



## SR 524 PD&E Study

Friday Road to Industry Road in Brevard County, FL

### Utility Assessment Report **FINAL**

FDOT Office

District Five

Authors

CONSOR Engineers, LLC

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*Financial Management No. 437983-1-22-01*

*ETDM No. 14321*

*The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C §327 and a Memorandum of Understanding dated December 14, 2016, and executed by the Federal Highway Administration and FDOT.*

**Draft**

**PROFESSIONAL ENGINEER CERTIFICATION**  
**UTILITY ASSESSMENT REPORT**

**Project:** State Road 524

**ETDM Number:** 14321

**Financial Project ID:** 437983-1-22-01

**Federal Aid Project Number:** TBD

This utility assessment report contains engineering information that fulfills the purpose and need for the SR 524 Project Development and Environment Study from Friday Road (South) to Industry Road in Brevard County, Florida. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

I hereby certify that I am a registered professional engineer in the State of Florida practicing with CONSOR Engineers, LLC and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice for this project.

William F.C. Umlauf, Professional Engineer,  
State of Florida, License No. 46016

~~This item has been digitally signed and sealed  
by~~

~~William F.C. Umlauf, PE on 04/22/2022.~~

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## TABLE OF CONTENTS

|  |    |
|--|----|
| Table of figures.....                                | ii |
| Table of Tables.....                                 | ii |
| 1.0 PROJECT SUMMARY .....                            | 1  |
| 1.1 Project Description.....                         | 1  |
| 1.2 Purpose and Need.....                            | 1  |
| 1.2.1 Project Status / Planning Consistency.....     | 2  |
| 1.2.2 System Linkage.....                            | 2  |
| 1.2.3 Capacity .....                                 | 2  |
| 1.2.4 Safety Considerations.....                     | 3  |
| 1.2.5 Modal Accommodations .....                     | 3  |
| 2.0 EXISTING CONDITIONS.....                         | 5  |
| 2.1 Existing Roadway Network.....                    | 5  |
| 2.2 Typical Sections.....                            | 5  |
| 2.3 Right-of-Way.....                                | 8  |
| 3.0 ALTERNATIVE ANALYSIS.....                        | 9  |
| 3.1 Alternative Analysis Summary .....               | 9  |
| 3.2 Description of Preferred Alternative.....        | 10 |
| 4.0 EXISTING UTILITIES .....                         | 14 |
| 4.1 Utility Owners.....                              | 14 |
| 4.2 Description of Existing Utilities.....           | 14 |
| APPENDIX A – UTILITY AGENCY OWNER COORDINATION ..... | 16 |

## TABLE OF FIGURES

|   |    |
|---|----|
| FIGURE 1-1: PROJECT LOCATION MAP.....   | 1  |
| FIGURE 2-1: EXISTING SR 524 TYPICAL SECTIONS .....                            | 7  |
| FIGURE 2-2: EXISTING SR 524 TYPICAL SECTIONS .....                            | 7  |
| FIGURE 3-1: PROJECT SEGMENT MAP.....  | 10 |
| FIGURE 3-2: SEGMENT 1 TYPICAL SECTION .....                                   | 12 |
| FIGURE 3-3: SEGMENT 2 TYPICAL SECTION (FRIDAY ROAD (NORTH)) TO COX ROAD ..... | 12 |
| FIGURE 3-4: SEGMENT 3 TYPICAL SECTION (COX ROAD TO LONDON BOULEVARD) .....    | 13 |
| FIGURE 3-5: TYPICAL SECTION (LONDON BOULEVARD TO INDUSTRY ROAD).....          | 13 |

## TABLE OF TABLES

|  |    |
|--|----|
| TABLE 3-1: CONTEXT CLASSIFICATION.....             | 9  |
| TABLE 4-1: EXISTING UTILITY OWNERS.....            | 14 |
| TABLE 4-2: DESCRIPTION OF EXISTING UTILITIES ..... | 15 |

## 1.0 PROJECT SUMMARY

This Utility Assessment Report (UAR) contains detailed information regarding the existing utilities associated with the SR 524 Project Development and Environment (PD&E) Study from Friday Road (South) to Industry Road in Brevard County, Florida. Relevant project numbers related to this Study are as follows:

*ETDM Number: 14321*

*Financial Project ID: 437983-I-22-01*

*Federal Aid Project No.: D518-034-B*

The proposed improvements include widening SR 524 from a two-lane rural roadway to a four-lane divided facility and modifications at the I-95 interchange. The proposed improvements' purpose is to improve mobility along the SR 524 corridor to safely and efficiently accommodate future projected traffic demand in the Design Year (2045).

### 1.1 PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for an approximately 3.15-mile portion of SR 524 between Friday Road (South) and Industry Road in Brevard County. Within the project limits, SR 524 exists as a two-lane urban minor arterial comprised of one 12-ft. lane in each direction with 10-ft. shoulders (4-ft. paved). Intermittent sidewalks are located along the north side of SR 524 between Cox Road and Industry Road and along the south side from the Cirrus Drive to Industry Road, while the existing paved shoulders serve as undesignated bike lanes. Stormwater flows off the roadway into roadside ditches (see Figure 1-1).

The SR 524 corridor contains an interchange with I-95 between Friday Road (South) and Friday Road (North) and eight signalized intersections. Improvements to the existing I-95 diamond interchange and the signalized intersections are included in the Study.

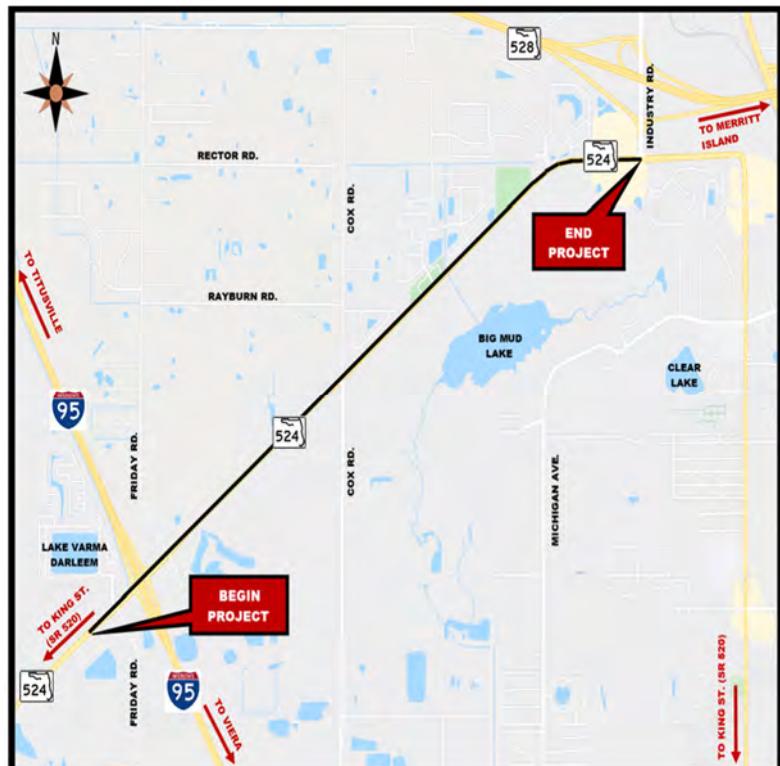


Figure 1-1: Project Location Map

### 1.2 PURPOSE AND NEED

This project aims to increase capacity by widening SR 524 between Friday Road (South) and Industry Road while improving safety along the corridor for all users. This project is part of an effort to improve the current conditions, so they will meet future standards of Level of Service (LOS), safety, traffic flow, and improve accessibility to large trucks and pedestrians and cyclists alike.

The study's objective is to evaluate roadway, intersection, and interchange alternatives associated with the widening of SR 524. In addition, the study will analyze and assess proposed impacts on the social, economic, cultural, natural, and physical environment to develop the location and design concept of the project in accordance with FDOT policy, procedures, and requirements.

The project need was initially identified in the previously approved 2017 Corridor Planning Study. The project focuses on responding to increasing land development demands that place additional strain on the transportation

network, improving safety for vehicles and pedestrians, improving traffic flow, and providing enhanced accommodations for pedestrians and bicyclists.

### 1.2.1 Project Status / Planning Consistency

The project lies within the jurisdictions of the Space Coast Transportation Planning Organization (SCTPO), Brevard County, and the city of Cocoa. The SCTPO governing board adopted the 2045 Long Range Transportation Plan (LRTP) on September 20, 2020. The 2045 LRTP includes two major components in its goal to meet the changing mobility needs of the county:

**Identifying What's Needed:** The LRTP identifies all the transportation projects that are anticipated to be needed during the next 20 years and how they may affect the transportation system by analyzing factors, including county policy, demand from future population and employment growth, changes in transportation technology and community input about what transportation improvements are desired moving forward.

**Creating a Cost-Feasible Plan:** The LRTP identifies which needs can be funded with available transportation revenues from federal, state, and local sources and will consider all modes of travel. With input from the public and the TPO member communities, the transportation needs are ranked and prioritized using technical criteria developed to be consistent with the National Planning Factors.

SR 524 is ranked nine on the 2045 LRTP Top 10 Prioritized Needs List.

The 2022–2026 Transportation Improvement Plan (TIP) lists each transportation project to be implemented over the next five years. The TIP is a realistic forecast of projects that have committed state or federal funds, so it serves as the SCTPO's short-range plan. The list of funded transportation projects is developed annually with input from the community and updated throughout the year. SR 524 is ranked as the 23<sup>rd</sup> priority on the SCTPO TIP.

The SR 524 project is currently not funded within the five-year FDOT Statewide TIP or 5-Year Work Plan.

**Previous Studies:** In addition to listings in the SCTPO LRTP and TIP, previous studies have been completed for the SR 524 corridor and various intersections within the corridor. These studies include the 2017 Corridor Planning Study, the 2017 I-95/SR 524 Interchange Operational Analysis Report (IOAR), and the 2010 I-95 Systems Operational Analysis Report (SOAR). The most recent corridor planning study recommends capacity improvements from the existing two-lane undivided roadway to a four-lane divided roadway.

### 1.2.2 System Linkage

The western project terminus connects SR 524 to Friday Road (South), a signalized intersection two-lane roadway that services the Launch Pad Sports Complex, a regional recreational park facility to the south. Within the western limits exists the I-95 Interchange that services mobility to Titusville to the north and Rockledge to the south.

The eastern project terminus connects SR 524 to SR 501 (Clearlake Road) at Industry Road. SR 501 is currently under design to provide a four-lane divided urban roadway from Industry Road to Michigan Avenue (FPIID No. 433605-1). Industry Road has direct access to SR 528, providing further Port Canaveral service.

Adding capacity to the SR 524 corridor from the existing two-lane to four-lane typical section meets the need to provide system linkage between I-95, SR 528, and SR 501 while addressing the demand of the increasing land developments associated with Cocoa Landings, Preserve, Integra Preserve, and London Cove.

### 1.2.3 Capacity

Along the south portion of the corridor are a Flying J and a Walmart distribution center that bring in a heavy traffic flow from I-95. One of the goals is to improve the accessibility from the I-95 interchange to these locations. Truck traffic should also be encouraged to drive south when exiting their locations toward the interchange to connect to I-95 instead of driving north through the residential portion of the corridor to enter SR 528.

Future developments were acknowledged and accounted for during this study. The new permitted developments are Cocoa Landings, Integra Preserve, and London Cove. Other considerations are the planned improvements to SR 501 that extend to its eastern connection of Industry Road and will tie into this study. Improving the LOS throughout the study limits and making the intersections as efficient as possible will allow the corridor to meet the future traffic flow demand.

FDOT has classified the SR 524 corridor between Friday Road (South) to Industry Road as a minor urban arterial with a LOS standard of D for SR 524, I-95, and I-95 ramps. Existing traffic analysis shows that the standard LOS of D is met for the corridor except within the western limits between the I-95 southbound ramps and Friday Road (North) and within the eastern limits between Cirrus Drive and Industry Road. Roadway LOS near the western and eastern limits operate at LOS E and F.

The following segments will operate below the target LOS within future No-Build conditions.

**Year 2025:** Eastbound SR524 between I-95 NB Ramps and Friday Road (North), eastbound SR 524 between Cirrus Drive and Industry Road, and westbound SR 524 between Friday Road (South) and I-95 SB ramps.

**Year 2035:** Eastbound SR524 between I-95 NB Ramps and Friday Road (North), eastbound SR 524 between Cirrus Drive and Industry Road, and westbound SR 524 between Friday Road (South) and I-95 SB ramps.

**Year 2045:**

AM – Eastbound SR524 between I-95 NB Ramps and Friday Road (North), between Walmart and Cox Road, and between London Boulevard and Industry Road. Westbound SR 524 between the Cirrus Drive and Industry Road.

PM – Eastbound and westbound SR 524 between I-95 SB Ramps and Walmart and between Cirrus Drive and Industry Road.

#### 1.2.4 Safety Considerations

The latest available five years of crash data (from January 1, 2014, to December 31, 2018) along SR 524 were obtained from the Signal Four Analytics (S4) and supplemented with data from the FDOT Crash Analysis Reporting System (CARS). Based on the crash data obtained from both databases, a total of 249 crashes occurred within the study limits in the last five years. Approximately 50 crashes occurred per year within the study limits for the previous five years. The most common crash types involved rear ends (25.7%), left-turns (16.5%), and head ons (16.1%). A total of 40 crashes were head-on crashes that typically involve more severe results. The two-lane undivided roadway plays a major factor in this type of crash. Overall, four crashes involved fatalities, while 100 crashes resulted in injuries. Improvements to the I-95 interchange with a diverging diamond interchange (DDI) provide an approximate 14% reduction in crashes. They also increase capacity from the existing two-lane undivided roadway to a four-lane divided roadway, significantly reducing the number of injuries/fatal head-on crashes along the corridor by reducing the number of conflict points.

#### Emergency Evacuation / Emergency Response

The Florida Division of Emergency Management's State Emergency Response Team (SERT) provides disaster assistance to Florida residents. SERT maps for Brevard County identify multiple areas within and surrounding the project study area, including Merritt Island, Cocoa Beach, and Cape Canaveral, designated as hurricane evacuation Zone A. The designated evacuation routes for this area include I-95, SR 528, SR 520, US 1, and SR 524. Recently constructed in 2018, Fire Station No. 3 is located along the southeast side of SR 524, just west of the London Boulevard intersection. Adding capacity to the SR 524 corridor can save valuable time for the evacuation of residents during emergencies and response times for the fire station. Access management for median openings has been coordinated to ensure emergency response time is not negatively affected by the proposed improvements.

#### 1.2.5 Modal Accommodations

A major goal of this study is to provide increased safety and connectivity for all roadway users, including pedestrians, bicyclists, and transit riders. Currently, existing sidewalks are located intermittently along the north

side of SR 524 from Cox Road to Industry Road and along the south side of SR 524 from the western signal at Cirrus Drive to Industry Road. Sidewalk connectivity does not exist throughout the project corridor. Bike lanes are accommodated via the existing 4-ft. paved shoulder adjacent to the travel lanes. Route 6 of the Space Coast Area Transit (SCAT) system has a transfer hub within the Publix Shopping Plaza at the project's eastern limits but does not traverse SR 524.

## 2.0 EXISTING CONDITIONS

### 2.1 EXISTING ROADWAY NETWORK

The SR 524 corridor is primarily an east-west corridor through Brevard County that has direct access to the high-speed, limited-access interstate highway I-95 and indirect access to the high-speed limited access roadway of SR 528. The study's area of influence (AOI) extends from SR 520 to the west and SR 501 (Clearlake Road) to the east and includes the I-95 interchange and the Industry Road / SR 528 Interchange. The surrounding roadway network associated with the SR 524 corridor includes:

#### *Interstate 95 (I-95)*

Interstate 95 (I-95) is part of Florida's Strategic Intermodal System (SIS) and is functionally classified as an urban principal arterial interstate. Within the AOI, I-95 is a six-lane median divided limited access facility with three 12-ft. travel lanes with paved inside and outside shoulders in each direction from south of SR 520 to the north of SR 528. The posted speed limit is 70 miles per hour (mph) within the study area.

#### *SR 528*

Also known as the Beachline East Expressway, SR 528 is an east-west corridor located just north of the SR 524 project study area. SR 528 is part of Florida's SIS, is functionally classified as an urban other expressway, and falls under the jurisdiction of the Florida's Turnpike Enterprise. SR 528 exists as a four-lane divided highway with paved inside and outside shoulders in each direction. The SR 528 / Industry Road interchange lies just north of the SR 524 corridor with entrance / exit ramps that tie directly to the intersection at Industry Road and SR 524. The posted speed limit of SR 528 is 55-mph within the study area.

#### *SR 501 (Clearlake Road)*

Located at the eastern terminus of the project is SR 501 (Clearlake Road). Existing as a two-lane undivided roadway, SR 501 is under design to add capacity to a four-lane divided urban roadway that includes sidewalks and bike lanes for multimodal users.

## 2.2 TYPICAL SECTIONS

Within the project limits, SR 524 is a two-lane urban minor arterial comprised of one 12-ft. lane in each direction with 4-ft. paved outside shoulders. Specific typical sections along SR 524 are described in greater detail below and refer to Figures 2-1 and 2-2.

#### *Friday Road (South) to I-95*

Lying within 200 ft. of ROW, SR 524 has two 12-ft. lanes in each direction separated by a 40-ft. grassed median. A westbound left-turn lane is located at the Friday Road (South) intersection, while eastbound and westbound auxiliary lanes are present to and from southbound I-95.

#### *I-95 Interchange*

Beneath the I-95 overpass, SR 524 has two lanes in each direction with 12-ft. left-turn lanes in the median to access I-95 entrance ramps. The travel lanes are bordered with 20-ft. outside shoulders.

#### *I-95 to Friday Road (North)*

Similar to the typical section between Friday Road (South) and I-95, this section of SR 524 has two 12-ft. lanes in each direction separated by a 40-ft. grassed median. An eastbound left-turn lane is located at the Friday Road (North) intersection, while eastbound and westbound auxiliary lanes are present to and from northbound I-95. The SR 524 ROW for this section is 200 ft. wide.

### *Friday Road (North) to Cox Road*

This section of SR 524 exists as a two-lane undivided roadway with 12-ft. lanes with 4-ft. paved shoulders in each direction lying within a 200 ft. ROW. Roadside ditches capture rainfall runoff and convey the stormwater to outfall locations. The roadway typical section widens to include a westbound left-turn lane and an eastbound right-turn lane into the signalized intersection at the Walmart Distribution Center.

### *Cox Road to London Boulevard*

Typically, the existing roadway consists of an undivided two-lane roadway with 12-ft. lanes and 4-ft. paved outside shoulders in each direction with roadside ditches to capture rainfall runoff. The roadway typical section widens at Cox Road (signalized), Pinyon Drive, Westminster Drive, Lance Boulevard, and London Boulevard (signalized) to allow for left and right-turn lanes. The ROW for this stretch of SR 524 is 200 ft. wide.

### *London Boulevard to Cirrus Drive*

Between London Boulevard and Cirrus Drive, SR 524 exists as a two-lane roadway with 12-ft. lanes and 4-ft. outside shoulders with a continuous left-turn lane for the intersections of London Boulevard, Coventry Court, and the CVS intersecting road. The ROW varies from the typical 200 ft. to 225 ft. just east of Coventry Court. A westbound right-turn lane is provided at London Boulevard and Coventry Court, while an eastbound right-turn lane is provided at the CVS signalized intersection.

### *Cirrus Drive Plaza to Industry Road*

This 1,100-ft. section consists of a two-lane divided roadway with 12-ft. lanes and 4-ft. outside shoulders in each direction. The east approach at the signalized Cirrus Drive has left and right-turn lanes in the west direction, while the west approach at the signalized intersection at Industry Road has eastbound left and right-turn lanes. This section of SR 524 lies within a typical ROW width of 250 ft.

### *Interstate 95 (I-95)*

The I-95 typical section consists of a six-lane divided concrete interstate facility with three 12-ft. lanes and 12-ft. inside and outside shoulders in each direction separated by a concrete barrier wall. Northbound and southbound bridges (Bridge Numbers 700128 and 700054, respectively) span the SR524 roadway corridor with an existing vertical clearance of xx.x ft. The I-95 typical section lies within an existing 300 ft. of limited-access ROW. The limited-access ROW expands to 500 ft., where the SR524 on and off-ramps are introduced.

