



## *Florida Department of Transportation*

719 S. Woodland Boulevard  
DeLand, Florida 32720-6834

**RICK SCOTT**  
GOVERNOR

**MIKE DEW**  
SECRETARY

### First Project Visioning Team Meeting March 26, 2018 – 1:30 PM City of Rockledge Council Chambers

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#### **ATTENDEES**

- Ed Wegerif, City of Cocoa
- Dodie Selig, City of Cocoa
- Cynthia Thurman, City of Cocoa
- Ken Poole, City of Rockledge
- Alexandra Bernard, City of Rockledge
- Dr. Brenda Fettrow, City of Rockledge
- Michael Jarusiewicz, City of Rockledge
- Lisa Nicholas, City of Rockledge
- Pat Hartselle, City of Rockledge
- Devin Swanson, Brevard County Public Works
- Scott Nelson, Space Coast Area Transit
- Terry Jordan, Space Coast Area Transit
- Fred Milch, East Central Florida Regional Planning Council (ECFRPC)
- David Lindemann, Brevard County School District
- Kim Smith, Space Coast TPO
- Sarah Kraum, Space Coast TPO
- Judy Pizzo, FDOT
- Fabricio Ponce, VHB
- Dimitre Guenov, VHB
- Kevin Jatzvis, Resident
- Gloria Evans, Resident
- Kevin Evans, Resident
- Kathleen M. Sacco, Resident
- Holly Pardi, Resident
- Frederick Sanders, Resident
- Kellie D. Kelly, Business Owner
- Joe Schuergen, Resident
- Cindy Oates, Resident
- Greta Serlenga, Resident
- Mark Kunkle, Resident
- Gary Ledford, Resident

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The SR 519 Concept Development and Evaluation Study Project Visioning Team (PVT) Meeting #1 was held at 1:30 PM on Monday, March 26, 2018, at Rockledge City Hall in the City Council

Chambers. The presentation was given by Judy Pizzo (FDOT Project Manager) and Fabricio Ponce (Consultant Project Manager). The presentation focused on the background of the project, an update of the existing and future conditions analyses, and a discussion of the initial concepts for the corridor. Members of the public were present.

Ms. Pizzo introduced herself and the project. She then introduced Fabricio Ponce, VHB, and Dimitre Guenov, VHB. After PVT members introduced themselves, Ms. Pizzo began the presentation.

Ms. Pizzo first noted this project is being developed in accordance with the Civil Rights Acts of 1964 and 1968, and explained how under Title VI and VIII, any person who believes they have been subjected to discrimination because of race, color, religion, sex, age, national origin, disability, or familial status may file a written complaint with FDOT's Equal Opportunity Office.

Ms. Pizzo proceeded to explain the role of the PVT is to provide guidance and input throughout the project and to share their local knowledge and perspectives of the corridor. Ms. Pizzo then reviewed the meeting agenda for the afternoon, described the project objective, and identified the study area. The study focuses on 4.2 miles of SR 519 (Fiske Boulevard) from Barnes Boulevard/I-95 Ramps to SR 520 (King Street). Ms. Pizzo then turned the presentation over to Mr. Ponce who reviewed the project overview and the current timeline of the concept development and evaluation study. Mr. Ponce clarified to the members of the public present that this was a concept development study and not the design phase. He noted that the current FDOT Work Program does not include funding for the design and/or construction of this project. However, there is a Resurfacing, Restoration, and Rehabilitation (3R) project programmed in year 2021 that would incorporate several of the elements of this project.

Mr. Ponce then described how the existing conditions had changed slightly since they were originally reviewed in the Planning Study (2015). He explained that there has been an increase in traffic volume, particularly in the southern end of the corridor. The number of crashes along the corridor has increased. Dr. Fettrow asked how recently the data was collected. Mr. Ponce responded that the analysis was done based upon the last five years of available data. The analysis showed that while there are more crashes along the corridor, the crashes are less severe and the number of fatalities have decreased.

Mr. Ponce continued by discussing the intersection level of service (LOS) analysis. The main intersections along the corridor were presented with their current LOS. The I-95 Ramps, Roy Wall Boulevard, and Levitt Parkway show movement that are currently failing. The intersections along the middle of the corridor are currently operating at acceptable LOS.

Mr. Ponce explained the traffic operations along the corridor. Ms. Pizzo mentioned the assistance of the Brevard County School Board in reducing the school dismissal queues along SR 519 (Fiske Boulevard) by providing additional space for vehicles and operational changes to increase efficiency. Mr. Ponce continued by stating that the corridor has sidewalk gaps, a lack of

bicycle facilities, and a lack of amenities for transit. South of Roy Wall Boulevard, there is a deficit of lighting along the corridor.

After wrapping up the existing conditions summary, Mr. Ponce continued to discuss how conditions along the corridor are projected to look in the future. While the Planning Study used an annual growth rate of 0.80 percent for short- and long-term projections, these were increased under this Concept Development and Evaluation. The short-term (2023) had its growth rate adjusted upward to 1.00 percent annually from the original analysis. The long-term (2040) had its growth rate adjusted upward to 1.68 percent annually. Ms. Kraum brought up the addition of the Viera interchange and the improvement that would bring to this corridor. Mr. Ponce mentioned that the 1.68 percent growth rate in the long term takes into account that traffic would be diverted from SR 519 (Fiske Boulevard) when the Viera interchange becomes operational. In the long-term, traffic operations along the corridor will deteriorate. It was noted that, in some cases, making improvements today to address conditions projected to occur two decades from now may not be the best use of resources currently available.

