 GARDEN ST	TITUSVILLE
HOLLAND, RODNEY DARRELL	600 GARDEN STREET	TITUSVILLE
Current Resident	600 HOPKINS AVE S	TITUSVILLE

CHANDLER, ELEANOR LIFE ESTATE	600 LEAH AVE #703	SAN MARCOS
MC GEE, MONA M TRUSTEE	600 MIMOSA AVE	TITUSVILLE
Current Resident	600 ORANGE ST	TITUSVILLE
Current Resident	600 TITUS ST	TITUSVILLE
Current Resident	601 CLAREWOOD BLVD	TITUSVILLE
MASON, HILTON T JR	601 FERN AVE	TITUSVILLE
MASON, HILTON T JR	601 FERN AVENUE	TITUSVILLE
Current Resident	601 GARDEN ST	TITUSVILLE
ANDERSON, JON W	601 LOVETT AVE	TITUSVILLE
SPEIDEL, JANE WALLACE	602 INDIAN RIVER AVE	TITUSVILLE
Current Resident	602 JOSEPHINE ST EAST	TITUSVILLE
PIPP, HARRIETT M	602 LOVETT AVE	TITUSVILLE
WILLE, ROBERT D	603 INDIAN RIVER AVE	TITUSVILLE
Current Resident	603 JOSEPHINE ST	TITUSVILLE
RODRIGUEZ, ROSA R	603 WARD AVE	TITUSVILLE
Current Resident	603 WASHINGTON AVE S	TITUSVILLE
Current Resident	604 CLAREWOOD BLVD	TITUSVILLE
Current Resident	604 ELOISE AVE	TITUSVILLE
LOVATO, RICHARD	6043 LAKEPOINTE DR #312	ORLANDO
GEBERT, THOMAS A	605 FERN AVE	TITUSVILLE
Current Resident	605 HOPKINS AVE S	TITUSVILLE
FISHER, BRIAN L	605 INDIAN RIVER AVE	TITUSVILLE
Current Resident	605 PALM AVE S	TITUSVILLE
Current Resident	607 CLAREWOOD BLVD	TITUSVILLE
WRIGHT, CHRISTA K	607 ELOISE AVE	TITUSVILLE
Current Resident	607 LOVETT AVE	TITUSVILLE
PISTEL, MARY I	608 CORY LANE	LELAND
BELTRAMI, ANDRE M	608 LOVETT AVE	TITUSVILLE
SHAW, KAREN J	608 PEREGRINE DR	INDIALANTIC
Current Resident	609 FERN AVE	TITUSVILLE
Current Resident	609 GARDEN ST	TITUSVILLE
GUERRA, MIGUEL A	609 INDIAN RIVER AVE	TITUSVILLE
GUERRA, MIGUEL A	609 INDIAN RIVER AVE	TITUSVILLE
BEATTY, BIENVENIDA R	609 WARD AVE	TITUSVILLE
WOODRUFF, GEORGE E	61 EAST BROAD STREET	TITUSVILLE
RIVERA, FREDESWILDA	610 CLAREWOOD BLVD	TITUSVILLE
MC ALLISTER, KEITH RICHARD	610 ELOISE AVE	TITUSVILLE
Current Resident	610 WARD AVE	TITUSVILLE
BAUMGARTNER, DANNY	610 WARD AVENUE	TITUSVILLE
Current Resident	611 CLAREWOOD BLVD	TITUSVILLE
KRUPP, DORIS LIFE ESTATE	612 GARDEN ST	TITUSVILLE
YOUNG, WILLIAM ROBERT JR	612 INDIAN RIVER AVE	TITUSVILLE
PARIKH, NARESH S	612 S WASHINGTON AVE #208	TITUSVILLE
B K BAKER LLC	6127 ANCHOR LANE	ROCKLEDGE
CUNNINGHAM, FLORENCE M	613 ELOISE AVE	TITUSVILLE
Current Resident	613 FERN AVE	TITUSVILLE
BECK, MICHAEL THOMAS	613 FERN AVENUE	TITUSVILLE

MIEDEMA, RICHARD A	613 LOVETT AVE	TITUSVILLE
HOLMAN, JAMES A JR TRUSTEE	613 MARIAN CT	TITUSVILLE
M/D HORVATH LLC	613 ORANGE ST	TITUSVILLE
Current Resident	614 LOVETT AVE	TITUSVILLE
CHICLANA, ANGEL M	614 TITUS ST	TITUSVILLE
REEDY, RAYMOND E	615 INDIAN RIVER AVE	TITUSVILLE
Current Resident	615 WARD AVE	TITUSVILLE
RUPPE, DAVID A	615 WARD AVENUE	TITUSVILLE
DAWES, JACQUIE L TRUSTEE	6155 WINDOVER WAY	TITUSVILLE
ANTHONY, COLLEEN C ESTATE	616 CLAREWOOD BLVD	TITUSVILLE
BRENNAN, MAURINA L	616 FERN AVE	TITUSVILLE
HINES, MARK A	617 FERN AVE	TITUSVILLE
GIBBS, BARBARA F	619 CLAREWOOD BLVD	TITUSVILLE
Current Resident	619 GARDEN ST	TITUSVILLE
BOBBS FIRE EQUIPMENT INC	619 GARDEN STREET	TITUSVILLE
FREY, JANET O TRUST	62 MONTY STREET	ASHEVILLE
Current Resident	620 GARDEN ST	TITUSVILLE
BETA OF TITUSVILLE INC	620 GARDEN STREET	TITUSVILLE
VINSON, MARCUS	620 INDIAN RIVER AVE	TITUSVILLE
BAKER, ROSE	620 MIMOSA AVE	TITUSVILLE
COSTELLO, PETER E	621 ALTURA DRIVE	COCOA
TAFT, MARCUS A	621 MIMOSA AVE	TITUSVILLE
Current Resident	623 FERN AVE	TITUSVILLE
Current Resident	624 HOPKINS AVE S	TITUSVILLE
SCHLUEB, HAROLD V TRUSTEE	624 WARD AVE	TITUSVILLE
Current Resident	625 JOSEPHINE ST	TITUSVILLE
Current Resident	625 WASHINGTON AVE S	TITUSVILLE
SAND POINT LLC	626 OLD DIXIE HIGHWAY SW	VERO BEACH
RALEY, JOSEPH CALVIN	627 FERN AVE	TITUSVILLE
Current Resident	627 TITUS ST	TITUSVILLE
Current Resident	629 TITUS ST	TITUSVILLE
KNUDSEN, JAMES T	63 FAIRGLEN DR	TITUSVILLE
CARTER, MICHELLE RENEE	630 JOSEPHINE ST	TITUSVILLE
TRIPLE R ACQUISITION CORP	6300 NE 1ST AVE STE 300	FORT LAUDERDALE
Current Resident	631 FERN AVE	TITUSVILLE
SARGENT, RANDY G	632 ROCKY DALE RD	BRISTOL
Current Resident	64 FAIRGLEN DR	TITUSVILLE
SHARP, MICHAEL	64 FAIRGLEN DRIVE	TITUSVILLE
TAYLOR, LESSIE L LIFE ESTATE	640 MIMOSA AVE	TITUSVILLE
Current Resident	640 MINNIE ST	TITUSVILLE
LOCKE SOVRAN I LLC	6467 MAIN ST	WILLIAMSVILLE
HICKMON, CHARLES TRUSTEE	647 TITUS ST	TITUSVILLE
LARSON, BRIAN A	65 KING ROAD	BUSKIRK
Current Resident	65 MANTOR AVE N	TITUSVILLE
TATMAN, CRYSTAL BLAKENSHIP	65 N MANTOR AVE	TITUSVILLE
Current Resident	65 TOWNE PL E	TITUSVILLE
Current Resident	65 TOWNE PL W	TITUSVILLE

CASA DI DIO LLC	654 N 800 E STE 213	SPANISH FORK
BLUMENTHAL, GABRIEL H	6553 NW 127 TERRACE	PARKLAND
GANTT, DONALD L	660 MIMOSA AVE	TITUSVILLE
Current Resident	660 MINNIE ST	TITUSVILLE
POWERS, GARY	6632 REEDS DRIVE	MISSION
TOLLIVER, DAYL RAY	6666 US HIGHWAY 1	MIMS
Current Resident	67 BROAD ST 1	TITUSVILLE
LITTLE BAIT HOUSE LLC	67 BROAD ST UNIT 1	TITUSVILLE
JOHNSON, WALTER J	67 BROAD STREET UNIT 1	TITUSVILLE
BLIZARD, SUSIE M	67 E TOWNE PLACE	TITUSVILLE
Current Resident	67 TOWNE PL E	TITUSVILLE
BANICHAR, JUDITH C TRUSTEE	68 FAIRGLEN DR	TITUSVILLE
HAYES, OMA F	680 MIMOSA AVE	TITUSVILLE
BOSHACK, DAVID J	6950 HUNDRED ACRE DR	COCOA
VALENTINE, EDGAR G	7 CHRISTMAS HILL RD S	TITUSVILLE
WOODRUFF, GEORGE E	7 FAIRGLEN DR	TITUSVILLE
WAGNER, BARB RAYMOND TRUSTEE	7 GRACE ST	TITUSVILLE
WORLDWIDE REAL ESTATE CONSULTA	7 INDIAN RIVER AVE #1204	TITUSVILLE
Current Resident	7 LEMOINE AVE	TITUSVILLE
BETZ, FREDERICK JAMES	70 MANTOR AVE N	TITUSVILLE
SHEFFER, ROBERT L	70 ORIOLE AVE	WEST SAND LAKE
SHEFFER, ROBERT L	70 ORIOLE AVENUE	WEST SAND LAKE
KILLEN, RICKY LEE	70 TOWNE PL W	TITUSVILLE
BRIGHT HOUSE NETWORKS LLC	700 CARILLON PKWY	ST PETERSBURG
Current Resident	700 MIMOSA AVE	TITUSVILLE
BREVARD COUNTY	700 PARK AVE S	TITUSVILLE
FLORIDA POWER & LIGHT CO	700 UNIVERSE BLVD	JUNO BEACH
HOBBS, TOMMY LEE	700 WASHINGTON AVE S	TITUSVILLE
Current Resident	701 FERN AVE	TITUSVILLE
Current Resident	701 GARDEN ST	TITUSVILLE
Current Resident	701 WASHINGTON AVE S	TITUSVILLE
Current Resident	702 GARDEN ST	TITUSVILLE
ANDERSON, RICHARD J	702 INDIAN RIVER AVE	TITUSVILLE
GIBSON, ASTRID	702 SOUTH ST	TITUSVILLE
Current Resident	703 INDIAN RIVER AVE	TITUSVILLE
MAHONEY, MATTHEW J	703 INDIAN RIVER AVENUE	TITUSVILLE
WEAVER, THOMAS JAMES	7039 WINDOVER WAY	TITUSVILLE
Current Resident	705 FERN AVE	TITUSVILLE
Current Resident	706 INDIAN RIVER AVE 1	TITUSVILLE
Current Resident	707 FERN AVE	TITUSVILLE
KOMBERT, DIETER LIFE ESTATE	707 FERN AVENUE	TITUSVILLE
Current Resident	707 GARDEN ST	TITUSVILLE
Current Resident	707 HOPKINS AVE S	TITUSVILLE
Current Resident	707 ORANGE ST	TITUSVILLE
SHREE PALAK INC	707 S HOPKINS AVE	TITUSVILLE
FAULKNER, MARGARET	707 W ORANGE ST	TITUSVILLE
Current Resident	708 HOPKINS AVE S	TITUSVILLE

Current Resident	709 FERN AVE	TITUSVILLE
Current Resident	710 HOPKINS AVE S	TITUSVILLE
Current Resident	710 ORANGE ST	TITUSVILLE
BANK OF AMERICA NA	7105 CORPORATE DR	PLANO
Current Resident	711 GARDEN ST	TITUSVILLE
Current Resident	712 GARDEN ST	TITUSVILLE
EICHIN, ALVIN	713 FERN AVE	TITUSVILLE
Current Resident	714 ORANGE ST	TITUSVILLE
Current Resident	715 INDIAN RIVER AVE	TITUSVILLE
YOUNT, HAROLD A	715 INDIAN RIVER AVENUE	TITUSVILLE
HUBBARD, TIMOTHY FRANK	717 FERN AVE	TITUSVILLE
WEST, ABRA	718 BRASSIE LANE	KISSIMMEE
ELDRIDGE, WILLIE E	718 INDIAN RIVER AVE	TITUSVILLE
Current Resident	719 GARDEN ST	TITUSVILLE
ALLENDER & ALLENDER PA	719 GARDEN STREET	TITUSVILLE
Current Resident	72 FAIRGLEN DR	TITUSVILLE
GEORGES, JOHN	72 FAIRGLEN DRIVE	TITUSVILLE
DYKES, MARCIA LEE	720 MIMOSA AVE	TITUSVILLE
MUNOZ, OSCAR O	720 NW 77 WAY	PEMBROKE PINES
GOODE, GREGORY DALE	720 ORA DELL AVENUE	TITUSVILLE
CONN, JACQUELYN M LIFE ESTATE	721 FERN AVE	TITUSVILLE
THERRIEN, HEATHER D TRUSTEE	721 GRATIOT AVE	ALMA
CUMMINGS, DONNIE E	7215 CARILLON AVE	COCOA
Current Resident	723 PALM AVE S	TITUSVILLE
ASHTON, PATRICK ALLEN	725 TEAL STREET	MERRITT ISLAND
MULLER, RUSSELL E	7260 ABBEY LANE	WINTER PARK
TAYLOR, BRUCE	7275 S US HIGHWAY 1	TITUSVILLE
ARIAS, THERESA M	729 WINDSOR COURT APT 5	VISTA
Current Resident	73 RIVERVIEW PL	TITUSVILLE
Current Resident	730 WASHINGTON AVE S	TITUSVILLE
RICHMOND, MARY H TRUSTEE	735 LAKEWOOD LANE	TITUSVILLE
FAVALE, MARGARET	740 ALOHA AVE	COCOA
CSONKA, MICHAEL W	740 MIMOSA AVE	TITUSVILLE
FLORIDA EAST COAST RAILWAY LLC	7411 FULLERTON ST SUITE 300	JACKSONVILLE
CONNER, KIMBA J	75 FAIRGLEN DR	TITUSVILLE
Current Resident	75 HILLTOP DR N	TITUSVILLE
ENSLOW, ZACHARY	75 MANTOR AVE N	TITUSVILLE
Current Resident	75 TOWNE PL E	TITUSVILLE
Current Resident	75 TOWNE PL W	TITUSVILLE
YARBOROUGH, KENNETH A	75 W TOWNE PLACE	TITUSVILLE
YARBOROUGH, KENNETH A	75 WEST TOWNE PLACE	TITUSVILLE
DAVIS, MARGARET R	75 WILLIAMS AVE N	TITUSVILLE
FINE, ROBERT S TRUSTEE	750 N ATLANTIC AVE #906	COCOA BCH
Current Resident	751 WASHINGTON AVE S	TITUSVILLE
PATALLO, LEILA TRUSTEE	7562 WINDOVER WAY	TITUSVILLE
PALAMARA, RON TRUSTEE	757 SE 17TH STREET #1060	FT LAUDERDALE
PALAMARA, RON TRUSTEE	757 SE 17TH STREET STE 120	FT LAUDERDALE

DILL, ELMER W	759 BLACKBIRD STATION RD	TOWNSEND
JOHNSON, KENNETH	759 CRISCOE CIR	UNION GROVE
NORCROSS, LOUIS L	76 BUCHANAN STREET	NORCROSS
Current Resident	76 FAIRGLEN DR	TITUSVILLE
CARTER, JAMES M JR	76 FAIRGLEN DRIVE	TITUSVILLE
Current Resident	760 MIMOSA AVE	TITUSVILLE
BARTLETT, MARK E	760 MIMOSA AVENUE	TITUSVILLE
CUMMINGS, LYLE E	7729 BROKEN ARROW TRAIL	WINTER PARK
ZRALLACK DENTAL INC	7794 WINDOVER WAY	TITUSVILLE
HOFER, ROBERT	78 HIGH STREET	PITTSBURG
BAKER, SIMON	780 MIMOSA AVE	TITUSVILLE
RIVERPARC AT DOWNTOWN TITUSVIL	780 NW 42ND AVE STE 601	MIAMI
HABITAT FOR HUMANITY OF BREVAR	7815 ELLIS ROAD	W MELBOURNE
SULTAN, JAMAL UD DIN KHURSHID	7865 WINDOVER WAY	TITUSVILLE
KORWAN, KURTIS M	79 FAIRGLEN DR	TITUSVILLE
TOBE, LINDA L	790 KEY LARGO DRIVE	TITUSVILLE
LAWRENCE, CHARLES A	7918 SPRINGFIELD JAMESTOWN R	SPRINGFIELD
5 GARDEN I LLC	7978 COOPER CREEK BLVD STE 1	UNIVERSITY PARK
Current Resident	8 DE LEON AVE S	TITUSVILLE
Current Resident	8 MANTOR AVE S	TITUSVILLE
IDTENSOHN, RICHARD R	8 SOUTH ST	TITUSVILLE
BRADATSCH, JOSEPH	80 CHRISTMAS HILL RD N	TITUSVILLE
Current Resident	80 FAIRGLEN DR	TITUSVILLE
AHRENS, DOUGLAS D	80 FAIRGLEN DRIVE	TITUSVILLE
Current Resident	80 HILLTOP DR N	TITUSVILLE
RAMOS, JOSE A	80 HOLIDAY LANE N	TITUSVILLE
Current Resident	80 HOLIDAY LN N	TITUSVILLE
MURRAY, CAROLYN	80 N HILLTOP DR	TITUSVILLE
WHITE, DONALD L	80 N WILLIAMS AVE	TITUSVILLE
Current Resident	80 PETTY CIR	TITUSVILLE
DOOLEY, TEENA MARIE	80 PETTY CIRCLE	TITUSVILLE
Current Resident	80 TERRACE GARDEN AVE	TITUSVILLE
Current Resident	80 TOWNE PL E	TITUSVILLE
ZAGORA, LYNN M	80 TOWNE PL W	TITUSVILLE
Current Resident	80 WILLIAMS AVE N	TITUSVILLE
MULVANY, MELANIE K	800 MIMOSA AVE	TITUSVILLE
Current Resident	800 ORANGE ST	TITUSVILLE
Current Resident	800 PALM AVE S	TITUSVILLE
Current Resident	800 WAR EAGLE BLVD	TITUSVILLE
Current Resident	801 FERN AVE	TITUSVILLE
Current Resident	801 GARDEN ST	TITUSVILLE
VERMA, SHYAM	801 GARDEN STREET	TITUSVILLE
Current Resident	802 ORANGE ST	TITUSVILLE
EIGENMANN, CONRAD D JR	803 INDIAN RIVER AVE	TITUSVILLE
GORDON, ROSEMARY E	803 WASHINGTON AVE S	TITUSVILLE
PATEL, MALINI	8034 WINDOVER WAY	TITUSVILLE
CHRISTENSEN, BETTY	804 INDIAN RIVER AVE	TITUSVILLE

Current Resident	805 WASHINGTON AVE S	TITUSVILLE
VON BORSTEL, JOHN N	806 LEWIS RD	PORT ANGELES
Current Resident	807 FERN AVE	TITUSVILLE
SUNDQUIST, C DANIEL	807 FERN AVENUE	TITUSVILLE
FREDDY CURTIS AUTO'S INC	808 HOPKINS AVE S	TITUSVILLE
Current Resident	809 HOPKINS AVE S	TITUSVILLE
MC IVER, KAREN M	810 PALM AVE S	TITUSVILLE
Current Resident	812 INDIAN RIVER AVE	TITUSVILLE
Current Resident	814 INDIAN RIVER AVE	TITUSVILLE
CITY SQUARE PROFESSIONAL CENTE	815 S WASHINGTON AVE STE 20	TITUSVILLE
Current Resident	815 WASHINGTON AVE S	TITUSVILLE
Current Resident	816 INDIAN RIVER AVE	TITUSVILLE
CHAMBERLAIN, ALEX S	818 INDIAN RIVER AVE	TITUSVILLE
BALDWIN, ROBERT B	820 INDIAN RIVER AVE	TITUSVILLE
BELANGER, ALICE L TRUSTEE	820 LORETTA DR	TITUSVILLE
ABNER, CHARLES A	821 INDIAN RIVER AVE	TITUSVILLE
ABNER, CHARLES A	821 INDIAN RIVER AVE	TITUSVILLE
Current Resident	822 GARDEN ST	TITUSVILLE
Current Resident	822 PALM AVE S	TITUSVILLE
HUDSON, MYRTLE J	822 S PALM AVE	TITUSVILLE
LETMON, WILLIAM E	824 INDIAN RIVER AVE	TITUSVILLE
Current Resident	826 ORANGE ST	TITUSVILLE
DE LEO, MICHAEL S	832 MARIAN CT	TITUSVILLE
GRAF, ROBERT F JR	833 PINE NEEDLE WAY	WANDO
GRAF, ROBERT	833 PINENEEDLE WAY	WANDO
EFE HOLDINGS LLC	836 EXECUTIVE LN STE 120	ROCKLEDGE
Current Resident	84 FAIRGLEN DR	TITUSVILLE
BREWSTER, WILLIAM H	84 FAIRGLEN DRIVE	TITUSVILLE
Current Resident	840 GARDEN ST	TITUSVILLE
MC LAUGHLIN, JOHN R	844 CRESTWOOD AVE	TITUSVILLE
MC DONALD'S CORP	845 EXECUTIVE LN STE 400	ROCKLEDGE
MASON, JONATHAN L	846 WOODS HOLLOW RD	GEORGIA
SCHAFFER, FREDERICK	8469 SUNFIELD HWY	PORTLAND
JOHNSON, THOMAS D	847 STONY POINT DR	PORT ORANGE
Current Resident	85 HOLIDAY LN N	TITUSVILLE
Current Resident	85 MANTOR AVE N	TITUSVILLE
SCHAFFER, WAYNE T	85 N HOLIDAY LANE	TITUSVILLE
LORD, SHERRI A	85 TERRACE GARDEN AVE	TITUSVILLE
Current Resident	85 WILLIAMS AVE N	TITUSVILLE
Current Resident	850 GARDEN ST	TITUSVILLE
SANDERS, JUANITA W	8502 SW 52 PLACE	GAINESVILLE
TODD, DAVID JACK	8584 EDEN ISLES LANE	MERRITT ISLAND
HARFORD, WALTER L LIFE ESTATE	8599 KEADY ROAD	LODI
SUVINO, GARY P	862 DOW LN	TITUSVILLE
GATFIELD-MOLINE, PAMELA F	864 CHICKADEE DR	PORT ORANGE
BROGAN, JAMIA	865 PILGRIM DR	TITUSVILLE
HALASZ, LINDA	8667 SAN TOCCOA CIR	ORLANDO

GILBERT, RICHARD ALAN LIFE EST	88 FAIRGLEN DR	TITUSVILLE
HAMELERS, RENA C	8839 SW 57TH COURT RD	OCALA
HEALY, ROBERT V	89 FAIRGLEN DR	TITUSVILLE
ABC LIQUORS INC	8989 SOUTH ORANGE AVENUE	ORLANDO
Current Resident	9 BRYAN AVE	TITUSVILLE
GONZALEZ, EDILBERTO	9 CHRISTMAS HILL RD S	TITUSVILLE
VALLEY, DOREEN A	9 E TOWNE PLACE	TITUSVILLE
BAILEY, JOY C TRUSTEE	9 LEMOINE AVE	TITUSVILLE
SANTIAGO, RAFAEL SR	9 LUBY AVE	MILFORD
Current Resident	9 MANTOR AVE N	TITUSVILLE
BALL, HOPE	9 N MANTOR AVE	TITUSVILLE
ROSENBERGER, TERRY L	9 SOUTH PALM AVENUE	TITUSVILLE
Current Resident	9 TOWNE PL E	TITUSVILLE
Current Resident	9 WILLIAMS AVE S	TITUSVILLE
Current Resident	90 MAIDEN LN	TITUSVILLE
Current Resident	90 TERRACE GARDEN AVE	TITUSVILLE
Current Resident	90 TOWNE PL W	TITUSVILLE
Current Resident	90 WILLIAMS AVE N	TITUSVILLE
GREEN, RAYMOND A	901 RIVERSIDE DR N	INDIALANTIC
FRANCIS, RAYMOND ROBERT	902 INDIAN RIVER AVE	TITUSVILLE
Current Resident	904 INDIAN RIVER AVE	TITUSVILLE
MYERS, JAMES W	904 INDIAN RIVER AVENUE	TITUSVILLE
SANCTUARY 2938 LLC	905 GLENCOVE AVE NW	PALM BAY
KONESKI, FRANCIS L	905 HARRISON ST	TITUSVILLE
Current Resident	908 WASHINGTON AVE S	TITUSVILLE
PARRISH, J J III	909 INDIAN RIVER AVE	TITUSVILLE
BRASWELL, BROCK T	912 INDIAN RIVER AVE	TITUSVILLE
Current Resident	915 INDIAN RIVER AVE	TITUSVILLE
BROOME, CHRISTOPHER E	915 WASHINGTON AVE S	TITUSVILLE
MC QUADE, KATHLEEN T	916 INDIAN RIVER AVE	TITUSVILLE
VICTORIA LAND PARTNERS LP	9171 TOWNE CENTRE DR STE 335	SAN DIEGO
CLAYTOR, WILLIAM F	918 WASHINGTON AVE S	TITUSVILLE
SUNTRUST BANK CENTRAL FL NA	919 E MAIN ST	RICHMOND
RESTINA, ERNEST	92 FAIRGLEN DR	TITUSVILLE
WILKENS, WILLIAM	920 PARK AVE S	TITUSVILLE
LALLEMENT, DANIEL	921 CHRISTI CT	TITUSVILLE
BALL, JAMES EDWARD	921 INDIAN RIVER AVE	TITUSVILLE
Current Resident	921 INDIAN RIVER AVE O	TITUSVILLE
MARION, PAUL J	925 INDIAN RIVER AVE	TITUSVILLE
COLFIN AI-FL 4 LLC	9305 E VIA DE VENTURA STE 20	SCOTTSDALE
DESHETLER, LINDSAY	934 INDIAN RIVER AVE	TITUSVILLE
Current Resident	95 BROWN AVE N EDBLDG	TITUSVILLE
Current Resident	95 CHRISTMAS HILL RD N	TITUSVILLE
ZINKOVICH, DORIS L	95 E TOWNE PLACE	TITUSVILLE
ROMANS, TAMMY A	95 FERN AVE	TITUSVILLE
DIXON, MICHAEL W	95 HILLTOP DR N	TITUSVILLE
WHITE, ANGELA M	95 MANTOR AVE N	TITUSVILLE

Current Resident	95 MORGAN DR	TITUSVILLE
BRADATSCH, JOSEPH	95 N CHRISTMAS HILL RD	TITUSVILLE
CRUEY, RAYMOND W ESTATE	95 N WILLIAMS AVE	TITUSVILLE
Current Resident	95 TOWNE PL E	TITUSVILLE
Current Resident	95 WILLIAMS AVE N	TITUSVILLE
THOMPSON, LAWRENCE S	950 CYPRESS COURT	TITUSVILLE
PARRISH MEDICAL CENTER	951 N WASHINGTON AVE	TITUSVILLE
PELHAM, GREGORY W	96 FAIRGLEN DR	TITUSVILLE
RUTTY, RUPERT R JR	960 E 224TH STREET	BRONX
ROBINSON, ROBERT H	985 MACCO RD	COCOA
Current Resident	990 HOPKINS AVE S	TITUSVILLE
KENT, PAUL A	995 LOVELL DRIVE	TITUSVILLE
SCHOOL BOARD OF BREVARD COUNTY	ATTN: ACCOUNTS PAYABLE	VIERA
SCHOOL BOARD OF BREVARD COUNTY	ATTN: ACCOUNTS PAYABLE	VIERA
CARRIAGE CEMETERY SERVICES INC	ATTN: REAL EST PROPERTY TAX	HOUSTON
ALTINE, LOUIS	N 323 DIXIE AVE	TITUSVILLE
WELLS FARGO BANK NA	ONE HOME CAMPUS	DES MOINES
DL & DL LLC	P O BOX 0482	MIMS
FLORIDA WHOLESALE FUNDING INC	P O BOX 060322	PALM BAY
URBAN, FAITH	P O BOX 101095	PALM BAY
URBAN, FAITH	P O BOX 101095	PALM BAY
BEAN, JOHN S	P O BOX 104	CENTERBROOK
WATKINS FUEL OIL INC	P O BOX 1086	TITUSVILLE
ST LUCIE ENTERPRISES LLC	P O BOX 1110	BRANDON
FRANKLIN, DORIS	P O BOX 1132	TITUSVILLE
CHURCH OF CHRIST	P O BOX 1134	TITUSVILLE
SPRINGTREE HOMEOWNERS ASSOC IN	P O BOX 1137	TITUSVILLE
BROWN, DEBORAH S TRUSTEE	P O BOX 1142	TITUSVILLE
MERWALALL	P O BOX 1159	DEERFIELD
RAC, JOHN D	P O BOX 119	GREENE
MANCUSO, GABRIEL J	P O BOX 120053	W MELBOURNE
MC DONALD, LEGRAND	P O BOX 120787	W MELBOURNE
DUNCAN, DENNIS M	P O BOX 128	MIMS
HYDORN, ERICA	P O BOX 128	MIMS
US SPRINT COMMUNICATIONS COMPA	P O BOX 12913	SHAWNEE MISSION
ROBERTS, LESLIE D	P O BOX 133	TITUSVILLE
ROSADO-LOPEZ, ROBERTO	P O BOX 137271	CLERMONT
CORNELIA, M TRUSTEE	P O BOX 149717	ORLANDO
HARRINGTON, DANIEL G TRUSTEE	P O BOX 1550	CHAMPAIGN
MARSH, JAMES L	P O BOX 156	CHRISTMAS
LAWSON, LARRY R	P O BOX 1603	TITUSVILLE
SIMS, MARY L	P O BOX 161	TITUSVILLE
ILTSOPOULOS, NICHOLAS P	P O BOX 1629	TITUSVILLE
MC COY, JULIETTE B TRUSTEE	P O BOX 176	FOLKSTON
CHILDS, DONALD M	P O BOX 1805	TITUSVILLE
ASAN LLC	P O BOX 1809	TITUSVILLE
YEMM, BRYNMORE MICHAEL	P O BOX 1834	CAPE CANAVERAL