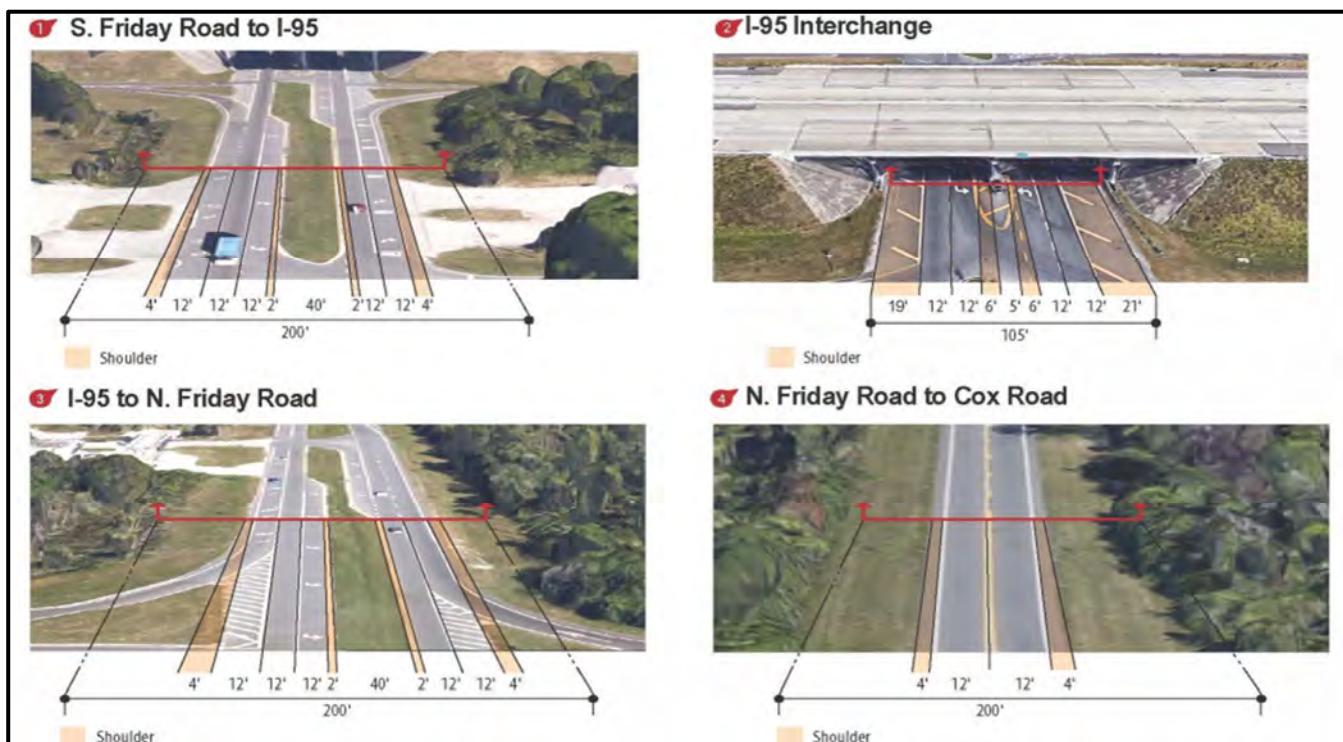


Figure 2-1: Existing SR 524 Typical Sections

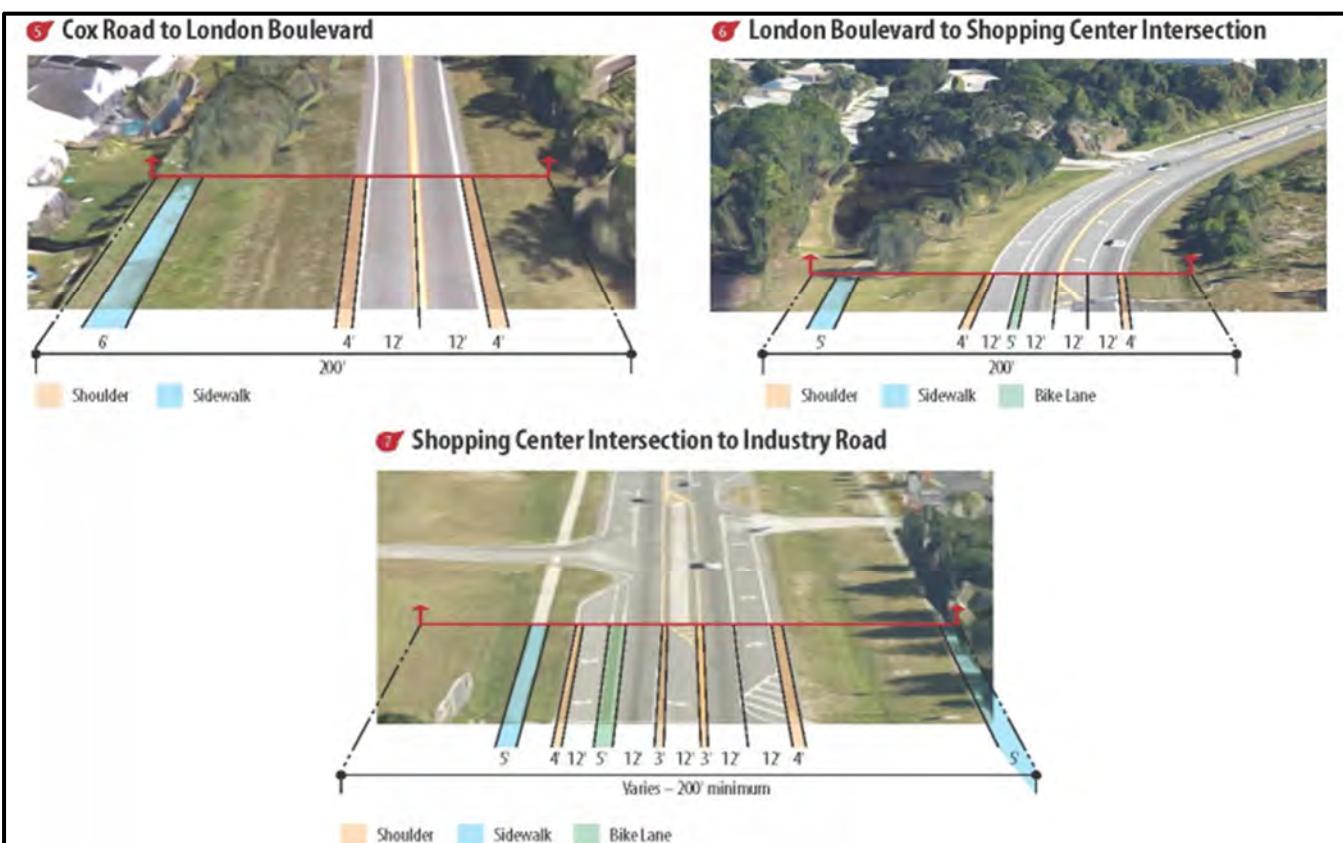


Figure 2-2: Existing SR 524 Typical Sections

## 2.3 RIGHT-OF-WAY

The existing ROW width along SR 524 is approximately 200 ft. from Friday Road (South) to the I-95 Bridge before narrowing to approximately 105 ft. under the I-95 Bridge. Following the interchange, the ROW width is again 200 ft. until Coventry Court. Approximately 100 ft. after Coventry Court, the ROW expands to approximately 220 ft. over a length of 644 ft. Finally, the ROW is approximately 250 ft. to Industry Road.

Along the I-95 corridor, the existing ROW outside of the ramp area is approximately 300 ft. The north ROW widens to an approximate max of 492 ft. when the ramps begin. The south ROW widens to a max of 519 ft. Where the ramps intersect with SR 524, the ROW again widens out to 747 ft. on the north side and 719 ft. on the south side.

## 3.0 ALTERNATIVE ANALYSIS

### 3.1 ALTERNATIVE ANALYSIS SUMMARY

As part of this PD&E study, the following alternatives were reviewed: No-Build, Transportation Systems Management and Operations (TSM&O), and Build. Neither the No-Build nor the TSM&O Alternatives met the purpose and need of the project; however, the No-Build Alternative was carried through the study as a basis for comparison to the Build Alternatives. TSM&O options will be provided within the build alternatives.

For the Build Alternatives, the project corridor was separated into four segments. The segments are labeled numerically from west to east, separated by intersections. Segment 1 starts at the beginning of the project, South Friday Road intersection and goes through the I-95 interchange, and ends at the North Friday Road intersection. Segment 2 starts at the North Friday Road intersection and ends at the Cox Road intersection. Segment 3 starts at the Cox Road intersection and ends at the London Boulevard intersection. Segment 4 starts at the London Boulevard intersection and ends at the end of the project, Industry Road. The intersections are analyzed separately and will have their own alternatives, just like the roadway segments. The intersections being evaluated for change are Cox Road, London Boulevard, and Industry Road. The I-95 interchange is being treated as an intersection and includes Friday Road (North and South) in this study. **Table 3-1** and *Figure 3-1* represent the individual SR 524 corridor segments.

Table 3-1: Context Classification

| Corridor Segment | Begin Limits        | End Limits          | Segment Description                                    |
|------------------|---------------------|---------------------|--|
| 1                | Friday Road (South) | Friday Road (North) | Context Classification C3C (includes I-95 Interchange) |
| 2                | Friday Road (North) | Cox Road            | Context Classification C3R                             |
| 3                | Cox Road            | London Boulevard    | Context Classification C3R                             |
| 4                | London Boulevard    | Industry Road       | Context Classification C3C                             |

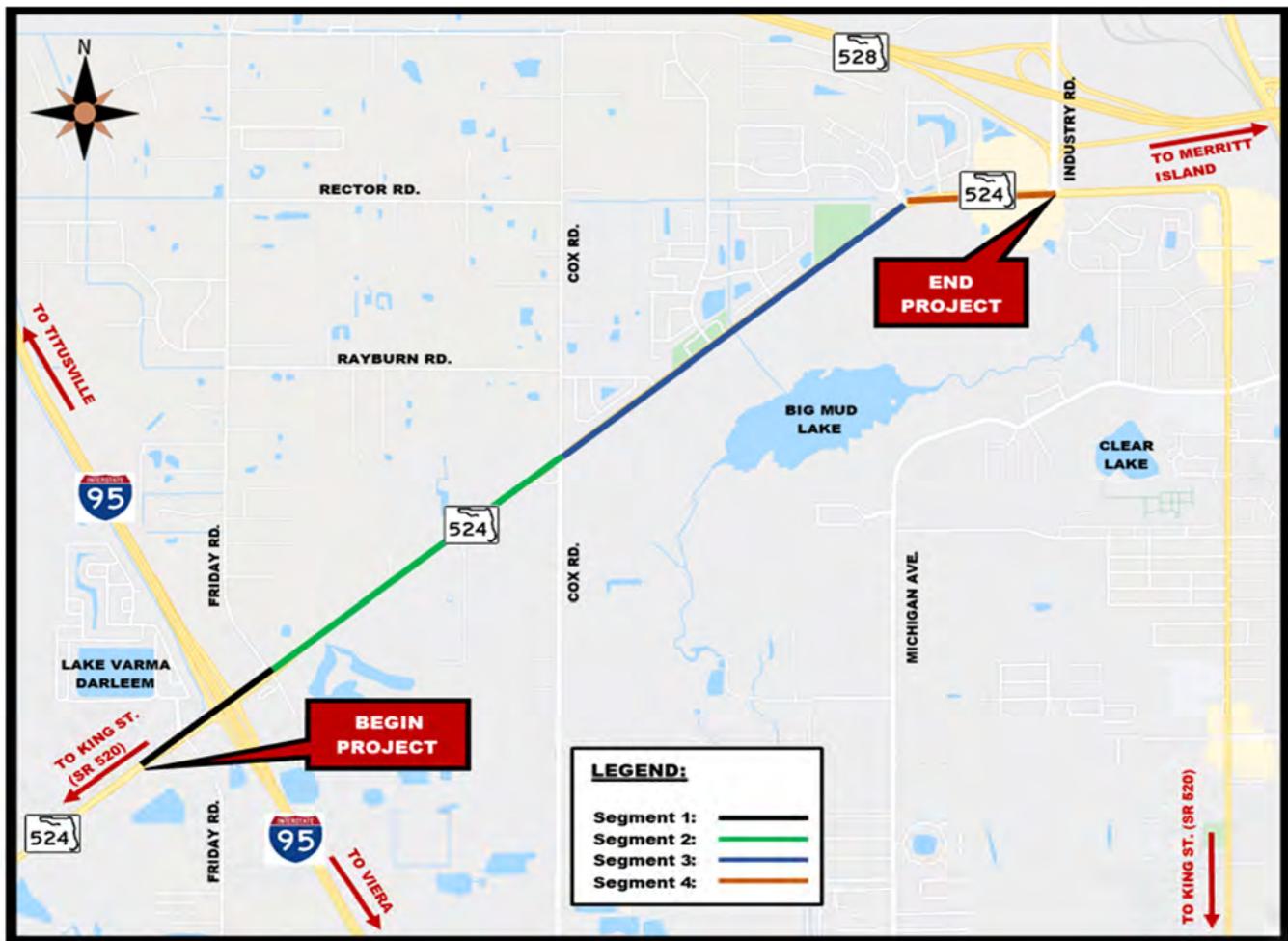


Figure 3-1: Project Segment Map

Typical sections from the FDOT Design Manual (FDM) were evaluated for each of the corridor segments, including the four-lane curbed section (FDM Exhibit 306-5), the four-lane high speed curbed section (FDM Exhibit 306-6), and the four-lane flush shoulder (Exhibit 306-8).

In addition to the corridor segments, an Intersection Control Evaluation (ICE) was performed for the intersections of SR 524 at the I-95 Interchange, Cox Road, London Boulevard, and Industry Road.

Potential intersection improvements for each intersection included the following:

|                   |  |
|-------------------|--|
| I-95 Interchange: | Modified Tight Urban Diamond Interchange / Diverging Diamond Interchange (DDI) |
| Cox Road:         | Signalized / Roundabout / R-Cut / MUT  |
| London Boulevard: | Signalized / Roundabout / R-Cut  |
| Industry Road:    | Signalized / Displaced Left-turn (DLT) Description of Preferred Alternative    |

### 3.2 DESCRIPTION OF PREFERRED ALTERNATIVE

The preferred alternative for each corridor segment is identified below based on the engineering and environmental factors and public and agency input.

### Segment 1

A four-lane divided section that runs between Friday Road (South) and Friday Road (North) with a DDI at I-95. The typical section outside the DDI has 12-ft. travel lanes, Type F outside curb and gutter, Type E inside curb and gutter, 14-ft. shared-use paths on either side of the corridor, and a varying median (48 ft. south, 53 ft. north). The travel lanes widen to 14-ft within the DDI limits and include an additional 14-ft. left-turn lane. The I-95 overhead bridge will require replacement.

### Segment 2

A four-lane divided section that runs from Friday Road (North) to Cox Road. This section has type F outside curb and gutter, 12-ft. outside lanes, 11-ft. inside lanes, type E inside curb and gutter, and a 22-ft. median (17.5 ft. sodded). Each side of the corridor has 14-ft. shared-use paths 2 ft. from the existing ROW. Wide drainage swales with 1:4 front and back slopes will be placed between the shared-use path and the outside curb and gutter.

### Segment 3

A four-lane divided section that runs from Cox Road to London Boulevard. This section has type F outside curb and gutter, 11-ft. travel lanes, type E inside curb and gutter, and a 22-ft. median (17.5-ft. sodded). Each side of the corridor has 14-ft. shared-use paths 2 ft. from the existing ROW. Drainage swales with 1:4 front and back slopes will be placed between the shared-use path and the outside curb and gutter.

### Segment 4

A four-lane divided section that runs from Cox Road to London Boulevard. This section has type F outside curb and gutter, 11-ft. travel lanes, type E inside curb and gutter, and a 22-ft. median (17.5-ft. sodded). Each side of the corridor has 14-ft. shared-use paths. The existing ROW widens on the north side, but the horizontal alignment will be at the same offset from the centerline as in segments 2 and 3 (50 ft.). Wide drainage swales with 1:4 front and back slopes will be placed between the shared-use path and the outside curb and gutter except where the shared-use path comes in closer to the road to tie back into the existing curb ramp configuration at Industry Road.

### Segment 4

Recommended intersection improvements include a DDI at I-95, roundabouts at Cox Road and London Boulevard, and a signalized intersection at Friday Road (South), Friday Road (North), and Industry Road.

The preferred typical sections can be seen in *Figures 3-2 through 3-5*.

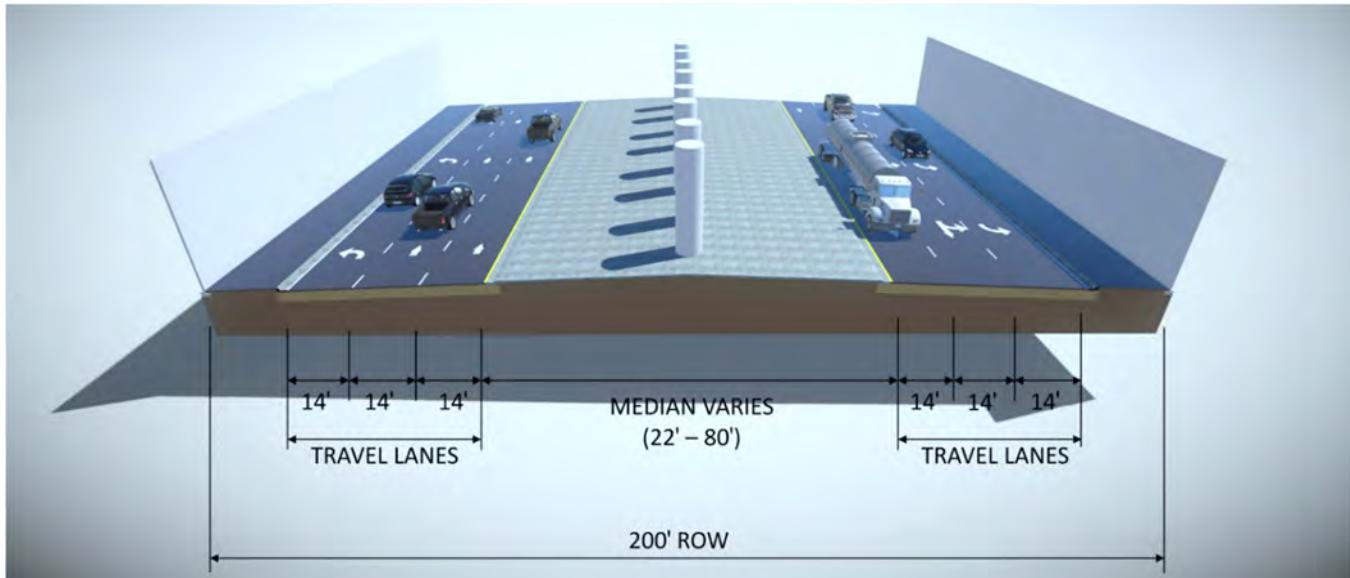


Figure 3-2: Segment 1 Typical Section

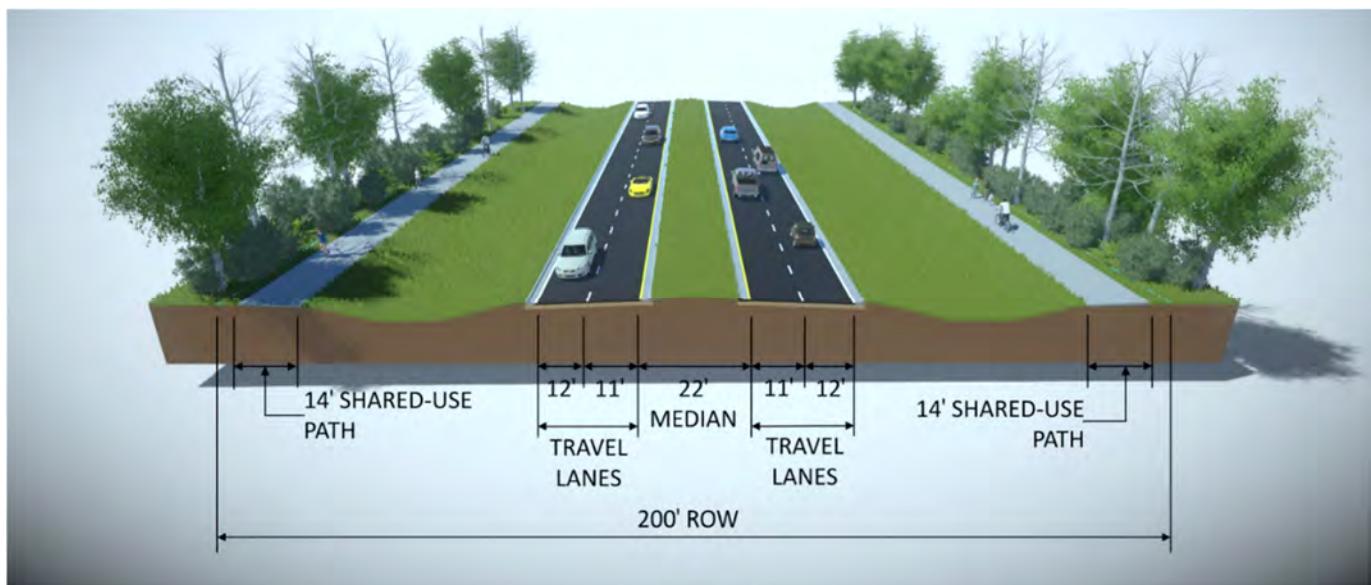


Figure 3-3: Segment 2 Typical Section (Friday Road (North)) to Cox Road

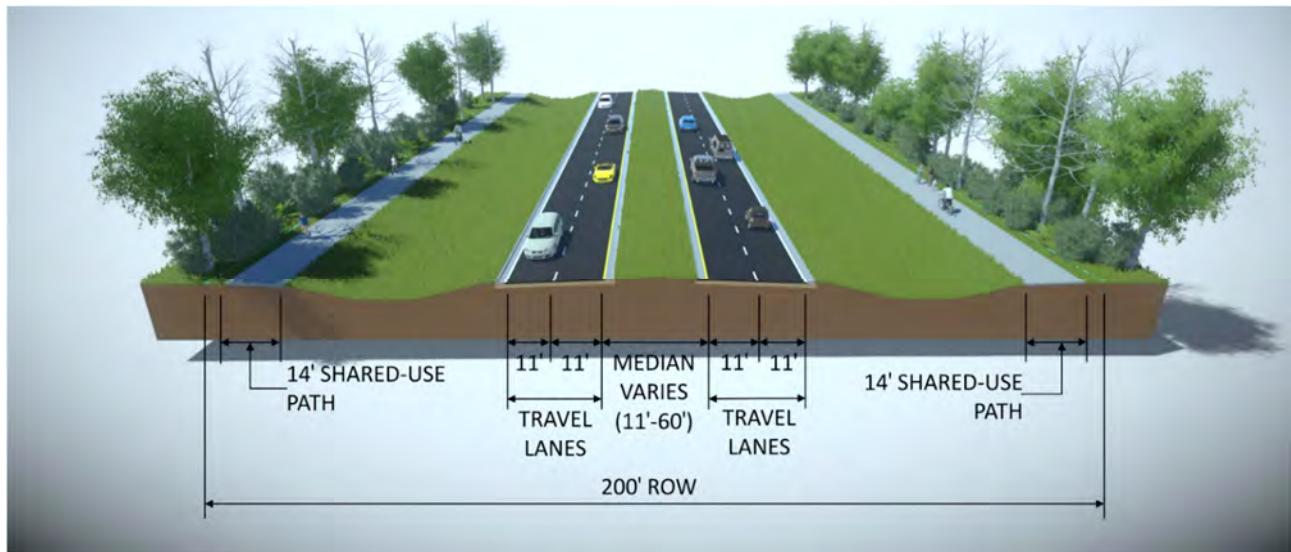


Figure 3-4: Segment 3 Typical Section (Cox Road to London Boulevard)



Figure 3-5: Typical Section (London Boulevard to Industry Road)

## 4.0 EXISTING UTILITIES

### 4.1 UTILITY OWNERS

The preliminary utility coordination and investigation effort was conducted through written and verbal communications with the existing utility agency owners (UAO's). A sunshine State 811 of Florida Design Ticket System listing of current UAO's was acquired on October 12th, 2021. **Table 4-1** summarizes the utility contact information.