Mr. Ponce discussed the scheduled improvements along the corridor. The most significant project is the 3R project where minor improvements will be made to the corridor. Those improvements include new pavement, the addition of bicycle lanes, and closing sidewalk gaps. Mr. Poole mentioned that the base of the road is failing and needs to be reconstructed as a part of the rehabilitation. Ms. Pizzo noted those concerns and stated she would pass them along to the 3R team. Ms. Kraum stated that the 3R team is currently pre-scoping the possible improvements that could be made to SR 519 (Fiske Boulevard). Mr. Ponce continued by discussing the other planned improvements including the currently unfunded Brevard Zoo Trail extension and the unfunded improvements noted in Space Coast Area Transit's 10-year Transit Development Plan (TDP).

Mr. Ponce discussed signal warrants performed for two intersections along the corridor: (1) Roy Wall Boulevard and (2) Levitt Parkway. At Roy Wall Boulevard, three warrants were met (warrants #1, #2, and #3). At Levitt Parkway, only one warrant was met (warrant #2). In particular, the area around Levitt Parkway is close to being built-out; therefore, may not meet additional warrants until traffic along SR 519 (Fiske Boulevard) experiences significant growth. A member of the public requested clarification on where the traffic was coming from and whether the Viera interchange would have an effect on volumes. Mr. Ponce responded that some traffic may be diverted to the Viera interchange; however, currently, vehicles do not have many alternative options.

Mr. Ponce resumed the signal warrant discussion by moving onto the FDOT Design Bulletin 15-07 regarding the need to evaluate roundabouts as a part of the evaluation of the installation of a new signal. The roundabout concepts for Roy Wall Boulevard and Levitt Parkway intersections were presented. Dr. Fettrow stated that the City of Rockledge was opposed to roundabouts. Ms. Pizzo stated that roundabouts are embraced by the Department and are the preferred alternative to a signal in some cases. The discussion continued around the 3R project and

whether that would include roundabouts. Ms. Pizzo stated that roundabouts are not part of the 3R project.

Ms. Pizzo paused the presentation to understand the reasons that the City of Rockledge was against roundabouts and their change in position. Dr. Fettrow stated that the City was always against them and passed a resolution against them. The Viera roundabout and its poor design were noted as an example. Ms. Pizzo brought up a US Department of Transportation (USDOT) study regarding the safety of roundabouts. Mr. Ponce shared personal experience with the roundabout along Central Avenue in Kissimmee. Statistics show that appropriately designed roundabouts result in significantly lower crashes (and less severe) than signalized intersections. A member of the PVT team asked about right of way (ROW) needs for the roundabouts. Mr. Ponce stated that for Levitt Parkway, only minor clips are needed. Ms. Bernard mentioned that an independent living facility is coming to one of the vacant corners at the Levitt Parkway intersection.

Dr. Fettrow brought up the issue of sidewalk gaps. Ms. Kraum clarified that the 3R project would only fill in sidewalk gaps but not widen them. Mr. Poole asked about duplicate sidewalks in portions of the corridor. Ms. Pizzo stated that in Osceola County, where duplications occurred, an arrangement was made. Ms. Pizzo requested that a note be added to the minutes to look into it and discuss a partnership with the City of Rockledge regarding duplicate sidewalks. Mr. Lindemann asked about the use of golf carts on sidewalks. No motor vehicles (including golf carts) are permitted on FDOT sidewalks; however, the City of Rockledge could allow them on their sidewalks.

Two alternatives were presented to the PVT. Mr. Ponce began with a discussion of the elements common to both alternatives. Common elements include the following:

- Closing sidewalk gaps,
- Adding bicycle lanes,
- Improving transit accessibility,
- Improving the intersections at Levitt Parkway, Roy Wall Boulevard, and Barnes Boulevard,
- Adding the Brevard Zoo trail from Barnes Boulevard to Kings Post Road,
- Adding curb and gutter north of Rosa Jones Drive, and
- Adding a pedestrian refuge north of Barbara Jenkins Street.

A member of the PVT team inquired about the safety of pedestrians due to the lack of striping to the pedestrian refuge. Ms. Pizzo stated that she would bring the request to the 3R team and see if striping could be installed; however, she noted that striping is usually not implemented until the pedestrian crossing is warranted. Ms. Bernard inquired about the pedestrian refuge areas impeding large trucks from making turns. Mr. Ponce clarified that the pedestrian refuge is in an area with no driveways and the pedestrian refuge would not impact the ability of trucks to turn.

Mr. Ponce continued the presentation and discussed the proposed cross sections of the two alternatives.

**Alternative 1** proposes a cross section that reduces the travel lanes to 11 feet, keeping the center double-left turn lanes, and adding a five/six-foot bike lane on each side. The 3R project will add bike lanes during the resurfacing of the road. A member of the PVT team asked about the smaller road width in the City of Cocoa. A discussion about the 3R project ensued and whether the bike lanes would end at the narrowing of the road in the City of Cocoa.

**Alternative 2** proposes a cross section that reduces the travel lanes to 11 feet and replaces the center two-way left turn lanes with a raised median. Concerns were raised about driveways being inaccessible due to the median. Mr. Ponce stated that due to the need for a turn lane in places throughout the corridor, the median would not be continuous, it would be "islands."

Mr. Ponce then provided plotted overviews of the corridors under each alternative. The PVT discussed both alternatives.

The two alternatives were discussed and the PVT agreed that the construction of islands along the corridor (a combination of the two alternatives) is the best option. These islands would:

- Provide refuge to pedestrian crossing SR 519
- Could be landscaped to improve the overall look of the corridor (landscaping to be implemented and maintained by the local government)
- Create a feeling of a narrower road, potentially discouraging speeding

After the discussion ended, Mr. Ponce and Ms. Pizzo thanked the attendees for their time and input. With no further discussion or questions, the meeting concluded.