REGULUS PROPERTIES LLC	P O BOX 1870	TITUSVILLE
REGULUS PROPERTIES LLC	P O BOX 1870	TITUSVILLE
HUBINGER, TIMOTHY JOSEPH	P O BOX 2086	TITUSVILLE
POWELL, CHARLES J	P O BOX 2122	TITUSVILLE
3 V'S LLC	P O BOX 217	BELEN
AUTOZONE INC #431	P O BOX 2198	MEMPHIS
ENGLAND, KENNETH J	P O BOX 220	EAST BERNSTADT
COOPER, WENDY G	P O BOX 2277	TITUSVILLE
SCRONE, BRIAN TRUSTEE	P O BOX 2282	PONTE VEDRA
SHEILS, JAMES NELSON	P O BOX 2282	PONTE VEDRA
SMITH, CECIL C	P O BOX 23441	SAVANNAH
GLS INVESTMENTS LLC	P O BOX 237513	COCOA
HEART, PATRICIA LEE	P O BOX 24	MIMS
WEYMOUTH, ROBERT C SR	P O BOX 251	BROCKPORT
LEE, DEBORAH A	P O BOX 259	SCOTTSMOOR
CALHOUN, WILLIAM A	P O BOX 2602	TITUSVILLE
LESTER, EDWARD JR	P O BOX 262	IKES FORK
BARTON, RONALD D	P O BOX 2624	TITUSVILLE
9 SOUTH WILLIAMS AVE LLC	P O BOX 2644	TITUSVILLE
DAVIS, BOBBY GENE	P O BOX 2672	TITUSVILLE
SINGLETON, RENA M	P O BOX 279	BRANDENBURY
SINGLETON, RENA M	P O BOX 279	BRANDENBURG
TITUSVILLE, CITY OF	P O BOX 2806	TITUSVILLE
FINE, BARBARA G TRUSTEE	P O BOX 2812	TITUSVILLE
U-HAUL CORP OF EASTERN FLORIDA	P O BOX 29046	PHOENIX
HENNS INVESTMENT PROPERTIES LL	P O BOX 295	TANGERINE
HOATS, JOHNNIE E SR	P O BOX 3	TITUSVILLE
BEKEMEIER, MARK A	P O BOX 3036	COCOA
HAZELTON, NANCY J	P O BOX 3118	TITUSVILLE
CICHOCKI, BARBARA W	P O BOX 3154	NEW BRITAIN
BALLEW, DON L	P O BOX 321395	COCOA BCH
ROBERTS NELSON ENTERPRISE LLC	P O BOX 334	SCOTTSMOOR
ISLAMIC SOCIETY OF CENTRAL FL	P O BOX 338	GOLDENROD
JUSTICE, JIMMIE O TRUSTEE	P O BOX 341	OAK HILL
ENMW LLC	P O BOX 390545	DELTONA
TITUSVILLE STAR-ADVOCATE INC	P O BOX 419000	MELBOURNE
ALLEN, D L TRUSTEE	P O BOX 420521	KISSIMMEE
ALLEN, SCOTT TRUSTEE	P O BOX 420521	KISSIMMEE
CUMBERLAND LAKE SHELL INC	P O BOX 430	SOMERSET
DAWN WARNER LMHC INC	P O BOX 433	TITUSVILLE
DON, YOLANDA M	P O BOX 454	CHRISTMAS
INDIAN RIVER LODGE NO 90 F & A	P O BOX 465	TITUSVILLE
WESTLAND MANAGEMENT INC	P O BOX 470485	CELEBRATION
BURNETT, TOMMY D	P O BOX 481	MIMS
KRAFT, FREDERICK F ESTATE	P O BOX 486	TITUSVILLE
COLE SU TITUSVILLE FL LLC	P O BOX 4900	SCOTTSDALE
BUTTS, JAMES L	P O BOX 518	TITUSVILLE

CLAYTON, ROBERT	P O BOX 5213	LARGO
HISTORICAL SOCIETY OF NORTH	P O BOX 5265	TITUSVILLE
FUTCH, HATTIE	P O BOX 534	TITUSVILLE
PENN PROPERTIES INC TRUSTEE	P O BOX 536298	ORLANDO
SICCHIO, DANIEL JR TRUSTEE	P O BOX 541331	MERRITT ISLAND
GEORGES, MARY C	P O BOX 541421	MERRITT ISLAND
LEVENSALER, TIMOTHY TRUSTEE	P O BOX 542349	MERRITT ISLAND
KARAMOLENGOS, JOHN	P O BOX 544	SCOTTSMOOR
MOREHEAD, LOUIS C JR TRUSTEE	P O BOX 549	SCOTTSMOOR
FRANKLIN, RICHARD E	P O BOX 556	SCOTTSMOOR
KIM A JONES AGENCY INC	P O BOX 560060	ROCKLEDGE
LANTTEE LLC TRUSTEE	P O BOX 560237	ROCKLEDGE
MOUNT, DONN E	P O BOX 5610	TITUSVILLE
SUPPORT 100 PROPERTY MGMT LLC	P O BOX 562725	ROCKLEDGE
FP CONSULTANTS LLC TRUSTEE	P O BOX 568276	ORLANDO
STEWART, DAVID W	P O BOX 5869	TITUSVILLE
DEEN, JOE	P O BOX 590188	SHARPES
HIS OWN LLC TRUSTEE	P O BOX 5961	TITUSVILLE
BURKETT, RICHARD M	P O BOX 6065	KINSTON
CITY ELECTRIC SUPPLY COMPANY	P O BOX 607099	ORLANDO
4DD INVESTMENT LLC	P O BOX 623	TITUSVILLE
BENNETT, RAYMOND F	P O BOX 624	MIMS
GERMAN, ROBERT E	P O BOX 628	MIMS
FEDERAL NATIONAL MORTGAGE ASSO	P O BOX 650043	DALLAS
JECKOVICH, DAVID	P O BOX 664	NEW SMYRNA BEACH
SOUTHLAND CORPORATION, THE	P O BOX 711	DALLAS
BELLSOUTH TELECOMMUNICATIONS I	P O BOX 7207	BEDMINSTER
SOWARDS, GARLAND	P O BOX 793	MIMS
GAULDIN, WILLIAM H	P O BOX 8	TITUSVILLE
334 W 46TH STREET LLC	P O BOX 805	COCOA
O'FLAHERTY, ANTHONY M	P O BOX 805	COCOA
BRYAN AVENUE TRUST NUMBER 1	P O BOX 811241	TITUSVILLE
DAMIANO, NICHOLAS SR TRUST	P O BOX 817	TITUSVILLE
DAMIANO, NICHOLAS SR TRUST	P O BOX 817	TITUSVILLE
MAHASE, NEIL	P O BOX 834	MIMS
MAYNARD, CLAYTON J	P O BOX 843	TITUSVILLE
GARRISON, ROBERT M	P O BOX 862	TITUSVILLE
CHASTAIN TITUSVILLE LLC	P O BOX 880908	PORT ST LUCIE
SCHULTZ, JEFFREY WILLIAM	P O BOX 881026	PT ST LUCIE
ALLEN, JOHANNA M	P O BOX 96	TITUSVILLE
TCSE FUSION LLC	P O BOX 97473	RALEIGH
WINFIELD, GLENN W	RT 3 BOX 445	RIDGELY
HUGHSON, JAMES R	SWISS HILL RD	JEFFERSONVILLE

Appendix D

Public Kick-Off Meeting Summary

SUMMARY PROVIDED ON CFLROADS SITE

Appendix E

Alternatives Public Meeting Summary

SUMMARY PROVIDED ON CFLROADS SITE

Appendix G

Additional Public Comments



MEETING SUMMARY

Meeting Date: January 28, 2015 (Wednesday) **Time:** 10:00 am

Project: SR 406 and US 1 Corridor Planning Studies by FDOT

Subject: Initial Project Kick-off with Local Agency Partners

Meeting Location: City of Titusville – Council Chambers, 2nd Floor

I. ATTENDEES:

Judy Pizzo – FDOT
Georganna Gillette – SCTPO
Brad Parrish – City of Titusville
Trevor Traphagen – City of Titusville
Greg Moore – GMB, Inc.
Kevin Freeman – GMB, Inc.
Melissa Gross – GMB, Inc.

II. INTRODUCTIONS & OVERVIEW

Following staff introductions, a brief overview of the project history, and the purpose of a corridor study was given. There was a discussion on the general process of the corridor study and that the final deliverable would be an Alternatives and Strategies Report to outline potential improvement strategies.

III. REVIEW OF INITIAL ACTIVITIES

- Schedule – participants reviewed the draft 18-month overview schedule and key milestones. There were no comments on the tentative schedule from agency staff.
- Bus Tour / Walking Tour – It was discussed that field review of the SR 406 and US 1 corridors should be kept separate due to the long distance of the SR 406 study area and the distinctly different nature of the two corridors. The transit line only runs east to west on SR 406 from Park Ave to the Publix shopping center, with only one bus stop at the Publix, a bus tour is probably not feasible for that corridor, however maybe a driving tour would be appropriate.
- Project Visioning Team – The purpose and makeup of the project visioning team was discussed, along with the number of meetings that would be held and at what point in the study process. It was agreed that we would send out a PVT post card to the property owners and tenants within both study areas. Mail out coverage will include logical neighborhood boundaries.
- Stakeholder List – The City will provide the consultant team with a list of potential stakeholders for both study areas, along with contact information.
- Public Involvement Plan development – There was a brief review of the Draft PIP

currently being developed and the major milestones in the public involvement process. The City requested an electronic copy of the PIP to circulate amongst staff and their Public Involvement Office.

- Potential Public Meeting sites – The City will provide contact information for the large meeting space located on the second floor of the fire station as a potential site for public meetings. The City Hall Council Chamber will be available for PVT meetings, stakeholder interviews, and other coordination meetings as needed.
- Project Branding – The general consensus on the proposed branding for both corridors was positive, the City is going to circulate and provide more-detailed feedback.

IV. OPEN DISCUSSION OF ISSUES / NEEDS

General Comments:

- A large portion of the community use bikes for transportation
- The City is in favor of providing gateway / branding features
- SR 406
 - Construction of the 406 / Singleton Avenue intersection improvements will begin soon
 - Concern over placement of existing on street parking given land use and general lack of utilization.
 - Not currently desirable facility for bikes, not heavily used
 - The City would like to explore some access management concepts
 - The City would also like to consider a “road diet” due to the Max Brewer Bridge being only 2 lanes, and would it be feasible based on future traffic projections to make SR 406 2 lanes?
 - Potential for removing the signal at Palm Ave, or a location for a roundabout?
 - The City would like to see enhanced bike / pedestrian facilities
- US 1
 - The City asked about the potential of reducing the number of lanes, or performing a “road diet”
 - The Hopkins Ave Complete Street Study is nearing completion, with construction to start in 2017. Limits extend to Grace Avenue at the north end.
 - The Grace / US 1 NB / US 1 SB intersection is very difficult for pedestrians, potential location for a roundabout?
 - Cycles use Indian River Ave as an alternative to US 1
 - Many business on US 1 SB have requested replacement of the on-street parking that was previously removed.
 - There are concerns that the SB road is only functioning as a through put facility and not serving the urban downtown atmosphere.
 - Need to evaluate the mid-block pedestrian crossings for sight distance issues.
 - Councilwoman Long requested that an alternate road be considered to eliminate the one way pair (potentially utilizing the next block west of Hopkins (Palm Ave.).

V. ADJOURN

ATTACHMENTS:

- Action Items Log (to support meeting discussion)

ACTION ITEMS:

Task	Responsible Person(s)	Date Added	Date to be Completed	Description	Comments
1	City	1/28/15		Provide list of requested contacts provided by Consultant Team	
2	Consultant Team	1/28/15		Provide draft PIP & Schedule to City	
3	Consultant Team	1/28/15		Add Jim Liesenfelt, Kevin Cook, and Leigh Holt to all study related correspondence list	
4					
5					
6					
7					

US 1 Stakeholder List:

Organization	Contact Name	Phone	Email
Merchants Association			
Chamber of Commerce			
FEC			
Historic Preservation Board			

SR 406 Stakeholder List:

Organization	Contact Name	Phone	Email
Schools			
Chamber of Commerce			
FEC			
Airport			



Project Update



Purpose of the Studies

Projects requested by the City of Titusville to coordinate the development of a future vision for US 1, SR 406, and Coast-to-Coast Titusville Gap that establishes a **multimodal approach** for providing future transportation needs.

Community-based evaluation to determine how best to meet the **needs of current and future users**.

Establish a long-term plan to guide evolution of the corridors that appropriately correlates the **balance between land use and transportation planning**.



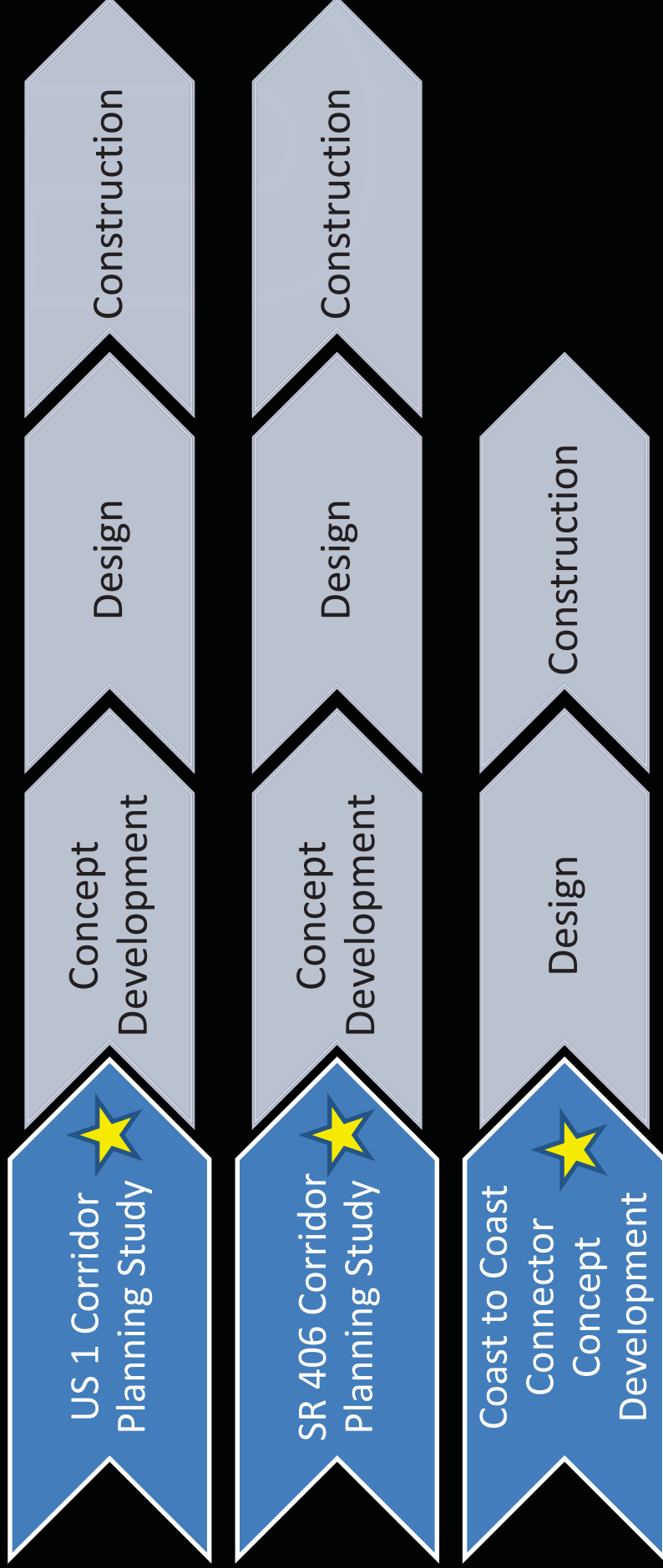
Project Development Process



Project Update



Corridor Planning Study Process



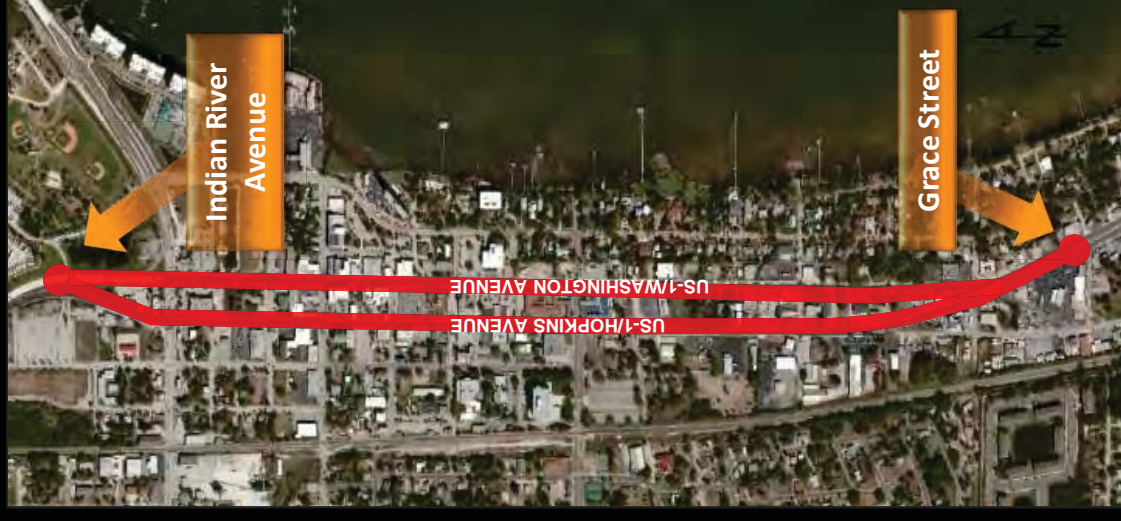
Project Update



US 1 Corridor Planning Study Recommendations

Desired improvement elements include the following:

- Crosswalks
 - Draw more attention to pedestrian crosswalks
 - Provide consistent crosswalks between one-way pairs
- Grace Street
 - Improve intersection for safety



US 1 Spot Improvement: Downtown Gateway Roundabout & Benefits


- Gateway feature for City of Titusville
- Will promote slower speeds entering downtown



US 1 Spot Improvement: Crosswalk Consistency



Legend

-  Proposed Crosswalk Location
-  Coast to Coast Trail
-  Signalized Intersection
- Consistent pedestrian crosswalk treatments on side streets
- Continuous crosswalk locations across one-way pairs



Project Update



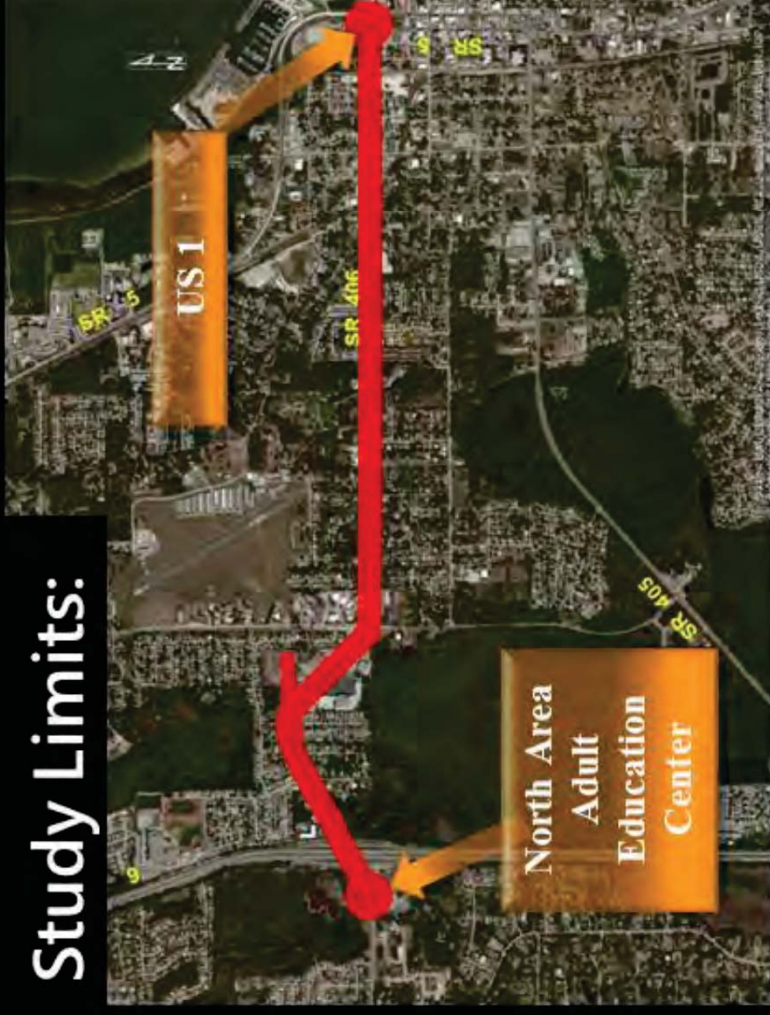
SR 406 Corridor Planning Study

Recommendations

Desired improvement elements include the following:

- Bike lanes with a connection to planned overpass
- Wider sidewalks
- Removal of the traffic signal at Palm Ave
- Avoid Right-of-Way impacts
- Maintain evacuation route
- Improved access management
 - Median opening design
 - Access points

Study Limits:



SR 406 Planned Improvements

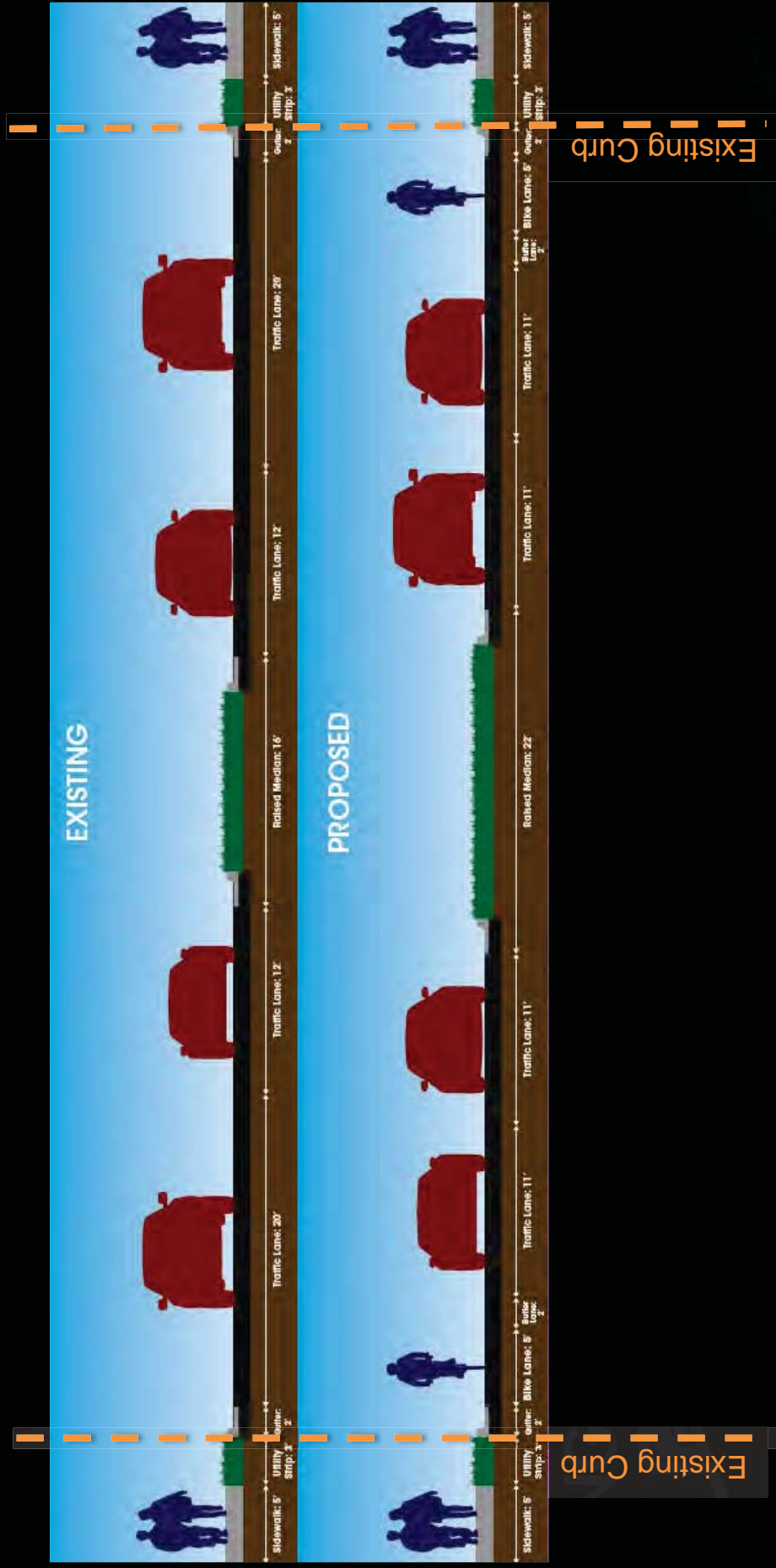
- East Coast Regional Rail Trail Pedestrian Overpass (Under Construction)
- SR 406 at Singleton Avenue Intersections (Construction begins in early 2016)
- Resurfacing Project on SR 406 from Petty Circle to US 1 Northbound (Construction in 2018)



Project Update



Corridor Improvements: I-95 to Singleton Avenue



Project Update



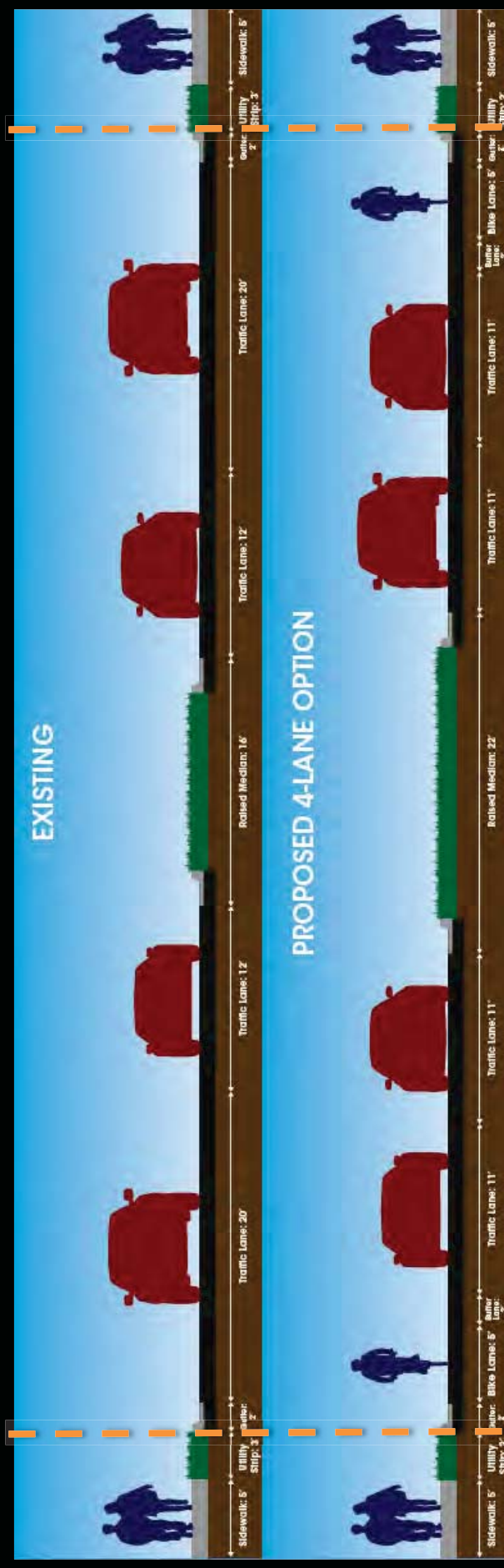
SR 406 Spot Improvements: Singleton Ave

Roundabout

- Approximate Right-of-Way needed: 600 square feet
- 2040 PM Future Conditions Delay / LOS
 - No-Build: 29.9 / C
 - Roundabout: 15.5 / C
- Can be utilized as a gateway feature into the City of Titusville
- Approximate Cost: \$1.8 million (R/W, Design, Construction)



Corridor Improvements: Singleton Avenue to Dixie Avenue



Existing Curb

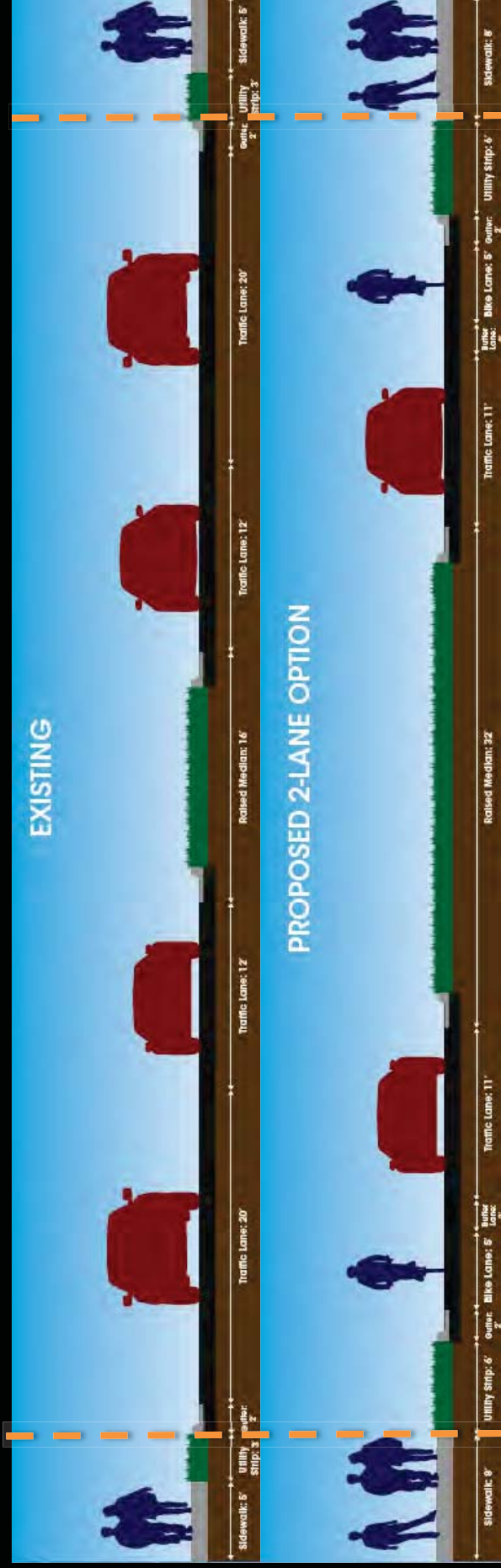
Existing Curb



Project Update



Corridor Improvements: Singleton Avenue to Dixie Avenue (Road Diet)



Existing Curb

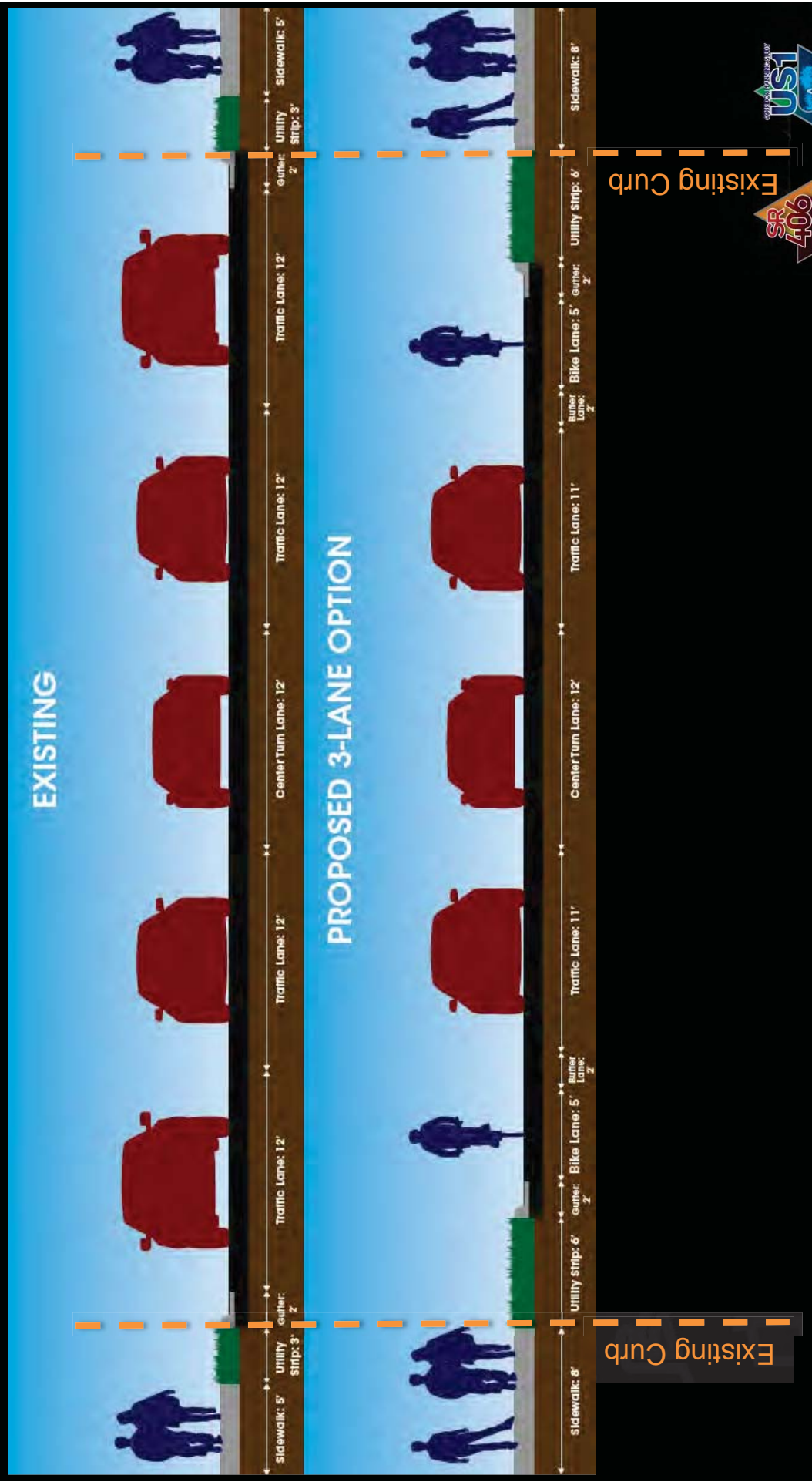
Existing Curb

- 2-lane divided roadway is not compatible with roundabout



Project Update

Corridor Improvements: Dixie Ave to US 1 (Road Diet)