Table 4-1: Existing Utility Owners

| Agency                         | Name              | Phone Number | Email  |
|--------------------------------|-------------------|--------------|--|
| AT&T                           | Luke Folkerts     | 321.953.6172 | <a href="mailto:LF3290@att.com">LF3290@att.com</a>   |
| Brevard County Public Works    | Devin Swanson     | 321.633.2077 | <a href="mailto:devin.swanson@brevardfl.gov">devin.swanson@brevardfl.gov</a>                 |
| Charter Communication          | Paul Rymer        | 321.757.6503 | <a href="mailto:paul.rymer@charter.com">paul.rymer@charter.com</a>                           |
| City of Cocoa (Water)          | Katherine Ennis   | 321.433.8797 | <a href="mailto:kennis@cocoaf.org">kennis@cocoaf.org</a>                                     |
| City of Cocoa (Sewer)          | Katherine Ennis   | 321.433.8797 | <a href="mailto:kennis@cocoaf.org">kennis@cocoaf.org</a>                                     |
| Crown Castle                   | Chris Perkins     | 813.947.6009 | <a href="mailto:christopher.perkins@crowncastle.com">christopher.perkins@crowncastle.com</a> |
| Florida Gas Transmission (FGT) | Joseph E. Sanchez | 407.838.7171 | <a href="mailto:joseph.e.sanchez@energytransfer.com">joseph.e.sanchez@energytransfer.com</a> |
| Florida City Gas               | Holly Coombs      | 321.638.3419 | <a href="mailto:holly.coombs@nexteraenergy.com">holly.coombs@nexteraenergy.com</a>           |
| Florida Power and Light        | Sue Williams      | 321.455.6125 | <a href="mailto:andrew.zicker@fpl.com">andrew.zicker@fpl.com</a>                             |
| Verizon (f/k/a MCI)            | Timothy Cole      | 407.618.2078 | <a href="mailto:timothy.cole@verizon.com">timothy.cole@verizon.com</a>                       |
| Florida Turnpike Traffic (FTE) | FTE               | 800.749.7453 | Need email here  |
| Uniti Fiber, LLC               | Bob Mensching     | 904.718.8152 | <a href="mailto:bob.menschling@uniti.com">bob.menschling@uniti.com</a>                       |

### 4.2 DESCRIPTION OF EXISTING UTILITIES

From the Sunshine 811 design ticket, twelve utility agencies were identified within the study area. Their facilities include cable TV, buried and overhead fiber optic cable, buried conduit, overhead and underground electric, water (both potable and non-potable), sewer, and gas mains (both distribution and transmission). **Table 4-2** describes the existing utilities in greater detail.

Table 4-2: Description of Existing Utilities

| Utility Type   | Utility Owner         | Summary of Facilities  |
|--|-----------------------|--|
| Communications / Cable TV / Fiber Optic / Buried Conduit | AT&T                  | Buried/aerial fiber and buried conduit run parallel along SR 524 on the north and south sides with intermittent breaks between Precious Boulevard and Friday Road (North)(also running parallel down South and North Friday roads). Multiple runs of underground fiber continue east from Friday Road (North) and terminate at the Walmart Distribution Road. Combinations of aerial and underground fiber run parallel to Cox Road on the east side while crossing SR 524. The underground fiber runs outside the project limits through Cocoa Pines until Pinyon Drive, where it comes within the existing ROW and continues at varying offsets on either side of the road to Industry Road. Multiple underground runs continue past Westminster Drive along with varying aerial fiber runs and a buried conduit. All facilities have numerous connections to the residences and businesses along the corridor between Cox Road and Industry Road. |
|  | Charter Communication | Buried fiber runs parallel down Thien Thai Lane and along the north side of SR 524 until Cox Road. Overhead fiber also runs along the FP&L poles on the north side of SR 524 until London Boulevard. Buried fiber runs across SR 524 at the Walmart Distribution Road. Overhead fiber runs along the east side of Cox Road and terminates at the Surfside Community Fellowship building. Seven hundred feet east of Cox Road, The underground fiber picks up on the north side of SR 524 again and continues until Lance Boulevard, where it crosses the road and terminates in the proposed Integra Preserve development. At London Boulevard, underground fiber runs to the south side of SR 524 and continues past Industry Road with various connections to the adjacent businesses. A small section of underground cable also runs along the north side of SR 524 between London Boulevard and Coventry Court.                                  |
|  | Crown Castle          | 32-count buried fiber cable running north-south parallel to the power lines west of the Walmart Distribution Road. The UAO stated they are within an existing easement.  |
|  | Verizon               | 2-2" HDPE buried fiber running along the south side of SR 524 throughout the project limits.   |
|  | FTE Turnpike          | Buried facilities are present along the Martin Anderson Beachline Expressway (SR 528) and the associated on and off-ramps outside this study's limits.   |
| Water / Sewer  | Uniti Fiber           | Buried fiber running parallel to I-95 in the northwest quadrant. Buried fiber crossing SR 524 roughly halfway between Westminster Drive and Lance Boulevard. Both runs will likely not conflict.   |
|  | City of Cocoa         | An 18" reclaimed water line runs along SR 524 between Industry Road and Cox Road. In addition, water mains run along SR 524 between South and North Friday Roads. Various water and sewer connections to the residential and commercial properties exist between Lance Boulevard and Industry Road; however, these are largely outside the existing ROW.   |
| Electric   | FP&L                  | 23 kV overhead electric lines run on the north side of SR 524 from Precious Boulevard for 1.25 miles. Then, the overhead line changes to 13 kV and continues to London Boulevard, crossing to the south side of SR 524 until Industry Road. There are various secondary overhead and buried connections from the primary line to residential and commercial properties.  |
| Gas  | Florida City Gas      | 2" steel gas main running parallel along the westernmost Days Inn driveway. The main crosses SR 524 and runs along 524's south side until it turns and runs parallel to Friday Road (South) on the west side.<br>An 8" steel gas main runs along the west side of Cox Road towards SR 524 and then runs parallel along SR 524 on the south side until Industry Road.   |
|  | FGT                   | Gas transmission line is located within a 30' FGT easement that crosses SR 524 and runs through the Cocoa Veterinary Hospital, PNC Bank, and Publix properties. A gas transmission pipe also runs parallel to I-95 on the west side.   |

## APPENDIX A – UTILITY AGENCY OWNER COORDINATION

**AT&T**

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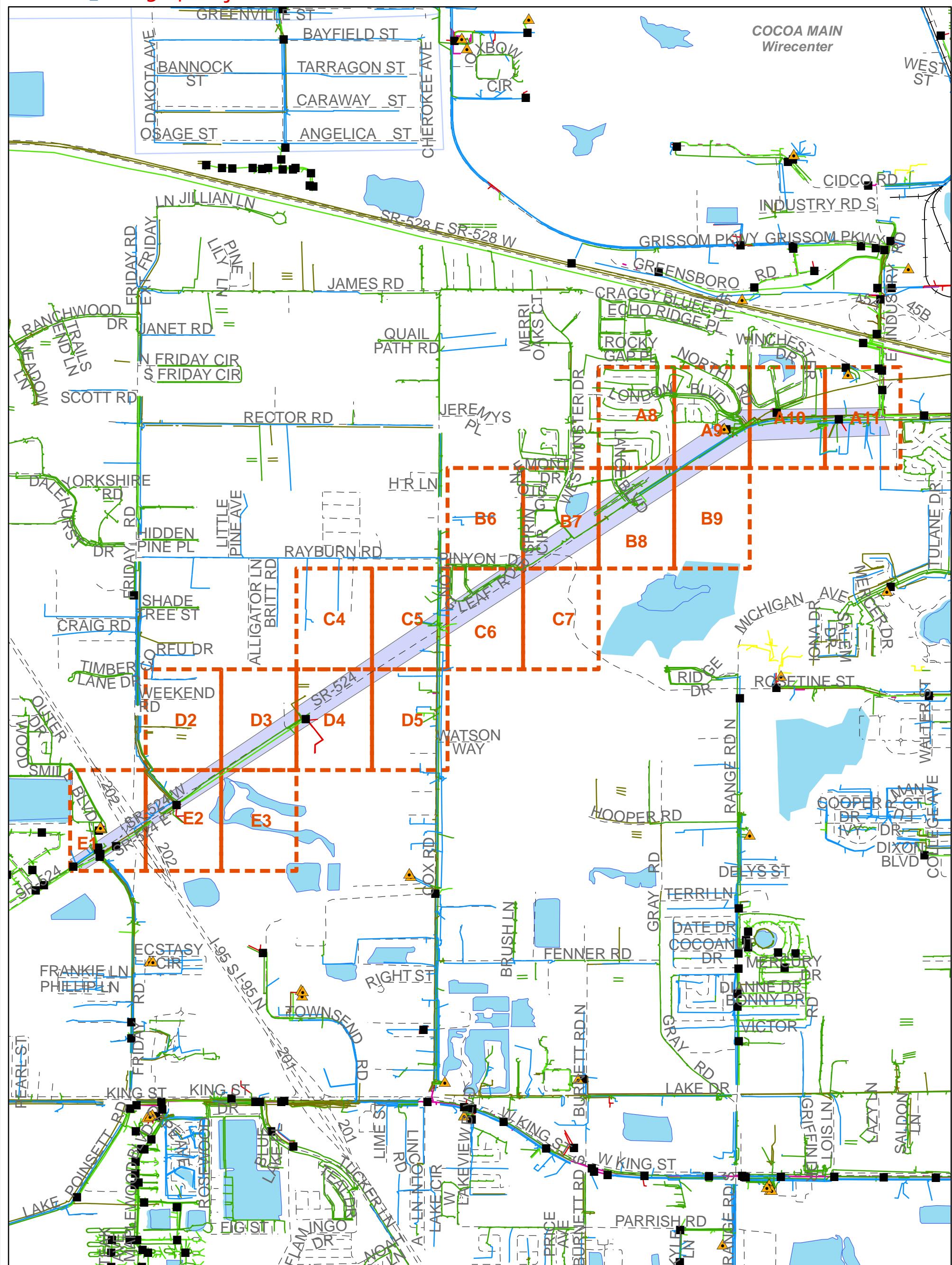


# External Map Request for Consor

Date: 10/19/2021

Index Map

## Sr 524 Project

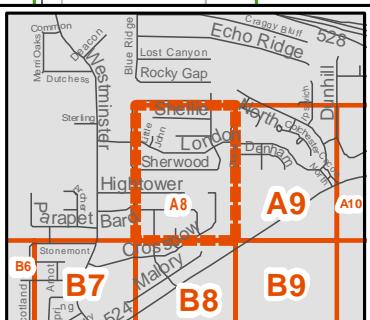
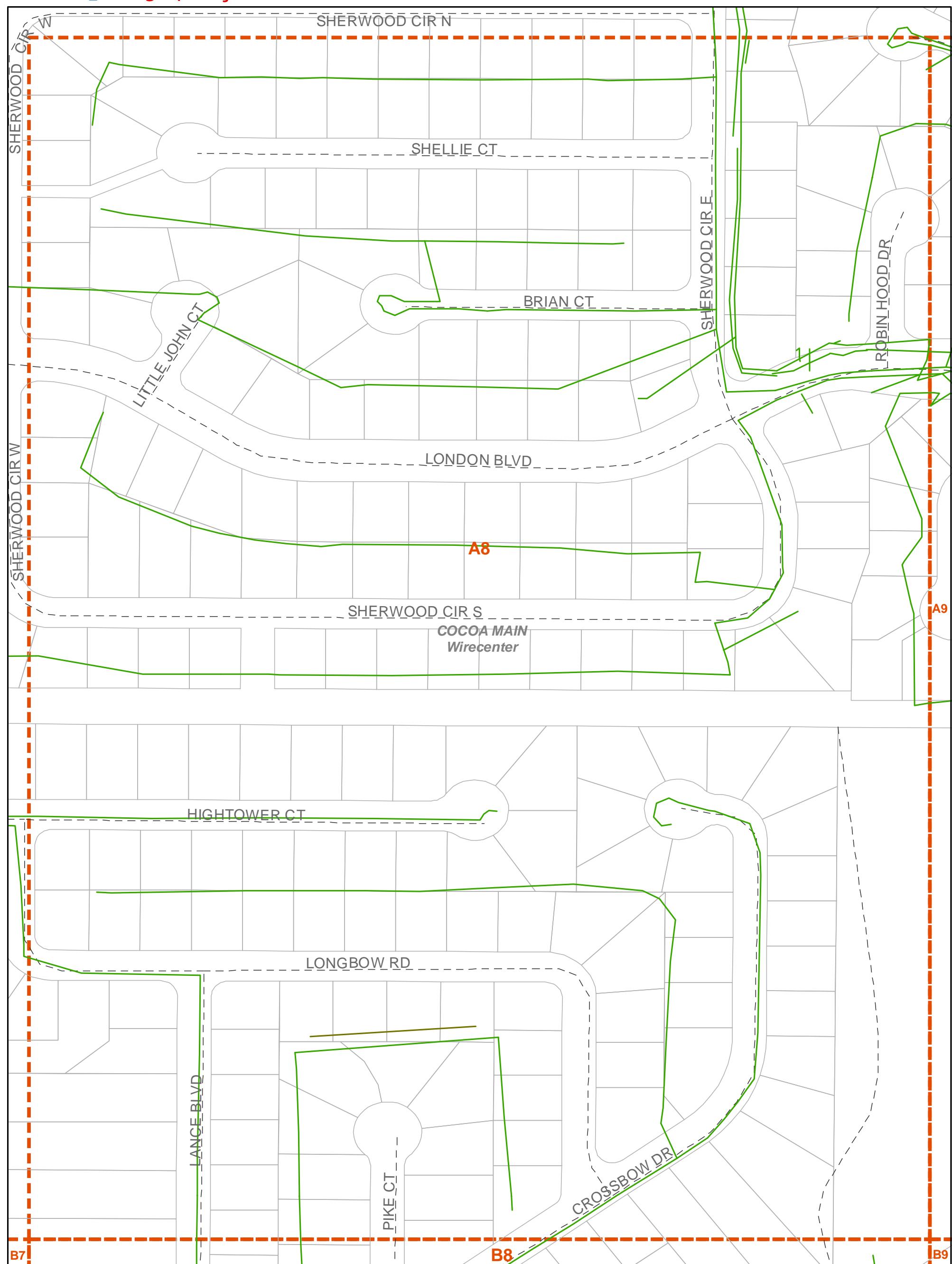




# External Map Request for Consor Sr 524 Project

Date: 10/19/2021

Page Name: A8



1:1,820



- Buried
- Other
- Mapping Index
- Wirecenter Boundary
- Street Centerlines
- Parcels

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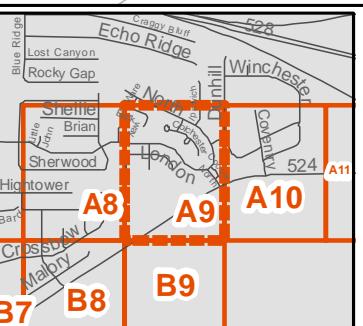
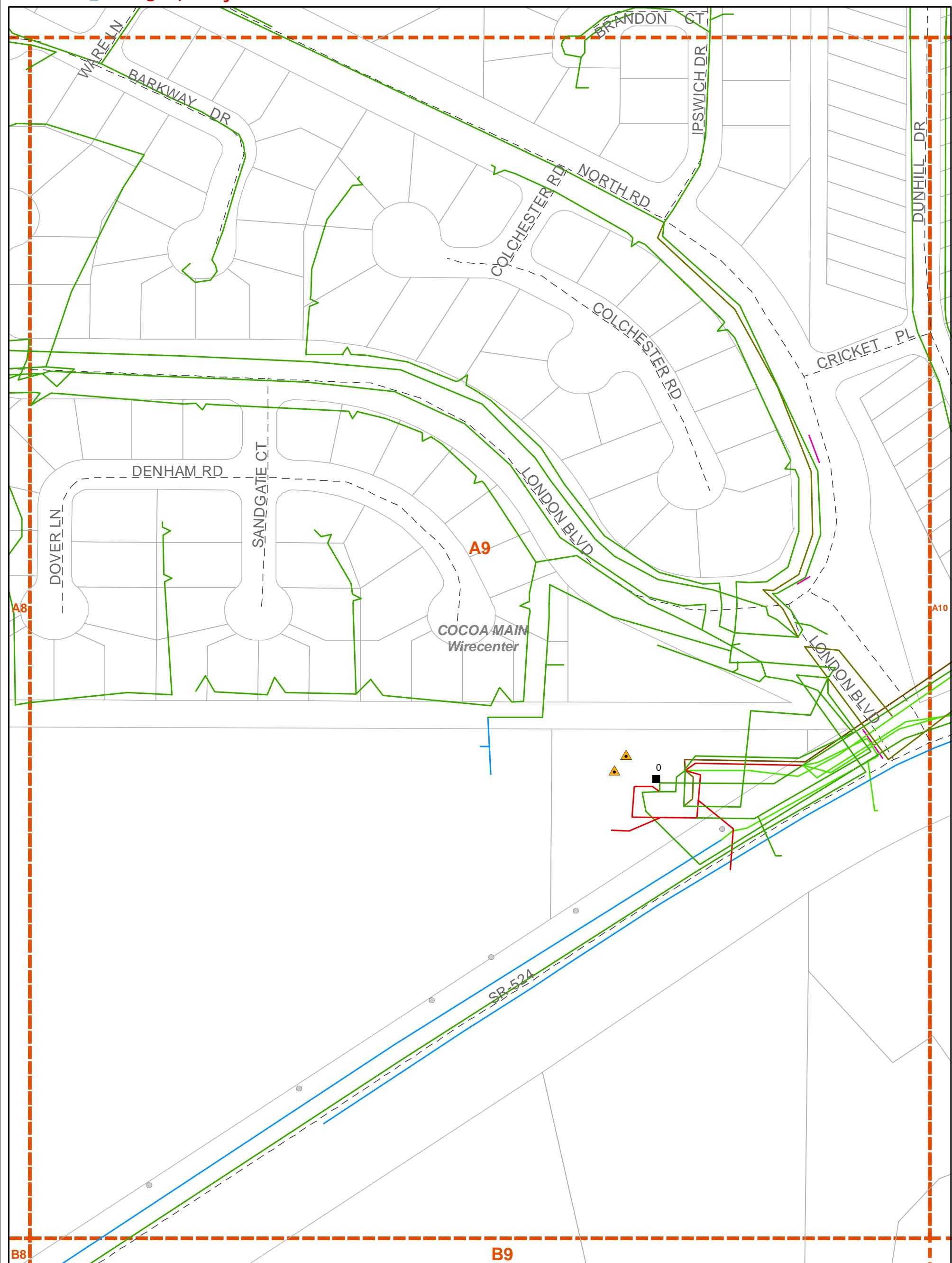