**Attachments:**

Attachment A – PVT Members Sign-In Sheet

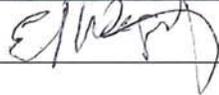
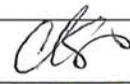
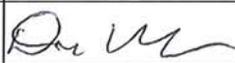
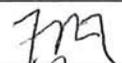
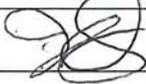
Attachment B – PowerPoint Presentation

Attachment C – Proposed Alternatives Roll Plots

Attachment D – Members of the Public Sign-In Sheet

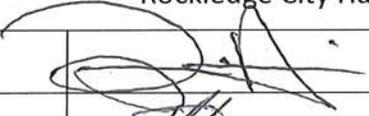
Attachment E – Public Comments

**Attachment A**  
**PVT Members Sign-In Sheet**

Organization	Name	Present? Check Here
Project Visioning Team		
City of Cocoa	Ed Wegerif, Director of Public Works	
	Susan McGrady, CRA Program Manager	
City of Rockledge	Ken Poole, Public Works Director	
	Alexandra Bernard, Planning Director	
	Dr. Brenda Fettrow, City Manager	
City of Rockledge Police Department	Joe LaSata, Chief of Police	
Brevard County	Frank Abbate, County Manager	
	Andrew Holmes, Public Works Director	
	Corrina Gumm, Traffic Operations Program Manager	
	Bessie Grivas-Pereno, Planning Director	
	Erin Sterk, Interim Planning and Zoning Manager	
	Stephanie Bryant, Brevard County Community Resources Action Agency	
Space Coast TPO	Bob Kamm, Executive Director	
	Georganna Gillette, Transportation Program Specialist	
	Carol Holden, Executive Assistant	
Space Coast Area Transit	Jim Liesenfelt, Transit Director	
	Scott Nelson, Manager of Operations and Maintenance	
	Terry Jordan, Transit Planner	
East Central Florida Regional Planning Council (ECFRPC)	Hugh Harling, Executive Director	
	Fred Milch, Project Review Coordinator	
Brevard County School District	David Lindemann, Facility Planner	
Brevard County Sherriff's Office	Thomas Mosebach, Patrol Lieutenant	
FDOT	Janna Taylor, Brevard County Liaison	
VHB	Dimitrie Guerov	
Space Coast TPO	Brian Smith for G. Gillette	

Space Coast TPO Sarah Kraum sub for  
City of Rockledge Michael Jarcusiewicz TAC Bob KAM

SK  


ROCKLEDGE	LISA NICHOLAS	
Rockledge P.M.	Pat Hatfield	
Cocoa	Dodie Selby	
Project Management Team		
FDOT	Judy Pizzo, MSURP, FDOT Representative	
VHB	Fabricio Ponce, Consultant Project Manager	
	Todd Davis, Consultant Project Engineer	

Cocoa Cynthia Thurman

Brevard Co. Public Works Traffic Devin Swanson



**Attachment B**  
**PowerPoint Presentation**



## Fiske Boulevard (SR 519) Concept Development and Evaluation

FM Number: 437241-1-12-01



Project Visioning Team Meeting #1  
March 26, 2018

## Title VI of the Civil Rights Act of 1964



This meeting, and the subject study is being conducted 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**

719 South Woodland Boulevard  
Deland, Florida 32720  
386-943-5367

[Jennifer.Smith2@dot.state.fl.us](mailto:Jennifer.Smith2@dot.state.fl.us)

**Jacqueline Paramore**

**State Title VI Coordinator**

605 Suwannee Street, Mail Station 65  
Tallahassee, Florida 32399-0450  
850-414-4753

[Jacqueline.paramore@dot.state.fl.us](mailto:Jacqueline.paramore@dot.state.fl.us)

All inquiries or complaints will be handled according to FDOT procedure and in a prompt and courteous manner.



## Meeting Agenda



1. Introductions
2. Project Objective
3. Project Overview
4. Existing Conditions Update Overview
5. Future Conditions Update Overview
6. Identified Alternatives
7. Preferred Alternative Discussion
8. Next Steps



## Project Objective



- The purpose of this project is to provide an **enhanced multimodal transportation network** that promotes the creation of a more **walkable** community, improves **access to employment**, supports **economic development** goals and provides **safe and convenient** access to users of **all ages and physical abilities**.



## Project Overview

- Limits: from Barnes Boulevard/I-95 NB Ramps to SR 520
- Length: 4.2 miles
- Transitional character, varying cross sections
- Primary north-south route between I-95 and SR 520
- Viera connection to the south

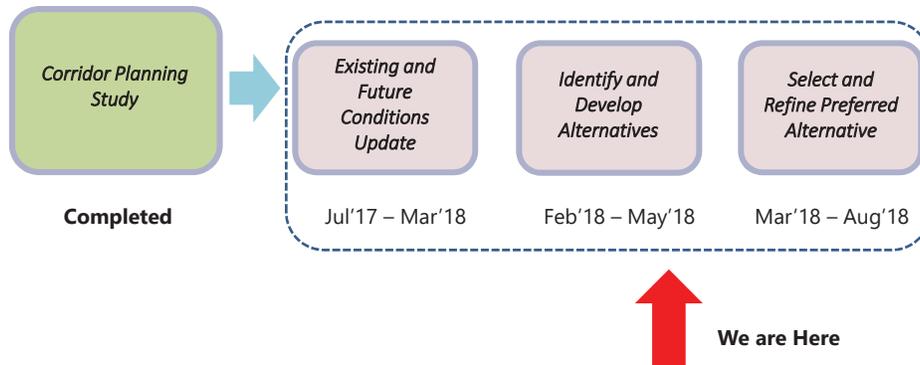


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## Project Overview



### Concept Development and Evaluation Study

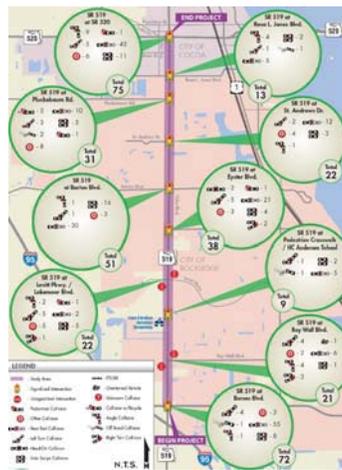


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## Existing Conditions Update Overview