Project Update



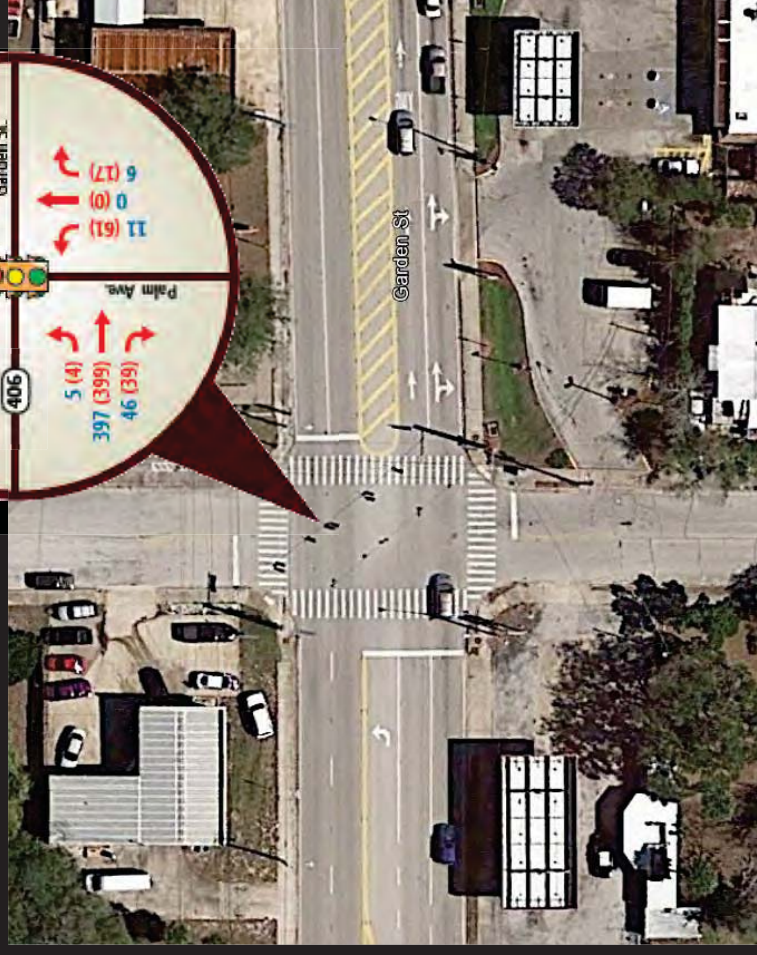
Existing Curb

Existing Curb

SR 406 Spot Improvements: Palm Avenue Signal Removal

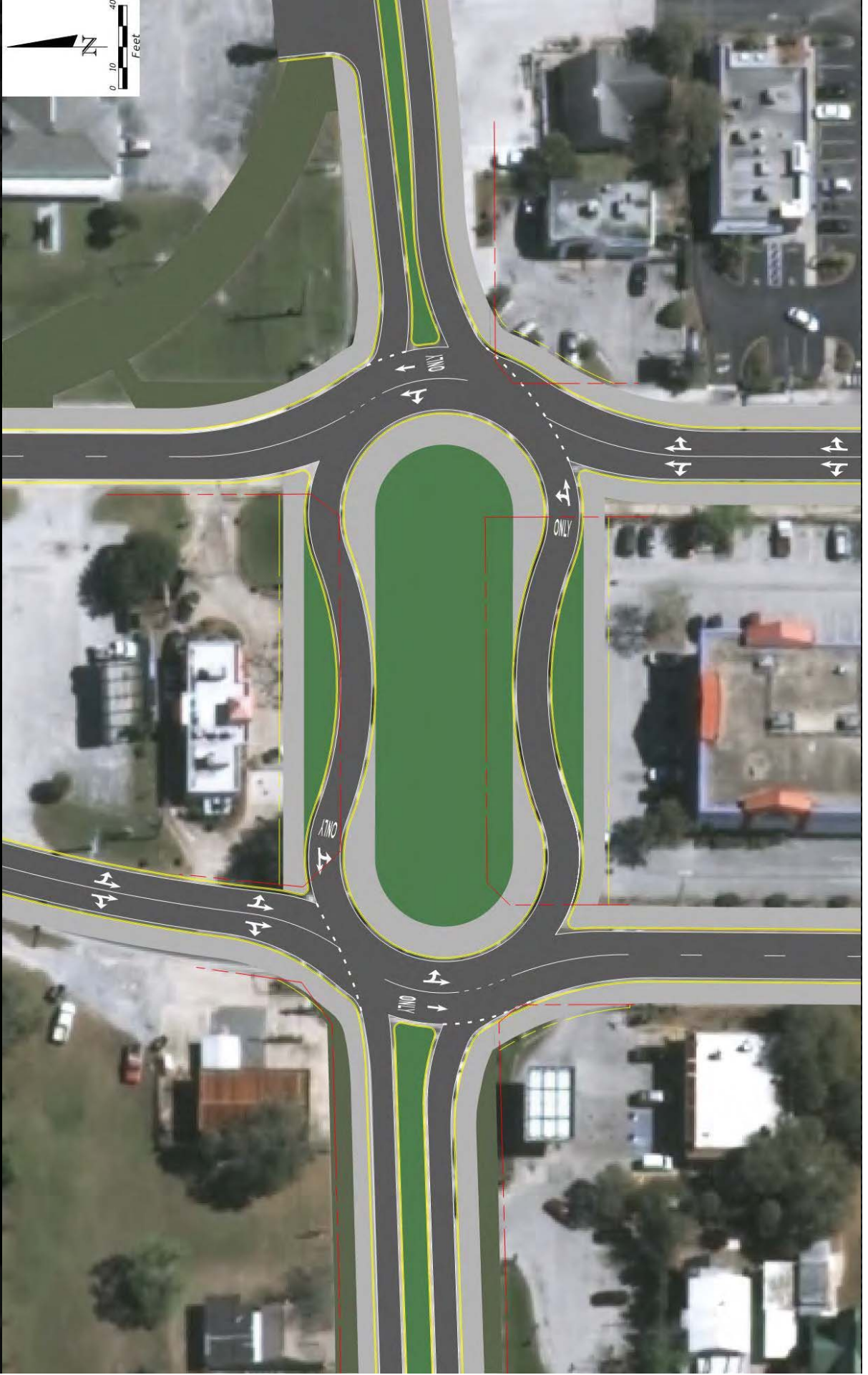
- Signal not warranted
- Does not meet spacing standards with Hopkins Ave signal
- Poor signal coordination with US 1 observed

2040 Project Volumes



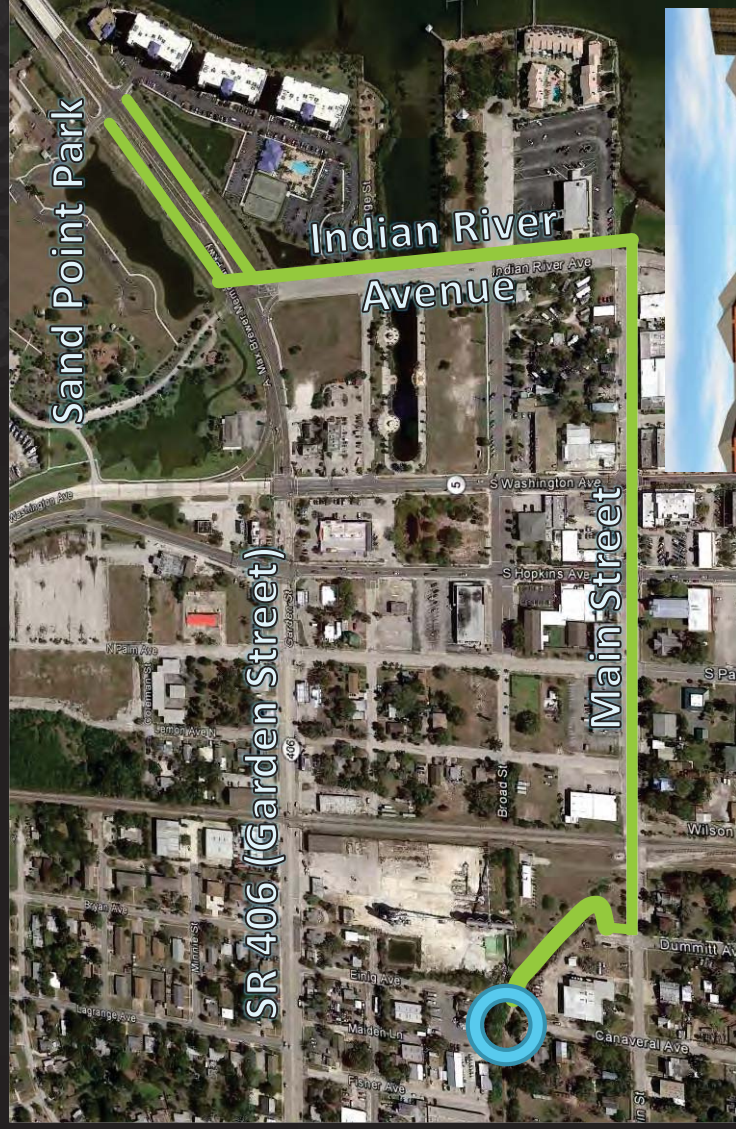
Project Update

SR 406 Spot Improvement: Roundabout at US 1/SR 406 Intersection



Coast to Coast Trail Gap Concept

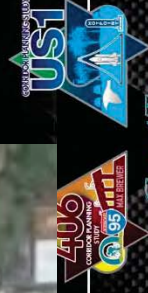
- FEC abandoned railroad alignment
- Utilize Main Street and Indian River Ave Right-of-Way
- Cycle track concept on Main Street and Indian River Ave
- Utilize existing bike lanes on SR 406



Trail Concept Plans



Project Update



Trail Concept Plans



Project Update



Trail Concept Plans



Project Update



Trail Concept Plans



Project Update



Trail Concept Plans



Project Update



Questions/Comments?

Contact Us!

Judy Pizzo, MS, GISP

Planning Project Manager

Planning & Corridor
Development

FDOT District 5

Judy.pizzo@dot.state.fl.us

386-943-5167

Consultant Team Contacts:

Melissa Gross, PE

US 1 Study Contact
VHB

MGross@vhb.com

Kevin Freeman, PE

SR 406 and Coast-to-Coast Study
Contact
VHB

KFreeman@vhb.com

407-839-4006

Visit our website at www.cflroads.com

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator by phone at (386) 943-5367, or via email at Jennifer.Smith2@dot.state.fl.us



Downtown Titusville Merchants Association Meeting

FM #: 436187-1-12-01

US 1 Corridor Planning Study

June 3, 2015

Presentation Agenda

- About a Corridor Planning Study
- Project Background
- Corridor Overview
 - Existing Conditions
 - Identified Issues & Opportunities
- Concurrent Study (SR 406)
- Schedule
- How to get involved...
- Next Steps
- Contact



Project Development Process

★
**Planning
Phase(s)**

Current Progress

Design

Right-of-Way

Construction

- Goals of a Planning Study
- Identify & Evaluate Project Alternatives
- With Input from the Public & Stakeholders
- Identify Next Steps (Additional Study, or Design)
- Timing is Dependent on Available Funding



Corridor Planning Study Process

Define the Problem

- Stakeholder Outreach
- Collect Data
- Understand Issues and Identify Opportunities

Define the Purpose and Need

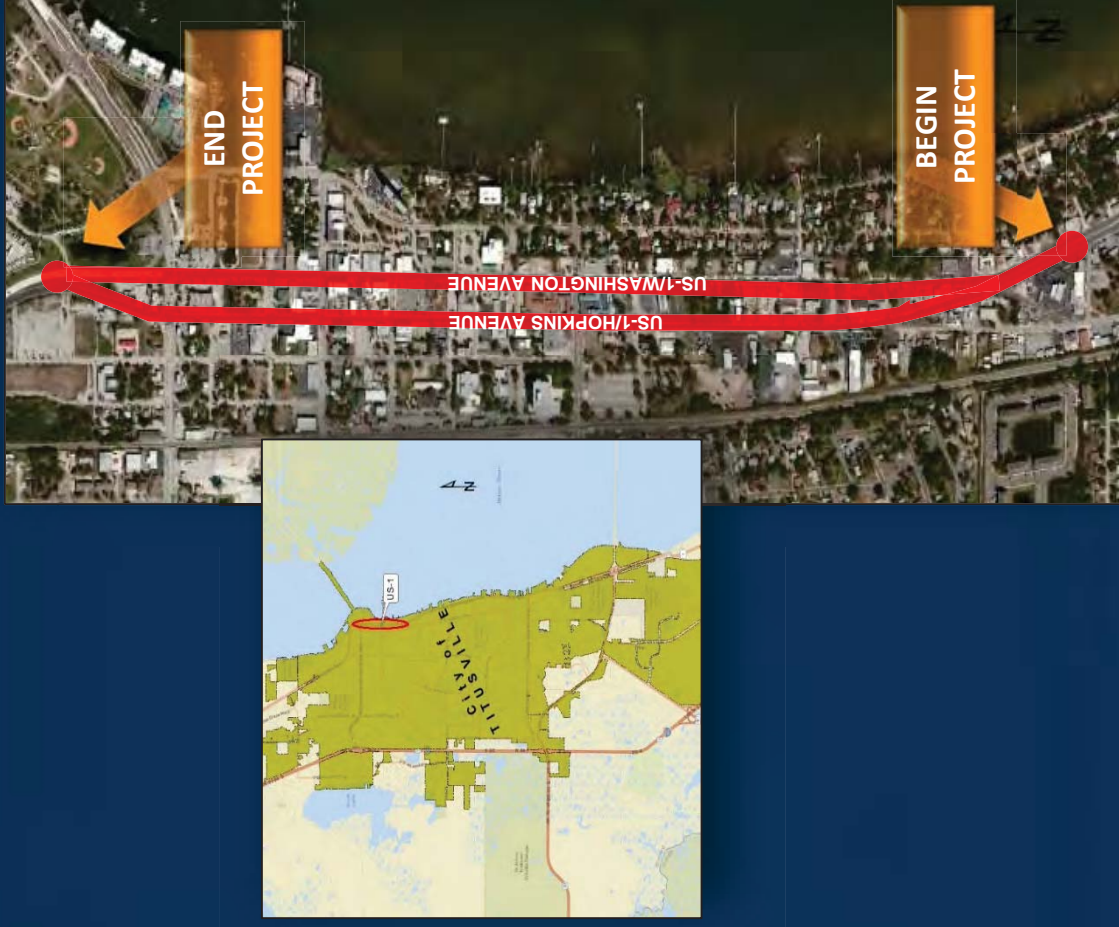
- Continued Stakeholder Outreach 
- Identify Goals & Objectives
- Define Purpose & Need
- Define Measures of Success

Define and Select Alternatives

- Identify Alternatives / Improvement Strategies
- Compare Alternatives
- Select Alternative(s) and Determine Next Steps

Study Area

- Laurel Place to Indian River Avenue
- 1.25 miles
- Urbanized, Four-lane bidirectional (from Laurel Place to Grace Street) and two-lane, one-way pair segment (from Grace Street to Indian River Avenue)
- One-way pair section through historic downtown Titusville



Project Background and Goals

- Project requested by the City of Titusville to coordinate the development of a future vision for US 1 that establishes a **multimodal approach** to providing for future transportation needs.
- Community-based evaluation to determine how best to meet the **needs of current and future users**.
- Establish a long-term plan to guide evolution of the corridor that appropriately correlates the **balance between land use and transportation planning**.



Healthy Community Design (HCD) Principles



Nine Healthy Community Design Principles

Drive Economic Development

Improve Access to Job Opportunities

Promote Social & Environmental Justice

Encourage Opportunities for Mixed Use Development/Transit Supportive Land Uses

Improve Access to Education

Empower Community Organizations/Events

Promote Access to Healthy Food and Health Care

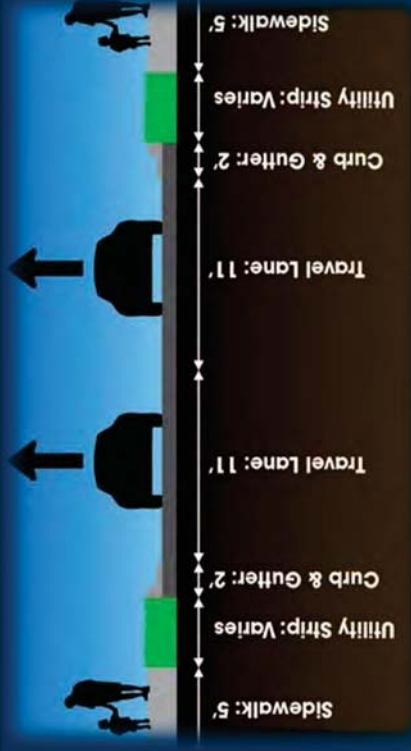
Invest in People, not Cars

Maximize the Opportunity for All Residents to get Physical Activity



Existing Conditions

- Typical Sections
 - 5' sidewalks
 - Utility strips (varies)
 - 12' travel lanes (11' on one-way pair)
 - On-street parking (on two-way section)
 - Grassed median (on two-way section)
- Pedestrian & Bicycle Facilities
 - Sidewalks present on both sides
 - A few identified gaps in sidewalk coverage
 - Undesignated bike lanes from Main Street to Indian River Avenue
- Transit
 - Routes 1, 2, & 5
 - 60 minute frequency
 - Bus stop facilities consist of signs and in some cases benches



Issues & Opportunities

Pedestrian & Bicycle Facilities

- No designated bike lanes
- Opportunities to connect with planned trails
- Identify locations with high volume of mid-block crossing

Transit

- Limited bus stop facility accommodations
- Location of bus stops

Traffic Conditions

- Capacity not exceeded
- Intersections Operate at Acceptable LOS

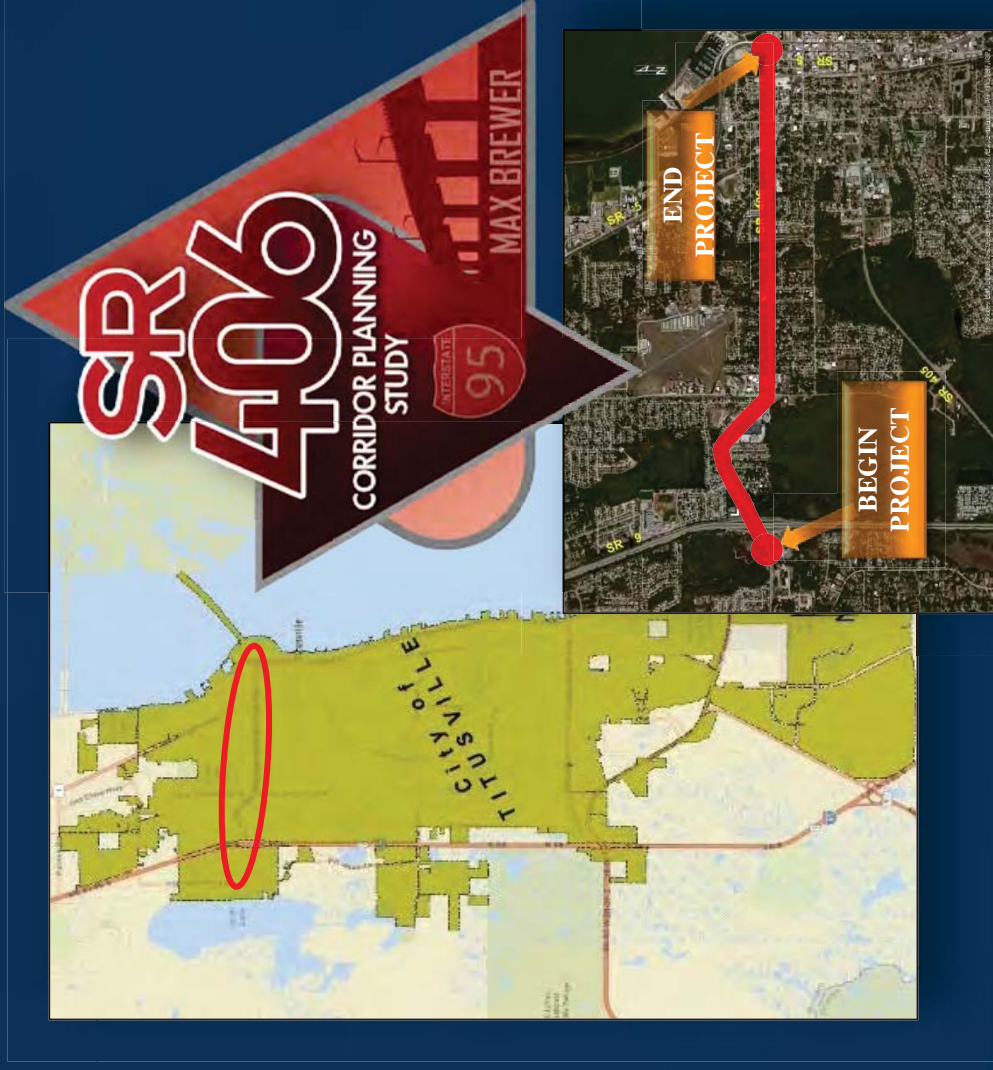
Safety

- Additional ADA accommodations needed
- Potential to improve pedestrian crossings



Concurrent SR 406 Corridor Planning Study

- From South Lake Elementary School to US 1
 - 2.87 miles
- Scheduled to run concurrently with US 1 Corridor Planning Study
- Public Meetings will be combined with US 1 meetings
- Study related material for both studies will be made available to the public on cflroads.com



Corridor Planning Study Schedule

Public Involvement Activity Schedule	2015												2016						
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
Department & Agency Kick-off Meeting	★																		
Field Review				★															
Project Visioning Team Meetings				★								★							
Public Involvement Kick-off Workshop							★												
Alternatives Development																			
Public Workshop																			
Project Completion																			★



Downtown Titusville Merchants Association Meeting



Corridor Planning Study Process

Define the Problem

- *Existing Conditions Summary*
- PVT Meeting #1

Define the Purpose and Need

- *Future Conditions Summary* ★
- **Public Kick-off Workshop (07/29/2015)**
- *Purpose and Needs Summary*

Define and Select Alternative(s)

- PVT Meeting #2
- **Alternatives Development Public Workshop**
- PVT Meeting #3
- *Alternatives and Strategies Report*

Key Goals for the US 1 Corridor



- Improve Safety
- Support Economic Development
- Improve Pedestrian Mobility
- Speed Management
- _____ Your Input
- _____ Your Neighbor's Input
- _____ Your Customer's Input
- **WE NEED YOUR HELP!**



How to get involved...

- ✓ Attend the Public Kick-off Meeting
- ✓ Join the Project Visioning Team
- ✓ Sign up to receive project related information



Next Steps

Tentative Public Kick-off Meeting scheduled for July 29, 2015

- City of Titusville City Hall; Council Chambers
555 S. Washington Avenue
Titusville, FL
- 5:30 pm to 7:30 pm
- Presentations for US 1 and SR 406 Corridor Planning Studies will be given
- Study team staff will be available to answer questions and discuss the projects with the public

Questions/Comments?

Contact Us!

Judy Pizzo, MS, GISP

Planning Project Manager

Planning & Corridor Development

FDOT District 5

Judy.pizzo@dot.state.fl.us

386-943-5167

Melissa Gross, EI

Consultant Team Contact

VHB

MGross@vhb.com

407-839-4006

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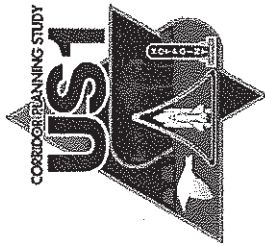


Downtown Titusville Merchants Association Meeting





US 1 Corridor Planning Study by FDOT
 FM Nos. 436187-1-12-01 (US 1)
 June 3, 2015
 Downtown Titusville Merchants Association Meeting
Interested Person Sign-up Sheet



NAME	E-MAIL ADDRESS
Sue Gilman, Pat Fischer Hobson	Sgilman814@aol.com
Edward Hobson	PopEdPerfections@aol.com
Cynthia Pistilli	P.stillisinc@gmail.com
Heidi Thamer, The Downtown Art Gallery	tvillegallery@aol.com
Glen Hamann	glen.hamann@titusville.com
Polly Schuster	deleespine5@gmail.com
June Hobson	NBH5JUPE@CMAIL.COY
GRETCHEN W. MACMICHAEL Shane 840 WPLGS	CONTACT MACSWEETS@GMAIL.COM shanescottproductions@gmail.com

Appendix F

Small Group Meetings



SUMMARY OF TELECONFERENCE AND CORRESPONDENCE

Meeting Date: July 25, 2016 (Monday) **Time:** 4:30 pm – 5:00 pm

Project: US 1 Corridor Planning Study

Subject: Potential Alternative(s) for further consideration during Concept Development

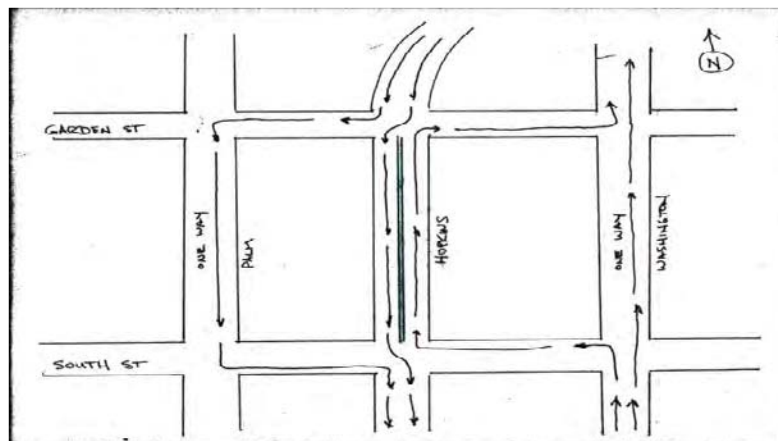
Meeting Location: Teleconference and E-mail

I. PARTICIPANTS:

Jim Tulley	Mayor – City of Titusville
Judy Pizzo	Planning Project Manager
Greg Moore	VHB Study Team
Kevin Freeman	VHB Study Team

II. SUMMARY

As described in the attached e-mail correspondence, the Mayor of Titusville requested consideration of an additional alternative with the objective of making the downtown section of US 1 more conducive to pedestrian and bicycle activity. On July 25th, the Department and study team conducted a conference call with Mayor Tulley to discuss the details of this concept. The goal of this concept was to provide equivalent north/south capacity for vehicular traffic while splitting the travel lanes amongst three parallel streets including Palm Avenue, S. Hopkins Avenue, and S. Washington Avenue. As illustrated in the figure below, Palm Avenue would be configured to support one-way southbound US 1 traffic utilizing the existing pavement to include a single southbound travel lane, on street parking, and enhancements to sidewalk and bicycle facilities. S. Hopkins Avenue would be converted to two-way operation, serving one lane southbound and one lane northbound. S. Washington Avenue would be the mirror image of Palm Avenue, converting the two lane north bound one-way operation to a single northbound travel lane with on street parking or a bicycle lane. These improvements would be incorporated between SR 406 (Garden Street) and SR 405 (South Street) in order to split traffic between the parallel facilities.



During the call, the Department acknowledged that given the late stage of the ongoing Corridor Planning Study nearing completion, there is not an opportunity to conduct a detailed evaluation and associated coordination with the Project Visioning Team and other stakeholders. However, it was also recognized that there would be an opportunity to further evaluate this suggestion in the next stage of planning as part of a future Concept Development phase. This can be done at the same time that other longer-term improvements such as the potential roundabout at the Grace Street intersection and other such alternative treatments are further considered. In that sense, timing of the introduction of this alternative is appropriate because it involves the potential need to reconstruct Palm Avenue.

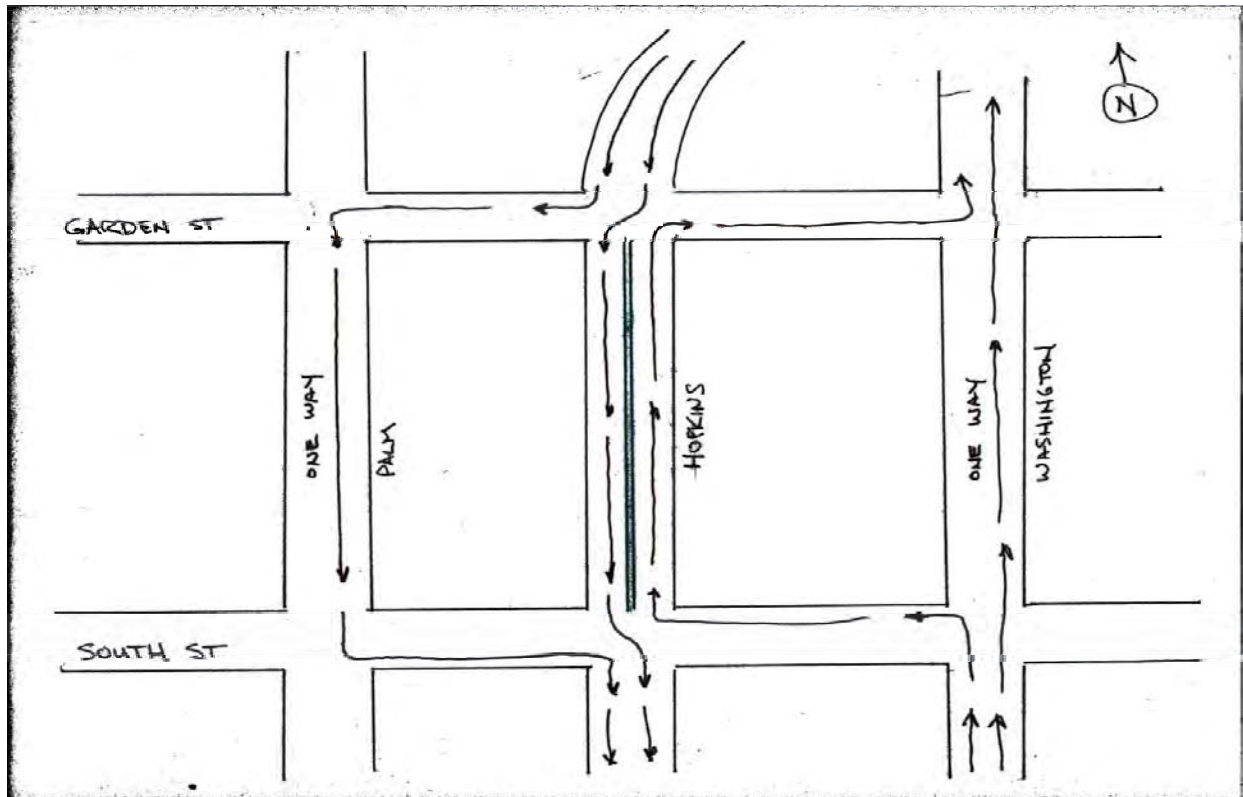
The study team had already evaluated the potential for using Palm Avenue to support southbound US 1 traffic in lieu of Hopkins Avenue, there was already an understanding that the condition of the existing pavement section and current profile may require complete reconstruction to support the traffic and truck loadings that utilizes US 1. Potential challenges such as driver expectations on which side of the US 1 corridor to be utilized for north/south through movements, and the associated traffic operations with an uneven distribution were also discussed.