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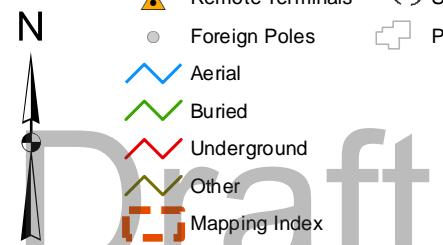
Sr 524 Project

Date: 10/19/2021

Page Name: A9



1:1,820



Manholes

Remote Terminals

Foreign Poles

Aerial

Buried

Underground

Other

Mapping Index

Wirecenter Boundary

Street Centerlines

Parcels

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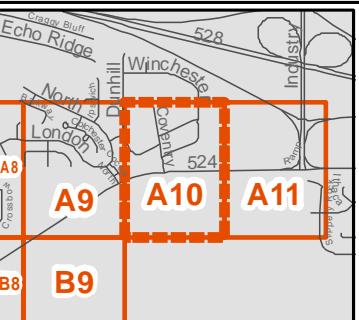
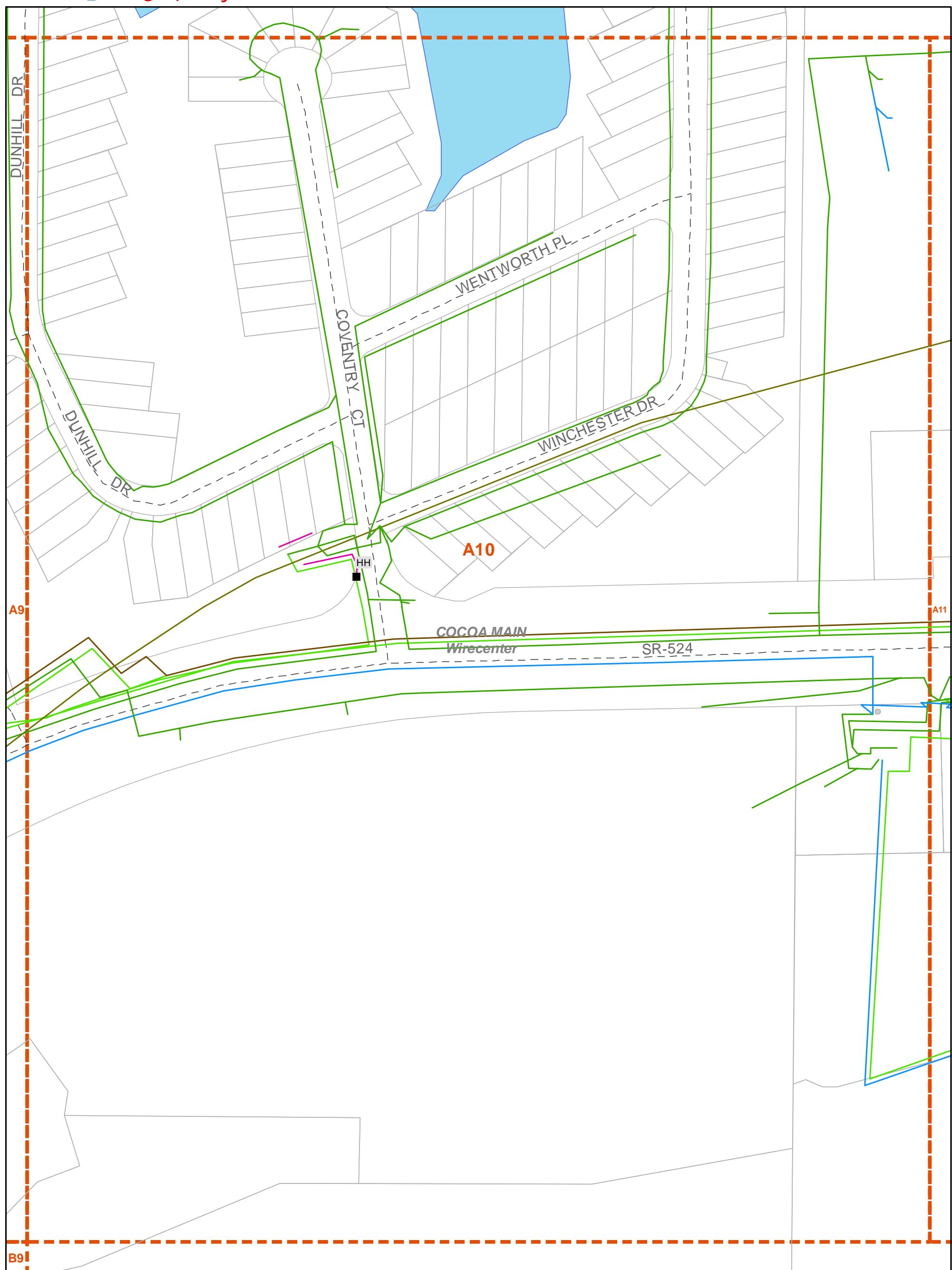
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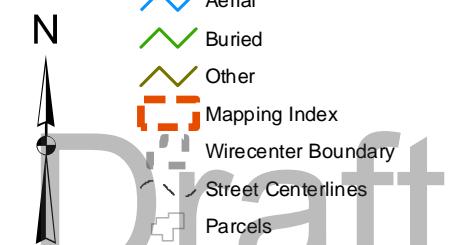
# External Map Request for Consor Sr 524 Project

Date: 10/19/2021

Page Name: A10



1:1,820



- Foreign Poles
- Aerial
- Buried
- Other
- Mapping Index
- Wirecenter Boundary
- Street Centerlines
- Parcels

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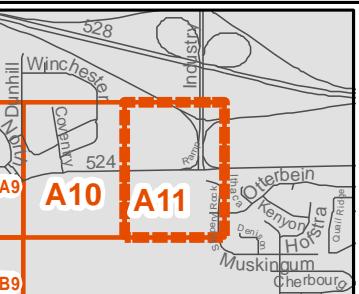
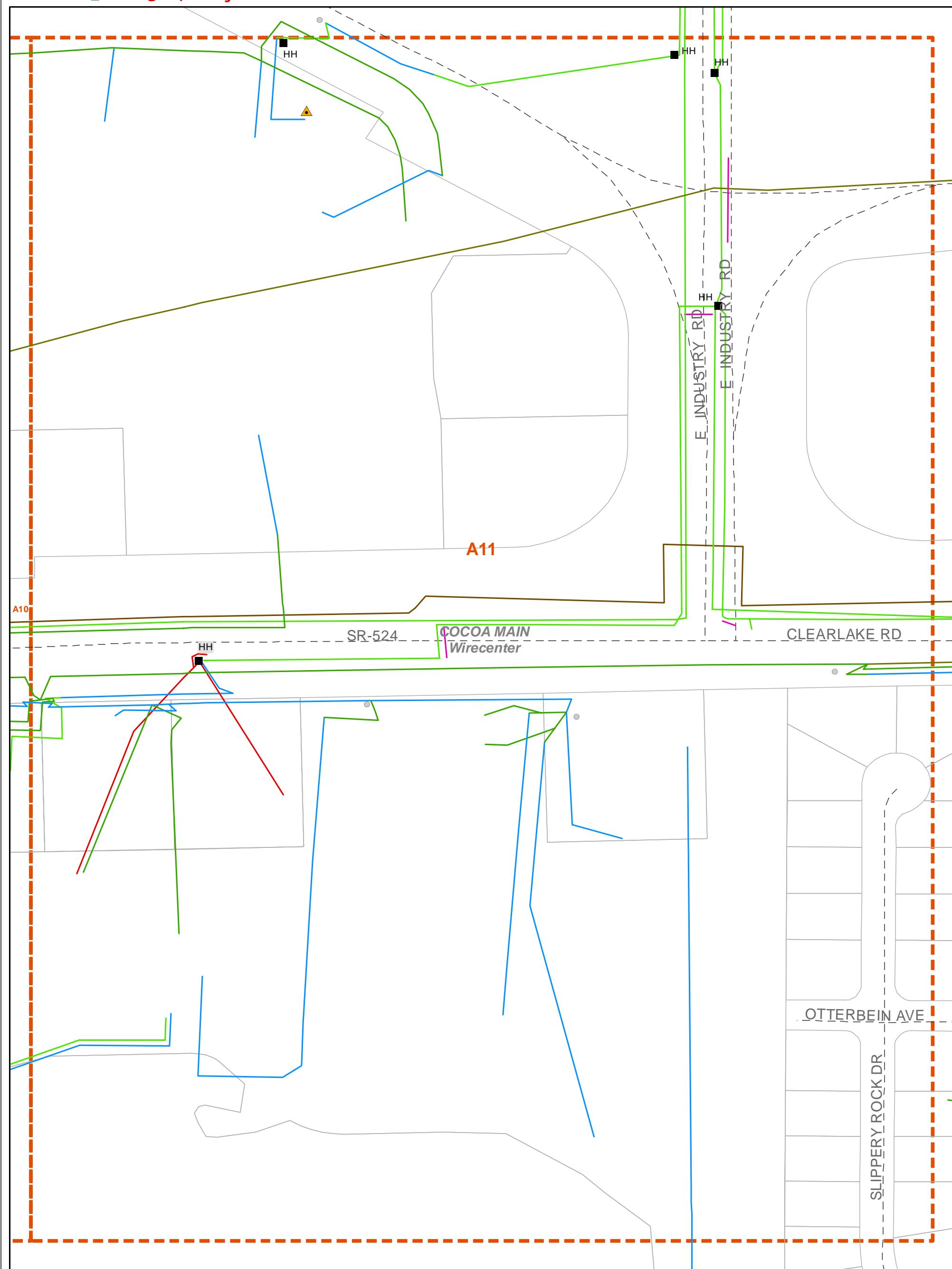