- In general similar conditions to Planning Study
- Main Differences with Planning Study:
  - Higher traffic volumes:
    - North: 2%
    - South: 15%
  - Safety (previous vs. current studies):
    - Average/year: from 74.2 to 184.3
    - Injury Crashes/year: from 39.2 to 37.4
    - Fatalities: from 4 to 1
    - Rear End Crashes/year: from 30.0 to 51.0



## Existing Conditions Update Overview



- 2017 Existing Intersection Level of Service (LOS):

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
SR 519 (Fiske Boulevard) at I-95 NB Ramps	Signalized	112.7	F	97.4	F
SR 519 (Fiske Boulevard) at Roy Wall Boulevard	Un-Signalized <sup>3</sup>	11.0/66.9	B/F	12.3/385.4	B/F
SR 519 (Fiske Boulevard) at Levitt Parkway/Lakemoor Boulevard	Un-Signalized <sup>3</sup>	11.0/58.9	B/F	11.9/108.5	B/F
SR 519 (Fiske Boulevard) at Eyster Boulevard	Signalized	9.6	A	15.5	B
SR 519 (Fiske Boulevard) at Barton Boulevard	Signalized	42.3	D	62.6	E
SR 519 (Fiske Boulevard) at St. Andrews Drive	Signalized	8.0	A	8.1	A
SR 519 (Fiske Boulevard) at Pluckebaum Road	Signalized	18.2	B	27.8	C
SR 519 (Fiske Boulevard) at Rosa L. Jones Drive	Signalized	9.7	A	10.7	B
SR 519 (Fiske Boulevard) at SR 520 (King Street)	Signalized	61.8	E	65.2	E

Source: VHB using Synchro 9 software.  
 1 Overall intersection average delay in seconds per vehicle  
 2 Overall intersection level of service  
 3 Mainline/side street delay and level of service (worst operating movements reported)



## Existing Conditions Update Overview



### Main Issues:

- Safety:
  - Number of crashes
- Traffic operations along the corridor:
  - SR 520 intersection
  - Levitt Parkway intersection
  - Hans Christian Anderson School – Dismissal time
  - Roy Wall Boulevard intersection
  - Barnes Boulevard intersection
- Lack of bicycle facilities
- Sidewalk gaps
- Transit stop accessibility / lack of amenities
- Lighting from Barnes Boulevard to Roy Wall Boulevard



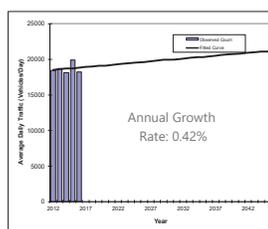
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## Future Conditions Update Overview

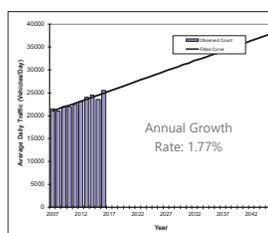


### Annual Growth Rates:

- Short Term: from 0.80% to 1.00%
- Long Term: from 0.80% to 1.68%
- Reasons:
  - Recent growth in traffic volumes
  - Updated version of the travel demand forecasting model (CFRMP 6.1)
  - Changes in Viera’s Development program and schedule



Fiske Blvd. north of Pluckebaum Rd.



Fiske Blvd. north of Barnes Blvd.



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## Future Conditions Update Overview



2023 Intersection Level of Service:

Intersection	Control	AM Peak		PM Peak	
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
Fiske Boulevard at I-95 NB Ramps	Signalized	57.7	E	49.3	D
Fiske Boulevard at Roy Wall Boulevard <sup>3</sup>	Un-signalized	11.9/714.6	B/F	12.5/3360.6	B/F
Fiske Boulevard at Levitt Parkway/ Lakemoor Boulevard <sup>3</sup>	Un-Signalized	10.4/294.9	B/F	12.3/620.5	B/F
Fiske Boulevard at Eyster Boulevard	Signalized	10	A	16.2	B
Fiske Boulevard at Barton Boulevard	Signalized	35.2	D	82	F
Fiske Boulevard at St Andrews Drive	Signalized	8.3	A	8.3	A
Fiske Boulevard at Pluckebaum Road	Signalized	18.3	B	28	C
Fiske Boulevard at Rosa L. Jones Boulevard	Signalized	10.6	B	11.7	B
Fiske Boulevard at SR 520	Signalized	55.4	E	71.6	E

Source: Compiled by VHB using Synchro 9 software.

- 1 Overall intersection average delay in seconds per vehicle
- 2 Overall intersection level of service
- 3 Unsignalized Intersections: Worst Mainline Movement/Worst Minor Street Movement



## Future Conditions Update Overview



2040 Intersection Level of Service:

Intersection	Control	AM Peak		PM Peak	
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
Fiske Boulevard at I-95 NB Ramps	Signalized	115.8	F	93.9	F
Fiske Boulevard at Roy Wall Boulevard <sup>3</sup>	Un-signalized	14.9/N/A	B/F	17.8/N/A	C/F
Fiske Boulevard at Levitt Parkway/ Lakemoor Boulevard <sup>3</sup>	Un-Signalized	12.1/1760.3	B/F	16.6/N/A	C/F
Fiske Boulevard at Eyster Boulevard	Signalized	12.9	B	22.4	C
Fiske Boulevard at Barton Boulevard	Signalized	48	D	157.8	F
Fiske Boulevard at St Andrews Drive	Signalized	10.7	B	11.7	B
Fiske Boulevard at Pluckebaum Road	Signalized	29.2	C	66.8	E
Fiske Boulevard at Rosa L. Jones Boulevard	Signalized	11.7	B	15.6	B
Fiske Boulevard at SR 520	Signalized	71.2	E	104	F

Source: Compiled by VHB using Synchro 9 software.