During the call, Mayor Tulley referenced some areas in south Florida where US 1 has similarities to what he is proposing in the previous figure. After the call, the Mayor provided the study team with five locations in south Florida to analyze. The five locations identified are attached in the email correspondence portion of this summary. After review of these locations, the study team has concluded that these areas of US 1 divert all of US 1 traffic from one corridor to another instead of splitting traffic between multiple corridors as identified in the Mayor's alternative. The diversions provided the same amount of travel lanes or more in some instances. The diversion was done by realignment, use of adjacent roadways, or a traffic circle. In order for the diversion to be done, a very extensive operational analysis would be required to insure the change would not hinder traffic flow.

In the Mayor's alternative, if future traffic of US 1 Southbound for example was split evenly during the peak hour (1400 vehicles per hour (vph)) it would result in 700 vehicles turning right on Garden Street then left on to Palm Ave. For the left on to Palm, 700 vph would require a dual left which the single lane southbound on Palm wouldn't be able to support. Also the storage of vehicles turning left would be limited due to the closeness of the two intersections (approximately 200 feet). This would also be a challenging alternative to move forward given that the project future traffic volumes operate sufficiently in the current configuration.

The attached schematic and supporting details provide the basis for future consideration of Mayor Tulley's concept as interpreted by the Study Team.

Rough Schematics Detailing Mayor Tulley's Concept



Palm Avenue (Between South Street and Garden Street)

- Existing pavement section is approximately 34 feet between the curbs. This is wide enough to support the proposed configuration with:
- One Southbound US 1 travel lane (12-ft)
- On Street Parking (8-ft)
- Buffered bicycle lane (7-ft)
- Additional 7 feet remains
- Existing profile and pavement condition would likely necessitate a complete reconstruction to support US 1 traffic.

S. Hopkins Avenue (Between South Street and Garden Street)

- Existing one-way southbound operation converted to a two-way with a single lane in each direction. No major improvements other than restriping and turn lane mods. No bike lanes.

S. Washington Avenue (Between South Street and Garden Street)

- Existing two-lane northbound operation converted to one-lane with on-street parking. Existing curb-to-curb width will only support a 12-ft travel lane, 8-ft parking space, and a 4-ft bicycle lane with no buffer. This would need to be evaluated more closely for safety and adherence with current criteria, and potential design variation.

Northbound Traffic

- The northbound traffic would approach the south street intersection and have the option to continue on S. Washington Avenue with a reduced single lane or take a left on South Street and a right on S. Hopkins Avenue to continue northbound.
- To continue northbound on US 1, S. Hopkins Avenue traffic would need to make a right on Garden Street then a left on back on to S. Washington Avenue while S. Washington Avenue traffic would just continue travelling north.

Southbound Traffic

- The southbound traffic would approach the Garden Street intersection and have the option to continue on S. Hopkins Avenue with a reduced single lane or take a right on Garden Street and then a left on Palm Avenue to continue southbound.
- To continue southbound on US 1, Palm Avenue traffic would need to make a left onto South Street and a right on S. Hopkins Avenue, while S. Hopkins Avenue traffic would continue through the South Street intersection to continue travelling south.

Freeman, Kevin

From: Pizzo, Judy <Judy.Pizzo@dot.state.fl.us>
Sent: Tuesday, July 26, 2016 5:04 PM
To: Tulley, Jim
Cc: Moore, Gregory; Freeman, Kevin; Garcia, Heather; Lovejoy, Adam; Olson, Steve
Subject: RE: US 1 Corridor Study, Titusville, FL

Mayor Tulley, thank you for the research, no need for a sketch, unless you feel more comfortable about providing.

Tomorrow, I'm going to put my great team to work looking those sites you found.

Buckle Up, Sit Up, Hang Up and Drive 

Judy Pizzo, MS, GISP 
Planning & Corridor Development Project Manager
FDOT, District 5
DeLand, FL 32720
Voice: 386.943.5167 DeLand
e-Mail: judy.pizzo@dot.state.fl.us

Please consider the impact on the environment 
and your responsibility before printing this e-mail

From: Tulley, Jim [mailto:Jim.Tulley@Titusville.com]
Sent: Tuesday, July 26, 2016 5:00 PM
To: Pizzo, Judy
Subject: RE: US 1 Corridor Study, Titusville, FL

Judy,

Thanks for the rapid response. Your drawing was not quite what I had envisioned as I would have made this change only between South and Garden Streets. But you understand what I was trying to accomplish and since you are the experts, perhaps your concept drawing might work better. My concern is what happens to southbound Palm Ave south of South St. where it runs into commercial property.

I found the following turns on US-1:

1. In Miami where it turns right from Brickell Ave to get to Biscayne Blvd
2. There is a large traffic circle with a park in the center in Hollywood.
3. The location in Fort Lauderdale is where US-1 merges right onto E. Sunrise Blvd (SR-838), heading East for a few blocks and then turns back north.
4. In West Palm Beach there is a place where US-1 shifts one block west at Okeechobee Blvd (SR-704), then shifts back about a mile to the north. Interesting about this one is that you can't continue north on S. Dixie because it's one-way southbound, while Federal Hwy (one block further east is one way northbound.
5. In Northwood Village, there is a place at 25th St where US-1 shifts two blocks to the west. I think this is the one I recalled from having run through this area.

That's all I was able to find. I will send you a rough sketch of what I had in mind tomorrow, if that would help?

Thanks for humoring me.

Jim Tulley

Mayor of Titusville

Gateway to Nature and Space

Office: 321-567-3702

Cell: 321-591-0850

Home: 321-383-1268

ANY E-MAIL RESPONSE RECEIVED FROM A COUNCIL MEMBER SHOULD NOT BE FORWARDED TO OTHER COUNCIL MEMBERS IN ORDER TO AVOID ANY APPEARANCE OF A VIOLATION OF THE GOVERNMENT IN SUNSHINE LAW.

Any materials concerning the City of Titusville will be treated as a public record as defined by the Florida open records laws.

From: Pizzo, Judy [<mailto:Judy.Pizzo@dot.state.fl.us>]

Sent: Tuesday, July 26, 2016 3:49 PM

To: Tulley, Jim

Cc: Garcia, Heather; Kevin Freeman (kfreeman@vhb.com); Greg Moore ; Cook, Kevin; Larese, Scott; Olson, Steve; Lovejoy, Adam

Subject: RE: US 1 Corridor Study, Titusville, FL

Mayor Tulley,

Thank you for the conversation yesterday. Attached is a summary of that conversation, along with graphics, which I hope depicts a clear understanding of that conversation.

In your previous email from July 25th, you'd mention an approach that you'd seen, possibly in the Fort Lauderdale area, which had the kind of turns on US-1 you were suggesting for the Titusville downtown area. A cursory review, via Google Earth, we were unable to find what you'd described. If you come across it again, please let us know. I'd like to see how it functions.

Please let me know if there's anything we've misinterpreted.

Regards,

Buckle Up, Sit Up, Hang Up and Drive 

Judy Pizzo, MS, GISP



Planning & Corridor Development Project Manager

FDOT, District 5

DeLand, FL 32720

Voice: 386.943.5167 DeLand

e-Mail: judy.pizzo@dot.state.fl.us

Please consider the impact on the environment 
and your responsibility before printing this e-mail

From: Tulley, Jim [<mailto:Jim.Tulley@Titusville.com>]

Sent: Monday, July 25, 2016 3:16 PM

To: Pizzo, Judy

Subject: RE: US 1 Corridor Study, Titusville, FL

Judy,

That was not exactly my proposal. What I suggested was to reduce Washington Ave to a single lane north bound and place the other northbound lane on Hopkins. The two southbound lanes would also be split, one on Hopkins and the other on Palm. The idea of reducing Washington and Palm to single lanes was to make them both more pedestrian friendly. Also, by placing two-way flow on Hopkins, the goal is to slow traffic.

My overarching goal in this suggestion was to slow traffic and make our whole downtown more pedestrian-friendly. Even though you misinterpreted my proposal, I gather the turn delays still apply. The reason this approach came to mind is that I have seen the same kind of turns on US-1 further south, I think near or in Fort Lauderdale. If that is true, how does that routing get past the turn delays?

Thanks,

Jim Tulley
Mayor of Titusville
Gateway to Nature & Space
321-567-3702 (W)
321-591-0850 (C)

From: [Pizzo, Judy](#)

Sent: Monday, July 25, 2016 12:10 PM

To: [Tulley, Jim](#)

Cc: [Garcia, Heather](#); [Kevin Freeman \(kfreeman@vhb.com\)](mailto:kfreeman@vhb.com); [Greg Moore](#); [Cook, Kevin](#); [Larese, Scott](#)

Subject: US 1 Corridor Study, Titusville, FL

Mayor Tulley,

Thank you for your continued involvement in the US 1 Corridor Study. Our US 1 study team as reviewed your proposed alternative and concluded with the following findings.

The US 1 corridor through downtown Titusville serves two types of traffic, first is local traffic accessing local businesses and residents throughout the Titusville area, while also being used regionally to move people and goods north and south through downtown Titusville. The proposed alternative would be to maintain Washington Ave as is, change Hopkins Ave from a 2-lane, 1- way southbound to a 1-lane, 2-way street. Then provide Palm Ave as a 2-lane, 1-one way southbound for US-1 traffic. These improvements would span from Garden Street to South Street and no realignment needs as we understand it.

The issues that arises with this alternative has to do with traffic distribution and the delay caused by the rerouting. The current daily traffic on that US 1 southbound segment is 11,400 vehicles a day and the future year 2040 traffic is projected to be 16,000 vehicles a day, with peak hour volume of 1,400 vehicles per hour. Majority of this traffic would travel through the intersections at Garden Street and US 1, Garden Street at Palm Ave, South Street at Palm Ave and South at Hopkins Ave and would need to be upgraded to provide the appropriate rights and lefts to shift traffic to Palm Ave. This would include adding turn lanes increase storage length, modifications of signals, etc... Incorporating in these additional right and left turns would drastically increase the overall delay for traffic travelling through downtown Titusville thus reducing the capacity of this movement. This would cause this route to reach an adverse level of service quicker than what is out there currently. US 1 would also be overlapping Garden Street and South Street traffic when transferring to and from Palm Ave which could cause issues on that roadway as well. The anticipated driver confusion for the southbound side would also be an issue as GPS's units would take traffic through Hopkins Ave and people not paying attention or

that are not familiar to US 1 shifting to Palm Ave could cause backups on Hopkins that could extend back into the Garden Street intersection.

Another issue identified is that Palm Avenue would become the new US 1 southbound, it would require a complete reconstruct of the current roadway surface. The pavement surface would need to be beefed up to handle the volume and truck weights that the current US 1 southbound see. Also some utilities would need to be relocated out of the clear zone and sidewalks and access point would need to be updated. Which could be a tough sell considering the US 1 southbound update was done several years ago on Hopkins.

These were some of the issues that arose when looking at proposed alternative if you would like to discuss this in more detail feel free to contact me or we could set up a meeting and go over it in person.

Thanks you again for your support of the US 1 Corridor Planning Study.

Thank you,

Judy Pizzo

Buckle Up, Sit Up, Hang Up and Drive 



Judy Pizzo, MS, GISP
Planning & Corridor Development Project Manager
FDOT, District 5
719 S. Woodland Blvd.
DeLand, FL 32720
Voice: 386.943.5167 DeLand
Toll Free: 1-877-385-7526
e-Mail: judy.pizzo@dot.state.fl.us
www.dot.state.fl.us

Please consider the impact on the environment 
and your responsibility before printing this e-mail



Moore, Gregory

From: Moore, Gregory
Sent: Tuesday, July 26, 2016 9:10 AM
To: Moore, Gregory
Subject: FW: US-1 Study

From: Tulley, Jim [<mailto:Jim.Tulley@Titusville.com>]
Sent: Monday, July 25, 2016 3:16 PM
To: Pizzo, Judy
Subject: RE: US 1 Corridor Study, Titusville, FL

Judy,

That was not exactly my proposal. What I suggested was to reduce Washington Ave to a single lane north bound and place the other northbound lane on Hopkins. The two southbound lanes would also be split, one on Hopkins and the other on Palm. The idea of reducing Washington and Palm to single lanes was to make them both more pedestrian friendly. Also, by placing two-way flow on Hopkins, the goal is to slow traffic.

My overarching goal in this suggestion was to slow traffic and make our whole downtown more pedestrian-friendly. Even though you misinterpreted my proposal, I gather the turn delays still apply. The reason this approach came to mind is that I have seen the same kind of turns on US-1 further south, I think near or in Fort Lauderdale. If that is true, how does that routing get past the turn delays?

Thanks,

Jim Tulley
Mayor of Titusville
Gateway to Nature & Space
321-567-3702 (W)
321-591-0850 (C)

From: [Pizzo, Judy](#)
Sent: Monday, July 25, 2016 12:10 PM
To: [Tulley, Jim](#)
Cc: [Garcia, Heather](#); [Kevin Freeman \(kfreeman@vhb.com\)](mailto:kfreeman@vhb.com); [Greg Moore](#); [Cook, Kevin](#); [Larese, Scott](#)
Subject: US 1 Corridor Study, Titusville, FL

Mayor Tulley,

Thank you for your continued involvement in the US 1 Corridor Study. Our US 1 study team as reviewed your proposed alternative and concluded with the following findings.

The US 1 corridor through downtown Titusville serves two types of traffic, first is local traffic accessing local businesses and residents throughout the Titusville area, while also being used regionally to move people and goods north and south through downtown Titusville. The proposed alternative would be to maintain Washington Ave as is, change Hopkins Ave from a 2-lane, 1- way southbound to a 1-lane, 2-way street. Then provide Palm Ave as a 2-lane, 1-one way southbound for US-1 traffic. These improvements would span from Garden Street to South Street and no realignment needs as we understand it.

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These were some of the issues that arose when looking at proposed alternative if you would like to discuss this in more detail feel free to contact me or we could set up a meeting and go over it in person.

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Thank you,

Judy Pizzo

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Toll Free: 1-877-385-7526
e-Mail: judy.pizzo@dot.state.fl.us
www.dot.state.fl.us

Please consider the impact on the environment 
and your responsibility before printing this e-mail



From: Garcia, Heather [mailto:Heather.Garcia@dot.state.fl.us]
Sent: Thursday, July 21, 2016 3:48 PM
To: Pizzo, Judy <Judy.Pizzo@dot.state.fl.us>; Freeman, Kevin <KFreeman@VHB.com>; Moore, Gregory <GAMoore@VHB.com>
Subject: FW: US-1 Study

FYI

Thank you.

Heather Garcia
Planning and Corridor Development Manager
PLEMO
719 S. Woodland Blvd.
DeLand, FL 32720
386-943-5077

From: Tulley, Jim [<mailto:Jim.Tulley@Titusville.com>]
Sent: Thursday, July 21, 2016 2:57 PM
To: Garcia, Heather
Subject: RE: US-1 Study

Heather,

I just reviewed the document attached to your last email related to the Palm Ave option. It looks much more costly and complex than my proposal. Even though I am not a traffic engineer, I think my proposal could be implemented with little or no change to the existing street networks. I will be interested to hear the opinions of your engineers.

Jim Tulley

Mayor of Titusville
Gateway to Nature and Space
Office: 321-567-3702
Cell: 321-591-0850
Home: 321-383-1268

ANY E-MAIL RESPONSE RECEIVED FROM A COUNCIL MEMBER SHOULD NOT BE FORWARDED TO OTHER COUNCIL MEMBERS IN ORDER TO AVOID ANY APPEARANCE OF A VIOLATION OF THE GOVERNMENT IN SUNSHINE LAW.

Any materials concerning the City of Titusville will be treated as a public record as defined by the Florida open records laws.

From: Garcia, Heather [<mailto:Heather.Garcia@dot.state.fl.us>]
Sent: Thursday, July 21, 2016 12:51 PM
To: Tulley, Jim
Cc: Pizzo, Judy; Freeman, Kevin; Moore, Gregory
Subject: RE: US-1 Study

Hi Mayor Tulley.

Our team is looking into your modification more closely. We'll get you more information early next week (hopefully by Monday).

Thank you.

Heather Garcia

Planning and Corridor Development Manager
PLEMO
719 S. Woodland Blvd.
DeLand, FL 32720
386-943-5077

From: Tulley, Jim [<mailto:Jim.Tulley@Titusville.com>]
Sent: Thursday, July 21, 2016 12:32 PM
To: Garcia, Heather
Cc: Pizzo, Judy
Subject: RE: US-1 Study

Heather,

I'm not sure you have included Palm Ave in the same manner as I proposed in the earlier email. That is, that Washington Ave would be one-way northbound, Hopkins Ave would be two way, and Palm Ave would be one way southbound. By doing this, US-1 would still have two lanes in both directions, but we can incorporate better traffic calming patterns. Please confirm that this proposal has been included in the study. If it was not, is it too late to add?

Please call me on cell number below.

Thanks,

Jim Tulley
Mayor of Titusville
Gateway to Nature & Space
321-567-3702 (W)
321-591-0850 (C)

From: [Garcia, Heather](#)
Sent: Monday, July 18, 2016 4:24 PM
To: [Tulley, Jim](#)
Cc: [Pizzo, Judy](#); [Freeman, Kevin](#); [Gross, Melissa](#)
Subject: RE: US-1 Study

Good afternoon Mayor.

Yes, the Palm Ave. Alternative was considered during the planning study. Attached is a recap of all alternatives, including Palm Ave., considered during the planning study.

Please let me know if you have any questions.

Thank you.

Heather Garcia
Planning and Corridor Development Manager
PLEMO
719 S. Woodland Blvd.
DeLand, FL 32720
386-943-5077

From: Tulley, Jim [<mailto:Jim.Tulley@Titusville.com>]
Sent: Tuesday, July 12, 2016 5:04 PM
To: Garcia, Heather
Subject: RE: US-1 Study

I await your reply.
US

Jim Tulley

Mayor of Titusville

Gateway to Nature and Space

Office: 321-567-3702

Cell: 321-591-0850

Home: 321-383-1268

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From: Garcia, Heather [<mailto:Heather.Garcia@dot.state.fl.us>]
Sent: Tuesday, July 12, 2016 1:12 PM
To: Tulley, Jim
Cc: gamoore@vhb.com; Gross, Melissa; KFreeman@VHB.com
Subject: RE: US-1 Study

We're looking into it. I won't be able to confirm until Monday, but I will let you know right away on Monday.

Thank you.

Heather Garcia
Planning and Corridor Development Manager
PLEMO
719 S. Woodland Blvd.
DeLand, FL 32720
386-943-5077

From: Tulley, Jim [<mailto:Jim.Tulley@Titusville.com>]
Sent: Friday, July 08, 2016 11:34 AM
To: Garcia, Heather
Subject: FW: US-1 Study

Heather,

Would you please review the US-1 proposal below and confirm that this alternative is already in your US-1 planning study. Since Judy is out until 7/25, I would really like confirmation prior to that date.

Thanks,

Jim Tulley

Mayor of Titusville

Gateway to Nature and Space

Office: 321-567-3702

Cell: 321-591-0850

Home: 321-383-1268

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From: Tulley, Jim
Sent: Friday, July 08, 2016 11:19 AM
To: judy.pizzo@dot.state.fl.us
Subject: US-1 Study

Judy,

For as long as I have been aware, Titusville has had to deal with the problem of with high-speed traffic on US-1 through our downtown. Numerous proposals have been made, including moving the one-way pairs a block to the west onto Hopkins and Palm. All of the proposals seem to run into the problem of alignment of the pair with the divided 4-lanes to the north and south.

In the last few days I came up with what I considered to be a rather unique way of dealing with this problem. What if we were to alter US-1 only between Garden and South streets as follows:

1. Washington avenue becomes one lane one way north bound so that the other lane is available for parking.
2. Hopkins avenue becomes two lane two way traffic
3. Palm avenue becomes one lane one way south bound so that the other lane is available for parking.

This plan has the following advantages:

1. Eliminates the need for two to one lane merges as there would still be 2 lanes in each direction.
2. Allows for parking on Washington and Palm even with wide sidewalks
3. Two-way traffic on Hopkins should have effect of slowing traffic there too.
4. Little or no ROW purchase required.

I am aware of other places in the state where state roads make turns in downtown areas, so this idea is not unprecedented. I can draw a rough sketch of how this would work if necessary.

When I proposed the idea to our City Manager, he said that this option was already in the alternatives that FDOT is reviewing. Is that true? Please send me a list of the alternatives currently under consideration.

Thanks,

Jim Tulley

Mayor of Titusville

Gateway to Nature and Space

Office: 321-567-3702

Cell: 321-591-0850

Home: 321-383-1268

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Appendix

Appendix C – Spot Speed Study



GMB ENGINEERS & PLANNERS, INC.

Data Collections | Work Order Form

2602 E. Livingston Street
Orlando, FL 32803
407-898-5424

Other

Project #: 62572.01 Contact Person: Kevin F

Project Name: SR 406 Corridor Planning Studies

Date Submitted: 2/23/2015 Due Date: 3/13/2015

City: Titusville County: Brevard

Do We Have A Signed Contract? Yes No

Quoted Hours: _____

Type of Study:

- AIF Study
 - Vehicles Interviews
- License Plate Survey
 - Manual With Cameras
- Travel Time
 - With Car Bluetooth
- Pedestrian Study
- Other: Spot Speed Study

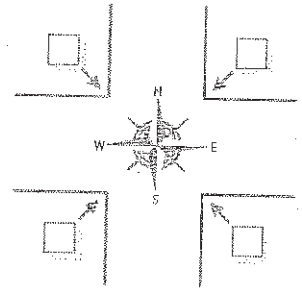
Duration: Interval(s): (_____) for _____ Day(s)
Other: 100 Cars

Location List:

1	Hopkins Ave (N of St Johns St)
2	Washington Ave (N of St Johns St)
3	S Hopkins Ave (N of Palmetto St)
4	Washington Ave (N of Palmetto St)
5	
6	
7	
8	
9	
10	

Special Notes:

Camera Location



Check the box that matches the location where the camera was setup

Technician: _____

Recording Date: _____

Camera Setup: _____

SD Card #: _____

Count Information:

Name: _____ Box ID: _____

Intervals: _____

Directions: NB SB EB WB

Name: _____ Box ID: _____

Intervals: _____

Directions: NB SB EB WB

Name: _____ Box ID: _____

Intervals: _____

Directions: NB SB EB WB

Name: _____ Box ID: _____

Intervals: _____

Directions: NB SB EB WB

- Filmed Processed
- Counted Paperwork Complete

*** S B ONLY ***

LOCATION ID: 62572-01 #1
 LOCATION: Hopkins Ave - N of St Johns St
 POSTED SPEED (mph):
 DATE: 03/02/15 Homph
 OBSERVER: MANNING
 REMARKS:

SECTION:
 MP:
 COUNTY:
 PAVEMENT CONDITION:
 TIME FROM: 9:30 AM
 TIME TO: 10:30 AM

CUM TOTAL	NUMBER OF VEHICLES:					SPEED	BOTH DIRECTIONS					
	20	15	10	5	MPH		20	15	10	5	CUM TOTAL	CUM TOTAL
0	0	0	0	0	0	>50	0	0	0	0	0	0
0	0	0	0	0	0	50	0	0	0	0	0	0
0	0	0	0	0	0	49	0	0	0	0	0	0
0	0	0	0	0	0	48	0	0	0	0	0	0
0	0	0	0	0	0	47	0	0	0	0	0	0
0	0	0	0	0	0	46	0	0	0	0	0	0
0	0	0	0	0	0	45	0	0	0	0	0	0
0	0	0	0	0	0	44	0	0	0	0	0	0
0	0	0	0	0	0	43	0	0	0	0	0	0
0	0	0	0	0	0	42	0	0	0	0	0	0
0	0	0	0	0	0	41	0	0	0	0	0	0
0	0	0	0	0	0	40	0	0	0	0	0	0
0	0	0	0	0	0	39	0	0	0	0	0	0
0	0	0	0	0	0	38	0	0	0	0	0	0
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0	0	0	0	0	0	19	0	0	0	0	0	0
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0	0	0	0	0	0	8	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	6	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	4	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	2	0	0	0	0	0	0
0	0	0	0	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	<17	0	0	0	0	0	0
0	0	0	0	0	0	TOTALS	0	0	0	0	0	0

SPEED DATA SUMMARY		(1) SOUTH	(2) NORTH
MEDIAN	AVERAGE	#VALUE!	#VALUE!
85TH PERCENTILE	15TH PERCENTILE	#VALUE!	#VALUE!
10 mph PACE		41	50



GMB ENGINEERS & PLANNERS, INC.

Data Collections | Work Order Form

Other

2602 E. Livingston Street
Orlando, FL 32803
407-898-5424

Project #: 62572.01 Contact Person: Kevin F

Project Name: SR 406 Corridor Planning Studies

Date Submitted: 2/23/2015 Due Date: 3/13/2015

City: Titusville County: Brevard

Do We Have A Signed Contract? Yes No

Quoted Hours: _____

Type of Study:

- AIF Study
 - Vehicles Interviews
- License Plate Survey
 - Manual With Cameras
- Travel Time
 - With Car Bluetooth
- Pedestrian Study
- Other: Spot Speed Study

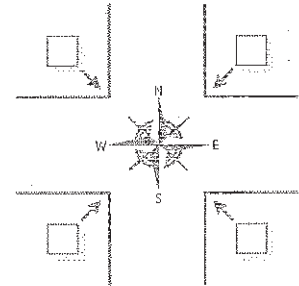
Duration: Interval(s): (_____) for _____ Day(s)
Other: 100 Cars

Location List:

1	Hopkins Ave (N of St Johns St)
2	Washington Ave (N of St Johns St)
3	S Hopkins Ave (N of Palmetto St)
4	Washington Ave (N of Palmetto St)
5	
6	
7	
8	
9	
10	

Special Notes:

Camera Location



Check the box that matches the location where the camera was setup

Technician: _____

Recording Date: _____

Camera Setup: _____

SD Card #: _____

Count Information:

Name: _____ Box ID: _____

Intervals: _____

Directions: NB SB EB WB

Name: _____ Box ID: _____

Intervals: _____

Directions: NB SB EB WB

Name: _____ Box ID: _____

Intervals: _____

Directions: NB SB EB WB

Name: _____ Box ID: _____

Intervals: _____

Directions: NB SB EB WB

- Filmed Processed
- Counted Paperwork Complete



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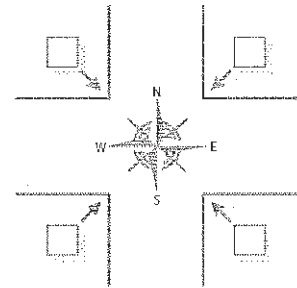
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Special Notes:

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Directions: NB SB EB WB

Name: _____ Box ID: _____

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Directions: NB SB EB WB

Name: _____ Box ID: _____

Intervals: _____

Directions: NB SB EB WB

Name: _____ Box ID: _____

Intervals: _____

Directions: NB SB EB WB

- Filmed Processed
- Counted Paperwork Complete

* SB ONLY *

SECTION:
 MP:
 COUNTY:
 PAVEMENT CONDITION:
 TIME FROM: 11:45 AM
 TIME TO: 12:40 PM

LOCATION ID: #3
 LOCATION: Hopkins Ave - N of Palmetto
 POSTED SPEED (mph): 30 mph
 DATE: 05/05/15
 OBSERVER: Mounir

REMARKS:

CUM TOTAL	NUMBER OF VEHICLES:					MPH	BOTH DIRECTIONS				
	20	15	10	5	TOTAL		CUM TOTAL	TOTAL	CUM TOTAL	TOTAL	
0	0	0	0	0	0	>50	0	0	0	0	0
0	0	0	0	0	0	50	0	0	0	0	0
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0	0	0	0	0	0	41	0	0	0	0	0
0	0	0	0	0	0	40	0	0	0	0	0
0	0	0	0	0	0	39	0	0	0	0	0
0	0	0	0	0	0	38	0	0	0	0	0
0	0	0	0	0	0	37	0	0	0	0	0
0	0	0	0	0	0	36	0	0	0	0	0
0	0	0	0	0	0	35	0	0	0	0	0
0	0	0	0	0	0	34	0	0	0	0	0
0	0	0	0	0	0	33	0	0	0	0	0
0	0	0	0	0	0	32	0	0	0	0	0
0	0	0	0	0	0	31	0	0	0	0	0
0	0	0	0	0	0	30	0	0	0	0	0
0	0	0	0	0	0	29	0	0	0	0	0
0	0	0	0	0	0	28	0	0	0	0	0
0	0	0	0	0	0	27	0	0	0	0	0
0	0	0	0	0	0	26	0	0	0	0	0
0	0	0	0	0	0	25	0	0	0	0	0
0	0	0	0	0	0	24	0	0	0	0	0
0	0	0	0	0	0	23	0	0	0	0	0
0	0	0	0	0	0	22	0	0	0	0	0
0	0	0	0	0	0	21	0	0	0	0	0
0	0	0	0	0	0	20	0	0	0	0	0
0	0	0	0	0	0	19	0	0	0	0	0
0	0	0	0	0	0	18	0	0	0	0	0
0	0	0	0	0	0	17	0	0	0	0	0
0	0	0	0	0	0	16	0	0	0	0	0
0	0	0	0	0	0	15	0	0	0	0	0
0	0	0	0	0	0	14	0	0	0	0	0
0	0	0	0	0	0	13	0	0	0	0	0
0	0	0	0	0	0	12	0	0	0	0	0
0	0	0	0	0	0	11	0	0	0	0	0
0	0	0	0	0	0	20	0	0	0	0	0
0	0	0	0	0	0	19	0	0	0	0	0
0	0	0	0	0	0	18	0	0	0	0	0
0	0	0	0	0	0	<17	0	0	0	0	0
0	0	0	0	0	0	TOTALS	0	0	0	0	0

SPEED DATA SUMMARY	(1) SOUTH		(2) NORTH	
	#VALUE!	#NUM!	#VALUE!	#NUM!
AVERAGE				
85TH PERCENTILE				
15TH PERCENTILE				
10 mph PACE	41	50	41	50



GMB ENGINEERS & PLANNERS, INC.