# External Map Request for Consor

Sr 524 Project

Date: 10/19/2021

Page Name: A11



1:1,820

- Manholes
- ▲ Remote Terminals
- Foreign Poles
- ~~~~ Aerial
- ~~~~ Buried
- ~~~~ Other
- ~~~~ Mapping Index
- ~~~~ Wirecenter Boundary

- Street Centerlines
- Parcels

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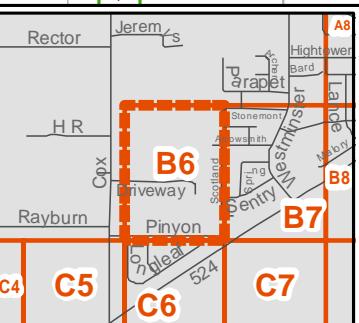
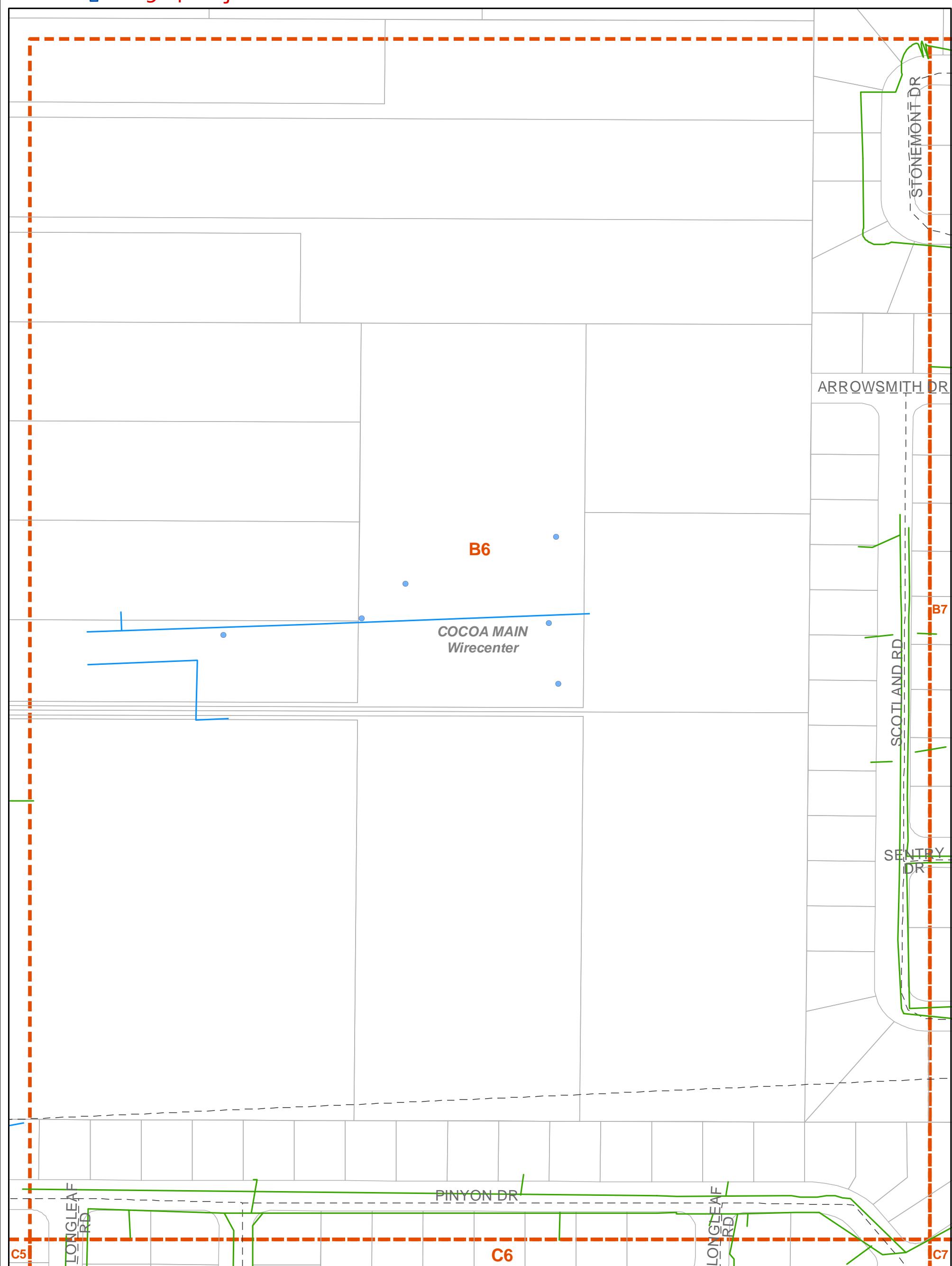
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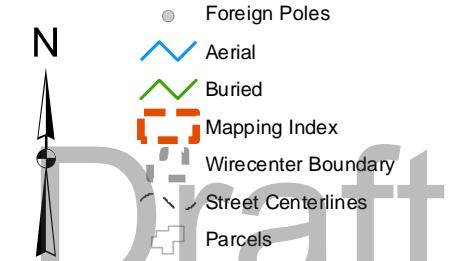
# External Map Request for Consor Sr 524 Project

Date: 10/19/2021

Page Name: B6



1:1,820



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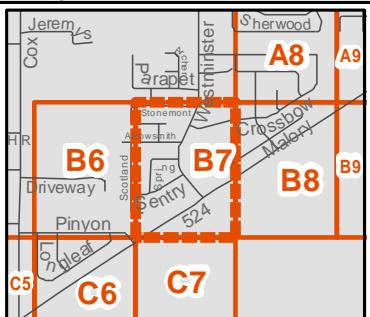
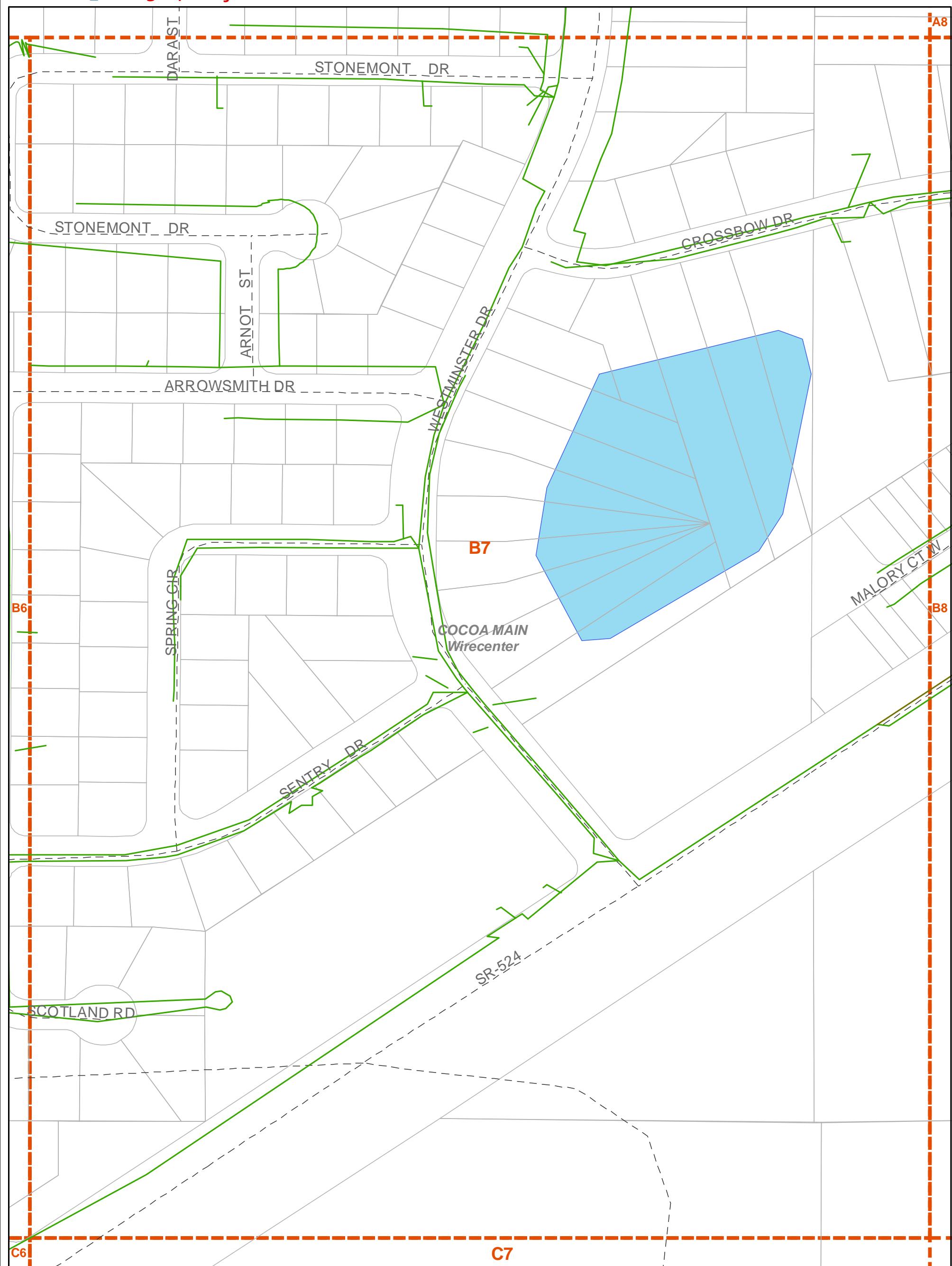


# External Map Request for Consor

Sr 524 Project

Date: 10/19/2021

Page Name: B7



1:1,820

- Buried
- Other
- Mapping Index
- Wirecenter Boundary
- Street Centerlines
- Parcels

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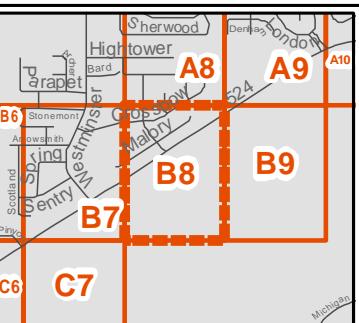
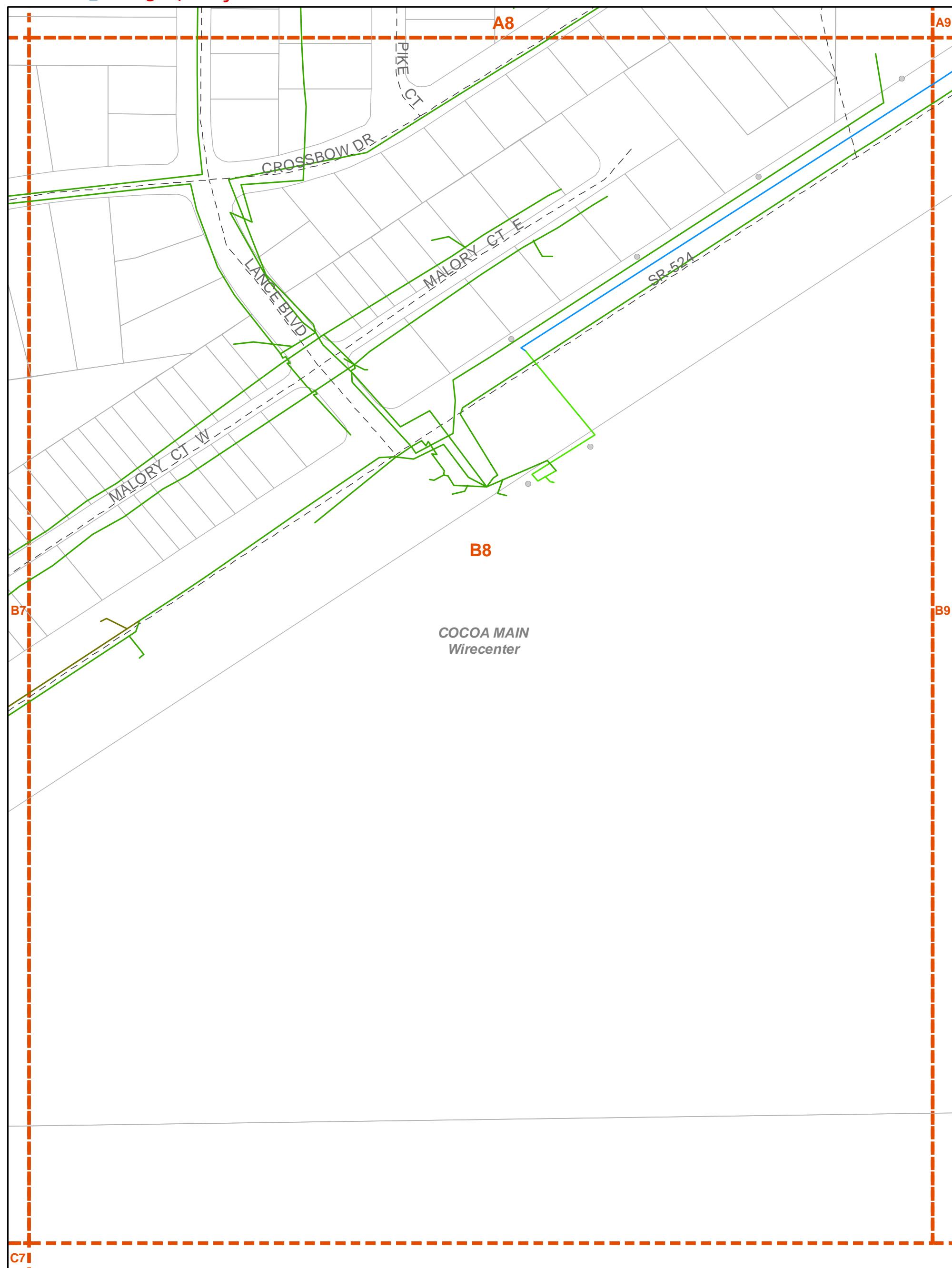


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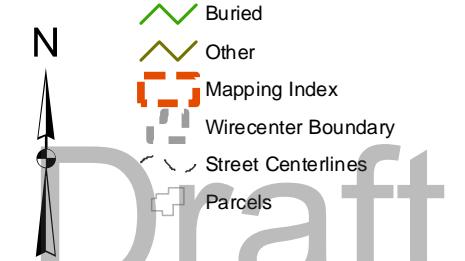
Sr 524 Project

Date: 10/19/2021

Page Name: B8



1:1,820



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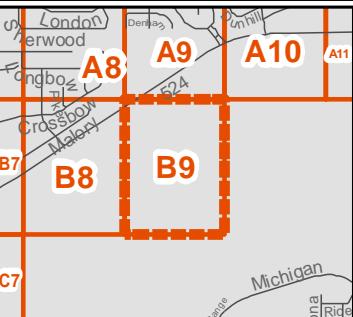
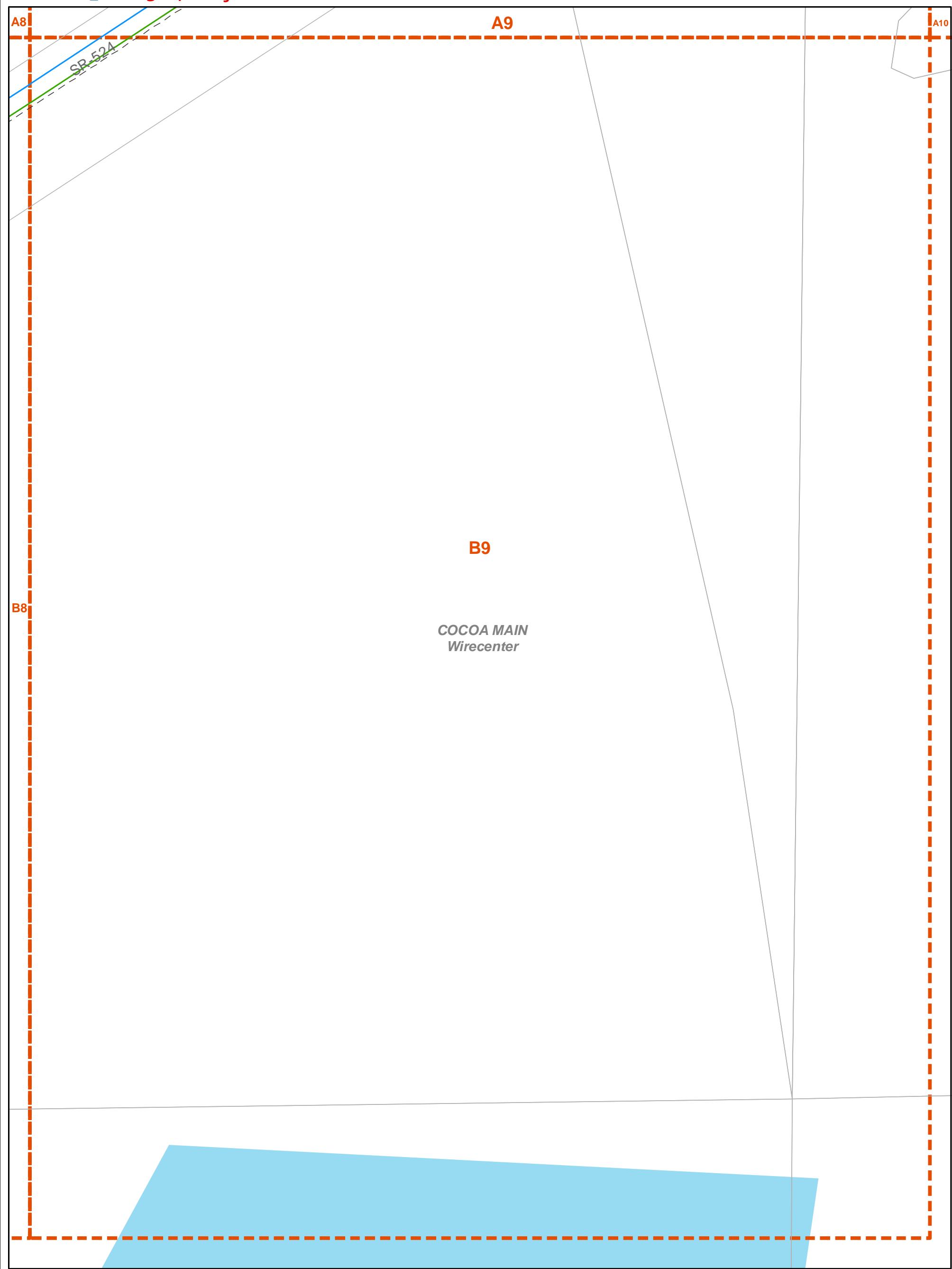
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# External Map Request for Consor Sr 524 Project

Date: 10/19/2021

Page Name: B9



1:1,820

- Buried
- Mapping Index
- Wirecenter Boundary
- Street Centerlines
- Parcels

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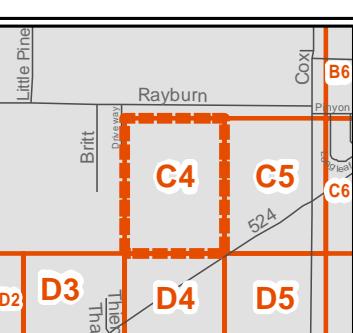
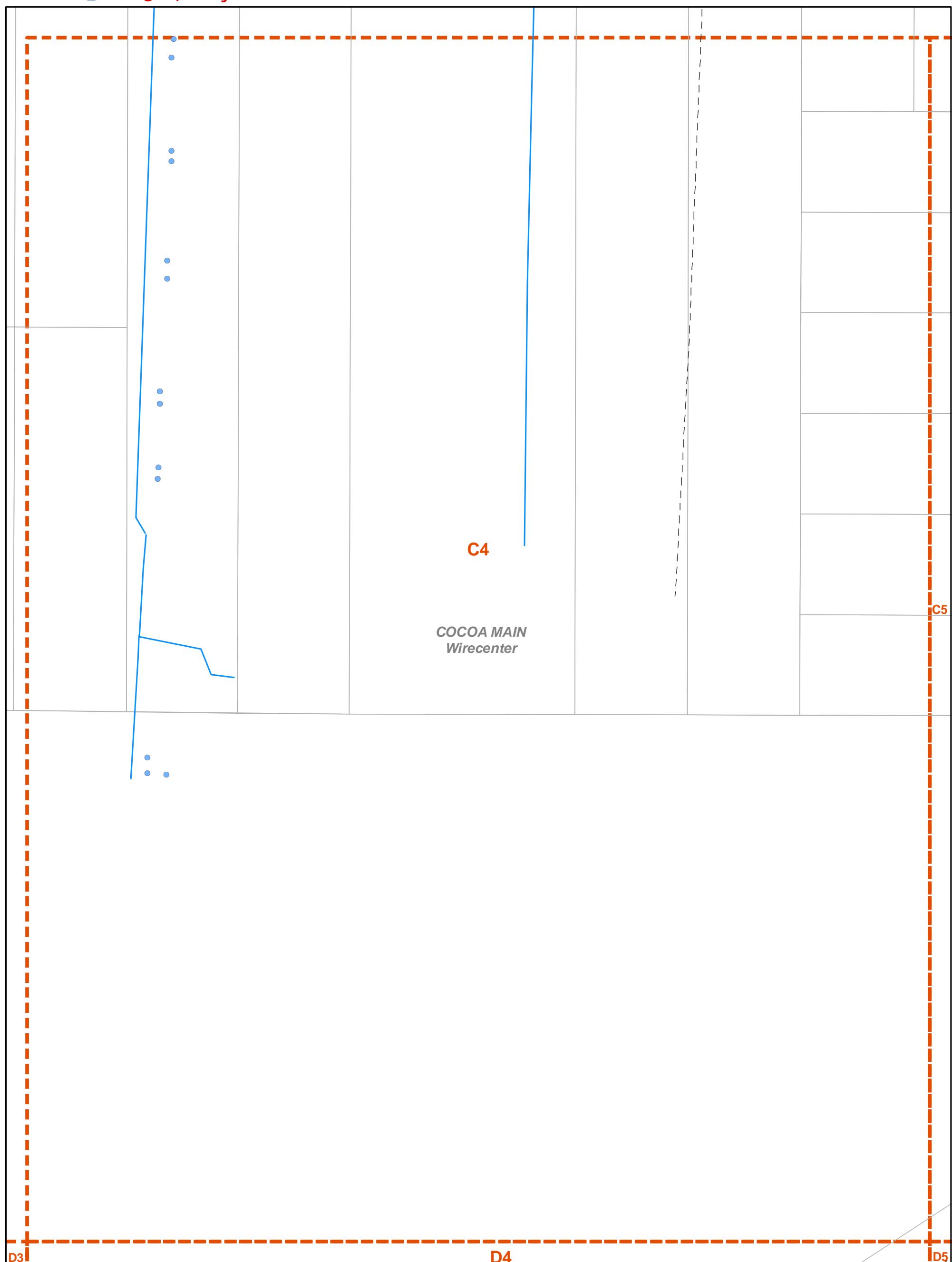
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# External Map Request for Consor Sr 524 Project

Date: 10/19/2021

Page Name: C4



1:1,820



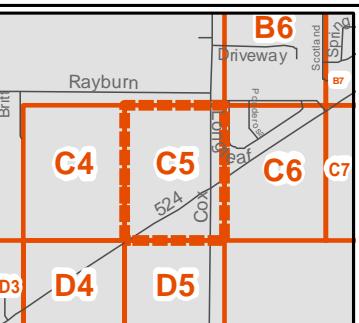
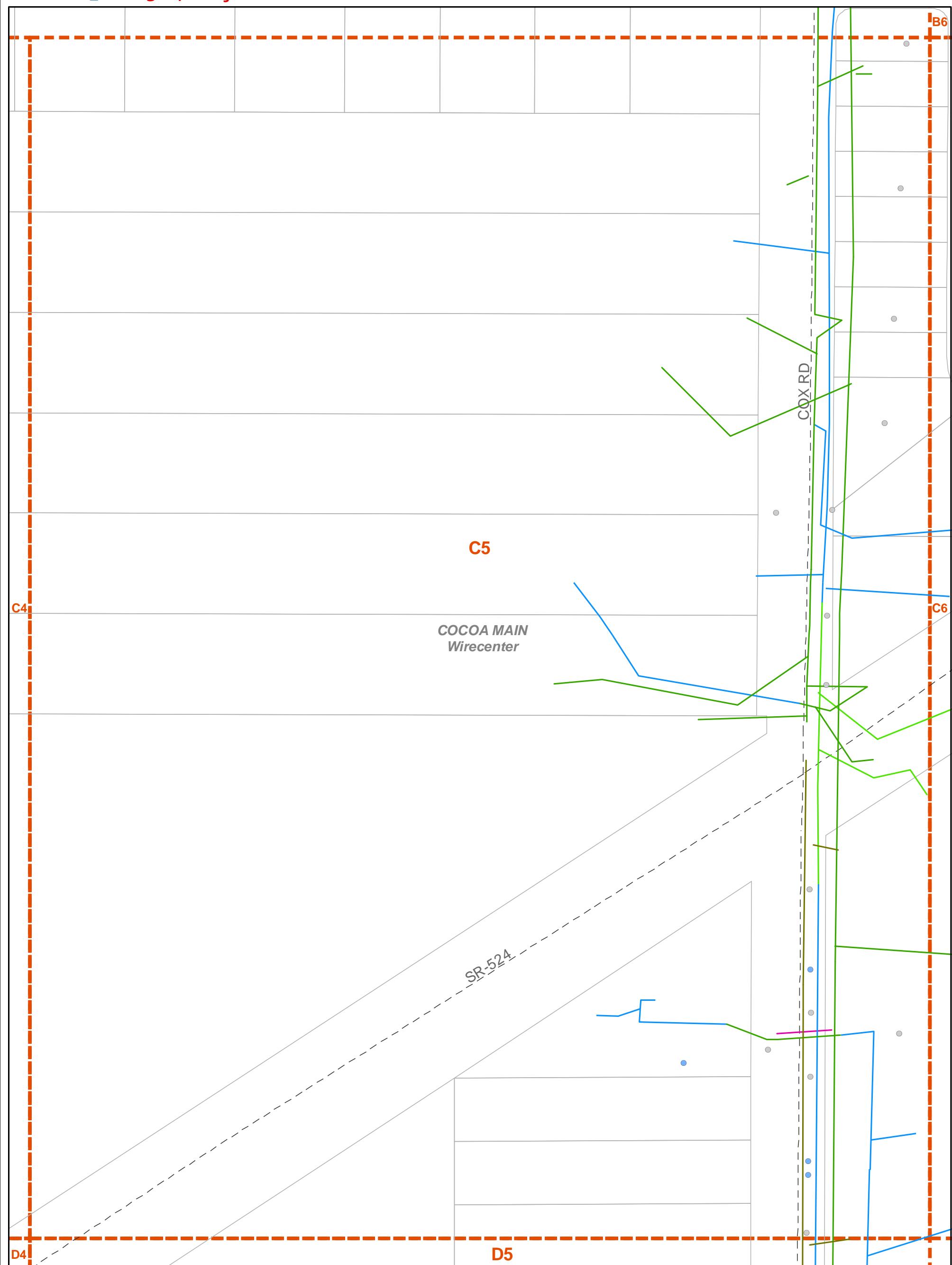
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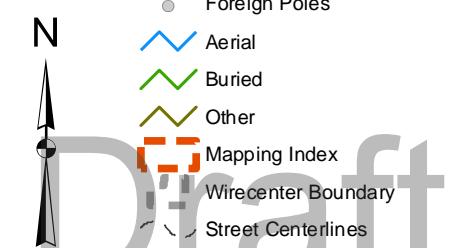
# External Map Request for Consor Sr 524 Project

Date: 10/19/2021

Page Name: C5



1:1,820



- Company Poles
- Foreign Poles
- Aerial
- Buried
- Other
- Mapping Index
- Wirecenter Boundary
- Street Centerlines

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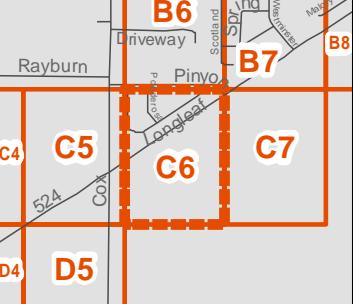
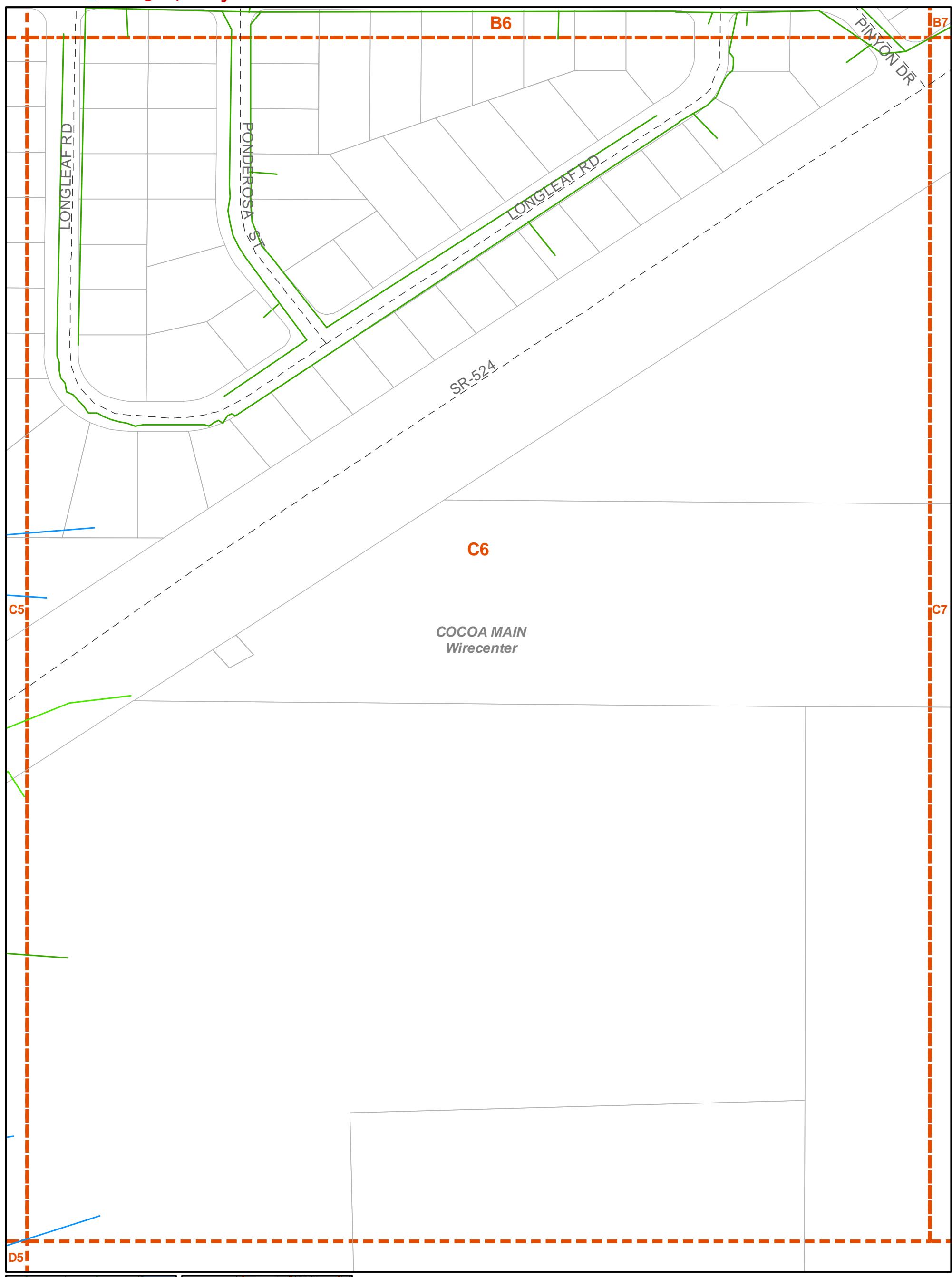


# External Map Request for Consor

## Sr 524 Project

**Date: 10/19/2021**

Page Name: C6



1:1,820

- Foreign Poles
- ↗ Aerial
- ↘ Buried
- ↔ Mapping Index
- ↔ Wirecenter Boundary
- ↔ Street Centerlines
- ↔ Parcels

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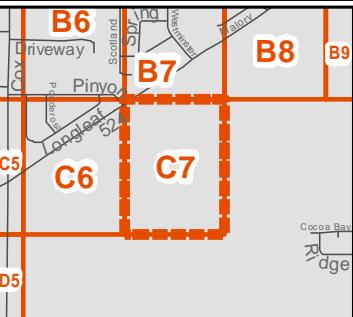
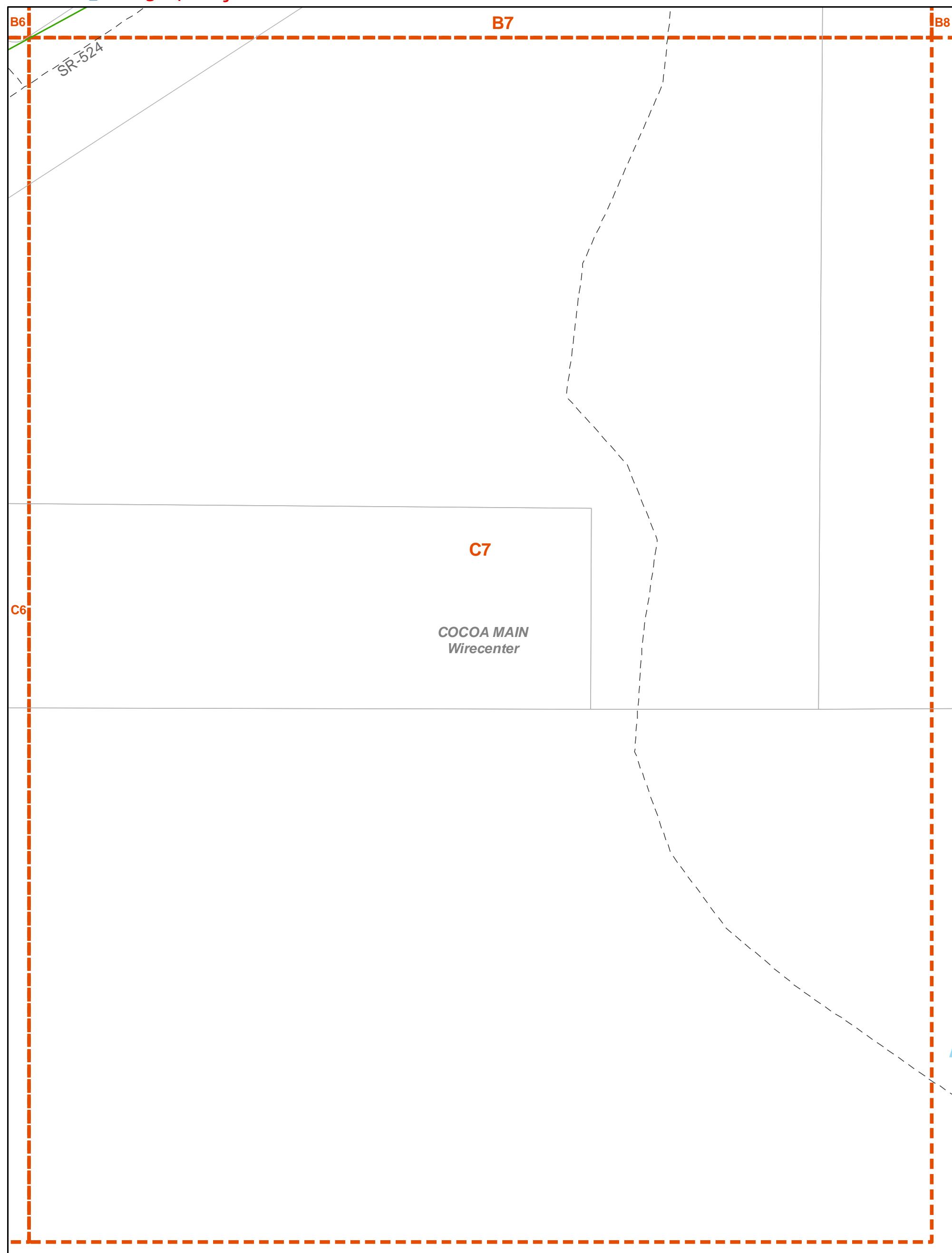
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# External Map Request for Consor Sr 524 Project

Date: 10/19/2021

Page Name: C7



1:1,820

- Buried
- Mapping Index
- Wirecenter Boundary
- Street Centerlines
- Parcels



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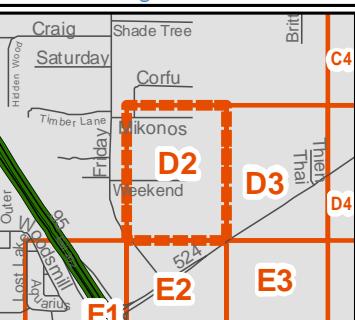
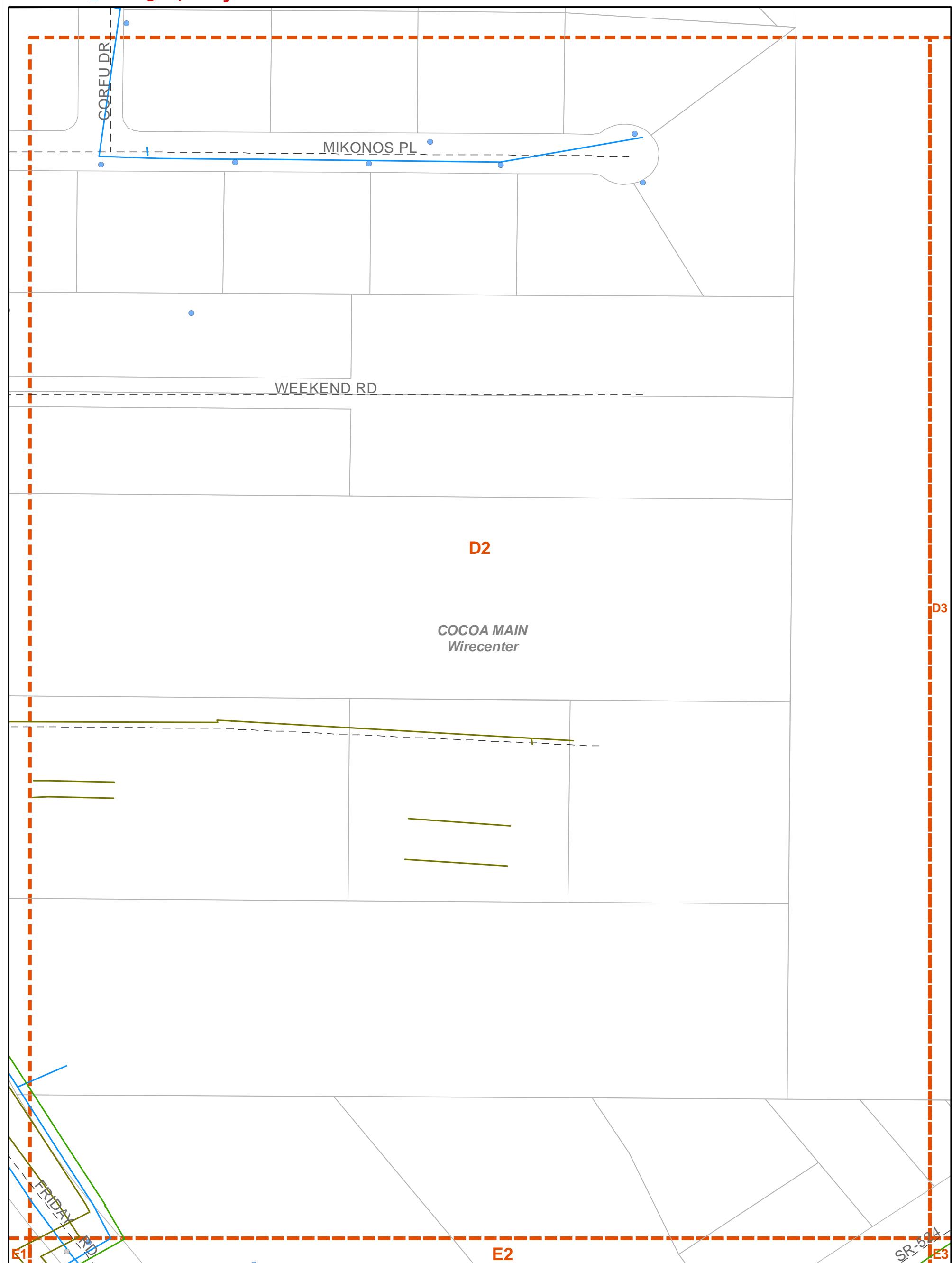
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# External Map Request for Consor Sr 524 Project

Date: 10/19/2021

Page Name: D2



1:1,820

N  
D1 D2 D3 D4  
E1 E2 E3  
Mapping Index  
Wirecenter Boundary  
Street Centerlines

Draft

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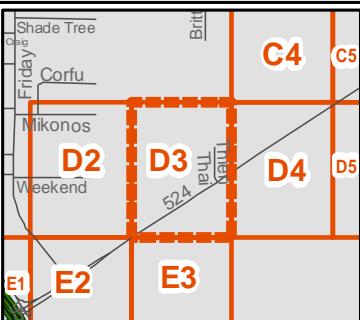
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# External Map Request for Consor Sr 524 Project

Date: 10/19/2021

Page Name: D3



1:1,820



- ✓ Buried
- ✓ Other
- Mapping Index
- Wirecenter Boundary