- 1 Overall intersection average delay in seconds per vehicle
- 2 Overall intersection level of service
- 3 Unsignalized Intersections: Worst Mainline Movement/Worst Minor Street Movement



## Future Conditions Update Overview



### Scheduled Improvements:

- FDOT: Resurfacing, Restoration, and Rehabilitation (3R) Project (from Barnes Blvd. to SR 520):
  - Pavement resurfacing
  - Add bicycle lanes
  - Close sidewalk gaps
- FDOT: SR 519 at Barnes Blvd. intersection:
  - To be included in next Work Program update
  - Improvements:
    - Add a second NB-to-WB left turn lane
    - Add a second WB receiving lane
    - Add a second EB-to-NB left turn lane

Project Summary		Project Detail				
Transportation System:	INTRASTATE STATE HIGHWAY	District 05 - Brevard County				
Description:	SR 519 FROM I-95 TO SR 520	<a href="#">View Scheduled Activities</a>				
Type of Work:	RESURFACING	<a href="#">View Map of Item</a>				
Item Number:	441020-1					
Length:	4.604					
Fiscal Year:	2018	2019	2020	2021	2022	2023
Highways/Preliminary Engineering						
Amount:	\$1,610,000					
Highways/Construction						
Amount:				\$8,680,090		
<b>Item Total:</b>	<b>\$1,610,000</b>			<b>\$8,680,090</b>		



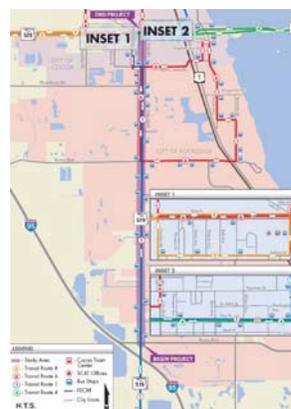
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## Future Conditions Update Overview



### Planned Improvements:

- Space Coast TPO LRTP: Brevard Zoo Trail (unfunded)
- Space Coast Area Transit: improvements included in Transit Development Plan (unfunded)



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## Future Conditions Update Overview



Signal Warrants- Roy Wall Boulevard Intersection :

- **Warrant 1 – Eight-Hour Vehicular Volume:** **Satisfied**
- **Warrant 2 – Four-Hour Vehicular Volume:** **Satisfied**
- **Warrant 3 – Peak-Hour Vehicular Volume:** **Satisfied**
- Warrant 4 – Pedestrian Volumes: Not Satisfied
- Warrant 5 – School Crossing: Not Applicable
- Warrant 6 – Coordinated Signal System: Not Applicable
- Warrant 7 – Crash Experience: Not Satisfied
- Warrant 8 – Roadway Network: Not Satisfied
- Warrant 9 – Intersection Near at Grade Crossing: Not Satisfied



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## Future Conditions Update Overview



Signal Warrants- Levitt Parkway Intersection:

- Warrant 1 – Eight-Hour Vehicular Volume: Not Satisfied
- **Warrant 2 – Four-Hour Vehicular Volume:** **Satisfied**
- Warrant 3 – Peak-Hour Vehicular Volume: Not Satisfied
- Warrant 4 – Pedestrian Volumes: Not Satisfied
- Warrant 5 – School Crossing: Not Applicable
- Warrant 6 – Coordinated Signal System: Not Applicable
- Warrant 7 – Crash Experience: Not Satisfied
- Warrant 8 – Roadway Network: Not Satisfied
- Warrant 9 – Intersection Near at Grade Crossing: Not Satisfied



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# Identified Alternatives

## FDOT Design Bulletin 15-07:



**ROADWAY DESIGN BULLETIN 15-07**  
**TRAFFIC OPERATIONS BULLETIN 15-07**  
 (FDOT Approved April 13, 2015)

DATE: April 13, 2015  
 TO: District Directors of Transportation Operations, District Directors of Transportation Development, District Design Engineers, District Construction Project Management Engineers, District Construction Engineers, District Maintenance Engineers, District Roundabout Engineers, District Structures Design Engineers, District Roadway Design Engineers, District Traffic Operations Engineers, Program Management Engineers

FROM: Michael Woodard, P.E., State Roadway Design Engineer  
 Mark Wilson, P.E., District Office of Traffic Engineering & Operations  
 Majoris Kelly, Manager, State Environmental Management Office

COPIES: Steve Bruchard, Tom Brown, David Sabin, Tim Lamm, Tim Ellender, Brent Olen, John Vinton, Robert Kobernik, Bob Olen, Rudi Powell, Greg Schmitt, Nicholas Paul, (FTR-A), Jeffrey Cox, (FTR-A), Chad Thompson, (FTR-A), Phillip Inda, (FTR-A)

SUBJECT: Evaluation of Intersections for Roundabouts

This bulletin introduces a new policy covering the evaluation of intersections for roundabouts as further supported by the new 2015 Florida Intersection Design Guide.

**REQUIREMENTS**

1. Delete PPM Volume 1, Section 2.3.3.1 and replace it with the following:  
 The National Cooperative Highway Research Program (NCHRP) Report 472, Roundabouts: An Informational Guide, is adopted by FDOT and establishes criteria and procedures for the operational and safety analysis of roundabouts in the State System. In addition, the Florida Intersection Design Guide contains Florida specific guidelines and requirements for evaluation and design of roundabouts in Florida.



Roadway Design Bulletin 15-07  
 Traffic Operations Bulletin 15-07  
 Evaluation of Intersections for Roundabouts  
 Page 2 of 3

**1. Roundabout alternatives must be evaluated on new construction and reconstruction projects. Evaluation is also required for all other types of projects that propose new signalization or require a change in an un-signalized intersection control. An evaluation is not required for roundabout alternatives on reconstruction projects where the primary purpose is to upgrade deficient equipment and installations.**

To construct a roundabout on the state highway system one of the following criteria must met:

- MUTCD traffic signal warning 1 or 2
- Decreased high frequency of severe crashes
- Current Florida law for the implementation of Complete Streets on a low speed facility

While roundabouts may provide a community enhancement, they are not to be constructed on state road-ways for this purpose.