Data Collections | Work Order Form

Other

2602 E. Livingston Street
Orlando, FL 32803
407-898-5424

Project #: 62572.01 Contact Person: Kevin F

Project Name: SR 406 Corridor Planning Studies

Date Submitted: 2/23/2015 Due Date: 3/13/2015

City: Titusville County: Brevard

Do We Have A Signed Contract? Yes No

Quoted Hours: _____

Type of Study:

- AIF Study
 - Vehicles Interviews
- License Plate Survey
 - Manual With Cameras
- Travel Time
 - With Car Bluetooth
- Pedestrian Study
- Other: Spot Speed Study

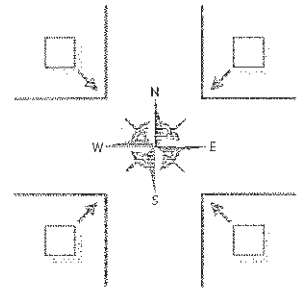
Duration: Interval(s): (_____) for _____ Day(s)
Other: 100 Cars

Location List:

1	Hopkins Ave (N of St Johns St)
2	Washington Ave (N of St Johns St)
3	S Hopkins Ave (N of Palmetto St)
4	Washington Ave (N of Palmetto St)
5	
6	
7	
8	
9	
10	

Special Notes:

Camera Location



Check the box that matches the location where the camera was setup

Technician: _____

Recording Date: _____

Camera Setup: _____

SD Card #: _____

Count Information:

Name: _____ Box ID: _____

Intervals: _____

Directions: NB SB EB WB

Name: _____ Box ID: _____

Intervals: _____

Directions: NB SB EB WB

Name: _____ Box ID: _____

Intervals: _____

Directions: NB SB EB WB

Name: _____ Box ID: _____

Intervals: _____

Directions: NB SB EB WB

- Filmed Processed
- Counted Paperwork Complete



Appendix

Appendix D – Synchro Reports

HCM Unsignalized Intersection Capacity Analysis
 1: N Washington Ave (NB)/S Hopkins Avenue & Indian River Ave

US 1 Existing PM
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					←		←	↑↑	↗	↖		↗↗
Volume (veh/h)	0	0	0	0	17	8	2	869	16	9	562	562
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	0	0	0	0	20	9	2	1010	19	10	653	653
Pedestrians								1			1	
Lane Width (ft)								12.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								2			2	
Upstream signal (ft)								675				
pX, platoon unblocked	0.91	0.91		0.91	0.91	0.91				0.91		
vC, conflicting volume	1204	1708	654	1691	2343	506	1307			1029		
vC1, stage 1 conf vol	674	674		1015	1015							
vC2, stage 2 conf vol	530	1034		675	1328							
vCu, unblocked vol	1026	1580	654	1561	2278	259	1307			834		
tC, single (s)	8.2	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	7.2	5.5		6.5	5.5							
tF (s)	3.8	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	89	99	100			99		
cM capacity (veh/h)	296	275	409	245	181	673	525			723		

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	29	2	505	505	19	10	871	436
Volume Left	0	2	0	0	0	10	0	0
Volume Right	9	0	0	0	19	0	218	436
cSH	236	525	1700	1700	1700	723	1700	1700
Volume to Capacity	0.12	0.00	0.30	0.30	0.01	0.01	0.51	0.26
Queue Length 95th (ft)	10	0	0	0	0	1	0	0
Control Delay (s)	22.4	11.9	0.0	0.0	0.0	10.0	0.0	0.0
Lane LOS	C	B				B		
Approach Delay (s)	22.4	0.0				0.1		
Approach LOS	C							

Intersection Summary		
Average Delay		0.3
Intersection Capacity Utilization	Err%	ICU Level of Service H
Analysis Period (min)		15

HCM Signalized Intersection Capacity Analysis
2: S Hopkins Ave & Garden St (SR 406)

US 1 Existing PM
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↔	↑↑						↑↑	↔
Volume (vph)	0	147	211	100	415	0	0	0	0	63	508	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		0.95		1.00	0.95						0.95	1.00
Frbp, ped/bikes		0.99		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.91		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3201		1769	3539						3519	1563
Flt Permitted		1.00		0.34	1.00						0.99	1.00
Satd. Flow (perm)		3201		634	3539						3519	1563
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	162	232	110	456	0	0	0	0	69	558	59
RTOR Reduction (vph)	0	185	0	0	0	0	0	0	0	0	0	38
Lane Group Flow (vph)	0	209	0	110	456	0	0	0	0	0	627	21
Confl. Peds. (#/hr)			2	2						3		1
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		9.5		20.2	20.2						17.0	17.0
Effective Green, g (s)		9.5		20.2	20.2						17.0	17.0
Actuated g/C Ratio		0.20		0.43	0.43						0.36	0.36
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		3.0		3.0	3.0						3.5	3.5
Lane Grp Cap (vph)		644		408	1514						1267	562
v/s Ratio Prot		0.07		0.03	c0.13							
v/s Ratio Perm				0.08							0.18	0.01
v/c Ratio		0.32		0.27	0.30						0.49	0.04
Uniform Delay, d1		16.1		8.5	8.9						11.8	9.8
Progression Factor		1.00		1.00	1.00						1.00	1.00
Incremental Delay, d2		0.3		0.4	0.1						0.4	0.0
Delay (s)		16.4		8.9	9.0						12.1	9.8
Level of Service		B		A	A						B	A
Approach Delay (s)		16.4			9.0			0.0			11.9	
Approach LOS		B			A			A			B	

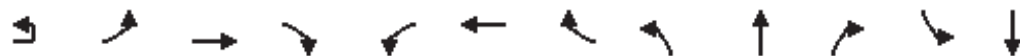
Intersection Summary

HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	47.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3: S Washington Ave/N Washington Ave (NB) & Garden St (SR 406)

US 1 Existing PM
 3/24/2015



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations			↕↕			↕↕↕	↗	↘	↕↕	↗		
Volume (vph)	1	65	133	0	0	197	3	303	661	48	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.0			5.0	5.0	5.0	5.0	5.0		
Lane Util. Factor			0.95			0.91	1.00	1.00	0.95	1.00		
Frbp, ped/bikes			1.00			1.00	0.99	1.00	1.00	0.99		
Flpb, ped/bikes			1.00			1.00	1.00	1.00	1.00	1.00		
Frt			1.00			1.00	0.85	1.00	1.00	0.85		
Flt Protected			0.98			1.00	1.00	0.95	1.00	1.00		
Satd. Flow (prot)			3480			5085	1562	1767	3539	1560		
Flt Permitted			0.80			1.00	1.00	0.95	1.00	1.00		
Satd. Flow (perm)			2813			5085	1562	1767	3539	1560		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1	69	141	0	0	210	3	322	703	51	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	2	0	0	24	0	0
Lane Group Flow (vph)	0	0	211	0	0	210	1	322	703	27	0	0
Confl. Peds. (#/hr)		2					2	2		4		
Turn Type	Perm	Perm	NA			NA	Perm	Perm	NA	Perm		
Protected Phases			4			8			2			
Permitted Phases	4	4					8	2		2		
Actuated Green, G (s)			15.4			15.4	15.4	27.6	27.6	27.6		
Effective Green, g (s)			15.4			15.4	15.4	27.6	27.6	27.6		
Actuated g/C Ratio			0.29			0.29	0.29	0.52	0.52	0.52		
Clearance Time (s)			5.0			5.0	5.0	5.0	5.0	5.0		
Vehicle Extension (s)			8.0			8.0	8.0	5.0	5.0	5.0		
Lane Grp Cap (vph)			817			1477	453	920	1842	812		
v/s Ratio Prot						0.04			c0.20			
v/s Ratio Perm			c0.07				0.00	0.18		0.02		
v/c Ratio			0.26			0.14	0.00	0.35	0.38	0.03		
Uniform Delay, d1			14.4			13.9	13.3	7.4	7.6	6.2		
Progression Factor			1.00			1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2			0.7			0.2	0.0	0.5	0.3	0.0		
Delay (s)			15.1			14.1	13.4	7.9	7.9	6.2		
Level of Service			B			B	B	A	A	A		
Approach Delay (s)			15.1			14.1			7.8			0.0
Approach LOS			B			B			A			A

Intersection Summary

HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	53.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	44.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR
Lane Configurations	
Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

4: S Hopkins Ave & Main St

US 1 Existing PM

3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖						↕	↕
Volume (vph)	0	12	40	44	34	0	0	0	0	15	836	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5						5.3	
Lane Util. Factor		1.00	1.00		1.00						0.95	
Frbp, ped/bikes		1.00	0.99		1.00						1.00	
Flpb, ped/bikes		1.00	1.00		1.00						1.00	
Frt		1.00	0.85		1.00						1.00	
Flt Protected		1.00	1.00		0.97						1.00	
Satd. Flow (prot)		1863	1561		1809						3522	
Flt Permitted		1.00	1.00		0.82						1.00	
Satd. Flow (perm)		1863	1561		1522						3522	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	13	44	48	37	0	0	0	0	16	919	13
RTOR Reduction (vph)	0	0	38	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	13	6	0	85	0	0	0	0	0	947	0
Confl. Peds. (#/hr)			3	3			4					4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	12%	2%	2%
Turn Type		NA	Perm	Perm	NA						Perm	NA
Protected Phases		8			4							2
Permitted Phases			8	4						2		
Actuated Green, G (s)		5.2	5.2		5.2						26.3	
Effective Green, g (s)		5.2	5.2		5.2						26.3	
Actuated g/C Ratio		0.13	0.13		0.13						0.64	
Clearance Time (s)		4.5	4.5		4.5						5.3	
Vehicle Extension (s)		3.0	3.0		3.0						3.0	
Lane Grp Cap (vph)		234	196		191						2242	
v/s Ratio Prot		0.01										
v/s Ratio Perm			0.00		c0.06						0.27	
v/c Ratio		0.06	0.03		0.45						0.42	
Uniform Delay, d1		15.9	15.8		16.7						3.7	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		0.1	0.1		1.7						0.1	
Delay (s)		16.0	15.9		18.4						3.9	
Level of Service		B	B		B						A	
Approach Delay (s)		15.9			18.4			0.0			3.9	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.6		HCM 2000 Level of Service					A		
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			41.3		Sum of lost time (s)				9.8			
Intersection Capacity Utilization			48.3%		ICU Level of Service				A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

5: S Washington Ave & Main St

US 1 Existing PM
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			1			4				
Volume (vph)	11	17	0	0	31	17	26	1032	17	0	0	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5			5.3				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.95			1.00				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1784			1705			3524				
Flt Permitted		0.95			1.00			1.00				
Satd. Flow (perm)		1729			1705			3524				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	11	18	0	0	32	18	27	1064	18	0	0	0
RTOR Reduction (vph)	0	0	0	0	17	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	29	0	0	33	0	0	1108	0	0	0	0
Confl. Peds. (#/hr)	2					2	13		2	2		13
Confl. Bikes (#/hr)						2			2			
Heavy Vehicles (%)	2%	6%	2%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		2.9			2.9			30.6				
Effective Green, g (s)		2.9			2.9			30.6				
Actuated g/C Ratio		0.07			0.07			0.71				
Clearance Time (s)		4.5			4.5			5.3				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		115			114			2490				
v/s Ratio Prot					c0.02							
v/s Ratio Perm		0.02						0.31				
v/c Ratio		0.25			0.29			0.45				
Uniform Delay, d1		19.2			19.2			2.7				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		1.2			1.4			0.1				
Delay (s)		20.3			20.6			2.8				
Level of Service		C			C			A				
Approach Delay (s)		20.3			20.6			2.8			0.0	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			4.0					HCM 2000 Level of Service		A		
HCM 2000 Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			43.3					Sum of lost time (s)		9.8		
Intersection Capacity Utilization			49.5%					ICU Level of Service		A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: S Hopkins Ave & Julia St

US 1 Existing PM
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻	
Volume (vph)	0	1	11	12	3	0	0	0	0	23	926	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5						5.3	
Lane Util. Factor		1.00			1.00						0.95	
Frbp, ped/bikes		0.98			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.87			1.00						1.00	
Flt Protected		1.00			0.96						1.00	
Satd. Flow (prot)		1602			1784						3532	
Flt Permitted		1.00			1.00						1.00	
Satd. Flow (perm)		1602			1854						3532	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	1	13	14	4	0	0	0	0	27	1102	5
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1	0	0	18	0	0	0	0	0	1134	0
Confl. Peds. (#/hr)			7	7					3	3		
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		1.3			1.3						33.9	
Effective Green, g (s)		1.3			1.3						33.9	
Actuated g/C Ratio		0.03			0.03						0.75	
Clearance Time (s)		4.5			4.5						5.3	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		46			53						2660	
v/s Ratio Prot		0.00										
v/s Ratio Perm					c0.01						0.32	
v/c Ratio		0.03			0.34						0.43	
Uniform Delay, d1		21.2			21.4						2.0	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.3			3.8						0.1	
Delay (s)		21.5			25.2						2.1	
Level of Service		C			C						A	
Approach Delay (s)		21.5			25.2			0.0			2.1	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	2.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
7: S Washington Ave & Julia St

US 1 Existing PM
3/24/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	29	0	3	1049	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	31	0	3	1128	0	0
Pedestrians	13				16	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					453	
pX, platoon unblocked						
vC, conflicting volume	599	13	13			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	599	13	13			
tC, single (s)	6.9	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	100	100			
cM capacity (veh/h)	425	1052	1587			
Direction, Lane #	EB 1	NB 1	NB 2			
Volume Total	31	379	752			
Volume Left	31	3	0			
Volume Right	0	0	0			
cSH	425	1587	1700			
Volume to Capacity	0.07	0.00	0.44			
Queue Length 95th (ft)	6	0	0			
Control Delay (s)	14.1	0.1	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.1	0.0				
Approach LOS	B					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			39.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 8: S Hopkins Ave & Pine St

US 1 Existing PM
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	8	14	20	14	0	0	0	0	6	976	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	9	15	22	15	0	0	0	0	6	1049	2
Pedestrians								7				
Lane Width (ft)								0.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								849			381	
pX, platoon unblocked	0.91	0.91	0.91	0.91	0.91		0.91					
vC, conflicting volume	1071	1063	533	564	1065	0	1052			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	875	867	282	316	868	0	854			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.6	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	100	97	98	96	94	100	100			100		
cM capacity (veh/h)	210	262	649	528	253	1084	709			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	24	37	531	527
Volume Left	0	22	6	0
Volume Right	15	0	0	2
cSH	422	365	1622	1700
Volume to Capacity	0.06	0.10	0.00	0.31
Queue Length 95th (ft)	4	8	0	0
Control Delay (s)	14.0	16.0	0.1	0.0
Lane LOS	B	C	A	
Approach Delay (s)	14.0	16.0	0.1	
Approach LOS	B	C		

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization	42.4%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 9: S Washington Ave & Pine St

US 1 Existing PM
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕	↔			
Volume (veh/h)	8	1	0	0	23	13	13	1077	2	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	9	1	0	0	25	14	14	1184	2	0	0	0
Pedestrians		1										8
Lane Width (ft)		12.0										0.0
Walking Speed (ft/s)		4.0										4.0
Percent Blockage		0										0
Right turn flare (veh)												
Median type								None				None
Median storage veh												
Upstream signal (ft)								844				
pX, platoon unblocked												
vC, conflicting volume	656	1215	1	1213	1213	600	1			1186		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	656	1215	1	1213	1213	600	1			1186		
tC, single (s)	7.5	6.5	6.9	7.5	6.6	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	99	100	100	86	97	99			100		
cM capacity (veh/h)	299	178	1082	136	176	444	1619			585		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	10	40	409	789	2
Volume Left	9	0	14	0	0
Volume Right	0	14	0	0	2
cSH	278	225	1619	1700	1700
Volume to Capacity	0.04	0.18	0.01	0.46	0.00
Queue Length 95th (ft)	3	16	1	0	0
Control Delay (s)	18.4	24.4	0.3	0.0	0.0
Lane LOS	C	C	A		
Approach Delay (s)	18.4	24.4	0.1		
Approach LOS	C	C			

Intersection Summary		
Average Delay		1.0
Intersection Capacity Utilization	47.0%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Signalized Intersection Capacity Analysis
 10: S Hopkins Ave & South St

US 1 Existing PM
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↖	↗
Volume (vph)	0	63	155	32	103	0	0	0	0	6	969	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5						5.3	5.3
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	1.00
Frbp, ped/bikes		1.00	0.99	1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1792	1562	1767	1845						3538	1556
Flt Permitted		1.00	1.00	0.71	1.00						1.00	1.00
Satd. Flow (perm)		1792	1562	1322	1845						3538	1556
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	71	174	36	116	0	0	0	0	7	1089	89
RTOR Reduction (vph)	0	0	44	0	0	0	0	0	0	0	0	33
Lane Group Flow (vph)	0	71	130	36	116	0	0	0	0	0	1096	56
Confl. Peds. (#/hr)			2	2						1		7
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	6%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		9.8	9.8	9.8	9.8						24.5	24.5
Effective Green, g (s)		9.8	9.8	9.8	9.8						24.5	24.5
Actuated g/C Ratio		0.22	0.22	0.22	0.22						0.56	0.56
Clearance Time (s)		4.5	4.5	4.5	4.5						5.3	5.3
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		398	347	293	410						1965	864
v/s Ratio Prot		0.04			0.06							
v/s Ratio Perm			0.08	0.03							0.31	0.04
v/c Ratio		0.18	0.37	0.12	0.28						0.56	0.06
Uniform Delay, d1		13.9	14.5	13.7	14.2						6.3	4.5
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.2	0.7	0.2	0.4						0.3	0.0
Delay (s)		14.1	15.2	13.9	14.6						6.7	4.6
Level of Service		B	B	B	B						A	A
Approach Delay (s)		14.9			14.4			0.0			6.5	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			8.6									A
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			44.1							9.8		
Intersection Capacity Utilization			78.6%									D
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 11: S Washington Ave & South St

US 1 Existing PM
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑			↗		↖	↑↗				
Volume (vph)	53	10	0	0	27	3	104	1018	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		5.3	5.3				
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95				
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00				
Frt	1.00	1.00			0.99		1.00	1.00				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1717	1743			1838		1761	3535				
Flt Permitted	0.78	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	1417	1743			1838		1761	3535				
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	61	11	0	0	31	3	120	1170	9	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0	0
Lane Group Flow (vph)	61	11	0	0	31	0	120	1179	0	0	0	0
Confl. Peds. (#/hr)	2					2	4					
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	5%	9%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)	5.1	5.1			5.1		31.5	31.5				
Effective Green, g (s)	5.1	5.1			5.1		31.5	31.5				
Actuated g/C Ratio	0.11	0.11			0.11		0.68	0.68				
Clearance Time (s)	4.5	4.5			4.5		5.3	5.3				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	155	191			202		1195	2399				
v/s Ratio Prot		0.01			0.02			c0.33				
v/s Ratio Perm	c0.04						0.07					
v/c Ratio	0.39	0.06			0.16		0.10	0.49				
Uniform Delay, d1	19.2	18.5			18.7		2.6	3.6				
Progression Factor	1.00	1.00			1.00		1.00	1.00				
Incremental Delay, d2	1.6	0.1			0.4		0.0	0.2				
Delay (s)	20.9	18.6			19.1		2.6	3.7				
Level of Service	C	B			B		A	A				
Approach Delay (s)		20.5			19.1			3.6			0.0	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	46.4	Sum of lost time (s)	9.8
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Edison Ave & S Hopkins Ave/Brevard St

US 1 Existing PM
 3/24/2015



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	117	3	7	1	0	0	0	0	4	938	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	130	3	8	1	0	0	0	0	4	1042	0
Pedestrians								1				
Lane Width (ft)								0.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								604				
pX, platoon unblocked												
vC, conflicting volume	1052	1051	522	599	1051	0	1042			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1052	1051	522	599	1051	0	1042			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	42	99	96	100	100	100			100		
cM capacity (veh/h)	180	225	499	206	225	1084	663			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	133	9	352	695
Volume Left	0	8	4	0
Volume Right	3	0	0	0
cSH	228	209	1622	1700
Volume to Capacity	0.58	0.04	0.00	0.41
Queue Length 95th (ft)	83	3	0	0
Control Delay (s)	40.9	23.0	0.1	0.0
Lane LOS	E	C	A	
Approach Delay (s)	40.9	23.0	0.0	
Approach LOS	E	C		

Intersection Summary			
Average Delay		4.8	
Intersection Capacity Utilization	39.3%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 13: S Washington Ave & Brevard St

US 1 Existing PM
 3/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	122	2	0	0	3	2	5	968	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	133	2	0	0	3	2	5	1052	4	0	0	0
Pedestrians												3
Lane Width (ft)												0.0
Walking Speed (ft/s)												4.0
Percent Blockage												0
Right turn flare (veh)												
Median type								None				None
Median storage (veh)												
Upstream signal (ft)								576				
pX, platoon unblocked												
vC, conflicting volume	544	1067	0	1066	1065	531	0			1057		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	544	1067	0	1066	1065	531	0			1057		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	68	99	100	100	99	100	100			100		
cM capacity (veh/h)	415	220	1084	175	220	493	1622			655		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2								
Volume Total	135	5	532	530								
Volume Left	133	0	5	0								
Volume Right	0	2	0	4								
cSH	409	283	1622	1700								
Volume to Capacity	0.33	0.02	0.00	0.31								
Queue Length 95th (ft)	35	1	0	0								
Control Delay (s)	18.1	18.0	0.1	0.0								
Lane LOS	C	C	A									
Approach Delay (s)	18.1	18.0	0.1									
Approach LOS	C	C										
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			47.2%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 14: S Washington Ave & Grace St & Edison Ave

US 1 Existing PM
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR2	NBU	NBL	NBR	NBR2	SBL2	SBL
Lane Configurations		↕			↕	↕		↕	↕			↕
Volume (vph)	31	3	5	8	3	2	13	9	905	8	8	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5	4.5		4.5	5.3			4.5
Lane Util. Factor		1.00			1.00	1.00		1.00	0.88			1.00
Frbp, ped/bikes		1.00			1.00	0.99		1.00	1.00			1.00
Flpb, ped/bikes		1.00			1.00	1.00		1.00	1.00			1.00
Frt		0.98			1.00	0.85		1.00	0.85			1.00
Flt Protected		0.96			0.96	1.00		0.95	1.00			0.95
Satd. Flow (prot)		1697			1793	1406		1770	2787			1770
Flt Permitted		1.00			1.00	1.00		0.25	1.00			0.95
Satd. Flow (perm)		1765			1860	1406		467	2787			1770
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	35	3	6	9	3	2	15	10	1017	9	9	4
RTOR Reduction (vph)	0	6	0	0	0	2	0	0	25	0	0	4
Lane Group Flow (vph)	0	38	0	0	12	0	0	25	1001	0	0	9
Confl. Peds. (#/hr)	2		3	3		2		1				
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)			0			0						
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	pm+pt	Perm		pm+pt	pm+pt
Protected Phases		8			4		1	1			5	5
Permitted Phases	8			4		4	6	6	6		2	2
Actuated Green, G (s)		3.0			3.0	3.0		33.3	32.4			33.3
Effective Green, g (s)		3.0			3.0	3.0		33.3	32.4			33.3
Actuated g/C Ratio		0.06			0.06	0.06		0.66	0.64			0.66
Clearance Time (s)		4.5			4.5	4.5		4.5	5.3			4.5
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			3.0
Lane Grp Cap (vph)		104			110	83		330	1784			1322
v/s Ratio Prot								c0.00				0.00
v/s Ratio Perm		c0.02			0.01	0.00		0.05	c0.36			0.00
v/c Ratio		0.37			0.11	0.00		0.08	0.56			0.01
Uniform Delay, d1		22.9			22.5	22.4		3.1	5.1			3.0
Progression Factor		1.00			1.00	1.00		1.00	1.00			1.00
Incremental Delay, d2		2.2			0.4	0.0		0.1	0.4			0.0
Delay (s)		25.1			23.0	22.4		3.2	5.5			3.0
Level of Service		C			C	C		A	A			A
Approach Delay (s)		25.1			22.9							
Approach LOS		C			C							

Intersection Summary		
HCM 2000 Control Delay	5.6	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.53	A
Actuated Cycle Length (s)	50.6	Sum of lost time (s)
Intersection Capacity Utilization	65.9%	14.3
Analysis Period (min)	15	ICU Level of Service
		C

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 14: S Washington Ave & Grace St & Edison Ave

US 1 Existing PM
 3/24/2015



Movement	SBT	SBR
Lane Configurations	↑↑	
Volume (vph)	930	2
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.3	
Lane Util. Factor	0.95	
Frbp, ped/bikes	1.00	
Flpb, ped/bikes	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	3538	
Flt Permitted	1.00	
Satd. Flow (perm)	3538	
Peak-hour factor, PHF	0.89	0.89
Adj. Flow (vph)	1045	2
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	1047	0
Confl. Peds. (#/hr)		1
Heavy Vehicles (%)	2%	2%
Parking (#/hr)		
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	32.4	
Effective Green, g (s)	32.4	
Actuated g/C Ratio	0.64	
Clearance Time (s)	5.3	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	2265	
v/s Ratio Prot	0.30	
v/s Ratio Perm		
v/c Ratio	0.46	
Uniform Delay, d1	4.6	
Progression Factor	1.00	
Incremental Delay, d2	0.2	
Delay (s)	4.8	
Level of Service	A	
Approach Delay (s)	4.8	
Approach LOS	A	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
 15: Palm Ave & Garden St (SR 406)

US 1 Existing PM
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	342	33	6	463	3	52	0	15	2	2	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.97			0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.99	
Satd. Flow (prot)	1770	3484		1769	3536			1730			1702	
Flt Permitted	0.48	1.00		0.52	1.00			0.77			0.93	
Satd. Flow (perm)	886	3484		971	3536			1390			1597	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	4	356	34	6	482	3	54	0	16	2	2	4
RTOR Reduction (vph)	0	18	0	0	1	0	0	20	0	0	3	0
Lane Group Flow (vph)	4	372	0	6	484	0	0	50	0	0	5	0
Confl. Peds. (#/hr)			1	1			5		5	5		5
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	9.1	9.1		9.1	9.1			6.4			6.4	
Effective Green, g (s)	9.1	9.1		9.1	9.1			6.4			6.4	
Actuated g/C Ratio	0.39	0.39		0.39	0.39			0.27			0.27	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	343	1349		376	1369			378			434	
v/s Ratio Prot		0.11			c0.14							
v/s Ratio Perm	0.00			0.01				c0.04			0.00	
v/c Ratio	0.01	0.28		0.02	0.35			0.13			0.01	
Uniform Delay, d1	4.4	4.9		4.4	5.1			6.5			6.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.1		0.0	0.2			0.2			0.0	
Delay (s)	4.4	5.1		4.5	5.3			6.6			6.3	
Level of Service	A	A		A	A			A			A	
Approach Delay (s)		5.0			5.3			6.6			6.3	
Approach LOS		A			A			A			A	

Intersection Summary		
HCM 2000 Control Delay	5.3	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.26	A
Actuated Cycle Length (s)	23.5	Sum of lost time (s)
Intersection Capacity Utilization	30.0%	8.0
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 16: Palm Ave & Main St

US 1 Existing PM
 3/24/2015





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	16	43	8	5	30	6	11	63	4	6	21	12
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	20	54	10	6	38	8	14	80	5	8	27	15

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	85	52	99	49
Volume Left (vph)	20	6	14	8
Volume Right (vph)	10	8	5	15
Hadj (s)	0.03	-0.03	0.03	-0.12
Departure Headway (s)	4.3	4.3	4.3	4.2
Degree Utilization, x	0.10	0.06	0.12	0.06
Capacity (veh/h)	801	803	805	822
Control Delay (s)	7.8	7.6	7.9	7.4
Approach Delay (s)	7.8	7.6	7.9	7.4
Approach LOS	A	A	A	A

Intersection Summary			
Delay		7.7	
Level of Service		A	
Intersection Capacity Utilization	18.5%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 17: Palm Ave & South St

US 1 Existing PM
 3/24/2015

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (veh/h)	27	190	4	0	167	11	27	12	5	17	2	49	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Hourly flow rate (vph)	30	213	4	0	188	12	30	13	6	19	2	55	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None					None							
Median storage (veh)													
Upstream signal (ft)	256												
pX, platoon unblocked													
vC, conflicting volume	200			218				426	476	109	374	472	100
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	200			218				426	476	109	374	472	100
tC, single (s)	4.1			4.1				7.5	6.5	6.9	7.6	6.5	6.9
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	98			100				94	97	99	96	100	94
cM capacity (veh/h)	1370			1349				472	475	924	524	478	936
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	30	142	76	0	125	75	49	76					
Volume Left	30	0	0	0	0	0	30	19					
Volume Right	0	0	4	0	0	12	6	55					
cSH	1370	1700	1700	1700	1700	1700	501	764					
Volume to Capacity	0.02	0.08	0.04	0.00	0.07	0.04	0.10	0.10					
Queue Length 95th (ft)	2	0	0	0	0	0	8	8					
Control Delay (s)	7.7	0.0	0.0	0.0	0.0	0.0	13.0	10.2					
Lane LOS	A							B	B				
Approach Delay (s)	0.9			0.0				13.0	10.2				
Approach LOS							B	B					
Intersection Summary													
Average Delay			2.9										
Intersection Capacity Utilization			24.0%		ICU Level of Service				A				
Analysis Period (min)	15												

HCM Unsignalized Intersection Capacity Analysis
 1: N Washington Ave/S Hopkins Ave & Indian River Ave

US 1 Existing AM
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↕	↕	↔	↔	↕
Volume (veh/h)	0	0	0	0	9	1	4	556	10	4	0	463
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	0	0	0	9	1	4	579	10	4	0	482
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					0							
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								2			2	
Upstream signal (ft)								675				
pX, platoon unblocked												
vC, conflicting volume	312	607	0	597	1079	291	482			591		
vC1, stage 1 conf vol	8	8		588	588							
vC2, stage 2 conf vol	304	599		8	491							
vCu, unblocked vol	312	607	0	597	1079	291	482			591		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	98	100	100			100		
cM capacity (veh/h)	643	469	1084	448	404	705	1077			980		

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	10	4	290	290	10	4	241	241
Volume Left	0	4	0	0	0	4	0	0
Volume Right	1	0	0	0	10	0	241	241
cSH	422	1077	1700	1700	1700	980	1700	1700
Volume to Capacity	0.02	0.00	0.17	0.17	0.01	0.00	0.14	0.14
Queue Length 95th (ft)	2	0	0	0	0	0	0	0
Control Delay (s)	13.7	8.4	0.0	0.0	0.0	8.7	0.0	0.0
Lane LOS	B	A				A		
Approach Delay (s)	13.7	0.1				0.1		
Approach LOS	B							

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization	32.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
2: S Hopkins Ave & Garden St (SR 406)

US 1 Existing AM
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑						↖↑	↖
Volume (vph)	0	136	200	29	192	0	0	0	0	86	429	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		0.95		1.00	0.95						0.95	1.00
Frbp, ped/bikes		1.00		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.91		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3211		1702	3438						3492	1532
Flt Permitted		1.00		0.34	1.00						0.99	1.00
Satd. Flow (perm)		3211		615	3438						3492	1532
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	148	217	32	209	0	0	0	0	93	466	22
RTOR Reduction (vph)	0	168	0	0	0	0	0	0	0	0	0	14
Lane Group Flow (vph)	0	197	0	32	209	0	0	0	0	0	559	8
Confl. Peds. (#/hr)	3			3			3		2	2		3
Heavy Vehicles (%)	2%	3%	2%	6%	5%	2%	2%	2%	2%	5%	2%	4%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		9.0		14.9	14.9						15.3	15.3
Effective Green, g (s)		9.0		14.9	14.9						15.3	15.3
Actuated g/C Ratio		0.22		0.37	0.37						0.38	0.38
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		3.0		3.0	3.0						3.5	3.5
Lane Grp Cap (vph)		718		252	1274						1329	583
v/s Ratio Prot		c0.06		0.00	c0.06							
v/s Ratio Perm				0.04							0.16	0.01
v/c Ratio		0.27		0.13	0.16						0.42	0.01
Uniform Delay, d1		12.9		8.4	8.5						9.2	7.8
Progression Factor		1.00		1.00	1.00						1.00	1.00
Incremental Delay, d2		0.2		0.2	0.1						0.3	0.0
Delay (s)		13.1		8.7	8.5						9.4	7.8
Level of Service		B		A	A						A	A
Approach Delay (s)		13.1			8.6			0.0			9.4	
Approach LOS		B			A			A			A	

Intersection Summary		
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service B
HCM 2000 Volume to Capacity ratio	0.38	
Actuated Cycle Length (s)	40.2	Sum of lost time (s) 15.0
Intersection Capacity Utilization	45.7%	ICU Level of Service A
Analysis Period (min)	15	
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis
 3: S Washington Ave/N Washington Ave & Garden St (SR 406)