- Street Centerlines
- Parcels

Draft

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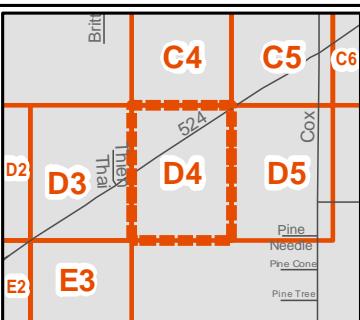
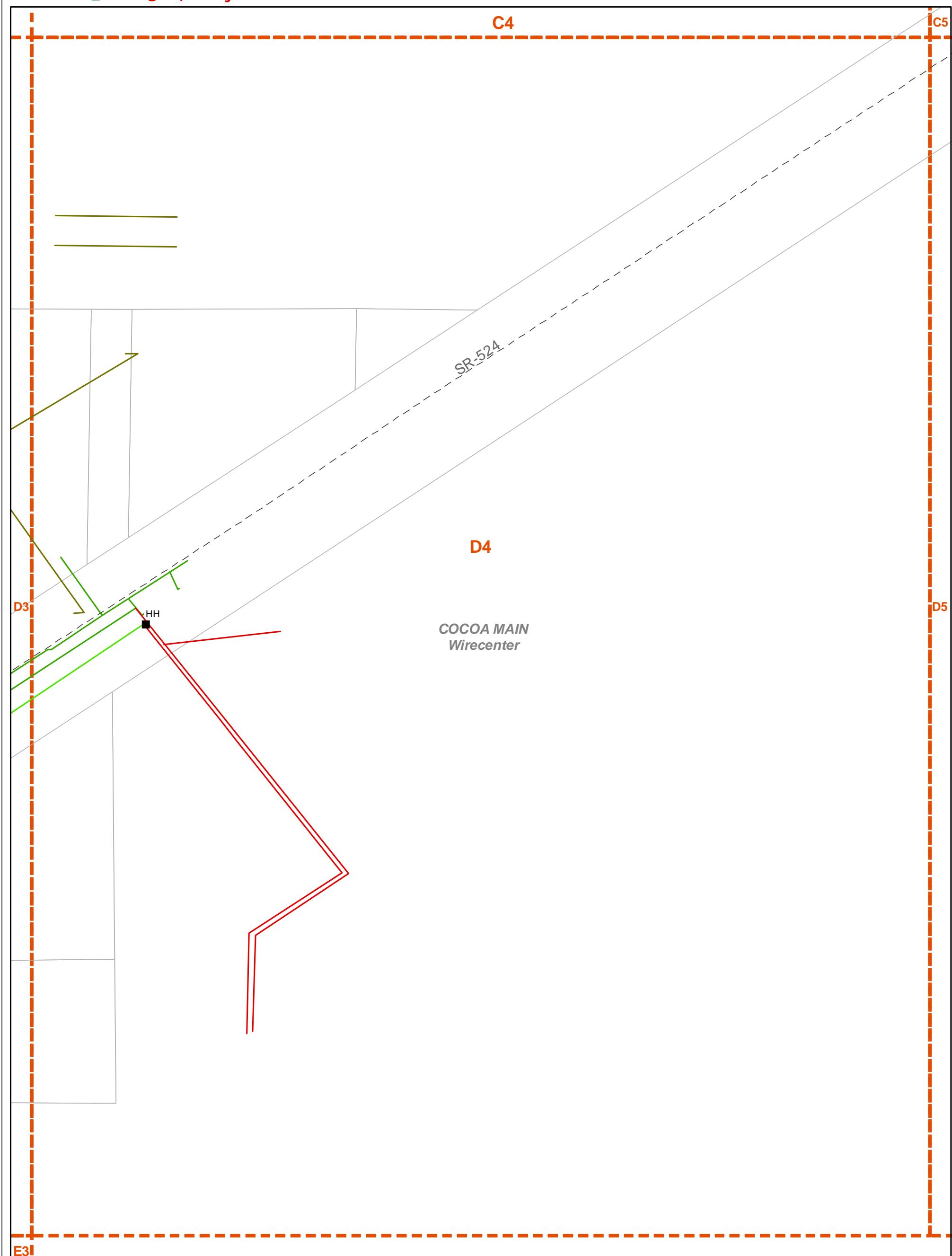
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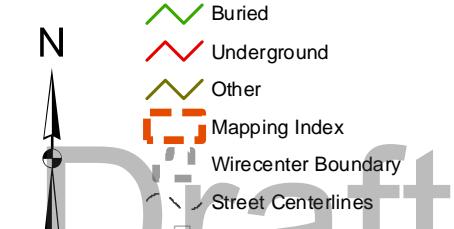
# External Map Request for Consor Sr 524 Project

Date: 10/19/2021

Page Name: D4



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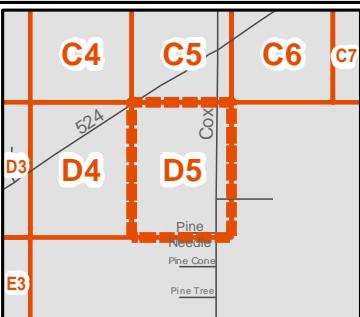
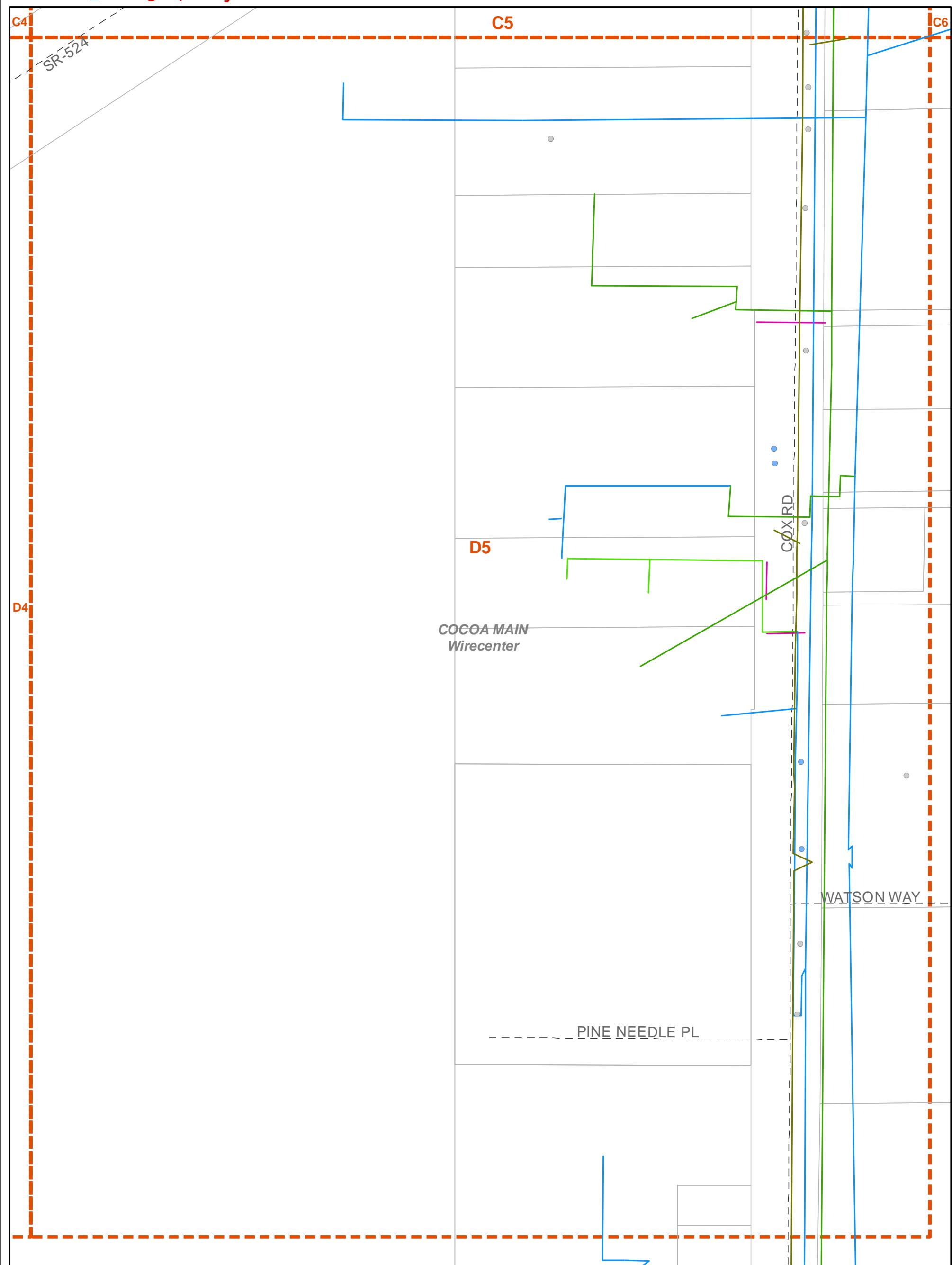
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# External Map Request for Consor Sr 524 Project

Date: 10/19/2021

Page Name: D5



1:1,820



● Company Poles  
● Foreign Poles  
+ Parcels  
Aerial  
Buried  
Other  
Mapping Index  
Wirecenter Boundary  
Street Centerlines

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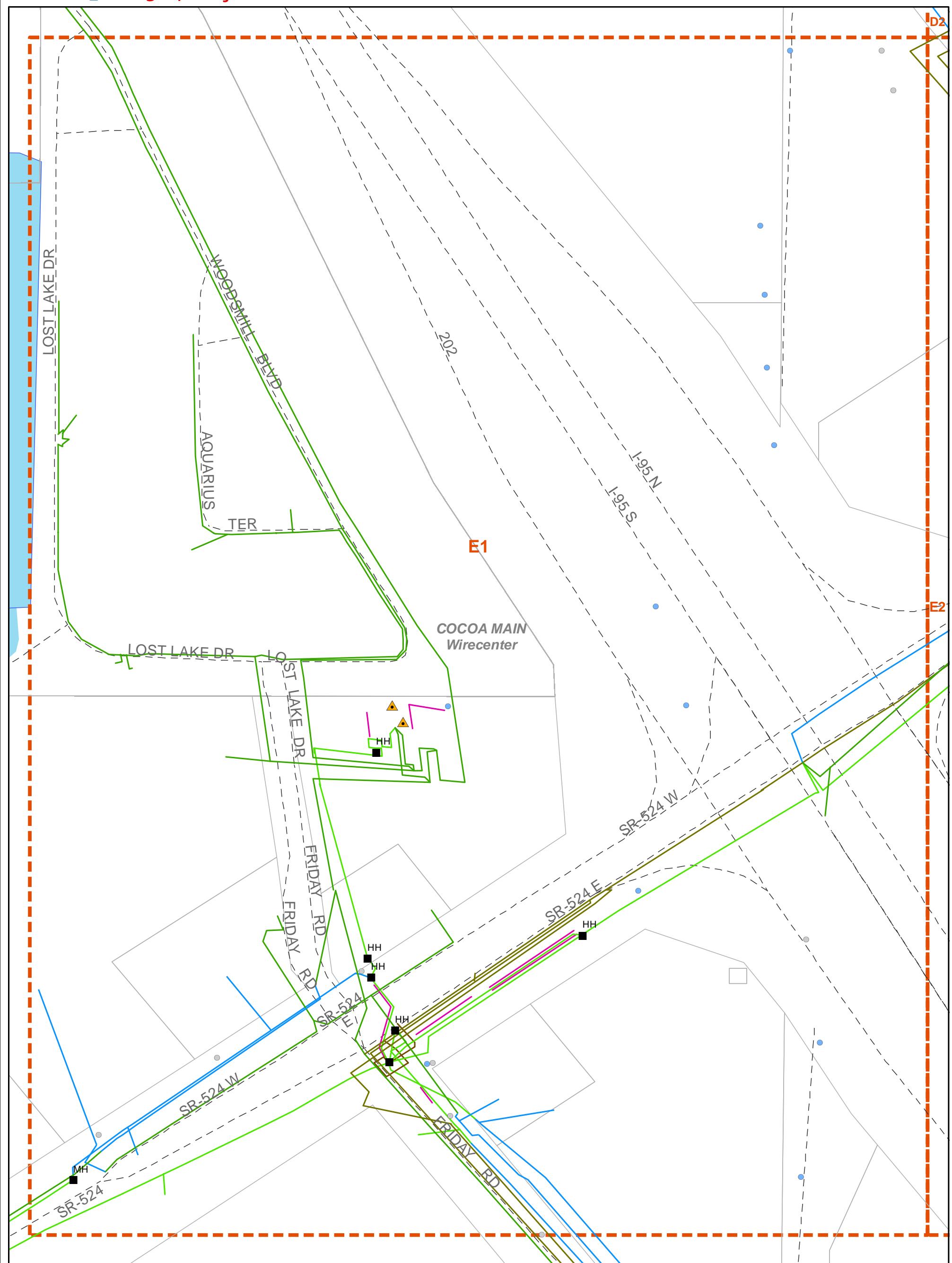


# External Map Request for Consor

Sr 524 Project

Date: 10/19/2021

Page Name: E1



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Draft

■ Manholes

▲ Remote Terminals

● Company Poles

● Foreign Poles

■ Aerial

■ Buried

■ Other

■ Mapping Index

■ Wirecenter Boundary

■ Street Centerlines

■ Parcels

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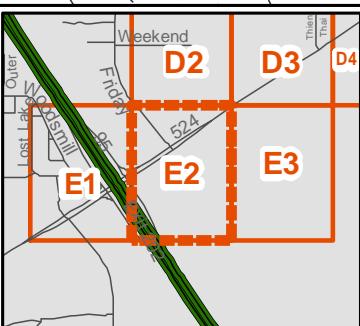
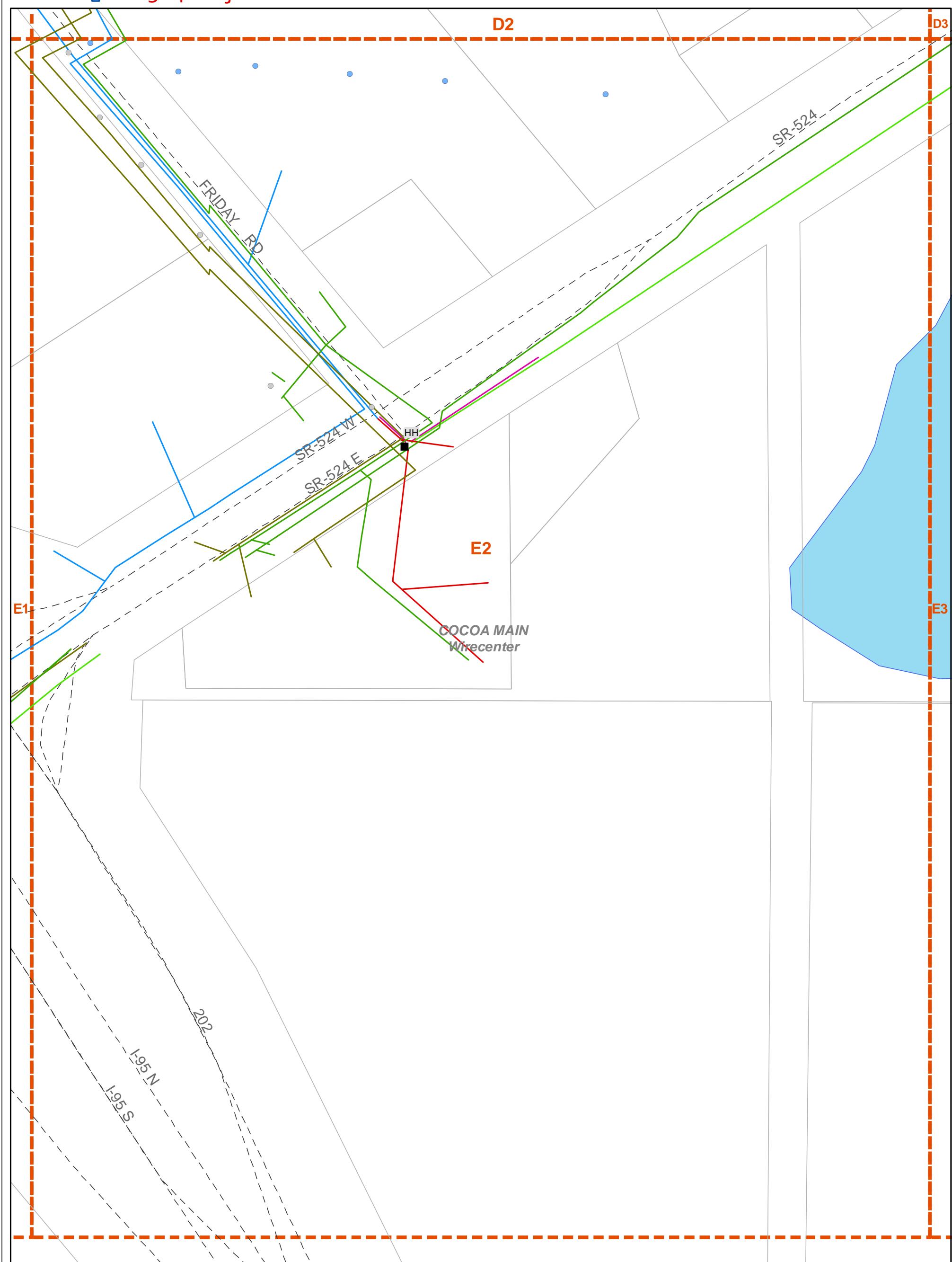
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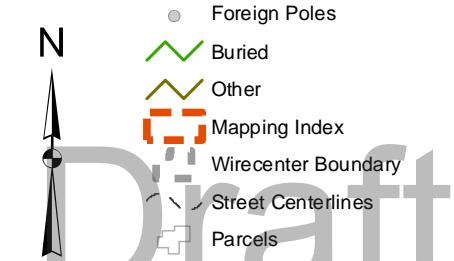
# External Map Request for Consor Sr 524 Project

Date: 10/19/2021

Page Name: E2



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- Company Poles
- Foreign Poles
- Buried
- Other
- Mapping Index
- Wirecenter Boundary
- Street Centerlines
- Parcels

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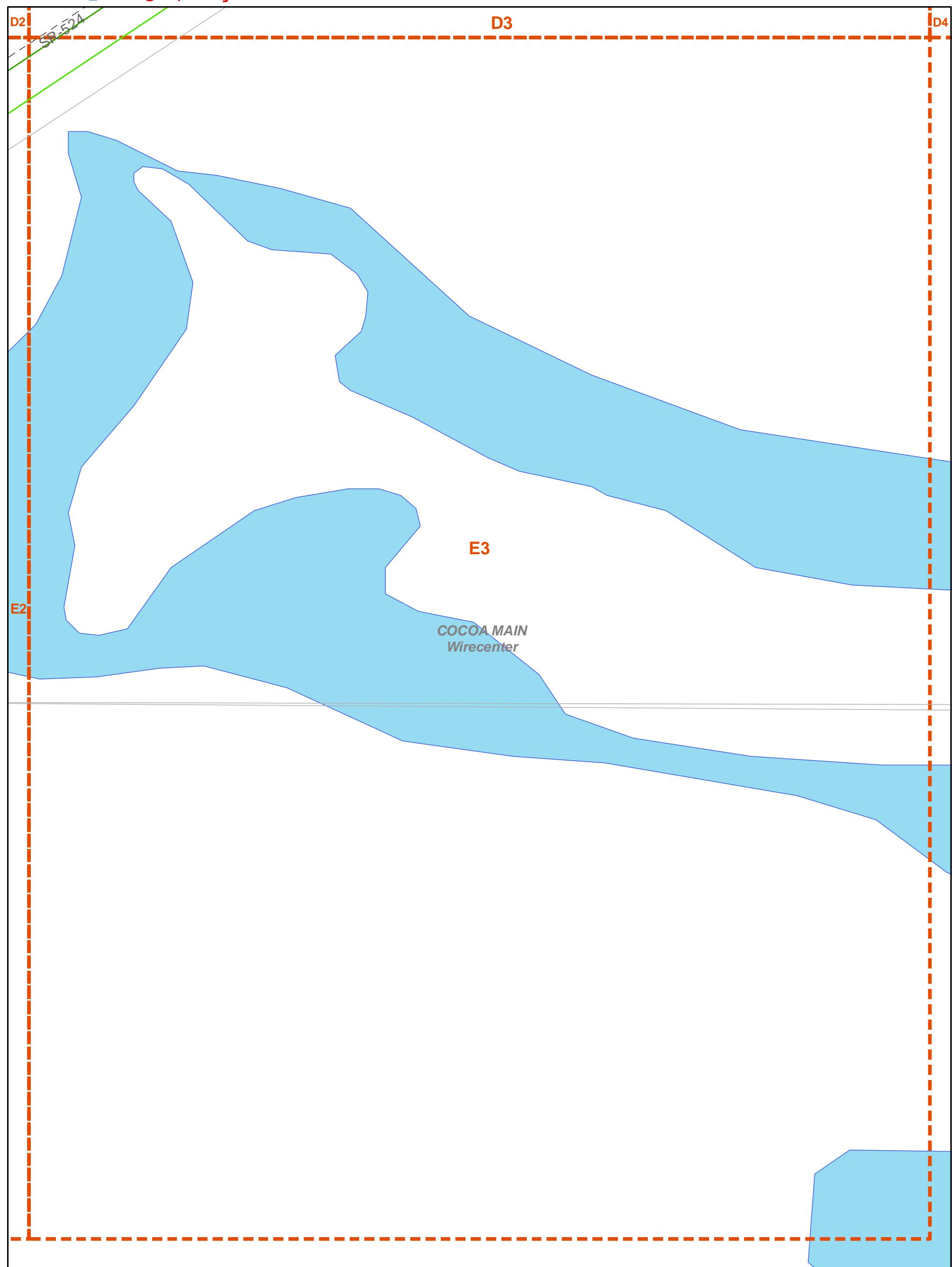
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# External Map Request for Consor Sr 524 Project

Date: 10/19/2021

Page Name: E3



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- Buried
- Mapping Index
- Wirecenter Boundary
- Street Centerlines
- Parcels



Draft

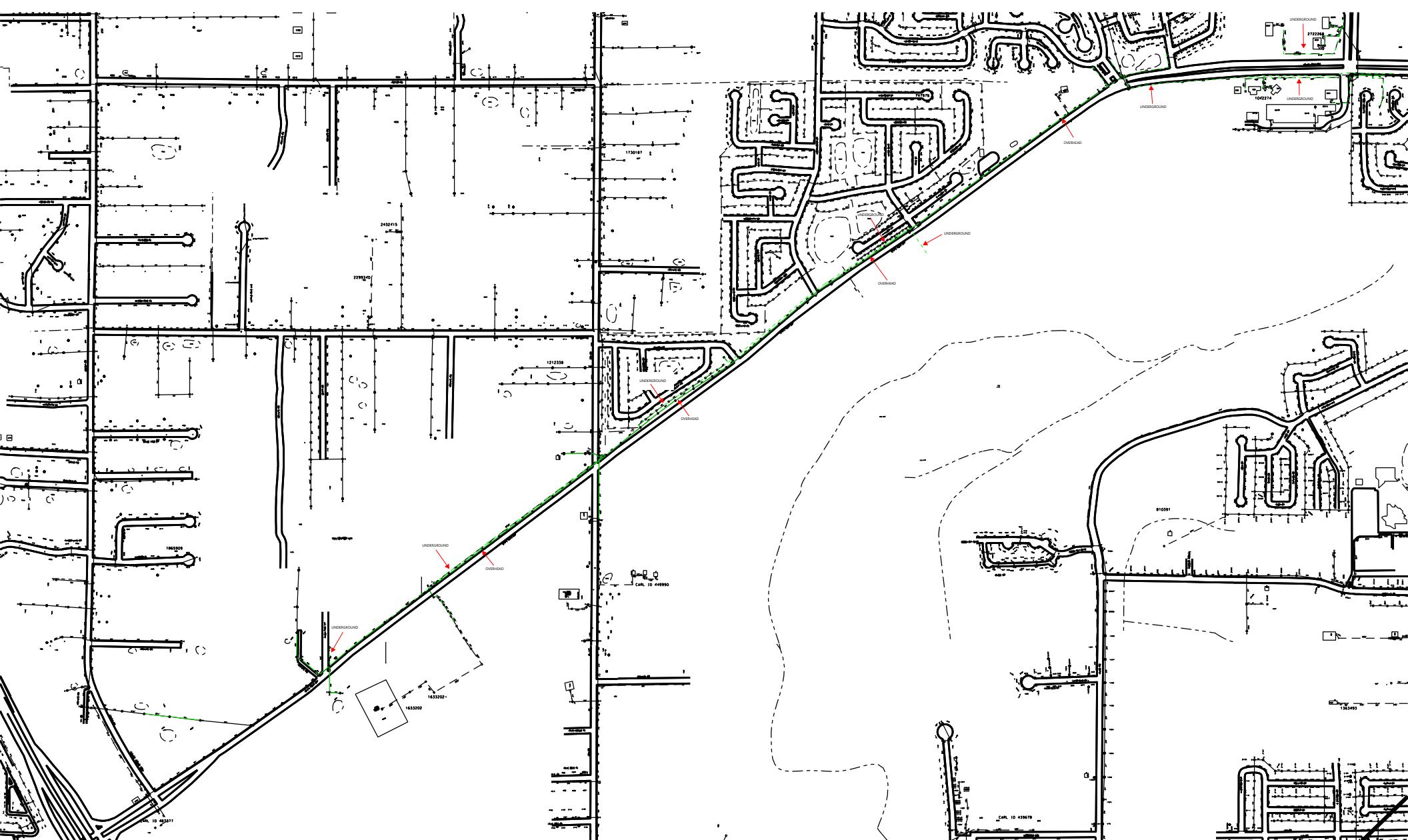
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**CHARTER COMMUNICATIONS**

Draft



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**CROWN CASTLE**

Draft

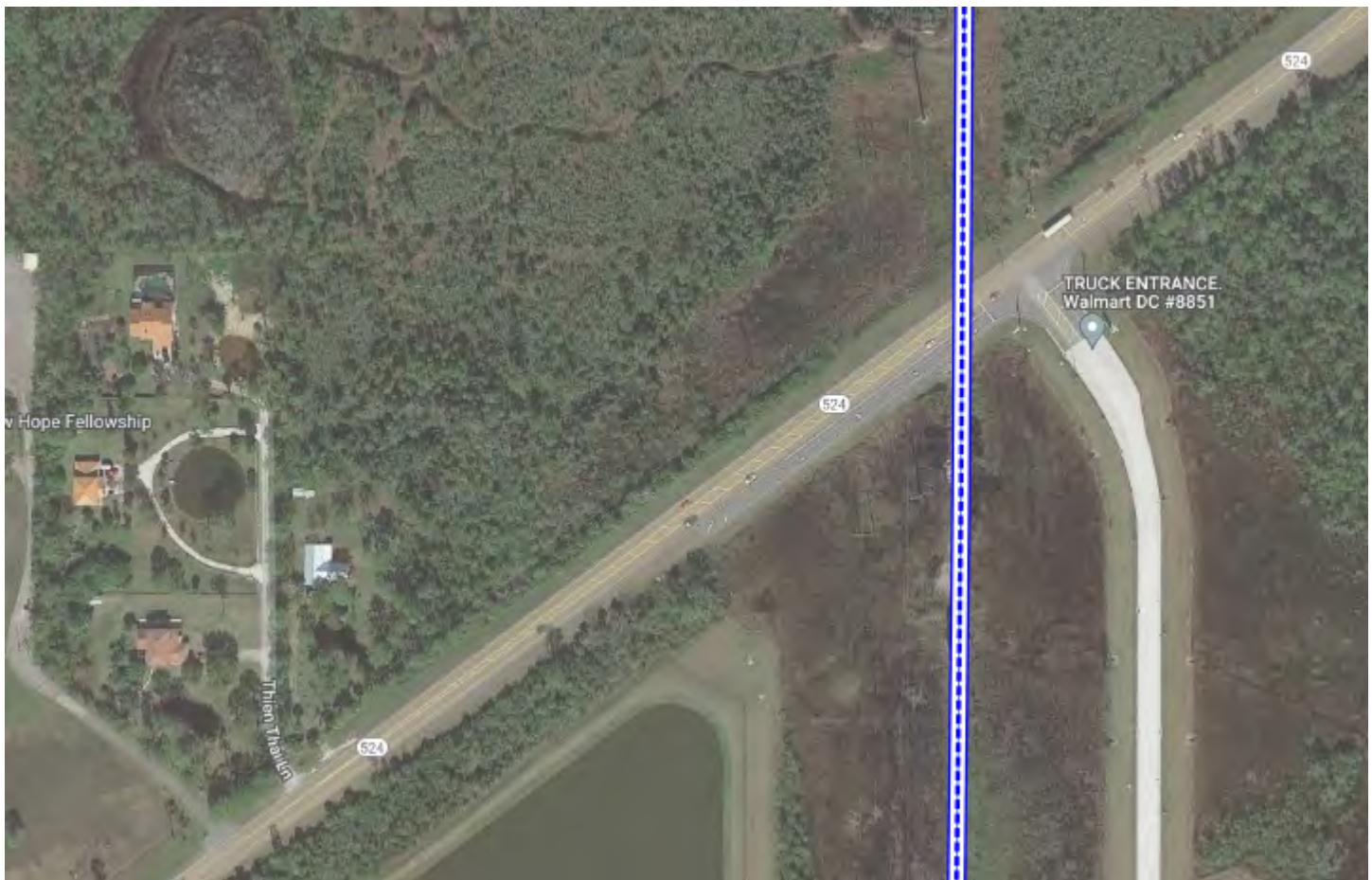
## Jonathan Chestnut

---

**From:** Horne, Venesia <Venesia.Horne@crowncastle.com>  
**Sent:** Monday, February 28, 2022 11:26 AM  
**To:** Jonathan Chestnut; Perkins, Christopher  
**Subject:** RE: SR 524 PD&E Existing Utilities Inquiry

Hi Jonathan,

I hope you are well. I no longer have Florida as an area. Chris Perkins is your new contact. I have copied him herein but I am also including his contact below. He will definitely take care of what you need going forward however, this one was a simple request so I went ahead and did it. Please see our asset map below. We only have the one underground crossing within the project limits. It is a conduit with a 32ct fiber in it that runs with the power lines. (It looks like it's in the easement). If you need anything else, Chris can assist.



CHRIS PERKINS  
[christopher.perkins@crowncastle.com](mailto:christopher.perkins@crowncastle.com)  
Operations Manager  
T: (813) 947-6009 M: (717) 856-648

CROWN CASTLE FIBER  
4511 North Himes Ave. Suite 210 Tampa, FL 33614  
[www.Fiber.CrownCastle.com](http://www.Fiber.CrownCastle.com)

Best regards,

Draft<sup>1</sup>

**VERIZON**

Draft

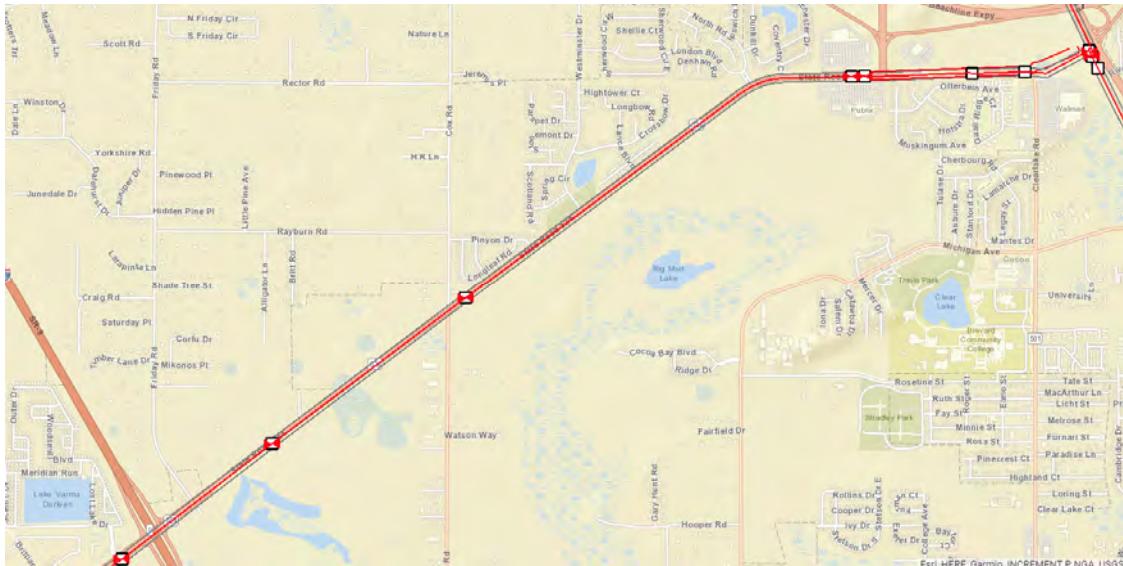
## Jonathan Chestnut

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**From:** Cole, Timothy W <timothy.cole@verizon.com>  