Use 30-year design traffic for roundabout evaluation and design. Roundabouts are not to be considered at locations where the design year total traffic volume entering the intersection exceeds 25,000 AADT for a single-lane roundabout, or 45,000 AADT for a two-lane roundabout.

All roundabout designs must be approved by the State Roadway Design Engineer.

**Modification for Non-Construction Projects**

See the RFP for requirements.

2. Add the following to PPM Volume 1, Section 23.4.1.7:

When there are proposed changes in intersection control a roundabout alternative must be considered. See Section 2.3.3 in Chapter 2 of this Volume for additional information.

3. The 2015 Florida Intersection Design Guide (FIDG) has been released and is available on the Roadway Design Intranet site. Detailed information on the Roundabout Evaluation Process is included in Chapter 7 of the current FIDG.

**COMMENTARY**

Current PPM language requires roundabouts to be evaluated on new construction, reconstruction, and safety improvement projects, as well as any new there are proposed changes in intersection control that will be more restrictive than the existing condition. This bulletin, along with the 2015

Roadway Design Bulletin 15-07  
 Traffic Operations Bulletin 15-07  
 Evaluation of Intersections for Roundabouts  
 Page 3 of 3

**Florida Intersection Design Guide** establishes a process to be followed to satisfy the roundabout evaluation requirement.

**BACKGROUND**

Prior to this bulletin, there was no guidance available to define what constitutes a formal roundabout design. The roundabout evaluation process presented in this bulletin is being implemented to ensure uniform and proactive consistency across all Districts in the construction and evaluation of roundabouts.

**IMPLEMENTATION**

The requirements of this bulletin are effective immediately. These requirements must be reviewed the process currently in the design phase and implementation will already be used for the project.

*"Evaluation is also required for all other types of projects that propose new signalization or require a change in an un-signalized intersection control."*

# Identified Alternatives

## Levitt Parkway Intersection Roundabout Screening:

- Step 1: Satisfied
- Step 2: Satisfied



## Identified Alternatives



Roy Wall Boulevard Intersection Roundabout Screening:

- Step 1: Satisfied
- Step 2: Satisfied



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## Identified Alternatives



Common to both Alternatives:

- Close sidewalk gaps
- Add Bicycle lanes
- Improve transit accessibility
- Levitt Parkway intersection
- Roy Wall Boulevard intersection
- Barnes Blvd. intersection
- Brevard Zoo Trail from Barnes Boulevard to Kings Post Road
- Add curb and gutter north of Rosa Jones Drive
- Pedestrian refuge north of Barbara Jenkins Street

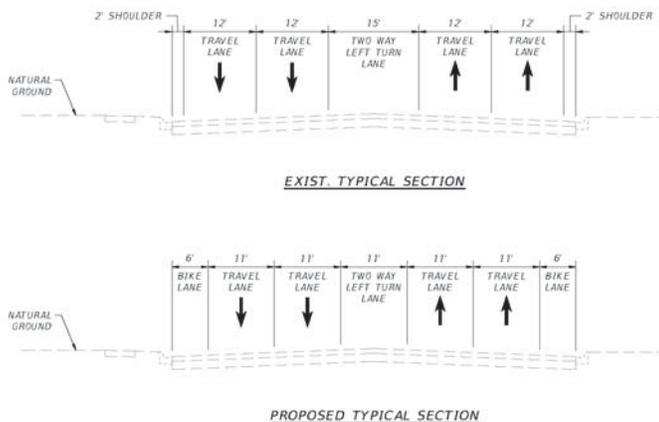


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## Identified Alternatives



Alternative 1 – Maintain 5-lane Cross Section:



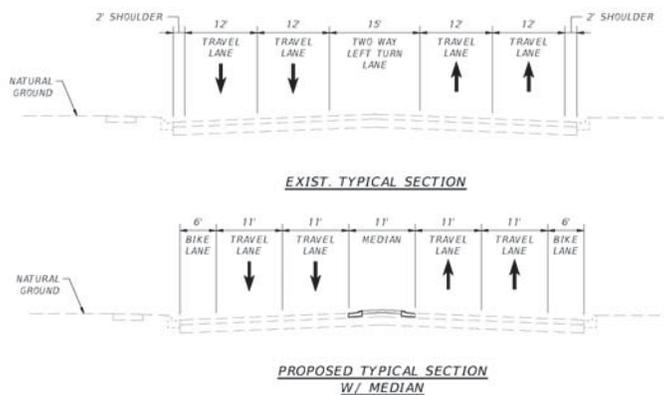
Note: typical sections can potentially change at signalized intersections.

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## Identified Alternatives



Alternative 2 – Add Raised Median



Note: typical sections can potentially change at signalized intersections.

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# Preferred Alternative Discussion



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## Next Steps

- Meet with FDOT D5 Units to discuss Preferred Alternative
- Refine Preferred Alternative
- Meet with FDOT D5 Management to discuss Preferred Alternative
- Conduct Public Meeting to Present Preferred Alternative
- Conduct PVT Meeting #2 to Present Preferred Alternative
- Finalize Study
- Present to Local Government / TPO Boards



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## Questions/Comments?



Contact Us!