US 1 Existing AM
 3/24/2015



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations			↕↕			↕↕↕	↗	↖	↕↕	↗		
Volume (vph)	1	46	167	0	0	45	0	178	350	39	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.0			5.0		5.0	5.0	5.0		
Lane Util. Factor			0.95			0.91		1.00	0.95	1.00		
Frbp, ped/bikes			1.00			1.00		1.00	1.00	1.00		
Flpb, ped/bikes			1.00			1.00		1.00	1.00	1.00		
Frt			1.00			1.00		1.00	1.00	0.85		
Flt Protected			0.99			1.00		0.95	1.00	1.00		
Satd. Flow (prot)			3431			5085		1702	3471	1583		
Flt Permitted			0.89			1.00		0.95	1.00	1.00		
Satd. Flow (perm)			3088			5085		1702	3471	1583		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	49	180	0	0	48	0	191	376	42	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	25	0	0
Lane Group Flow (vph)	0	0	230	0	0	48	0	191	376	17	0	0
Confl. Peds. (#/hr)		1		1	1		1	1				
Heavy Vehicles (%)	8%	8%	3%	2%	2%	2%	2%	6%	4%	2%	2%	2%
Turn Type	Perm	Perm	NA			NA	Perm	Perm	NA	Perm		
Protected Phases			4			8			2			
Permitted Phases	4	4					8	2		2		
Actuated Green, G (s)			13.8			13.8		15.7	15.7	15.7		
Effective Green, g (s)			13.8			13.8		15.7	15.7	15.7		
Actuated g/C Ratio			0.35			0.35		0.40	0.40	0.40		
Clearance Time (s)			5.0			5.0		5.0	5.0	5.0		
Vehicle Extension (s)			8.0			8.0		5.0	5.0	5.0		
Lane Grp Cap (vph)			1078			1776		676	1379	629		
v/s Ratio Prot						0.01			0.11			
v/s Ratio Perm			c0.07					c0.11		0.01		
v/c Ratio			0.21			0.03		0.28	0.27	0.03		
Uniform Delay, d1			9.0			8.4		8.1	8.0	7.2		
Progression Factor			1.00			1.00		1.00	1.00	1.00		
Incremental Delay, d2			0.4			0.0		0.5	0.2	0.0		
Delay (s)			9.5			8.5		8.6	8.3	7.3		
Level of Service			A			A		A	A	A		
Approach Delay (s)			9.5			8.5		8.3				0.0
Approach LOS			A			A		A				A
Intersection Summary												
HCM 2000 Control Delay			8.6			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.25									
Actuated Cycle Length (s)			39.5			Sum of lost time (s)			10.0			
Intersection Capacity Utilization			37.4%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	SBR
Lane Configurations	
Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

4: S Hopkins Ave & Main St

US 1 Existing AM

3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖						↕	↘
Volume (vph)	0	11	20	11	19	0	0	0	0	7	729	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5						5.3	
Lane Util. Factor		1.00	1.00		1.00						0.95	
Frbp, ped/bikes		1.00	0.99		1.00						1.00	
Flpb, ped/bikes		1.00	1.00		1.00						1.00	
Frt		1.00	0.85		1.00						1.00	
Flt Protected		1.00	1.00		0.98						1.00	
Satd. Flow (prot)		1863	1530		1807						3527	
Flt Permitted		1.00	1.00		1.00						1.00	
Satd. Flow (perm)		1863	1530		1840						3527	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	12	21	12	20	0	0	0	0	7	767	11
RTOR Reduction (vph)	0	0	20	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	12	1	0	32	0	0	0	0	0	784	0
Confl. Peds. (#/hr)			4	4								
Heavy Vehicles (%)	2%	2%	4%	0%	5%	0%	0%	0%	0%	2%	2%	9%
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		1.4	1.4		1.4						29.0	
Effective Green, g (s)		1.4	1.4		1.4						29.0	
Actuated g/C Ratio		0.03	0.03		0.03						0.72	
Clearance Time (s)		4.5	4.5		4.5						5.3	
Vehicle Extension (s)		3.0	3.0		3.0						3.0	
Lane Grp Cap (vph)		64	53		64						2544	
v/s Ratio Prot		0.01										
v/s Ratio Perm			0.00		0.02						0.22	
v/c Ratio		0.19	0.01		0.50						0.31	
Uniform Delay, d1		18.8	18.7		19.1						2.0	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		1.4	0.1		6.0						0.1	
Delay (s)		20.3	18.8		25.1						2.1	
Level of Service		C	B		C						A	
Approach Delay (s)		19.4			25.1			0.0			2.1	
Approach LOS		B			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			3.6		HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			40.2		Sum of lost time (s)			9.8				
Intersection Capacity Utilization			45.3%		ICU Level of Service			A				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

5: S Washington Ave & Main St

US 1 Existing AM
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←			→			←	←			
Volume (vph)	12	10	0	0	7	1	28	650	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5			5.3				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.98			1.00				
Flt Protected		0.97			1.00			1.00				
Satd. Flow (prot)		1812			1831			3461				
Flt Permitted		1.00			1.00			1.00				
Satd. Flow (perm)		1861			1831			3461				
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	13	11	0	0	8	1	31	730	9	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	24	0	0	8	0	0	769	0	0	0	0
Confl. Peds. (#/hr)	2						2		1			
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		1.5			1.5			31.8				
Effective Green, g (s)		1.5			1.5			31.8				
Actuated g/C Ratio		0.03			0.03			0.74				
Clearance Time (s)		4.5			4.5			5.3				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		64			63			2553				
v/s Ratio Prot					0.00							
v/s Ratio Perm		c0.01						0.22				
v/c Ratio		0.38			0.13			0.30				
Uniform Delay, d1		20.3			20.2			1.9				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		3.7			0.9			0.1				
Delay (s)		24.0			21.1			2.0				
Level of Service		C			C			A				
Approach Delay (s)		24.0			21.1			2.0			0.0	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			2.8					HCM 2000 Level of Service		A		
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			43.1					Sum of lost time (s)		9.8		
Intersection Capacity Utilization			35.1%					ICU Level of Service		A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
6: S Hopkins Ave & Julia St

US 1 Existing AM
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗						↖↗	
Volume (vph)	0	4	2	3	1	0	0	0	0	13	737	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5						5.3	
Lane Util. Factor		1.00			1.00						0.95	
Frpb, ped/bikes		1.00			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.95			1.00						1.00	
Flt Protected		1.00			0.96						1.00	
Satd. Flow (prot)		1771			1793						3533	
Flt Permitted		1.00			1.00						1.00	
Satd. Flow (perm)		1771			1860						3533	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	4	2	3	1	0	0	0	0	14	784	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	4	0	0	4	0	0	0	0	0	798	0
Confl. Peds. (#/hr)			2	2								
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Turn Type		NA		Perm	NA						Perm	NA
Protected Phases		8			4							2
Permitted Phases				4						2		
Actuated Green, G (s)		1.2			1.2							35.4
Effective Green, g (s)		1.2			1.2							35.4
Actuated g/C Ratio		0.03			0.03							0.76
Clearance Time (s)		4.5			4.5							5.3
Vehicle Extension (s)		3.0			3.0							3.0
Lane Grp Cap (vph)		45			48							2695
v/s Ratio Prot		c0.00										
v/s Ratio Perm					0.00							0.23
v/c Ratio		0.09			0.08							0.30
Uniform Delay, d1		22.1			22.1							1.7
Progression Factor		1.00			1.00							1.00
Incremental Delay, d2		0.9			0.7							0.1
Delay (s)		22.9			22.8							1.7
Level of Service		C			C							A
Approach Delay (s)		22.9			22.8			0.0				1.7
Approach LOS		C			C			A				A
Intersection Summary												
HCM 2000 Control Delay			2.0		HCM 2000 Level of Service					A		
HCM 2000 Volume to Capacity ratio			0.29									
Actuated Cycle Length (s)			46.4		Sum of lost time (s)				9.8			
Intersection Capacity Utilization			35.2%		ICU Level of Service					A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 7: S Washington Ave & Julia St

US 1 Existing AM
 3/24/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶			↷↷		
Volume (veh/h)	7	0	11	691	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	8	0	12	785	0	0
Pedestrians	8				2	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					453	
pX, platoon unblocked						
vC, conflicting volume	428	8	8			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	428	8	8			
tC, single (s)	7.0	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	98	100	99			
cM capacity (veh/h)	523	1065	1600			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	8	274	523
Volume Left	8	12	0
Volume Right	0	0	0
cSH	523	1600	1700
Volume to Capacity	0.02	0.01	0.31
Queue Length 95th (ft)	1	1	0
Control Delay (s)	12.0	0.4	0.0
Lane LOS	B	A	
Approach Delay (s)	12.0	0.1	
Approach LOS	B		

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		32.8%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
8: S Hopkins Ave & Pine St

US 1 Existing AM
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	12	6	13	8	0	0	0	0	10	736	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	13	6	14	8	0	0	0	0	11	775	3
Pedestrians								2				
Lane Width (ft)								0.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								849			381	
pX, platoon unblocked	0.96	0.96	0.96	0.96	0.96		0.96					
vC, conflicting volume	802	797	391	423	799	0	778			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	721	716	295	328	718	0	696			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.7	6.9	4.1			4.3		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.3	2.2			2.3		
p0 queue free %	100	96	99	98	97	100	100			99		
cM capacity (veh/h)	296	339	677	555	322	1084	864			1572		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	19	22	398	391
Volume Left	0	14	11	0
Volume Right	6	0	0	3
cSH	407	435	1572	1700
Volume to Capacity	0.05	0.05	0.01	0.23
Queue Length 95th (ft)	4	4	1	0
Control Delay (s)	14.3	13.7	0.3	0.0
Lane LOS	B	B	A	
Approach Delay (s)	14.3	13.7	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay		0.8	
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 9: S Washington Ave & Pine St

US 1 Existing AM
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕	↔			
Volume (veh/h)	7	17	0	0	6	3	15	739	12	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	8	20	0	0	7	3	17	849	14	0	0	0
Pedestrians		2										2
Lane Width (ft)		12.0										0.0
Walking Speed (ft/s)		4.0										4.0
Percent Blockage		0										0
Right turn flare (veh)												
Median type								None				None
Median storage veh												
Upstream signal (ft)								844				
pX, platoon unblocked												
vC, conflicting volume	470	900	2	894	886	427	2			863		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	470	900	2	894	886	427	2			863		
tC, single (s)	8.3	6.5	6.9	7.5	6.8	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.9	4.0	3.3	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	98	93	100	100	97	99	99			100		
cM capacity (veh/h)	387	273	1079	221	258	576	1616			775		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	28	10	300	566	14
Volume Left	8	0	17	0	0
Volume Right	0	3	0	0	14
cSH	299	316	1616	1700	1700
Volume to Capacity	0.09	0.03	0.01	0.33	0.01
Queue Length 95th (ft)	8	3	1	0	0
Control Delay (s)	18.3	16.8	0.5	0.0	0.0
Lane LOS	C	C	A		
Approach Delay (s)	18.3	16.8	0.2		
Approach LOS	C	C			

Intersection Summary		
Average Delay		0.9
Intersection Capacity Utilization	34.6%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Signalized Intersection Capacity Analysis
 10: S Hopkins Ave & South St

US 1 Existing AM
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↑	↗	↖	↑						↖	↗		
Volume (vph)	0	40	136	13	80	0	0	0	0	0	669	44		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		4.5	4.5	4.5	4.5						5.3	5.3		
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	1.00		
Frbp, ped/bikes		1.00	1.00	1.00	1.00						1.00	0.99		
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00		
Frt		1.00	0.85	1.00	1.00						1.00	0.85		
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00		
Satd. Flow (prot)		1863	1583	1770	1845						3539	1532		
Flt Permitted		1.00	1.00	0.73	1.00						1.00	1.00		
Satd. Flow (perm)		1863	1583	1358	1845						3539	1532		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Adj. Flow (vph)	0	43	146	14	86	0	0	0	0	0	719	47		
RTOR Reduction (vph)	0	0	120	0	0	0	0	0	0	0	0	22		
Lane Group Flow (vph)	0	43	26	14	86	0	0	0	0	0	719	25		
Confl. Peds. (#/hr)										1		3		
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	4%		
Turn Type		NA	Perm	Perm	NA						NA	Perm		
Protected Phases		4			8						6			
Permitted Phases			4	8						6		6		
Actuated Green, G (s)		6.1	6.1	6.1	6.1						18.6	18.6		
Effective Green, g (s)		6.1	6.1	6.1	6.1						18.6	18.6		
Actuated g/C Ratio		0.18	0.18	0.18	0.18						0.54	0.54		
Clearance Time (s)		4.5	4.5	4.5	4.5						5.3	5.3		
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0		
Lane Grp Cap (vph)		329	279	240	326						1907	825		
v/s Ratio Prot		0.02			c0.05						c0.20			
v/s Ratio Perm			0.02	0.01								0.02		
v/c Ratio		0.13	0.09	0.06	0.26						0.38	0.03		
Uniform Delay, d1		12.0	11.9	11.8	12.3						4.6	3.7		
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00		
Incremental Delay, d2		0.2	0.1	0.1	0.4						0.1	0.0		
Delay (s)		12.1	12.0	11.9	12.7						4.7	3.7		
Level of Service		B	B	B	B						A	A		
Approach Delay (s)		12.1			12.6			0.0			4.7			
Approach LOS		B			B			A			A			
Intersection Summary														
HCM 2000 Control Delay			6.7									HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio			0.35											
Actuated Cycle Length (s)			34.5								9.8		Sum of lost time (s)	
Intersection Capacity Utilization			43.0%										ICU Level of Service	A
Analysis Period (min)			15											
c Critical Lane Group														

HCM Signalized Intersection Capacity Analysis

11: S Washington Ave & South St

US 1 Existing AM
3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	6	0	0	9	5	85	720	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		5.3	5.3				
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95				
Frpb, ped/bikes	1.00	1.00			0.99		1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00				
Frt	1.00	1.00			0.95		1.00	1.00				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1770	1667			1764		1766	3504				
Flt Permitted	0.91	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	1693	1667			1764		1766	3504				
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	42	7	0	0	11	6	105	889	2	0	0	0
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	0	0
Lane Group Flow (vph)	42	7	0	0	12	0	105	891	0	0	0	0
Confl. Peds. (#/hr)							2		2			
Confl. Bikes (#/hr)			2			2						
Heavy Vehicles (%)	2%	14%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)	4.4	4.4			4.4		27.8	27.8				
Effective Green, g (s)	4.4	4.4			4.4		27.8	27.8				
Actuated g/C Ratio	0.10	0.10			0.10		0.66	0.66				
Clearance Time (s)	4.5	4.5			4.5		5.3	5.3				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	177	174			184		1168	2319				
v/s Ratio Prot		0.00			0.01			c0.25				
v/s Ratio Perm	c0.02						0.06					
v/c Ratio	0.24	0.04			0.06		0.09	0.38				
Uniform Delay, d1	17.3	16.9			16.9		2.6	3.2				
Progression Factor	1.00	1.00			1.00		1.00	1.00				
Incremental Delay, d2	0.7	0.1			0.1		0.0	0.1				
Delay (s)	18.0	17.0			17.1		2.6	3.3				
Level of Service	B	B			B		A	A				
Approach Delay (s)		17.8			17.1			3.2			0.0	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	4.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	42.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Edison Ave & S Hopkins Ave/Brevard St

US 1 Existing AM
 3/24/2015



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	71	4	0	0	0	0	0	0	10	619	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	81	5	0	0	0	0	0	0	11	703	0
Pedestrians								1				
Lane Width (ft)								0.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								604				
pX, platoon unblocked												
vC, conflicting volume	726	726	353	420	726	0	703			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	726	726	353	420	726	0	703			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	77	99	100	100	100	100			99		
cM capacity (veh/h)	310	347	644	419	347	1084	890			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	85	0	246	469
Volume Left	0	0	11	0
Volume Right	5	0	0	0
cSH	356	1700	1622	1700
Volume to Capacity	0.24	0.00	0.01	0.28
Queue Length 95th (ft)	23	0	1	0
Control Delay (s)	18.3	0.0	0.4	0.0
Lane LOS	C	A	A	
Approach Delay (s)	18.3	0.0	0.1	
Approach LOS	C	A		

Intersection Summary			
Average Delay		2.1	
Intersection Capacity Utilization	28.4%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 13: S Washington Ave & Brevard St

US 1 Existing AM
 3/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	5	0	0	0	3	1	768	1	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	82	6	0	0	0	3	1	853	1	0	0	0
Pedestrians												1
Lane Width (ft)												0.0
Walking Speed (ft/s)												4.0
Percent Blockage												0
Right turn flare (veh)												
Median type								None				None
Median storage (veh)												
Upstream signal (ft)								576				
pX, platoon unblocked												
vC, conflicting volume	433	857	0	859	856	428	0			854		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	433	857	0	859	856	428	0			854		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	84	98	100	100	100	99	100			100		
cM capacity (veh/h)	503	293	1084	246	293	575	1622			781		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2								
Volume Total	88	3	428	428								
Volume Left	82	0	1	0								
Volume Right	0	3	0	1								
cSH	481	575	1622	1700								
Volume to Capacity	0.18	0.01	0.00	0.25								
Queue Length 95th (ft)	17	0	0	0								
Control Delay (s)	14.1	11.3	0.0	0.0								
Lane LOS	B	B	A									
Approach Delay (s)	14.1	11.3	0.0									
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			39.0%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
 14: S Washington Ave & Grace St & Edison Ave

US 1 Existing AM
 3/24/2015



Movement	EBL	EBT	WBL	WBT	WBR2	NBU	NBL	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations		↔		↕	↗		↘	↖			↘	↗
Volume (vph)	31	1	5	1	6	5	1	732	2	2	5	618
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5	4.5		4.5	5.3			4.5	5.3
Lane Util. Factor		1.00		1.00	1.00		1.00	0.88			1.00	0.95
Frbp, ped/bikes		1.00		1.00	0.99		1.00	0.98			1.00	1.00
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt		1.00		1.00	0.85		1.00	0.85			1.00	1.00
Flt Protected		0.95		0.96	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)		1620		1784	1407		1769	2724			1767	3538
Flt Permitted		1.00		1.00	1.00		0.38	1.00			0.95	1.00
Satd. Flow (perm)		1698		1861	1407		716	2724			1767	3538
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	35	1	6	1	7	5	1	832	2	2	6	702
RTOR Reduction (vph)	0	0	0	0	7	0	0	24	0	0	3	0
Lane Group Flow (vph)	0	36	0	7	0	0	6	810	0	0	5	703
Confl. Peds. (#/hr)	2		2		1		1	1	1		1	
Heavy Vehicles (%)	12%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)					0							
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	pm+pt	Perm		pm+pt	pm+pt	NA
Protected Phases		8		4		1	1			5	5	2
Permitted Phases	8		4		4	6	6	6		2	2	
Actuated Green, G (s)		1.3		1.3	1.3		32.8	31.8			32.8	31.8
Effective Green, g (s)		1.3		1.3	1.3		32.8	31.8			32.8	31.8
Actuated g/C Ratio		0.03		0.03	0.03		0.68	0.66			0.68	0.66
Clearance Time (s)		4.5		4.5	4.5		4.5	5.3			4.5	5.3
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		45		49	37		506	1789			1361	2324
v/s Ratio Prot							0.00				c0.00	0.20
v/s Ratio Perm		c0.02		0.00	0.00		0.01	c0.30			0.00	
v/c Ratio		0.80		0.14	0.01		0.01	0.45			0.00	0.30
Uniform Delay, d1		23.4		23.0	22.9		2.5	4.1			2.5	3.6
Progression Factor		1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		63.7		1.3	0.1		0.0	0.2			0.0	0.1
Delay (s)		87.1		24.3	23.0		2.5	4.2			2.5	3.6
Level of Service		F		C	C		A	A			A	A
Approach Delay (s)		87.1		23.7								3.6
Approach LOS		F		C								A

Intersection Summary			
HCM 2000 Control Delay	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	48.4	Sum of lost time (s)	14.3
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR
Lane Configurations	
Volume (vph)	1
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.88
Adj. Flow (vph)	1
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Heavy Vehicles (%)	2%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 15: Palm Ave & Garden St (SR 406)

US 1 Existing AM
 3/24/2015



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	5	340	40	1	2	201	3	11	0	6	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0			4.0
Lane Util. Factor	1.00	0.95			1.00	0.95			1.00			1.00
Frbp, ped/bikes	1.00	1.00			1.00	1.00			1.00			0.99
Flpb, ped/bikes	1.00	1.00			1.00	1.00			1.00			1.00
Frt	1.00	0.98			1.00	1.00			0.95			0.93
Flt Protected	0.95	1.00			0.95	1.00			0.97			0.98
Satd. Flow (prot)	1770	3484			1770	3432			1718			1684
Flt Permitted	0.62	1.00			0.52	1.00			0.85			0.89
Satd. Flow (perm)	1155	3484			969	3432			1501			1533
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	5	351	41	1	2	207	3	11	0	6	1	0
RTOR Reduction (vph)	0	24	0	0	0	2	0	0	12	0	0	1
Lane Group Flow (vph)	5	368	0	0	3	208	0	0	5	0	0	1
Confl. Peds. (#/hr)								1				
Heavy Vehicles (%)	2%	2%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	Perm	NA		Perm	NA		Perm	NA
Protected Phases		4				8			2			6
Permitted Phases	4			8	8			2			6	
Actuated Green, G (s)	7.9	7.9			7.9	7.9			6.3			6.3
Effective Green, g (s)	7.9	7.9			7.9	7.9			6.3			6.3
Actuated g/C Ratio	0.36	0.36			0.36	0.36			0.28			0.28
Clearance Time (s)	4.0	4.0			4.0	4.0			4.0			4.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	411	1239			344	1221			425			435
v/s Ratio Prot		c0.11				0.06						
v/s Ratio Perm	0.00				0.00				c0.00			0.00
v/c Ratio	0.01	0.30			0.01	0.17			0.01			0.00
Uniform Delay, d1	4.6	5.2			4.6	4.9			5.7			5.7
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	0.0	0.1			0.0	0.1			0.0			0.0
Delay (s)	4.6	5.3			4.6	5.0			5.7			5.7
Level of Service	A	A			A	A			A			A
Approach Delay (s)		5.3				5.0			5.7			5.7
Approach LOS		A				A			A			A

















Intersection Summary			
HCM 2000 Control Delay	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	22.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	21.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Volume (vph)	1
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	1
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	



















HCM Unsignalized Intersection Capacity Analysis
 16: Palm Ave & Main St

US 1 Existing AM
 3/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	8	26	2	3	23	3	3	8	6	1	24	6
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	11	37	3	4	32	4	4	11	8	1	34	8
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	51	41	24	44								
Volume Left (vph)	11	4	4	1								
Volume Right (vph)	3	4	8	8								
Hadj (s)	0.10	0.07	-0.08	-0.11								
Departure Headway (s)	4.2	4.2	4.1	4.0								
Degree Utilization, x	0.06	0.05	0.03	0.05								
Capacity (veh/h)	841	845	853	872								
Control Delay (s)	7.4	7.4	7.2	7.2								
Approach Delay (s)	7.4	7.4	7.2	7.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.3									
Level of Service			A									
Intersection Capacity Utilization			14.4%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 17: Palm Ave & South St

US 1 Existing AM
 3/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	66	169	31	20	84	20	2	1	0	6	2	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	78	199	36	24	99	24	2	1	0	7	2	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					256							
pX, platoon unblocked												
vC, conflicting volume	122			235			479	542	118	413	548	61
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	122			235			479	542	118	413	548	61
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			98			99	100	100	99	99	99
cM capacity (veh/h)	1463			1329			438	415	912	494	411	991
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	78	133	103	24	66	56	4	19				
Volume Left	78	0	0	24	0	0	2	7				
Volume Right	0	0	36	0	0	24	0	9				
cSH	1463	1700	1700	1329	1700	1700	430	638				
Volume to Capacity	0.05	0.08	0.06	0.02	0.04	0.03	0.01	0.03				
Queue Length 95th (ft)	4	0	0	1	0	0	1	2				
Control Delay (s)	7.6	0.0	0.0	7.8	0.0	0.0	13.4	10.8				
Lane LOS	A			A			B	B				
Approach Delay (s)	1.9			1.3			13.4	10.8				
Approach LOS							B	B				
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			22.3%			ICU Level of Service		A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 19: S Hopkins Ave & Union St

US 1 Existing AM
 3/24/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					373	
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1084	1622			
Direction, Lane #	EB 1	SB 1	SB 2			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 23: S Hopkins Ave & Palmetto St

US 1 Existing AM
 3/24/2015



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								450			780	
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1084	1023	896	1084	1622			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	0.0	0.0	0.0	
Approach LOS	A	A		

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

















HCM Unsignalized Intersection Capacity Analysis
 26: S Washington Ave & Broad St

US 1 Existing AM
 3/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								342			653	
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1084	1023	896	1084	1622			1622		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2								
Volume Total	0	0	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1700	1700	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS	A	A										
Approach Delay (s)	0.0	0.0	0.0									
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			13.3%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 31: S Hopkins Ave & Broad St

US 1 Existing AM
 3/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								340			656	
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1084	1023	896	1084	1622			1622		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2								
Volume Total	0	0	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1700	1700	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS	A	A										
Approach Delay (s)	0.0	0.0	0.0									
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			13.3%		ICU Level of Service					A		
Analysis Period (min)			15									

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 35: S Hopkins Ave & Orange St

US 1 Existing AM
 3/24/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				725	271	
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1084	1622			
Direction, Lane #	EB 1	SB 1	SB 2			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 36: S Hopkins Ave & St Johns St

US 1 Existing AM
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1084	1023	896	1084	1622			1622		


















Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	0.0	0.0	0.0	
Approach LOS	A	A		

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
45: S Washington Ave & Palmetto St

US 1 Existing AM
3/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						2						
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								447				
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1084	1023	896	1084	1622			1622		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3							
Volume Total	0	0	0	0	0							
Volume Left	0	0	0	0	0							
Volume Right	0	0	0	0	0							
cSH	1700	1700	1700	1700	1700							
Volume to Capacity	0.00	0.00	0.00	0.00	0.00							
Queue Length 95th (ft)	0	0	0	0	0							
Control Delay (s)	0.0	0.0	0.0	0.0	0.0							
Lane LOS	A	A										
Approach Delay (s)	0.0	0.0	0.0									
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 49: S Washington Ave & St Johns St

US 1 Existing AM
 3/24/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								1145				
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1084	1023	896	1084	1622			1622		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	0.0	0.0	0.0	
Approach LOS	A	A		

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		13.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 54: S Washington Ave & Orange St

US 1 Existing AM
 3/24/2015



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑↑↑			
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			731			264
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1084			1622	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.0	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		0.0%	ICU Level of Service A
Analysis Period (min)		15	

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	23	0	12	3	1222	22	13	0	790
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	140	-	0	475	-	0
Veh in Median Storage, #	-	0	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	33	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	25	0	13	3	1328	24	14	0	859

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1336	1364	665	0	0	0	1329	0	0
Stage 1	1336	1336	-	-	-	-	-	-	-
Stage 2	0	28	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	145	146	403	-	-	-	515	-	-
Stage 1	210	221	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	141	0	403	-	-	-	515	-	-
Mov Cap-2 Maneuver	180	0	-	-	-	-	-	-	-
Stage 1	210	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.5		0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	222	515	-	-
HCM Lane V/C Ratio	-	-	-	0.171	0.027	-	-
HCM Control Delay (s)	-	-	-	24.5	12.2	-	-
HCM Lane LOS	-	-	-	C	B	-	-
HCM 95th %tile Q(veh)	-	-	-	0.6	0.1	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	40	0	4	1474	0	0
Conflicting Peds, #/hr	16	0	13	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, %	3	2	2	2	2	2
Mvmt Flow	43	0	4	1602	0	0

Major/Minor

	Minor2	Major1	
Conflicting Flow All	826	29	16
Stage 1	16	-	-
Stage 2	810	-	-
Critical Hdwy	7.56	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	6.56	-	-
Follow-up Hdwy	3.53	-	-
Pot Cap-1 Maneuver	263	-	-
Stage 1	-	-	-
Stage 2	338	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	256	-	-
Mov Cap-2 Maneuver	256	-	-
Stage 1	-	-	-
Stage 2	333	-	-

Approach

EB NB
HCM Control Delay, s
HCM LOS -

Minor Lane/Major Mvmt

	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection												
Int Delay, s/veh	0.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	12	19	28	19	0	0	0	0	9	1372	3
Conflicting Peds, #/hr	0	0	7	7	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	-	-	None	-	-	None	-	-	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	7	2	2	2	2	2	2	2
Mvmt Flow	0	13	21	30	21	0	0	0	0	10	1491	3

Major/Minor	Minor2			Minor1			Major2		
Conflicting Flow All	1537	1527	753	786	1528	7	7	0	0
Stage 1	1520	1520	-	7	7	-	-	-	-
Stage 2	17	7	-	779	1521	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	6.84	6.64	-	-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.84	5.64	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.07	-	-	-	-
Pot Cap-1 Maneuver	107	116	352	329	111	-	-	-	-
Stage 1	167	179	-	-	-	-	-	-	-
Stage 2	-	-	-	413	171	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	106	0	350	327	0	-	-	-	-
Mov Cap-2 Maneuver	106	0	-	327	0	-	-	-	-
Stage 1	166	0	-	-	0	-	-	-	-
Stage 2	-	0	-	413	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	16.4	-	-
HCM LOS	C	-	-

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	350	-	-	-	-
HCM Lane V/C Ratio	0.096	-	-	-	-
HCM Control Delay (s)	16.4	-	-	-	-
HCM Lane LOS	C	-	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	-

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	12	1	0	0	32	18	18	1514	3	0	0	0
Conflicting Peds, #/hr	8	0	0	0	0	8	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	-
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	4	2	2	2	2	2	2	2
Mvmt Flow	13	1	0	0	35	20	20	1646	3	0	0	0

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	895	1701	9	1702	1701	830	8	0	0
Stage 1	8	8	-	1693	1693	-	-	-	-
Stage 2	887	1693	-	9	8	-	-	-	-
Critical Hdwy	6.84	6.54	-	6.84	6.58	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	5.84	5.58	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	3.52	4.04	3.32	-	-	-
Pot Cap-1 Maneuver	280	91	-	83	89	313	-	-	-
Stage 1	-	-	-	134	144	-	-	-	-
Stage 2	363	147	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-
Mov Cap-1 Maneuver	276	0	-	82	0	311	-	-	-
Mov Cap-2 Maneuver	276	0	-	82	0	-	-	-	-
Stage 1	-	0	-	133	0	-	-	-	-
Stage 2	361	0	-	-	0	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s		19	
HCM LOS	-	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	-	311
HCM Lane V/C Ratio	-	-	-	0.175
HCM Control Delay (s)	-	-	-	19
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.6

Intersection												
Int Delay, s/veh	2.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	164	4	10	1	0	0	0	0	5	1319	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	-	-	None	-	-	None	-	-	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	178	4	11	1	0	0	0	0	5	1434	0

Major/Minor	Minor2			Minor1			Major2		
Conflicting Flow All	1446	1445	716	817	1445	0	0	0	0
Stage 1	1445	1445	-	0	0	-	-	-	-
Stage 2	1	0	-	817	1445	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	6.84	6.54	-	-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.84	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	-	-	-	-
Pot Cap-1 Maneuver	122	~ 131	373	314	131	-	-	-	-
Stage 1	183	195	-	-	-	-	-	-	-
Stage 2	-	-	-	395	195	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	122	0	373	314	0	-	-	-	-
Mov Cap-2 Maneuver	122	0	-	314	0	-	-	-	-
Stage 1	183	0	-	-	0	-	-	-	-
Stage 2	-	0	-	395	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	23.6	-	-
HCM LOS	C	-	-

Minor Lane/Major Mvmt	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	373	-	-	-
HCM Lane V/C Ratio	0.49	-	-	-
HCM Control Delay (s)	23.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	2.6	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.1											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	172	3	0	0	4	3	6	1360	5	0	0	0
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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	187	3	0	0	4	3	7	1478	5	0	0	0