**Sent:** Tuesday, October 19, 2021 9:56 AM  
**To:** Jonathan Chestnut  
**Subject:** Re: [E] Existing Utility Inquiry for SR 524 PD&E

Jonathan

Please see below, Verizon / MCI has 2-2" HDPE / PVC conduit / FOC. on the southside of SR524.



Thank you

**verizon**<sup>✓</sup>

Tim Cole  
Sr Engineer IV, Southeast Region (FL)  
400 South Lake Destiny  
Orlando, FL 32810  
0 407 618 2078 | M 407 506 8635  
[Timothy.Cole@verizon.com](mailto:Timothy.Cole@verizon.com)

Draft

**FTE TURNPIKE**

Draft



# Beachline East Expressway (SR 528)



0 2 4 Miles

Sources:  
HERE 2020  
Florida's Turnpike  
Enterprise, 2020

## LEGEND

- Toll Plaza - CFX
- Interchange With Toll Collection
- Interchange With No Toll Collection
- Existing Turnpike System Facility, Beachline East
- Interstate Highway
- Existing Turnpike System Facility
- Other Toll Road
- Arterial
- Minor Arterial
- Other Road
- County Boundary

Minor Arterial  
Other Road  
County Boundary

**UNITI FIBER**

Draft

**CITY OF COCOA**

Draft

## Jonathan Chestnut

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**From:** Katherine Ennis <kennis@cocoafl.org>  
**Sent:** Tuesday, June 8, 2021 2:23 PM  
**To:** Jonathan Chestnut  
**Cc:** John "Jack" Walsh  
**Subject:** RE: CONSOR SR 524 PD&E Quick Reclaimed Water Line Question

Jonathan,

We currently have an 18" reclaim line on 524 that ends at Cox Road. I checked on our end and we are not aware of any projects on 524 to extend the reclaim line. I don't think that we have seen any plans related to your project, but you would be required to extend the reclaim line to your site per the City requirements.

Thanks – Katie



**Katherine D. "Katie" Ennis, P.E.**  
Utilities Deputy Director  
351 Shearer Blvd., Cocoa, FL 32922  
(321) 433-8722 [kennis@cocoafl.org](mailto:kennis@cocoafl.org)



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**From:** Jonathan Chestnut <jchestnut@consoreng.com>  
**Sent:** Monday, June 07, 2021 10:26 AM  
**To:** Katherine Ennis <kennis@cocoafl.org>  
**Subject:** CONSOR SR 524 PD&E Quick Reclaimed Water Line Question

**EXTERNAL MESSAGE - USE CAUTION WITH LINKS AND ATTACHMENTS!**

Good morning Katie,

You helped us out with the city's utilities on our US-1 Outfall job earlier this year and I was wondering if you could answer a quick question we have on another project. If not, please let me know who at the City can and forward this along to them.

We are working on a PD&E study along SR 524 between Friday Road and E. Industry Road (see location map attached). The scope of work is to widen 524 from 2 to 4 lanes. I'm reaching out because we received this question from the DOT, "My understanding is that the reclaimed water ends before the I-95 overpass. Does the proposed project intend to extend the lines under the underpass to the end of the proposed project?"

Draft<sup>1</sup>

Can you confirm the limits of that reclaimed water line? Also, I know this project is still in the PD&E stage, but do you know of any plans to extend this line, either related to or unrelated to this project?

Please let me know if you have any questions. Thank you!

**Jonathan Chestnut**

Engineer-in-Training

CONSOR Engineers, LLC

Phone: +1.888.451.6822 Ext. 2230

Direct: +1.407.378.4381

Mobile: +1.970.673.2078



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Draft<sup>2</sup>

**FLORIDA POWER & LIGHT (FP&L)**

Draft

## Jonathan Chestnut

---

**From:** Zicker, Andrew <Andrew.Zicker@fpl.com>  
**Sent:** Friday, April 1, 2022 7:11 AM  
**To:** Jonathan Chestnut  
**Subject:** RE: SR 524 PD&E Existing Utilities Inquiry

Jonathan,

It's 23kv from Precious Blvd North for 1.25 miles, then changes to 13kv the rest of the way.