### **Judy Pizzo, MSURP**

Planning Project Manager  
Planning & Environmental  
Management Office  
FDOT District 5  
[Judy.Pizzo@dot.state.fl.us](mailto:Judy.Pizzo@dot.state.fl.us)  
386-943-5167

### **Fabricio Ponce, PE**

Transportation Systems Manager  
VHB  
[fponce@vhb.com](mailto:fponce@vhb.com)  
407-839-4006

Project information will be posted on:

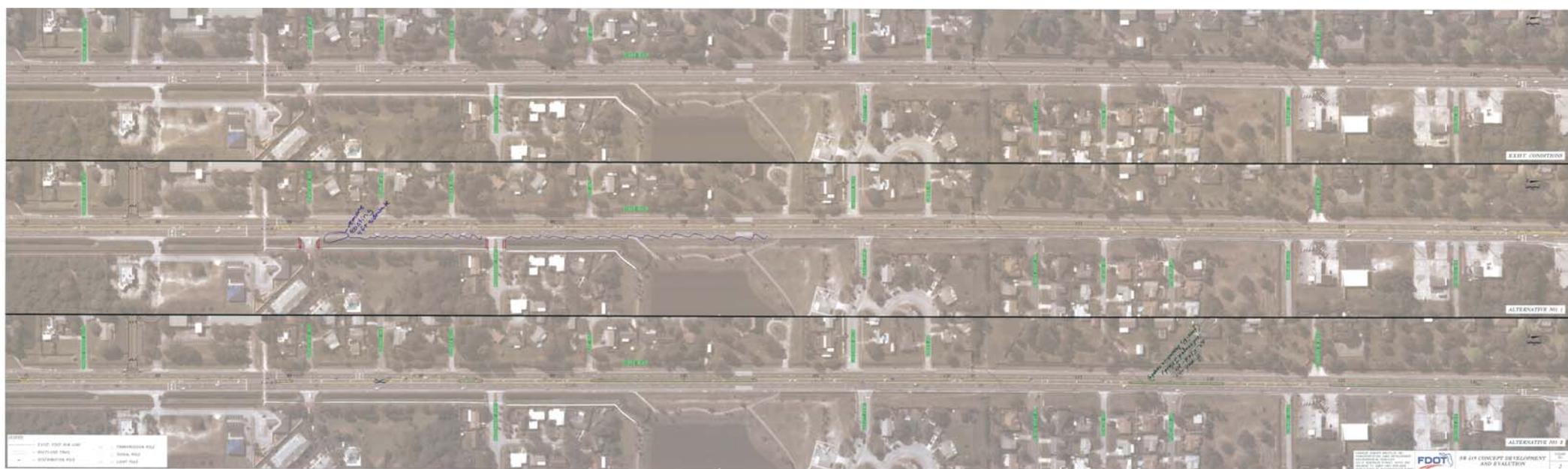


[http://www.cflroads.com/project/437241-1/SR\\_519\\_Fiske\\_Boulevard\\_Corridor\\_Planning\\_Study](http://www.cflroads.com/project/437241-1/SR_519_Fiske_Boulevard_Corridor_Planning_Study)

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**Attachment C**  
**Proposed Alternatives Roll Plots**









**Attachment D**  
**Members of the Public Sign-In Sheet**



## SR 519 (Fiske Boulevard) Concept Development and Evaluation Study

### PVT Meeting #1

FM No. 437241-1-12-01

Rockledge City Hall: City Council Chambers – 1600 Huntington Lane, Rockledge, FL 32955

March 26, 2018 (1:30 to 3:30 PM)



NAME	ELECTED OFFICIAL?	REPRESENTING (Check all that apply)	EMAIL ADDRESS	MAILING ADDRESS (if no email address)
KEVIN JARVIS	No	<input checked="" type="checkbox"/> Resident Business Government Agency Other Please specify (if appl.): _____	KJAR77@AOL.COM	1600 BRIDGEPORT CIRCLE
Gloria Evans	No	<input checked="" type="checkbox"/> Resident Business Government Agency Other Please specify (if appl.): _____	Janmark 7777@gmail.com 1891 Bpt Circle	→ 1891 Bridgeport Circle
Kevin Evans	No	<input checked="" type="checkbox"/> Resident Business Government Agency Other Please specify (if appl.): _____	<del>Kevin R. Evans</del> Kevmeister@outlook.com	1891 Bridgeport Circle
Kathleen M Sacco	No	<input checked="" type="checkbox"/> Resident Business Government Agency Other Please specify (if appl.): _____	Ksacco@aol.com	1860 Bridgeport Circle
Holly Pardi	No	<input checked="" type="checkbox"/> Resident Business Government Agency Other Please specify (if appl.): _____	hollypardi@bellsouth.net	1102 Fairlawn Dr.
FREDERICK SANDERS	NO	<input checked="" type="checkbox"/> Resident Business Government Agency Other Please specify (if appl.): _____	FCS_LA@YAHOO.COM	1600 WOODLAND DR. #4104 ROCKLEDGE
Kellie D. Kelly	NO	Resident <input checked="" type="checkbox"/> Business Government Agency Other Please specify (if appl.): _____	Kellie@sheriffmgmt.com	<del>1600</del>
Joe Schuergen	No	<input checked="" type="checkbox"/> Resident Business Government Agency Other Please specify (if appl.): _____	SCHUERGER@GMAIL.COM	3274 Hawthorne Ave Rockledge FL 32953
Cindy Oates	No	<input checked="" type="checkbox"/> Resident Business Government Agency Other Please specify (if appl.): _____	57thears@bellsouth.net	1434 Victoria Blvd. Rockledge, FL 32953
Greta Serbenge	NO	<input checked="" type="checkbox"/> Resident Business Government Agency Other Please specify (if appl.): _____	gserlenga@aol.com	1463 Hemingway Blvd Rockledge,
MARK Kunkle	NO	<input checked="" type="checkbox"/> Resident Business Government Agency Other Please specify (if appl.): _____	markrkunkle@gmail.com	1022 Foxwood Ct.
GARY LEDFORD	NO	<input checked="" type="checkbox"/> Resident Business Government Agency Other Please specify (if appl.): _____	gledford@earthlink.net	1808 Laurel Oak Dr N.