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	760	1503	3	1502	1500	744	3	0	0
Stage 1	3	3	-	1497	1497	-	-	-	-
Stage 2	757	1500	-	5	3	-	-	-	-
Critical Hdwy	6.84	6.54	-	6.84	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	3.52	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	342	120	-	112	121	357	-	-	-
Stage 1	-	-	-	172	184	-	-	-	-
Stage 2	424	184	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	340	0	-	112	0	356	-	-	-
Mov Cap-2 Maneuver	340	0	-	112	0	-	-	-	-
Stage 1	-	0	-	172	0	-	-	-	-
Stage 2	423	0	-	-	0	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	-	15.3	-
HCM LOS	-	C	-

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	-	356
HCM Lane V/C Ratio	-	-	-	0.021
HCM Control Delay (s)	-	-	-	15.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection												
Int Delay, s/veh	3.1											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	37	266	5	0	235	16	37	17	6	23	3	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
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, %	2	4	2	2	2	8	2	2	2	6	2	2
Mvmt Flow	39	277	5	0	245	17	39	18	6	24	3	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	261	0	0	282	0	0	481	618	141	477	612	131
Stage 1	-	-	-	-	-	-	357	357	-	253	253	-
Stage 2	-	-	-	-	-	-	124	261	-	224	359	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.62	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.62	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.62	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.56	4.02	3.32
Pot Cap-1 Maneuver	1300	-	-	1277	-	-	468	403	881	462	407	894
Stage 1	-	-	-	-	-	-	633	627	-	718	696	-
Stage 2	-	-	-	-	-	-	867	691	-	747	626	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1300	-	-	1277	-	-	418	391	881	433	395	894
Mov Cap-2 Maneuver	-	-	-	-	-	-	418	391	-	433	395	-
Stage 1	-	-	-	-	-	-	614	608	-	696	696	-
Stage 2	-	-	-	-	-	-	794	691	-	698	607	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	14.7	11.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	432	1300	-	-	1277	-	-	689
HCM Lane V/C Ratio	0.145	0.03	-	-	-	-	-	0.144
HCM Control Delay (s)	14.7	7.9	-	-	0	-	-	11.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.5

HCM Unsignalized Intersection Capacity Analysis
 1: N Washington Ave (NB)/S Hopkins Avenue & Indian River Ave

2040 PM
 4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↕	↑↑	↗	↖		↗↗
Volume (veh/h)	0	0	0	23	0	12	3	1222	22	13	0	790
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	0	26	0	13	3	1373	25	15	0	888
Pedestrians								1				1
Lane Width (ft)								12.0				12.0
Walking Speed (ft/s)								4.0				4.0
Percent Blockage								0				0
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								2				2
Upstream signal (ft)								675				
pX, platoon unblocked	0.79	0.79		0.79	0.79	0.79				0.79		
vC, conflicting volume	737	1434	1	1410	2297	688	888			1398		
vC1, stage 1 conf vol	29	29		1380	1380							
vC2, stage 2 conf vol	708	1404		30	917							
vCu, unblocked vol	122	1008	1	978	2106	59	888			963		
tC, single (s)	8.2	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	7.2	5.5		6.5	5.5							
tF (s)	3.8	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	88	100	98	100			97		
cM capacity (veh/h)	608	237	1082	216	205	781	759			559		

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	39	3	687	687	25	15	444	444
Volume Left	26	3	0	0	0	15	0	0
Volume Right	13	0	0	0	25	0	444	444
cSH	288	759	1700	1700	1700	559	1700	1700
Volume to Capacity	0.14	0.00	0.40	0.40	0.01	0.03	0.26	0.26
Queue Length 95th (ft)	12	0	0	0	0	2	0	0
Control Delay (s)	19.5	9.8	0.0	0.0	0.0	11.6	0.0	0.0
Lane LOS	C	A				B		
Approach Delay (s)	19.5	0.0				0.2		
Approach LOS	C							

Intersection Summary		
Average Delay		0.4
Intersection Capacity Utilization	44.6%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Signalized Intersection Capacity Analysis

2: S Hopkins Ave & Garden St (SR 406)

2040 PM
4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑						↖↑	↗
Volume (vph)	0	207	296	141	583	0	0	0	0	89	714	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		0.95		1.00	0.95						0.95	1.00
Frbp, ped/bikes		0.99		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.91		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.99	1.00
Satd. Flow (prot)		3201		1769	3539						3519	1563
Flt Permitted		1.00		0.24	1.00						0.99	1.00
Satd. Flow (perm)		3201		446	3539						3519	1563
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	225	322	153	634	0	0	0	0	97	776	83
RTOR Reduction (vph)	0	191	0	0	0	0	0	0	0	0	0	51
Lane Group Flow (vph)	0	356	0	153	634	0	0	0	0	0	873	32
Confl. Peds. (#/hr)			2	2						3		1
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		12.9		24.7	24.7						21.9	21.9
Effective Green, g (s)		12.9		24.7	24.7						21.9	21.9
Actuated g/C Ratio		0.23		0.44	0.44						0.39	0.39
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		3.0		3.0	3.0						3.5	3.5
Lane Grp Cap (vph)		729		353	1544						1361	604
v/s Ratio Prot		0.11		0.05	c0.18							
v/s Ratio Perm				c0.14							0.25	0.02
v/c Ratio		0.49		0.43	0.41						0.64	0.05
Uniform Delay, d1		19.0		10.6	11.0						14.1	10.9
Progression Factor		1.00		1.00	1.00						1.00	1.00
Incremental Delay, d2		0.5		0.9	0.2						1.1	0.0
Delay (s)		19.5		11.4	11.1						15.2	10.9
Level of Service		B		B	B						B	B
Approach Delay (s)		19.5			11.2			0.0			14.9	
Approach LOS		B			B			A			B	

Intersection Summary

HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	56.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: S Washington Ave/N Washington Ave (NB) & Garden St (SR 406)

2040 PM
4/30/2015



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations			↕↕			↕↕↕	↗	↘	↕↕	↗		
Volume (vph)	1	93	187	0	0	277	4	425	928	67	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.0			5.0	5.0	5.0	5.0	5.0		
Lane Util. Factor			0.95			0.91	1.00	1.00	0.95	1.00		
Frbp, ped/bikes			1.00			1.00	0.99	1.00	1.00	0.99		
Flpb, ped/bikes			1.00			1.00	1.00	1.00	1.00	1.00		
Frt			1.00			1.00	0.85	1.00	1.00	0.85		
Flt Protected			0.98			1.00	1.00	0.95	1.00	1.00		
Satd. Flow (prot)			3480			5085	1562	1767	3539	1560		
Flt Permitted			0.75			1.00	1.00	0.95	1.00	1.00		
Satd. Flow (perm)			2642			5085	1562	1767	3539	1560		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1	103	208	0	0	308	4	472	1031	74	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	3	0	0	39	0	0
Lane Group Flow (vph)	0	0	312	0	0	308	1	472	1031	35	0	0
Confl. Peds. (#/hr)		2					2	2		4		
Turn Type	Perm	Perm	NA			NA	Perm	Perm	NA	Perm		
Protected Phases			4			8			2			
Permitted Phases	4	4					8	2		2		
Actuated Green, G (s)			16.5			16.5	16.5	23.8	23.8	23.8		
Effective Green, g (s)			16.5			16.5	16.5	23.8	23.8	23.8		
Actuated g/C Ratio			0.33			0.33	0.33	0.47	0.47	0.47		
Clearance Time (s)			5.0			5.0	5.0	5.0	5.0	5.0		
Vehicle Extension (s)			8.0			8.0	8.0	5.0	5.0	5.0		
Lane Grp Cap (vph)			866			1668	512	836	1674	738		
v/s Ratio Prot						0.06			c0.29			
v/s Ratio Perm			c0.12				0.00	0.27		0.02		
v/c Ratio			0.36			0.18	0.00	0.56	0.62	0.05		
Uniform Delay, d1			12.9			12.1	11.4	9.5	9.9	7.1		
Progression Factor			1.00			1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2			1.1			0.2	0.0	1.4	1.0	0.1		
Delay (s)			14.0			12.3	11.4	11.0	10.8	7.2		
Level of Service			B			B	B	B	B	A		
Approach Delay (s)			14.0			12.3			10.7			0.0
Approach LOS			B			B			B			A

Intersection Summary

HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	50.3	Sum of lost time (s)	10.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR
Lane Configurations	
Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.90
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

4: S Hopkins Ave & Main St

2040 PM
4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖						↕	↕
Volume (vph)	0	17	57	62	48	0	0	0	0	21	1175	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5						5.3	
Lane Util. Factor		1.00	1.00		1.00						0.95	
Frbp, ped/bikes		1.00	0.99		1.00						1.00	
Flpb, ped/bikes		1.00	1.00		1.00						1.00	
Frt		1.00	0.85		1.00						1.00	
Flt Protected		1.00	1.00		0.97						1.00	
Satd. Flow (prot)		1863	1560		1809						3521	
Flt Permitted		1.00	1.00		0.81						1.00	
Satd. Flow (perm)		1863	1560		1515						3521	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	20	66	71	55	0	0	0	0	24	1351	20
RTOR Reduction (vph)	0	0	35	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	20	31	0	126	0	0	0	0	0	1394	0
Confl. Peds. (#/hr)			3	3			4					4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	12%	2%	2%
Turn Type		NA	Perm	Perm	NA						Perm	NA
Protected Phases		8			4							2
Permitted Phases			8	4						2		
Actuated Green, G (s)		7.9	7.9		7.9							31.0
Effective Green, g (s)		7.9	7.9		7.9							31.0
Actuated g/C Ratio		0.16	0.16		0.16							0.64
Clearance Time (s)		4.5	4.5		4.5							5.3
Vehicle Extension (s)		3.0	3.0		3.0							3.0
Lane Grp Cap (vph)		302	253		245							2241
v/s Ratio Prot		0.01										
v/s Ratio Perm			0.02		c0.08							0.40
v/c Ratio		0.07	0.12		0.51							0.62
Uniform Delay, d1		17.3	17.4		18.6							5.3
Progression Factor		1.00	1.00		1.00							1.00
Incremental Delay, d2		0.1	0.2		1.8							0.5
Delay (s)		17.4	17.7		20.5							5.9
Level of Service		B	B		C							A
Approach Delay (s)		17.6			20.5			0.0				5.9
Approach LOS		B			C			A				A
Intersection Summary												
HCM 2000 Control Delay			7.6		HCM 2000 Level of Service					A		
HCM 2000 Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			48.7		Sum of lost time (s)				9.8			
Intersection Capacity Utilization			58.1%		ICU Level of Service					B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
5: S Washington Ave & Main St

2040 PM
4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4				
Volume (vph)	16	23	0	0	44	23	36	1450	23	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5			5.3				
Lane Util. Factor		1.00			1.00			0.95				
Frbp, ped/bikes		1.00			0.99			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.95			1.00				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1783			1712			3524				
Flt Permitted		0.83			1.00			1.00				
Satd. Flow (perm)		1516			1712			3524				
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	18	26	0	0	49	26	40	1629	26	0	0	0
RTOR Reduction (vph)	0	0	0	0	15	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	44	0	0	60	0	0	1694	0	0	0	0
Confl. Peds. (#/hr)	2						2	13		2	2	13
Confl. Bikes (#/hr)							2		2			
Heavy Vehicles (%)	2%	6%	2%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)		4.7			4.7			35.1				
Effective Green, g (s)		4.7			4.7			35.1				
Actuated g/C Ratio		0.09			0.09			0.71				
Clearance Time (s)		4.5			4.5			5.3				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		143			162			2493				
v/s Ratio Prot					c0.03							
v/s Ratio Perm		0.03						0.48				
v/c Ratio		0.31			0.37			0.68				
Uniform Delay, d1		20.9			21.1			4.1				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		1.2			1.4			0.7				
Delay (s)		22.2			22.5			4.8				
Level of Service		C			C			A				
Approach Delay (s)		22.2			22.5			4.8			0.0	
Approach LOS		C			C			A			A	

Intersection Summary		
HCM 2000 Control Delay	6.0	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.64	A
Actuated Cycle Length (s)	49.6	Sum of lost time (s)
Intersection Capacity Utilization	62.1%	9.8
Analysis Period (min)	15	ICU Level of Service
		B

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: S Hopkins Ave & Julia St

2040 PM
4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻	
Volume (vph)	0	1	16	17	4	0	0	0	0	32	1302	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5						5.3	
Lane Util. Factor		1.00			1.00						0.95	
Frbp, ped/bikes		0.98			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.87			1.00						1.00	
Flt Protected		1.00			0.96						1.00	
Satd. Flow (prot)		1596			1779						3533	
Flt Permitted		1.00			1.00						1.00	
Satd. Flow (perm)		1596			1853						3533	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	1	18	19	4	0	0	0	0	35	1431	5
RTOR Reduction (vph)	0	17	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2	0	0	23	0	0	0	0	0	1471	0
Confl. Peds. (#/hr)			7	7					3	3		
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		1.3			1.3						35.6	
Effective Green, g (s)		1.3			1.3						35.6	
Actuated g/C Ratio		0.03			0.03						0.76	
Clearance Time (s)		4.5			4.5						5.3	
Vehicle Extension (s)		3.0			3.0						3.0	
Lane Grp Cap (vph)		44			51						2693	
v/s Ratio Prot		0.00										
v/s Ratio Perm					c0.01						0.42	
v/c Ratio		0.03			0.45						0.55	
Uniform Delay, d1		22.1			22.3						2.3	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		0.3			6.2						0.2	
Delay (s)		22.4			28.6						2.5	
Level of Service		C			C						A	
Approach Delay (s)		22.4			28.6			0.0			2.5	
Approach LOS		C			C			A			A	

Intersection Summary

HCM 2000 Control Delay	3.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	46.7	Sum of lost time (s)	9.8
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
7: S Washington Ave & Julia St

2040 PM
4/30/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	40	0	4	1474	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	43	0	4	1585	0	0
Pedestrians	13				16	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					453	
pX, platoon unblocked						
vC, conflicting volume	830	13	13			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	830	13	13			
tC, single (s)	6.9	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	100	100			
cM capacity (veh/h)	302	1052	1587			
Direction, Lane #	EB 1	NB 1	NB 2			
Volume Total	43	533	1057			
Volume Left	43	4	0			
Volume Right	0	0	0			
cSH	302	1587	1700			
Volume to Capacity	0.14	0.00	0.62			
Queue Length 95th (ft)	12	0	0			
Control Delay (s)	18.9	0.1	0.0			
Lane LOS	C	A				
Approach Delay (s)	18.9	0.0				
Approach LOS	C					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization		50.9%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: S Hopkins Ave & Pine St

2040 PM
4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	12	19	28	19	0	0	0	0	9	1372	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	13	20	30	20	0	0	0	0	10	1475	3
Pedestrians								7				
Lane Width (ft)								0.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								849			381	
pX, platoon unblocked	0.81	0.81	0.81	0.81	0.81		0.81					
vC, conflicting volume	1506	1496	746	791	1498	0	1478			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1164	1151	230	284	1153	0	1130			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.6	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	100	92	97	94	87	100	100			99		
cM capacity (veh/h)	109	159	629	475	153	1084	500			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	33	51	747	741
Volume Left	0	30	10	0
Volume Right	20	0	0	3
cSH	293	256	1622	1700
Volume to Capacity	0.11	0.20	0.01	0.44
Queue Length 95th (ft)	10	18	0	0
Control Delay (s)	18.9	22.5	0.2	0.0
Lane LOS	C	C	A	
Approach Delay (s)	18.9	22.5	0.1	
Approach LOS	C	C		

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 9: S Washington Ave & Pine St

2040 PM
 4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕	↗			
Volume (veh/h)	12	1	0	0	32	18	18	1514	3	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	14	1	0	0	38	21	21	1802	4	0	0	0
Pedestrians		1										8
Lane Width (ft)		12.0										0.0
Walking Speed (ft/s)		4.0										4.0
Percent Blockage		0										0
Right turn flare (veh)												
Median type								None				None
Median storage (veh)												
Upstream signal (ft)								844				
pX, platoon unblocked												
vC, conflicting volume	994	1850	1	1846	1846	909	1			1806		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	994	1850	1	1846	1846	909	1			1806		
tC, single (s)	7.5	6.5	6.9	7.5	6.6	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	86	98	100	100	47	92	99			100		
cM capacity (veh/h)	105	73	1082	45	71	278	1619			337		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	15	60	622	1202	4
Volume Left	14	0	21	0	0
Volume Right	0	21	0	0	4
cSH	102	97	1619	1700	1700
Volume to Capacity	0.15	0.61	0.01	0.71	0.00
Queue Length 95th (ft)	13	73	1	0	0
Control Delay (s)	46.6	88.1	0.4	0.0	0.0
Lane LOS	E	F	A		
Approach Delay (s)	46.6	88.1	0.1		
Approach LOS	E	F			

Intersection Summary		
Average Delay		3.3
Intersection Capacity Utilization	59.8%	ICU Level of Service
Analysis Period (min)		15
		B

HCM Signalized Intersection Capacity Analysis
 10: S Hopkins Ave & South St

2040 PM
 4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑						↖	↗
Volume (vph)	0	88	218	45	145	0	0	0	0	8	1361	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5						5.3	5.3
Lane Util. Factor		1.00	1.00	1.00	1.00						0.95	1.00
Frbp, ped/bikes		1.00	0.99	1.00	1.00						1.00	0.98
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						1.00	1.00
Satd. Flow (prot)		1792	1562	1767	1845						3538	1556
Flt Permitted		1.00	1.00	0.70	1.00						1.00	1.00
Satd. Flow (perm)		1792	1562	1298	1845						3538	1556
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	91	225	46	149	0	0	0	0	8	1403	114
RTOR Reduction (vph)	0	0	30	0	0	0	0	0	0	0	0	39
Lane Group Flow (vph)	0	91	195	46	149	0	0	0	0	0	1411	75
Confl. Peds. (#/hr)			2	2						1		7
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	6%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		11.1	11.1	11.1	11.1						26.6	26.6
Effective Green, g (s)		11.1	11.1	11.1	11.1						26.6	26.6
Actuated g/C Ratio		0.23	0.23	0.23	0.23						0.56	0.56
Clearance Time (s)		4.5	4.5	4.5	4.5						5.3	5.3
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		418	365	303	431						1981	871
v/s Ratio Prot		0.05			0.08							
v/s Ratio Perm			0.12	0.04							0.40	0.05
v/c Ratio		0.22	0.53	0.15	0.35						0.71	0.09
Uniform Delay, d1		14.7	15.9	14.5	15.2						7.6	4.8
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.3	1.5	0.2	0.5						1.2	0.0
Delay (s)		15.0	17.4	14.7	15.7						8.9	4.9
Level of Service		B	B	B	B						A	A
Approach Delay (s)		16.7			15.4			0.0			8.6	
Approach LOS		B			B			A			A	

Intersection Summary		
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.66	B
Actuated Cycle Length (s)	47.5	Sum of lost time (s)
Intersection Capacity Utilization	104.7%	9.8
Analysis Period (min)	15	ICU Level of Service
		G

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 11: S Washington Ave & South St

2040 PM
 4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖		↖	↗				
Volume (vph)	75	14	0	0	37	4	146	1430	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5		5.3	5.3				
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95				
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00		0.99	1.00				
Frt	1.00	1.00			0.99		1.00	1.00				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1717	1743			1838		1760	3534				
Flt Permitted	0.73	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	1315	1743			1838		1760	3534				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	82	15	0	0	41	4	160	1571	13	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	1	0	0	0	0
Lane Group Flow (vph)	82	15	0	0	41	0	160	1583	0	0	0	0
Confl. Peds. (#/hr)	2					2	4					
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	5%	9%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)	5.6	5.6			5.6		33.9	33.9				
Effective Green, g (s)	5.6	5.6			5.6		33.9	33.9				
Actuated g/C Ratio	0.11	0.11			0.11		0.69	0.69				
Clearance Time (s)	4.5	4.5			4.5		5.3	5.3				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	149	197			208		1210	2430				
v/s Ratio Prot		0.01			0.02			c0.45				
v/s Ratio Perm	c0.06						0.09					
v/c Ratio	0.55	0.08			0.20		0.13	0.65				
Uniform Delay, d1	20.7	19.5			19.8		2.6	4.4				
Progression Factor	1.00	1.00			1.00		1.00	1.00				
Incremental Delay, d2	4.3	0.2			0.5		0.0	0.6				
Delay (s)	25.0	19.7			20.3		2.7	5.0				
Level of Service	C	B			C		A	A				
Approach Delay (s)		24.2			20.3			4.8			0.0	
Approach LOS		C			C			A			A	

Intersection Summary		
HCM 2000 Control Delay	6.1	HCM 2000 Level of Service A
HCM 2000 Volume to Capacity ratio	0.64	
Actuated Cycle Length (s)	49.3	Sum of lost time (s) 9.8
Intersection Capacity Utilization	104.7%	ICU Level of Service G
Analysis Period (min)	15	

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Edison Ave & S Hopkins Ave/Brevard St

2040 PM
 4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻	
Volume (veh/h)	0	164	4	10	1	0	0	0	0	5	1319	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	0	174	4	11	1	0	0	0	0	5	1403	0
Pedestrians								1				
Lane Width (ft)								0.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								604				
pX, platoon unblocked												
vC, conflicting volume	1414	1414	703	805	1414	0	1403			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1414	1414	703	805	1414	0	1403			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	0	99	0	99	100	100			100		
cM capacity (veh/h)	97	136	380	0	136	1084	483			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	179	12	473	935
Volume Left	0	11	5	0
Volume Right	4	0	0	0
cSH	138	0	1622	1700
Volume to Capacity	1.29	Err	0.00	0.55
Queue Length 95th (ft)	278	Err	0	0
Control Delay (s)	236.7	Err	0.1	0.0
Lane LOS	F	F	A	
Approach Delay (s)	236.7	Err	0.0	
Approach LOS	F	F		

Intersection Summary			
Average Delay		Err	
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 13: S Washington Ave & Brevard St

2040 PM
 4/30/2015



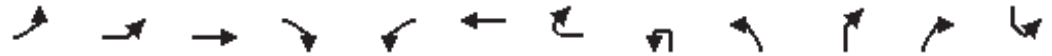
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4				
Volume (veh/h)	172	3	0	0	4	3	6	1360	5	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	189	3	0	0	4	3	7	1495	5	0	0	0
Pedestrians												3
Lane Width (ft)												0.0
Walking Speed (ft/s)												4.0
Percent Blockage												0
Right turn flare (veh)												
Median type								None				None
Median storage (veh)												
Upstream signal (ft)								576				
pX, platoon unblocked												
vC, conflicting volume	769	1513	0	1512	1510	753	0			1500		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	769	1513	0	1512	1510	753	0			1500		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	32	97	100	100	96	99	100			100		
cM capacity (veh/h)	279	118	1084	81	119	352	1622			443		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	192	8	754	753
Volume Left	189	0	7	0
Volume Right	0	3	0	5
cSH	273	166	1622	1700
Volume to Capacity	0.71	0.05	0.00	0.44
Queue Length 95th (ft)	121	4	0	0
Control Delay (s)	44.6	27.8	0.1	0.0
Lane LOS	E	D	A	
Approach Delay (s)	44.6	27.8	0.1	
Approach LOS	E	D		

Intersection Summary			
Average Delay		5.2	
Intersection Capacity Utilization	60.9%		ICU Level of Service B
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
 14: S Washington Ave & Grace St & Edison Ave

2040 PM
 4/30/2015



Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR2	NBU	NBL	NBR	NBR2	SBL2
Lane Configurations			↕			↕	↗		↘	↗	↘	
Volume (vph)	1	44	4	6	12	4	3	13	31	1272	12	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.5			4.5	4.5		4.5	5.3		
Lane Util. Factor			1.00			1.00	1.00		1.00	0.88		
Frbp, ped/bikes			1.00			1.00	0.99		1.00	1.00		
Flpb, ped/bikes			1.00			1.00	1.00		1.00	1.00		
Frt			0.99			1.00	0.85		1.00	0.85		
Flt Protected			0.96			0.96	1.00		0.95	1.00		
Satd. Flow (prot)			1702			1793	1405		1770	2787		
Flt Permitted			0.75			0.83	1.00		0.11	1.00		
Satd. Flow (perm)			1334			1534	1405		209	2787		
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	1	51	5	7	14	5	3	15	36	1479	14	9
RTOR Reduction (vph)	0	0	5	0	0	0	3	0	0	24	0	0
Lane Group Flow (vph)	0	0	59	0	0	19	0	0	51	1469	0	0
Confl. Peds. (#/hr)		2		3	3		2		1			
Heavy Vehicles (%)	6%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)				0			0					
Turn Type	Perm	Perm	NA		Perm	NA	Perm	pm+pt	pm+pt	Perm		pm+pt
Protected Phases			8			4		1	1			5
Permitted Phases	8	8			4		4	6	6	6		2
Actuated Green, G (s)			6.9			6.9	6.9		51.8	48.0		
Effective Green, g (s)			6.9			6.9	6.9		51.8	48.0		
Actuated g/C Ratio			0.10			0.10	0.10		0.72	0.67		
Clearance Time (s)			4.5			4.5	4.5		4.5	5.3		
Vehicle Extension (s)			3.0			3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)			128			147	135		234	1868		
v/s Ratio Prot									c0.01			
v/s Ratio Perm			c0.04			0.01	0.00		0.15	c0.53		
v/c Ratio			0.46			0.13	0.00		0.22	0.79		
Uniform Delay, d1			30.6			29.6	29.2		5.0	8.2		
Progression Factor			1.00			1.00	1.00		1.00	1.00		
Incremental Delay, d2			2.6			0.4	0.0		0.5	2.3		
Delay (s)			33.2			30.0	29.2		5.5	10.5		
Level of Service			C			C	C		A	B		
Approach Delay (s)			33.2			29.9						
Approach LOS			C			C						
Intersection Summary												
HCM 2000 Control Delay			9.9			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			71.6			Sum of lost time (s)			14.3			
Intersection Capacity Utilization			78.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 14: S Washington Ave & Grace St & Edison Ave

2040 PM
 4/30/2015



Movement	SBL	SBT	SBR
Lane Configurations			
Volume (vph)	17	1307	3
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	4.5	5.3	
Lane Util. Factor	1.00	0.95	
Frbp, ped/bikes	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	
Frt	1.00	1.00	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1770	3538	
Flt Permitted	0.95	1.00	
Satd. Flow (perm)	1770	3538	
Peak-hour factor, PHF	0.86	0.86	0.86
Adj. Flow (vph)	20	1520	3
RTOR Reduction (vph)	0	0	0
Lane Group Flow (vph)	29	1523	0
Confl. Peds. (#/hr)			1
Heavy Vehicles (%)	2%	2%	2%
Parking (#/hr)			
Turn Type	pm+pt	NA	
Protected Phases	5	2	
Permitted Phases	2		
Actuated Green, G (s)	49.0	46.6	
Effective Green, g (s)	49.0	46.6	
Actuated g/C Ratio	0.68	0.65	
Clearance Time (s)	4.5	5.3	
Vehicle Extension (s)	3.0	3.0	
Lane Grp Cap (vph)	1211	2302	
v/s Ratio Prot	0.00	0.43	
v/s Ratio Perm	0.02		
v/c Ratio	0.02	0.66	
Uniform Delay, d1	3.6	7.7	
Progression Factor	1.00	1.00	
Incremental Delay, d2	0.0	0.7	
Delay (s)	3.6	8.4	
Level of Service	A	A	
Approach Delay (s)		8.3	
Approach LOS		A	

Intersection Summary

HCM Signalized Intersection Capacity Analysis
15: Palm Ave & Garden St (SR 406)

2040 PM
4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Volume (vph)	5	481	47	9	650	4	74	0	21	3	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.97			0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.99	
Satd. Flow (prot)	1770	3482		1769	3536			1730			1701	
Flt Permitted	0.37	1.00		0.43	1.00			0.77			0.92	
Satd. Flow (perm)	686	3482		797	3536			1377			1593	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	6	540	53	10	730	4	83	0	24	3	3	6
RTOR Reduction (vph)	0	17	0	0	1	0	0	20	0	0	4	0
Lane Group Flow (vph)	6	576	0	10	733	0	0	87	0	0	8	0
Confl. Peds. (#/hr)			1	1			5		5	5		5
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	12.0	12.0		12.0	12.0			7.2			7.2	
Effective Green, g (s)	12.0	12.0		12.0	12.0			7.2			7.2	
Actuated g/C Ratio	0.44	0.44		0.44	0.44			0.26			0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	302	1536		351	1560			364			421	
v/s Ratio Prot		0.17			c0.21							
v/s Ratio Perm	0.01			0.01				c0.06			0.00	
v/c Ratio	0.02	0.37		0.03	0.47			0.24			0.02	
Uniform Delay, d1	4.3	5.1		4.3	5.4			7.9			7.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.2		0.0	0.2			0.3			0.0	
Delay (s)	4.3	5.2		4.3	5.6			8.2			7.4	
Level of Service	A	A		A	A			A			A	
Approach Delay (s)		5.2			5.6			8.2			7.4	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	27.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	37.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 16: Palm Ave & Main St

2040 PM
 4/30/2015





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	22	61	12	6	43	9	16	88	5	9	30	17
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	28	77	15	8	54	11	20	111	6	11	38	22

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	120	73	138	71
Volume Left (vph)	28	8	20	11
Volume Right (vph)	15	11	6	22
Hadj (s)	0.02	-0.04	0.04	-0.12
Departure Headway (s)	4.5	4.5	4.5	4.4
Degree Utilization, x	0.15	0.09	0.17	0.09
Capacity (veh/h)	762	750	766	766
Control Delay (s)	8.3	7.9	8.4	7.8
Approach Delay (s)	8.3	7.9	8.4	7.8
Approach LOS	A	A	A	A

Intersection Summary			
Delay		8.2	
Level of Service		A	
Intersection Capacity Utilization	23.7%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 17: Palm Ave & South St

2040 PM
 4/30/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	266	5	0	235	16	37	17	6	23	3	69
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	39	277	5	0	245	17	39	18	6	24	3	72
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					256							
pX, platoon unblocked												
vC, conflicting volume	261			282			553	618	141	484	612	131
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	261			282			553	618	141	484	612	131
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.6	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	97			100			90	95	99	94	99	92
cM capacity (veh/h)	1300			1277			372	391	881	428	394	895
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	39	185	98	0	163	98	62	99				
Volume Left	39	0	0	0	0	0	39	24				
Volume Right	0	0	5	0	0	17	6	72				
cSH	1300	1700	1700	1700	1700	1700	401	686				
Volume to Capacity	0.03	0.11	0.06	0.00	0.10	0.06	0.16	0.14				
Queue Length 95th (ft)	2	0	0	0	0	0	14	13				
Control Delay (s)	7.9	0.0	0.0	0.0	0.0	0.0	15.6	11.1				
Lane LOS	A						C	B				
Approach Delay (s)	0.9			0.0			15.6	11.1				
Approach LOS							C	B				
Intersection Summary												
Average Delay			3.2									
Intersection Capacity Utilization			28.2%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 19: S Hopkins Ave & Union St

2040 PM
 4/30/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					373	
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1084	1622			
Direction, Lane #	EB 1	SB 1	SB 2			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 23: S Hopkins Ave & Palmetto St

2040 PM
 4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								450			780	
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1084	1023	896	1084	1622			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	0.0	0.0	0.0	
Approach LOS	A	A		

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 26: S Washington Ave & Broad St

2040 PM
 4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								342			653	
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1084	1023	896	1084	1622			1622		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	0.0	0.0	0.0	
Approach LOS	A	A		

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 31: S Hopkins Ave & Broad St

2040 PM
 4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								340			656	
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1084	1023	896	1084	1622			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	0.0	0.0	0.0	
Approach LOS	A	A		

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 35: S Hopkins Ave & Orange St

2040 PM
 4/30/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				725	271	
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1084	1622			
Direction, Lane #	EB 1	SB 1	SB 2			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 36: S Hopkins Ave & St Johns St