Thanks,

Andrew Zicker  
Engineer II  
Melbourne Service Center - FPL  
Office: 321-726-4833 Cell: 321-312-8209  
Email: [Andrew.Zicker@fpl.com](mailto:Andrew.Zicker@fpl.com)

 **FPL** Please contact me with any questions or concerns. If you cannot reach me, feel free to contact my Engineering Leader Eric Ago at (o) 321-726-4811, (c) 407-353-9961 or [Eric.Ago@fpl.com](mailto:Eric.Ago@fpl.com).

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---

**From:** Jonathan Chestnut <jchestnut@consoreng.com>  
**Sent:** Friday, April 1, 2022 9:03 AM  
**To:** Zicker, Andrew <Andrew.Zicker@fpl.com>  
**Subject:** RE: SR 524 PD&E Existing Utilities Inquiry

Hi Andrew,

That sounds good, thanks for the info! Are you able to say what voltage the lines are?

**Jonathan Chestnut, EIT**

Engineer-in-Training  
CONSOR Engineers, LLC  
Phone: +1.888.451.6822 Ext. 52230  
Direct: +1.407.378.4381  
Mobile: +1.970.673.2078

 **CONSOR**

---

**From:** Zicker, Andrew <[Andrew.Zicker@fpl.com](mailto:Andrew.Zicker@fpl.com)>  
**Sent:** Thursday, March 31, 2022 5:02 PM  
**To:** Jonathan Chestnut <[jchestnut@consoreng.com](mailto:jchestnut@consoreng.com)>  
**Subject:** RE: SR 524 PD&E Existing Utilities Inquiry

Hi Jonathan,

Draft<sup>1</sup>

Unfortunately, the map of our facilities is confidential. I can tell you we have overhead lines on the North side of SR524 from Precious Blvd to London Blvd, and then crosses over to the South side until Industry Rd. Please let me know if I can be of any more help.

Thanks,

[Andrew Zicker](#)

Engineer II

Melbourne Service Center - FPL

Office: 321-726-4833 Cell: 321-312-8209

Email: [Andrew.Zicker@fpl.com](mailto:Andrew.Zicker@fpl.com)



*Please contact me with any questions or concerns. If you cannot reach me, feel free to contact my Engineering Leader Eric Ago at (o) 321-726-4811, (c) 407-353-9961 or [Eric.Ago@fpl.com](mailto:Eric.Ago@fpl.com).*

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---

**From:** Jonathan Chestnut <[jchestnut@consoreng.com](mailto:jchestnut@consoreng.com)>

**Sent:** Monday, March 28, 2022 9:20 AM

**To:** James, Adrienne <[Adrienne.James@fpl.com](mailto:Adrienne.James@fpl.com)>

**Cc:** Zicker, Andrew <[Andrew.Zicker@fpl.com](mailto:Andrew.Zicker@fpl.com)>

**Subject:** RE: SR 524 PD&E Existing Utilities Inquiry

Thanks AJ!

Andrew, please send me what information you have on your existing facilities within the corridor when you can. Let me know if you have any questions. Thank you!

**Jonathan Chestnut, EIT**

Engineer-in-Training

CONSOR Engineers, LLC

Phone: +1.888.451.6822 Ext. 52230

Direct: +1.407.378.4381

Mobile: +1.970.673.2078



---

**From:** James, Adrienne <[Adrienne.James@fpl.com](mailto:Adrienne.James@fpl.com)>

**Sent:** Saturday, March 26, 2022 8:07 AM

**To:** Jonathan Chestnut <[jchestnut@consoreng.com](mailto:jchestnut@consoreng.com)>

**Cc:** Zicker, Andrew <[Andrew.Zicker@fpl.com](mailto:Andrew.Zicker@fpl.com)>

**Subject:** RE: SR 524 PD&E Existing Utilities Inquiry

Good Morning,

Andrew Zicker is the person handling this project.

**Mrs. AJ**

**Production Lead – North**

FPL Power Delivery

954-224-8210 Cell

Draft<sup>2</sup>

**FLORIDA CITY GAS (FCG)**

Draft

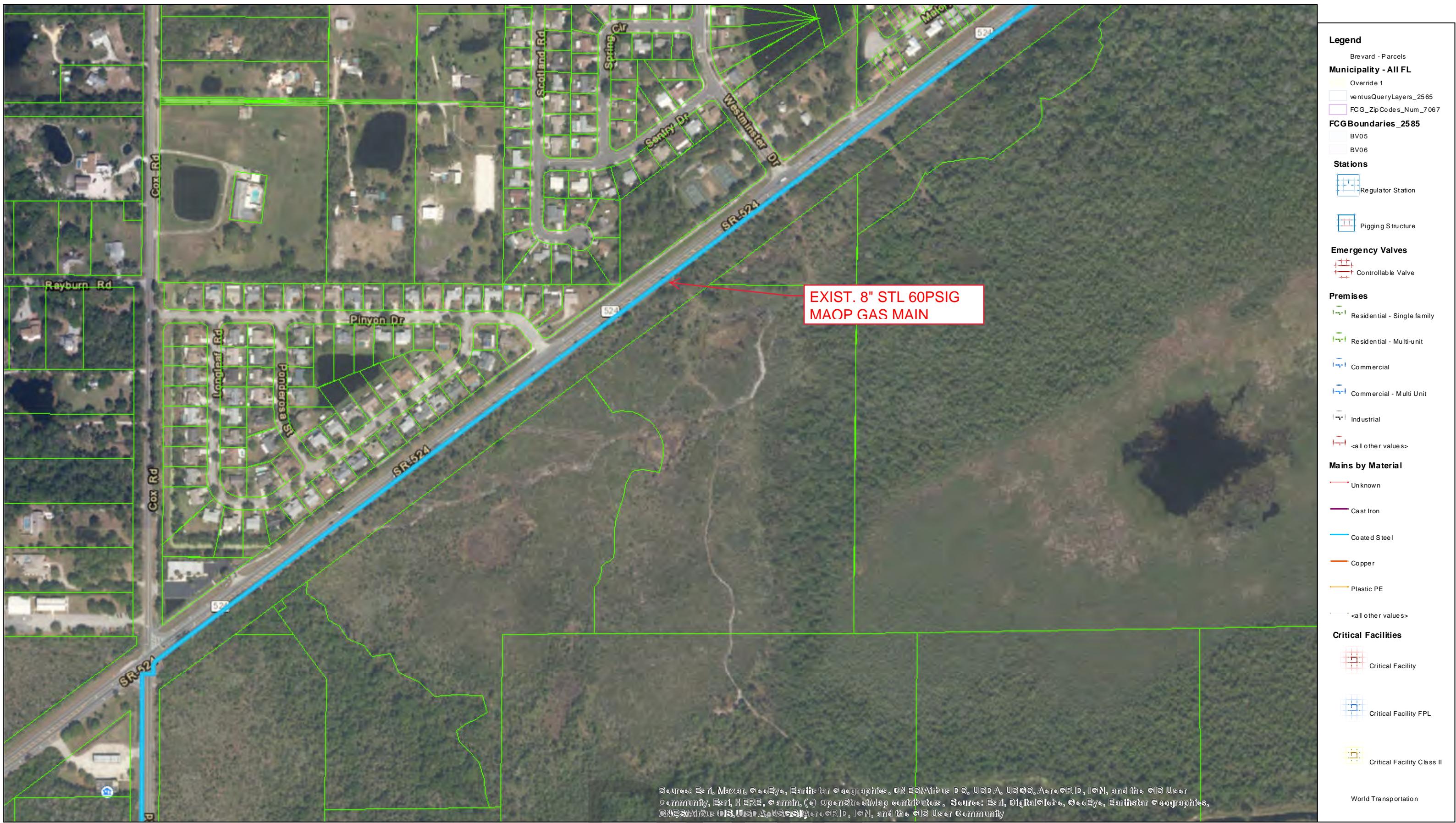
# ArcGIS Web Map



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# ArcGIS Web Map



Print Date: 10/19/2021

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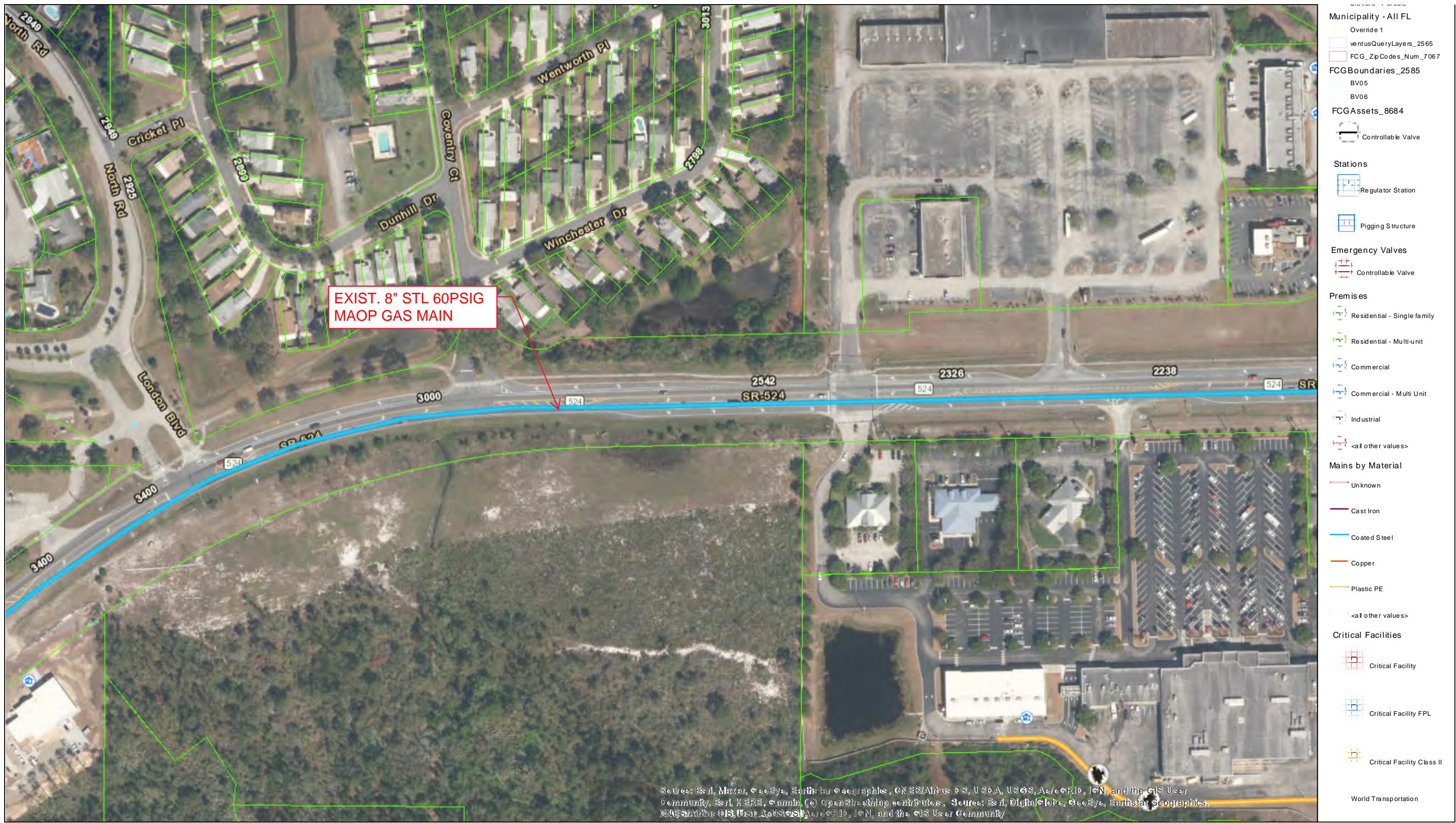
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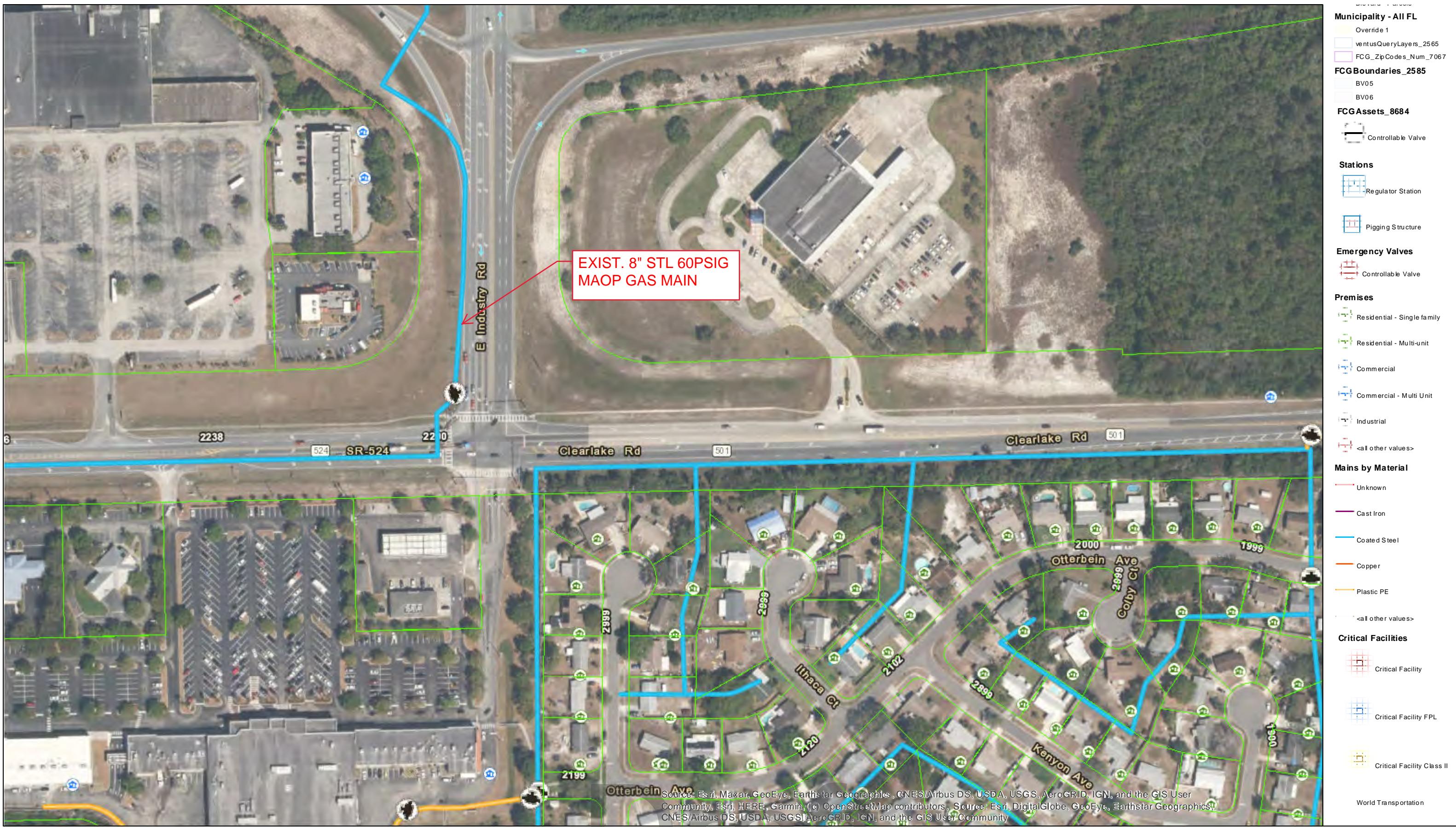


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