**Attachment E**  
**Public Comments**

**SR 519 (Fiske Boulevard) Concept Development  
and Evaluation Study - PVT Meeting #1**

Rockledge City Hall: City Council Chambers  
1600 Huntington Lane, Rockledge, FL 32955  
March 26, 2018 at 1:30pm to 3:30pm



**Comments/Questions**

Roundabouts solve intersection issues but can result in traffic flow with no gaps. It can be very difficult to make a left turn into a subdivision upstream or downstream of the roundabout.

Keep the center turn lane - no medians.

Name: GARY LEDFORD Phone: 321-636-1419

Email: gledford@earthlink.net

Address: 1808 Laurel Oak Dr. W. City/State: Rockledge, FL 32955

SR 519 (Fiske Boulevard) Concept Development  
and Evaluation Study - PVT Meeting #1



Rockledge City Hall: City Council Chambers

1600 Huntington Lane, Rockledge, FL 32955

March 26, 2018 at 1:30pm to 3:30pm



Comments/Questions

TURN LANE ON FISKE SB TO I-95N NEEDS TO BE LONGER!  
MANY CARS/MOTORCYCLES STILL SPEEDING ON FISKE  
CARS CROSSING NB & SB LANES (TYPICALLY DISMISSAL TIMES) FOR  
BUSINESSES (NOTABLY HEALTH SOUTCH & SCHOOL NEXT DOOR TO IT  
ARE A BIG PROBLEM  
BUS RULLOFFS FROM FISKE BLVD FOR PICKUP OR DROPOFF WOULD  
BE A GOOD THING

Name: KEVIN EVANS Phone: 321-345-1949

Email: kevmeist@outlook.com

Address: 1891 BRIDGEPORT CIRCLE City/State: ROCKLEDGE, FL

OVER  
→

- WHILE BARNES BLVD WAS BEING BUILT, MANY PEOPLE AVOIDED BARNES BY USING ROY WALL (ME INCLUDED). DID THAT AFFECT DATA GATHERED ON TRAFFIC VOLUME,
- I USE GUS HIPP ALL THE TIME AND THERE IS VERY LITTLE TRAFFIC ON IT, PERIOD.
- SEE 7/20/6 FLORIDA TODAY WHERE CITY OF ROCKLEDGE OPPOSED ROUNDABOUTS (PERSONALLY, I LIKE THEM - RAISED IN ENGLAND <g>).
- ARE BIKE LANES REALLY NECESSARY? I WOULDN'T RIDE MY BIKE ON FISKE EVEN WITH A BIKE LANE!

**SR 519 (Fiske Boulevard) Concept Development and Evaluation Study - PVT Meeting #1**

Rockledge City Hall: City Council Chambers

1600 Huntington Lane, Rockledge, FL 32955

March 26, 2018 at 1:30pm to 3:30pm

**Comments/Questions**



Loved the presentation  
I'm from NJ so circles are prevalent - many  
are being removed, due to congestion. Yes,  
they work in areas with little traffic  
could I get a copy of the proposed Roy Wall  
Martin Rd - circle?

Name: Greta Serlenga Phone: 609-744-7988

Email: gserlenga@aol.com

Address: 1463 Hemingway Blvd. City/State: Rockledge, FL  
32955

**SR 519 (Fiske Boulevard) Concept Development  
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Rockledge City Hall: City Council Chambers

1600 Huntington Lane, Rockledge, FL 32955

March 26, 2018 at 1:30pm to 3:30pm



**Comments/Questions**

1) How can traffic study support light at Roy Wall & Maxwell but a round-a-bout is barely justified at the western end of Roy Wall at Fiske. Fiske seems to have much more traffic all the time. Moreover, major construction addition plans are coming at Roy Wall & Fiske.

2) → SEE BACK

Name: KEVIN JARVIS Phone: 321-635-8416

Email: KPJAR77@AOL.COM

Address: 1600 BRIDGEPORT CIRCLE City/State: ROCKLEDGE

- 2) If North Park Signal study fails only one of top 3 areas, how can Roy Wall intersection pass all 3? Clearly the traffic volume to North comes from or goes through Roy Wall intersection. What happens at one of these Fisher intersections should happen at the other, whether a light or roundabout.
- 3) Can Round-a-bout study be posted on FDOT site?
- 4) If a median was designed it would need a relatively long exit into Phillips highway (heading N on 519) to allow residential exit off 519. As a minimum I would think a exit zone of at least 6-7 cars. This ~~length~~ length would then start to impact the Roy Wall intersection ~~opt~~ options.

# SR 519 (Fiske Boulevard) Concept Development and Evaluation Study - PVT Meeting #1

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March 26, 2018 at 1:30pm to 3:30pm

## Comments/Questions



Is it possible to receive an electronic copy of the presentation slides? Thank You.

Thank you Judy, for posting the meeting announcement on the Nextdoor App.

Name: Cindy Oates Phone: 321-636-3306

Email: 57tbears@bellsouth.net

Address: 1434 Victoria Blvd. City/State: Rockledge, FL 32955

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## Comments/Questions

- combine bike and pedestrian use for greater flexibility and use
- conflict with busstops and bike lanes that are buffered
- want median, it's an arterial, safer (prob reconstruction)
- not knowing where the ROW seems to be a problem
- disappointed that the RFR or ultimate has <sup>no</sup> aesthetic design elements to enhance either city

Name: FREDERICK SANDERS (Former Landscape Architect) Phone: 321-735-0543

Email: FCS\_LA@YAHOO.COM

Address: 1600 WOODLAND DR. #4104 City/State: ROCKLEDGE, FL 32955

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**Comments/Questions**

Turning on to Fiske SB towards I 95 you have vehicles speeding down Fiske, cars coming from the development Health First and School dismissal creates havoc in the center lane. The cars are in the center lane at the same time going different directions.

Name: Kathleen M Sacco Phone: 321. 633. 0445

Email: ksacco@aol.com

Address: 1880 Bridgeport Circle City/State: Rockledge, FL