2040 PM
 4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1084	1023	896	1084	1622			1622		


















Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	0.0	0.0	0.0	
Approach LOS	A	A		

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 45: S Washington Ave & Palmetto St

2040 PM
 4/30/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						2						
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								447				
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1084	1023	896	1084	1622			1622		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3							
Volume Total	0	0	0	0	0							
Volume Left	0	0	0	0	0							
Volume Right	0	0	0	0	0							
cSH	1700	1700	1700	1700	1700							
Volume to Capacity	0.00	0.00	0.00	0.00	0.00							
Queue Length 95th (ft)	0	0	0	0	0							
Control Delay (s)	0.0	0.0	0.0	0.0	0.0							
Lane LOS	A	A										
Approach Delay (s)	0.0	0.0	0.0									
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 49: S Washington Ave & St Johns St

2040 PM
 4/30/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								1145				
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1084	1023	896	1084	1622			1622		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	0.0	0.0	0.0	
Approach LOS	A	A		

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 54: S Washington Ave & Orange St

2040 PM
 4/30/2015



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑↑↑			
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			731			264
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1084			1622	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.0	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		0.0%	ICU Level of Service A
Analysis Period (min)		15	

Intersection												
Int Delay, s/veh	0.2											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	13	0	1	5	781	14	5	0	650
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	140	-	0	475	-	0
Veh in Median Storage, #	-	0	-	-	2	-	-	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	4	2	2	2	4
Mvmt Flow	0	0	0	14	0	1	5	849	15	5	0	707

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	860	871	424	0	0	0	849	0	0
Stage 1	860	860	-	-	-	-	-	-	-
Stage 2	0	11	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	295	288	579	-	-	-	785	-	-
Stage 1	375	371	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	293	0	579	-	-	-	785	-	-
Mov Cap-2 Maneuver	349	0	-	-	-	-	-	-	-
Stage 1	375	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5		0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	359	785	-	-
HCM Lane V/C Ratio	-	-	-	0.042	0.007	-	-
HCM Control Delay (s)	-	-	-	15.5	9.6	-	-
HCM Lane LOS	-	-	-	C	A	-	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	10	0	16	971	0	0
Conflicting Peds, #/hr	2	0	6	0	0	8
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, %	12	2	2	4	2	2
Mvmt Flow	11	0	17	1055	0	0

Major/Minor

	Minor2	Major1		
Conflicting Flow All	565	8	2	0
Stage 1	2	-	-	-
Stage 2	563	-	-	-
Critical Hdwy	7.74	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	-
Follow-up Hdwy	3.62	-	-	-
Pot Cap-1 Maneuver	387	-	-	-
Stage 1	-	-	-	-
Stage 2	454	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	386	-	-	-
Mov Cap-2 Maneuver	386	-	-	-
Stage 1	-	-	-	-
Stage 2	453	-	-	-

Approach

EB NB
HCM Control Delay, s
HCM LOS -

Minor Lane/Major Mvmt

	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	17	9	18	12	0	0	0	0	14	1034	4
Conflicting Peds, #/hr	0	0	2	2	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	-	-	None	-	-	None	-	-	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	11	2	2	2	2	9	2	2
Mvmt Flow	0	18	10	20	13	0	0	0	0	15	1124	4

Major/Minor

	Minor2			Minor1			Major2		
Conflicting Flow All	1168	1161	565	606	1163	2	2	0	0
Stage 1	1159	1159	-	2	2	-	-	-	-
Stage 2	9	2	-	604	1161	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	6.84	6.72	-	-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.84	5.72	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.11	-	-	-	-
Pot Cap-1 Maneuver	186	194	468	429	181	-	-	-	-
Stage 1	261	268	-	-	-	-	-	-	-
Stage 2	-	-	-	508	250	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	185	0	467	428	0	-	-	-	-
Mov Cap-2 Maneuver	185	0	-	428	0	-	-	-	-
Stage 1	261	0	-	-	0	-	-	-	-
Stage 2	-	0	-	508	0	-	-	-	-

Approach

	EB	WB	SB
HCM Control Delay, s	13.2	-	-
HCM LOS	B	-	-

Minor Lane/Major Mvmt

	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	467	-	-	-	-
HCM Lane V/C Ratio	0.061	-	-	-	-
HCM Control Delay (s)	13.2	-	-	-	-
HCM Lane LOS	B	-	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	23	0	0	9	4	21	1038	17	0	0	0
Conflicting Peds, #/hr	2	0	0	0	0	2	2	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	-
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, %	38	2	2	2	14	2	2	3	2	2	2	2
Mvmt Flow	11	25	0	0	10	4	23	1128	18	0	0	0

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	619	1178	4	1191	1178	565	2	0	0
Stage 1	2	2	-	1176	1176	-	-	-	-
Stage 2	617	1176	-	15	2	-	-	-	-
Critical Hdwy	7.56	6.54	-	6.84	6.78	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	5.84	5.78	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.88	4.02	-	3.52	4.14	3.32	-	-	-
Pot Cap-1 Maneuver	347	189	-	180	173	468	-	-	-
Stage 1	-	-	-	255	240	-	-	-	-
Stage 2	413	263	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-
Mov Cap-1 Maneuver	346	0	-	179	0	467	-	-	-
Mov Cap-2 Maneuver	346	0	-	179	0	-	-	-	-
Stage 1	-	0	-	255	0	-	-	-	-
Stage 2	412	0	-	-	0	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s		12.9	
HCM LOS	-	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	-	467
HCM Lane V/C Ratio	-	-	-	-	0.03
HCM Control Delay (s)	-	-	-	-	12.9
HCM Lane LOS	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	0.1

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	100	5	0	0	0	0	0	0	14	870	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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	109	5	0	0	0	0	0	0	15	946	0

Major/Minor	Minor2			Minor1			Major2		
Conflicting Flow All	976	976	472	558	976	0	0	0	0
Stage 1	976	976	-	0	0	-	-	-	-
Stage 2	0	0	-	558	976	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	6.84	6.54	-	-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.84	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	-	-	-	-
Pot Cap-1 Maneuver	248	250	538	460	250	-	-	-	-
Stage 1	326	327	-	-	-	-	-	-	-
Stage 2	-	-	-	537	327	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	248	0	538	460	0	-	-	-	-
Mov Cap-2 Maneuver	248	0	-	460	0	-	-	-	-
Stage 1	326	0	-	-	0	-	-	-	-
Stage 2	-	0	-	537	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	13.5	0	
HCM LOS	B	A	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	538	-	-	-	-
HCM Lane V/C Ratio	0.212	-	-	-	-
HCM Control Delay (s)	13.5	0	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-	-

Intersection												
Int Delay, s/veh	0											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	103	6	0	0	0	4	1	1079	1	0	0	0
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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	112	7	0	0	0	4	1	1173	1	0	0	0

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	591	1178	1	1181	1178	587	1	0	0
Stage 1	1	1	-	1177	1177	-	-	-	-
Stage 2	590	1177	-	4	1	-	-	-	-
Critical Hdwy	6.84	6.54	-	6.84	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	3.52	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	438	189	-	183	189	453	-	-	-
Stage 1	-	-	-	255	263	-	-	-	-
Stage 2	517	263	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-
Mov Cap-1 Maneuver	437	0	-	183	0	453	-	-	-
Mov Cap-2 Maneuver	437	0	-	183	0	-	-	-	-
Stage 1	-	0	-	255	0	-	-	-	-
Stage 2	517	0	-	-	0	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s		13	
HCM LOS	-	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	-	453
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	-	-	-	13
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0


















Intersection												
Int Delay, s/veh	0.2											























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	13	0	1	5	781	14	5	0	650
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	140	-	0	475	-	0
Veh in Median Storage, #	-	0	-	-	2	-	-	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	4	2	2	2	4
Mvmt Flow	0	0	0	14	0	1	5	849	15	5	0	707

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	860	871	424	0	0	0	849	0	0
Stage 1	860	860	-	-	-	-	-	-	-
Stage 2	0	11	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	295	288	579	-	-	-	785	-	-
Stage 1	375	371	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	293	0	579	-	-	-	785	-	-
Mov Cap-2 Maneuver	349	0	-	-	-	-	-	-	-
Stage 1	375	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-


















Approach	WB	NB	SB
HCM Control Delay, s	15.5		0.1
HCM LOS	C		
















Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	359	785	-	-
HCM Lane V/C Ratio	-	-	-	0.042	0.007	-	-
HCM Control Delay (s)	-	-	-	15.5	9.6	-	-
HCM Lane LOS	-	-	-	C	A	-	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-	-
















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	191	281	40	270	0	0	0	0	120	602	28
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
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
Adj Sat Flow, veh/h/ln	0	1855	1900	1792	1810	0				1900	1854	1827
Adj Flow Rate, veh/h	0	208	305	43	293	0				130	654	30
Adj No. of Lanes	0	2	0	1	2	0				0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	3	3	6	5	0				4	2	4
Cap, veh/h	0	482	431	413	1654	0				187	995	511
Arrive On Green	0.00	0.27	0.27	0.11	0.48	0.00				0.33	0.33	0.33
Sat Flow, veh/h	0	1855	1577	1707	3529	0				568	3018	1549
Grp Volume(v), veh/h	0	208	305	43	293	0				418	366	30
Grp Sat Flow(s),veh/h/ln	0	1763	1577	1707	1719	0				1825	1761	1549
Q Serve(g_s), s	0.0	5.1	9.2	0.8	2.6	0.0				10.5	9.3	0.7
Cycle Q Clear(g_c), s	0.0	5.1	9.2	0.8	2.6	0.0				10.5	9.3	0.7
Prop In Lane	0.00		1.00	1.00		0.00				0.31		1.00
Lane Grp Cap(c), veh/h	0	482	431	413	1654	0				602	581	511
V/C Ratio(X)	0.00	0.43	0.71	0.10	0.18	0.00				0.69	0.63	0.06
Avail Cap(c_a), veh/h	0	634	567	738	2603	0				864	833	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	15.8	17.3	10.2	7.8	0.0				15.4	15.0	12.1
Incr Delay (d2), s/veh	0.0	0.6	2.7	0.1	0.1	0.0				1.7	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	4.3	0.4	1.2	0.0				5.5	4.7	0.3
LnGrp Delay(d),s/veh	0.0	16.4	20.0	10.3	7.8	0.0				17.1	16.4	12.2
LnGrp LOS		B	B	B	A					B	B	B
Approach Vol, veh/h		513			336						814	
Approach Delay, s/veh		18.5			8.2						16.6	
Approach LOS		B			A						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			11.0	19.5		22.4		30.4				
Change Period (Y+Rc), s			5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s			16.0	19.0		25.0		40.0				
Max Q Clear Time (g_c+I1), s			2.8	11.2		12.5		4.6				
Green Ext Time (p_c), s			0.1	3.1		4.7		6.1				
Intersection Summary												
HCM 2010 Ctrl Delay			15.5									
HCM 2010 LOS			B									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  			 				
Volume (veh/h)	67	235	0	0	63	0	251	491	54	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
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			
Adj Sat Flow, veh/h/ln	1900	1825	0	0	1863	1863	1792	1827	1863			
Adj Flow Rate, veh/h	73	255	0	0	68	0	273	534	59			
Adj No. of Lanes	0	2	0	0	3	1	1	2	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	3	3	0	0	2	2	6	4	2			
Cap, veh/h	295	856	0	0	1594	496	685	1394	635			
Arrive On Green	0.31	0.31	0.00	0.00	0.31	0.00	0.40	0.40	0.40			
Sat Flow, veh/h	479	2812	0	0	5253	1583	1707	3471	1582			
Grp Volume(v), veh/h	179	149	0	0	68	0	273	534	59			
Grp Sat Flow(s),veh/h/ln	1631	1578	0	0	1695	1583	1707	1736	1582			
Q Serve(g_s), s	0.0	2.5	0.0	0.0	0.3	0.0	4.0	3.8	0.8			
Cycle Q Clear(g_c), s	2.6	2.5	0.0	0.0	0.3	0.0	4.0	3.8	0.8			
Prop In Lane	0.41		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	656	495	0	0	1594	496	685	1394	635			
V/C Ratio(X)	0.27	0.30	0.00	0.00	0.04	0.00	0.40	0.38	0.09			
Avail Cap(c_a), veh/h	1102	944	0	0	3043	948	1168	2374	1082			
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	1.00	1.00			
Uniform Delay (d), s/veh	9.2	9.1	0.0	0.0	8.4	0.0	7.5	7.4	6.5			
Incr Delay (d2), s/veh	1.0	1.6	0.0	0.0	0.1	0.0	0.8	0.4	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	1.3	0.0	0.0	0.2	0.0	2.0	1.9	0.4			
LnGrp Delay(d),s/veh	10.2	10.7	0.0	0.0	8.4	0.0	8.3	7.8	6.7			
LnGrp LOS	B	B			A		A	A	A			
Approach Vol, veh/h		328			68			866				
Approach Delay, s/veh		10.4			8.4			7.9				
Approach LOS		B			A			A				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		19.1		16.0				16.0				
Change Period (Y+Rc), s		5.0		5.0				5.0				
Max Green Setting (Gmax), s		24.0		21.0				21.0				
Max Q Clear Time (g_c+I1), s		6.0		4.6				2.3				
Green Ext Time (p_c), s		8.1		6.3				6.8				
Intersection Summary												
HCM 2010 Ctrl Delay			8.6									
HCM 2010 LOS			A									

2040 Future Traffic - AM Peak Hour
4: S Hopkins Ave & Main St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	16	28	16	27	0	0	0	0	10	1024	14
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		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
Adj Sat Flow, veh/h/ln	0	1863	1827	1900	1842	0				1900	1861	1900
Adj Flow Rate, veh/h	0	17	30	17	29	0				11	1113	15
Adj No. of Lanes	0	1	1	0	1	0				0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	4	5	5	0				0	2	0
Cap, veh/h	0	250	207	197	172	0				20	2107	30
Arrive On Green	0.00	0.13	0.13	0.13	0.13	0.00				0.58	0.58	0.58
Sat Flow, veh/h	0	1863	1544	401	1286	0				34	3626	51
Grp Volume(v), veh/h	0	17	30	46	0	0				597	0	542
Grp Sat Flow(s),veh/h/ln	0	1863	1544	1686	0	0				1859	0	1852
Q Serve(g_s), s	0.0	0.3	0.6	0.0	0.0	0.0				6.8	0.0	6.0
Cycle Q Clear(g_c), s	0.0	0.3	0.6	0.8	0.0	0.0				6.8	0.0	6.0
Prop In Lane	0.00		1.00	0.37		0.00				0.02		0.03
Lane Grp Cap(c), veh/h	0	250	207	369	0	0				1081	0	1076
V/C Ratio(X)	0.00	0.07	0.14	0.12	0.00	0.00				0.55	0.00	0.50
Avail Cap(c_a), veh/h	0	974	807	996	0	0				1199	0	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.0	13.2	13.2	0.0	0.0				4.4	0.0	4.3
Incr Delay (d2), s/veh	0.0	0.1	0.3	0.1	0.0	0.0				0.4	0.0	0.4
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(50%),veh/ln	0.0	0.1	0.3	0.4	0.0	0.0				3.5	0.0	3.1
LnGrp Delay(d),s/veh	0.0	13.1	13.5	13.4	0.0	0.0				4.9	0.0	4.6
LnGrp LOS		B	B	B						A		A
Approach Vol, veh/h		47			46						1139	
Approach Delay, s/veh		13.4			13.4						4.8	
Approach LOS		B			B						A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		25.3		9.1				9.1				
Change Period (Y+Rc), s		5.3		4.5				4.5				
Max Green Setting (Gmax), s		22.2		18.0				18.0				
Max Q Clear Time (g_c+I1), s		8.8		2.8				2.6				
Green Ext Time (p_c), s		6.3		0.3				0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			5.4									
HCM 2010 LOS			A									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	14	0	0	10	1	39	914	12	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.98	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			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1900	1829	1900			
Adj Flow Rate, veh/h	18	15	0	0	11	1	42	993	13			
Adj No. of Lanes	0	1	0	0	1	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	4	0			
Cap, veh/h	235	53	0	0	135	12	86	2133	29			
Arrive On Green	0.08	0.08	0.00	0.00	0.08	0.08	0.62	0.62	0.62			
Sat Flow, veh/h	791	659	0	0	1680	153	139	3455	47			
Grp Volume(v), veh/h	33	0	0	0	0	12	549	0	499			
Grp Sat Flow(s),veh/h/ln	1450	0	0	0	0	1833	1822	0	1820			
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.2	5.3	0.0	4.7			
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.0	0.0	0.2	5.3	0.0	4.7			
Prop In Lane	0.55		0.00	0.00		0.08	0.08		0.03			
Lane Grp Cap(c), veh/h	288	0	0	0	0	147	1125	0	1124			
V/C Ratio(X)	0.11	0.00	0.00	0.00	0.00	0.08	0.49	0.00	0.44			
Avail Cap(c_a), veh/h	1034	0	0	0	0	1018	1248	0	1247			
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	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	14.2	0.0	0.0	0.0	0.0	13.8	3.4	0.0	3.3			
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.2	0.3	0.0	0.3			
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(50%),veh/ln	0.3	0.0	0.0	0.0	0.0	0.1	2.7	0.0	2.3			
LnGrp Delay(d),s/veh	14.4	0.0	0.0	0.0	0.0	14.0	3.7	0.0	3.5			
LnGrp LOS	B					B	A		A			
Approach Vol, veh/h		33			12			1048				
Approach Delay, s/veh		14.4			14.0			3.6				
Approach LOS		B			B			A				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				7.1		25.3		7.1				
Change Period (Y+Rc), s				4.5		5.3		4.5				
Max Green Setting (Gmax), s				18.0		22.2		18.0				
Max Q Clear Time (g_c+I1), s				2.2		7.3		2.8				
Green Ext Time (p_c), s				0.1		6.1		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			4.1									
HCM 2010 LOS			A									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	5	3	4	1	0	0	0	0	18	1036	0
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.98		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
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1900	1861	1900
Adj Flow Rate, veh/h	0	5	3	4	1	0				20	1126	0
Adj No. of Lanes	0	1	0	0	1	0				0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	35	21	242	8	0				39	2317	0
Arrive On Green	0.00	0.03	0.03	0.03	0.03	0.00				0.65	0.65	0.00
Sat Flow, veh/h	0	1091	654	1000	250	0				61	3659	0
Grp Volume(v), veh/h	0	0	8	5	0	0				614	532	0
Grp Sat Flow(s),veh/h/ln	0	0	1745	1250	0	0				1858	1768	0
Q Serve(g_s), s	0.0	0.0	0.1	0.1	0.0	0.0				5.3	4.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.2	0.0	0.0				5.3	4.6	0.0
Prop In Lane	0.00		0.37	0.80		0.00				0.03		0.00
Lane Grp Cap(c), veh/h	0	0	56	250	0	0				1207	1149	0
V/C Ratio(X)	0.00	0.00	0.14	0.02	0.00	0.00				0.51	0.46	0.00
Avail Cap(c_a), veh/h	0	0	1020	1054	0	0				1340	1275	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)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	14.5	14.6	0.0	0.0				2.8	2.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.2	0.0	0.0	0.0				0.3	0.3	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(50%),veh/ln	0.0	0.0	0.1	0.0	0.0	0.0				2.7	2.3	0.0
LnGrp Delay(d),s/veh	0.0	0.0	15.7	14.6	0.0	0.0				3.2	3.0	0.0
LnGrp LOS			B	B						A	A	
Approach Vol, veh/h		8			5						1146	
Approach Delay, s/veh		15.7			14.6						3.1	
Approach LOS		B			B						A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		25.3		5.5				5.5				
Change Period (Y+Rc), s		5.3		4.5				4.5				
Max Green Setting (Gmax), s		22.2		18.0				18.0				
Max Q Clear Time (g_c+I1), s		7.3		2.2				2.1				
Green Ext Time (p_c), s		6.8		0.0				0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			3.2									
HCM 2010 LOS			A									

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	10	0	16	971	0	0
Conflicting Peds, #/hr	2	0	6	0	0	8
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, %	12	2	2	4	2	2
Mvmt Flow	11	0	17	1055	0	0

Major/Minor

	Minor2	Major1		
Conflicting Flow All	565	8	2	0
Stage 1	2	-	-	-
Stage 2	563	-	-	-
Critical Hdwy	7.74	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	-
Follow-up Hdwy	3.62	-	-	-
Pot Cap-1 Maneuver	387	-	-	-
Stage 1	-	-	-	-
Stage 2	454	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	386	-	-	-
Mov Cap-2 Maneuver	386	-	-	-
Stage 1	-	-	-	-
Stage 2	453	-	-	-

Approach

EB NB
HCM Control Delay, s
HCM LOS -

Minor Lane/Major Mvmt

	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection												
Int Delay, s/veh	0.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	17	9	18	12	0	0	0	0	14	1034	4
Conflicting Peds, #/hr	0	0	2	2	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	-	-	None	-	-	None	-	-	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	11	2	2	2	2	9	2	2
Mvmt Flow	0	18	10	20	13	0	0	0	0	15	1124	4

Major/Minor	Minor2			Minor1			Major2		
Conflicting Flow All	1168	1161	565	606	1163	2	2	0	0
Stage 1	1159	1159	-	2	2	-	-	-	-
Stage 2	9	2	-	604	1161	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	6.84	6.72	-	-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.84	5.72	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.11	-	-	-	-
Pot Cap-1 Maneuver	186	194	468	429	181	-	-	-	-
Stage 1	261	268	-	-	-	-	-	-	-
Stage 2	-	-	-	508	250	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	185	0	467	428	0	-	-	-	-
Mov Cap-2 Maneuver	185	0	-	428	0	-	-	-	-
Stage 1	261	0	-	-	0	-	-	-	-
Stage 2	-	0	-	508	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	13.2	-	-
HCM LOS	B	-	-

Minor Lane/Major Mvmt	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	467	-	-	-
HCM Lane V/C Ratio	0.061	-	-	-
HCM Control Delay (s)	13.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection



















Int Delay, s/veh 0.1


















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	23	0	0	9	4	21	1038	17	0	0	0
Conflicting Peds, #/hr	2	0	0	0	0	2	2	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	-
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, %	38	2	2	2	14	2	2	3	2	2	2	2
Mvmt Flow	11	25	0	0	10	4	23	1128	18	0	0	0

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	619	1178	4	1191	1178	565	2	0	0
Stage 1	2	2	-	1176	1176	-	-	-	-
Stage 2	617	1176	-	15	2	-	-	-	-
Critical Hdwy	7.56	6.54	-	6.84	6.78	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	5.84	5.78	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.88	4.02	-	3.52	4.14	3.32	-	-	-
Pot Cap-1 Maneuver	347	189	-	180	173	468	-	-	-
Stage 1	-	-	-	255	240	-	-	-	-
Stage 2	413	263	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-
Mov Cap-1 Maneuver	346	0	-	179	0	467	-	-	-
Mov Cap-2 Maneuver	346	0	-	179	0	-	-	-	-
Stage 1	-	0	-	255	0	-	-	-	-
Stage 2	412	0	-	-	0	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s		12.9	
HCM LOS	-	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	-	467
HCM Lane V/C Ratio	-	-	-	-	0.03
HCM Control Delay (s)	-	-	-	-	12.9
HCM Lane LOS	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	0.1

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	56	191	18	112	0	0	0	0	0	940	62
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
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
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1845	0				1900	1863	1827
Adj Flow Rate, veh/h	0	61	0	20	122	0				0	1022	67
Adj No. of Lanes	0	1	1	1	1	0				0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	3	0				4	2	4
Cap, veh/h	0	259	220	396	257	0				0	1845	808
Arrive On Green	0.00	0.14	0.00	0.14	0.14	0.00				0.00	0.52	0.52
Sat Flow, veh/h	0	1863	1583	1336	1845	0				0	3632	1550
Grp Volume(v), veh/h	0	61	0	20	122	0				0	1022	67
Grp Sat Flow(s),veh/h/ln	0	1863	1583	1336	1845	0				0	1770	1550
Q Serve(g_s), s	0.0	0.8	0.0	0.4	1.8	0.0				0.0	5.6	0.6
Cycle Q Clear(g_c), s	0.0	0.8	0.0	1.2	1.8	0.0				0.0	5.6	0.6
Prop In Lane	0.00		1.00	1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h	0	259	220	396	257	0				0	1845	808
V/C Ratio(X)	0.00	0.24	0.00	0.05	0.48	0.00				0.00	0.55	0.08
Avail Cap(c_a), veh/h	0	1807	1536	1506	1789	0				0	2722	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	11.1	0.0	11.6	11.5	0.0				0.0	4.7	3.5
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.1	1.4	0.0				0.0	0.3	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(50%),veh/ln	0.0	0.5	0.0	0.2	1.0	0.0				0.0	2.8	0.3
LnGrp Delay(d),s/veh	0.0	11.5	0.0	11.7	12.8	0.0				0.0	4.9	3.5
LnGrp LOS		B		B	B						A	A
Approach Vol, veh/h		61			142						1089	
Approach Delay, s/veh		11.5			12.7						4.8	
Approach LOS		B			B						A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				8.5		20.3		8.5				
Change Period (Y+Rc), s				4.5		5.3		4.5				
Max Green Setting (Gmax), s				28.0		22.2		28.0				
Max Q Clear Time (g_c+I1), s				2.8		7.6		3.8				
Green Ext Time (p_c), s				1.0		6.6		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			6.0									
HCM 2010 LOS			A									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	9	0	0	13	6	119	1012	3	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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			
Adj Sat Flow, veh/h/ln	1863	1667	0	0	1863	1900	1863	1845	1900			
Adj Flow Rate, veh/h	52	10	0	0	14	7	129	1100	3			
Adj No. of Lanes	1	1	0	0	1	0	1	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	14	0	0	2	2	2	3	2			
Cap, veh/h	368	143	0	0	100	50	982	1985	5			
Arrive On Green	0.09	0.09	0.00	0.00	0.09	0.09	0.55	0.55	0.55			
Sat Flow, veh/h	1385	1667	0	0	1167	583	1774	3586	10			
Grp Volume(v), veh/h	52	10	0	0	0	21	129	538	565			
Grp Sat Flow(s),veh/h/ln	1385	1667	0	0	0	1750	1774	1752	1843			
Q Serve(g_s), s	1.0	0.1	0.0	0.0	0.0	0.3	1.0	5.4	5.4			
Cycle Q Clear(g_c), s	1.3	0.1	0.0	0.0	0.0	0.3	1.0	5.4	5.4			
Prop In Lane	1.00		0.00	0.00		0.33	1.00		0.01			
Lane Grp Cap(c), veh/h	368	143	0	0	0	150	982	970	1020			
V/C Ratio(X)	0.14	0.07	0.00	0.00	0.00	0.14	0.13	0.55	0.55			
Avail Cap(c_a), veh/h	1224	1172	0	0	0	1231	1378	1362	1432			
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	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	12.1	11.4	0.0	0.0	0.0	11.5	2.9	3.9	3.9			
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.0	0.4	0.1	0.5	0.5			
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(50%),veh/ln	0.4	0.1	0.0	0.0	0.0	0.2	0.5	2.7	2.8			
LnGrp Delay(d),s/veh	12.3	11.6	0.0	0.0	0.0	11.9	3.0	4.4	4.4			
LnGrp LOS	B	B				B	A	A	A			
Approach Vol, veh/h		62			21			1232				
Approach Delay, s/veh		12.2			11.9			4.2				
Approach LOS		B			B			A				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		20.3		6.8				6.8				
Change Period (Y+Rc), s		5.3		4.5				4.5				
Max Green Setting (Gmax), s		21.1		19.1				19.1				
Max Q Clear Time (g_c+I1), s		7.4		3.3				2.3				
Green Ext Time (p_c), s		6.5		0.2				0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			4.7									
HCM 2010 LOS			A									

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	100	5	0	0	0	0	0	0	14	870	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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	109	5	0	0	0	0	0	0	15	946	0

Major/Minor	Minor2			Minor1			Major2		
Conflicting Flow All	976	976	472	558	976	0	0	0	0
Stage 1	976	976	-	0	0	-	-	-	-
Stage 2	0	0	-	558	976	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	6.84	6.54	-	-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	5.84	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	-	-	-	-
Pot Cap-1 Maneuver	248	250	538	460	250	-	-	-	-
Stage 1	326	327	-	-	-	-	-	-	-
Stage 2	-	-	-	537	327	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	248	0	538	460	0	-	-	-	-
Mov Cap-2 Maneuver	248	0	-	460	0	-	-	-	-
Stage 1	326	0	-	-	0	-	-	-	-
Stage 2	-	0	-	537	0	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	13.5	0	
HCM LOS	B	A	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	538	-	-	-	-
HCM Lane V/C Ratio	0.212	-	-	-	-
HCM Control Delay (s)	13.5	0	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-	-




















Intersection												
Int Delay, s/veh	0											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	103	6	0	0	0	4	1	1079	1	0	0	0
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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	112	7	0	0	0	4	1	1173	1	0	0	0

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	591	1178	1	1181	1178	587	1	0	0
Stage 1	1	1	-	1177	1177	-	-	-	-
Stage 2	590	1177	-	4	1	-	-	-	-
Critical Hdwy	6.84	6.54	-	6.84	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	3.52	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	438	189	-	183	189	453	-	-	-
Stage 1	-	-	-	255	263	-	-	-	-
Stage 2	517	263	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-
Mov Cap-1 Maneuver	437	0	-	183	0	453	-	-	-
Mov Cap-2 Maneuver	437	0	-	183	0	-	-	-	-
Stage 1	-	0	-	255	0	-	-	-	-
Stage 2	517	0	-	-	0	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s		13	
HCM LOS	-	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	-	453
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	-	-	-	13
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	44	1	0	6	1	8	13	1029	3	12	869	1
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	0.99		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	48	1	0	7	1	9	14	1118	3	13	945	1
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	4	0	255	28	147	568	1752	5	516	1755	2
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.09	0.14	0.48	0.48	0.14	0.48	0.48
Sat Flow, veh/h	1180	39	0	1295	298	1577	1774	3621	10	1774	3628	4
Grp Volume(v), veh/h	49	0	0	8	0	9	14	546	575	13	461	485
Grp Sat Flow(s),veh/h/ln	1220	0	0	1593	0	1577	1774	1770	1861	1774	1770	1862
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.3	0.2	11.6	11.6	0.1	9.2	9.2
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.2	0.0	0.3	0.2	11.6	11.6	0.1	9.2	9.2
Prop In Lane	0.98		0.00	0.87		1.00	1.00		0.01	1.00		0.00
Lane Grp Cap(c), veh/h	255	0	0	282	0	147	568	856	900	516	856	901
V/C Ratio(X)	0.19	0.00	0.00	0.03	0.00	0.06	0.02	0.64	0.64	0.03	0.54	0.54
Avail Cap(c_a), veh/h	663	0	0	751	0	658	885	1009	1061	833	1054	1109
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	20.8	0.0	20.8	4.5	9.7	9.7	5.0	9.1	9.1
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.2	0.0	1.0	1.0	0.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.1	0.0	0.1	0.1	5.9	6.2	0.1	4.5	4.7
LnGrp Delay(d),s/veh	22.0	0.0	0.0	20.8	0.0	21.0	4.5	10.7	10.7	5.0	9.6	9.6
LnGrp LOS	C			C		C	A	B	B	A	A	A
Approach Vol, veh/h		49			17			1135			959	
Approach Delay, s/veh		22.0			20.9			10.6			9.5	
Approach LOS		C			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	29.7		9.2	11.5	29.7		9.2				
Change Period (Y+Rc), s	4.5	* 5.3		4.5	4.5	5.3		4.5				
Max Green Setting (Gmax), s	16.0	* 30		21.0	16.0	28.7		21.0				
Max Q Clear Time (g_c+I1), s	2.2	11.2		2.3	2.1	13.6		4.0				
Green Ext Time (p_c), s	0.0	12.7		0.2	0.0	10.7		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			10.5									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												