



REGULAR TOWN COUNCIL MEETING

Monday, March 18, 2024 at 7:30 pm

1. CALL TO ORDER, PRAYER AND PLEDGE
2. ROLL CALL
3. APPROVAL OF AGENDA - ADDITIONS/DELETIONS/CHANGES
4. CONSENT AGENDA

- a. Approve Minutes of 03/04/2024

Exhibit: Agenda Report Number 4.a.

Attachments:

- **Agenda Report Number 4.a.** (Agenda_Report_Number_4.a..pdf)

- b. CAP Government Building & Inspection Services Renewal Piggyback, adding Fire Reviewer and Fire Inspector

Exhibit: Agenda Report Number 4.b.

Attachments:

- **Agenda Report Number 4.b.** (Agenda_Report_Number_4.b..pdf)

5. ATTORNEY REPORT
6. STAFF REPORTS

- a. Manager
 - b. Clerk

Exhibit: Agenda Report Number 6.b.

Attachments:

- **Agenda Report Number 6.b.** (Agenda_Report_Number_6.b..pdf)

7. PUBLIC COMMENTS

Comments at this point may address items NOT on the Agenda. Comments related to subsequent Agenda Items may be made as those items come up. Public comments do not require a Council response. (Speaker Card is Required)

Five (5) Minute Limit per Speaker

8. PUBLIC HEARINGS / SPECIAL ORDERS
9. UNFINISHED BUSINESS/GENERAL ORDERS MAY INCLUDE ITEMS DIRECTLY RELATED TO

RESIDENTS PRESENT AT MEETING

(RECOMMENDATIONS FROM BOARDS, HOA REQUESTS, RESIDENT GRIEVANCES)

10. ACTION ITEMS

ORDINANCES: 0

RESOLUTIONS: 1

MISCELLANEOUS: 2

a. Acceptance of a Temporary Easement and Road Payback for Candy Lane (Resolution 03-2024)

A RESOLUTION OF THE TOWN OF MALABAR, BREVARD COUNTY, FLORIDA, PROVIDING FOR ACCEPTANCE AND CERTIFICATION OF COSTS IN CONSTRUCTING CANDY LANE FOR A DISTANCE OF 1332 FEET+/- SOUTH OF ATZ ROAD IN SECTION 12, TOWNSHIP 29, RANGE 37; PROVIDING FOR A TEMPORARY EASEMENT FOR PUBLIC USE; PROVIDING FOR THE ROAD PAYBACK AS DESCRIBED IN SECTION 13-42 OF THE TOWN CODE; AND PROVIDING AN EFFECTIVE DATE.

Exhibit: Agenda Report Number 10.a.

Attachments:

- **Agenda Report Number 10.a.** (Agenda_Report_Number_10.a..pdf)

b. Agency Support for Federal Lobbying efforts for funding improvements of Interchange , State Road 514 at Interstate 95 Southbound and Northbound Ramps

Exhibit: Agenda Report Number 10.b.

Attachments:

- **Agenda Report Number 10.b.** (Agenda_Report_Number_10.b..pdf)

c. Historical House

CM Vail

Exhibit: Agenda Report Number 10.c.

Attachments:

- **Agenda Report Number 10.c.** (Agenda_Report_Number_10.c..pdf)

d. Corrective Action - Approve Temporary Placement of a Travel Trailer While Constructing SFR at 2215 Oakridge Lane – Applicant Brandi Patterson

Amended 03/15/2024

Exhibit: Agenda Report Number 10.d.

Attachments:

- **Agenda Report Number 10.d.** (Agenda_Report_Number_10.d..pdf)

COUNCIL CHAIR MAY EXCUSE ATTORNEY AT THIS TIME

11. DISCUSSION/POSSIBLE ACTION

a. Quiet Zones Discussion

Tabled by CM Hofmeister/CM Vail

Exhibit: Agenda Report Number 11.a.

Attachments:

- **Agenda Report Number 11.a.** (Agenda_Report_Number_11.a..pdf)

b. Increased Enforcement of Existing Rules

CM Scardino

Exhibit: Agenda Report Number 11.b.

Attachments:

- **Agenda Report Number 11.b.** (Agenda_Report_Number_11.b..pdf)

12. PUBLIC COMMENTS

General Items (Speaker Card Required)

13. REPORTS - MAYOR AND COUNCIL MEMBERS

14. ANNOUNCEMENTS

(2) Vacancies on the Trails and Greenways Committee; (2) Vacancies on the Parks and Recreation Board, (2) Vacancy on the Planning and Zoning Board; and (2) Vacancy on the Board of Adjustment.

15. ADJOURNMENT

If an individual decides to appeal any decision made by this board with respect to any matter considered at this meeting, a verbatim transcript may be required, and the individual may need to ensure that a verbatim transcript of the proceedings is made (Florida Statute 286.0105).

The Town does not provide this service. In compliance with F.S. 86.26 and the Americans with Disabilities Act (ADA), anyone who needs a special accommodation for this meeting should contact the Town's ADA Coordinator at 321-727-7764 at least 48 hours in advance of this meeting.

TOWN OF MALABAR

Regular Town Council Meeting

AGENDA ITEM NO: 4.a.
Meeting Date: March 18th, 2024

Prepared By: Richard W. Kohler, Town Clerk

SUBJECT: Approve Minutes of 3/04/2024 RTCM Minutes

BACKGROUND/HISTORY:

Summary of actions at Town Council Meetings

ATTACHMENTS:

- Draft Minutes of the RTCM of 3/04/2024

ACTION OPTIONS:

Review

**MALABAR TOWN COUNCIL
REGULAR MEETING MINUTES
March 04th, 2024, 7:30 PM**

This meeting of the Malabar Town Council was held at Town Hall at 2725 Malabar Road.

1. CALL TO ORDER:

Council Chair Mayor Patrick T. Reilly called meeting to order at 7:30 pm. CM Scardino led P&P.

2. ROLL CALL:

CHAIR:	MAYOR PATRICK T. REILLY
VICE CHAIR:	DAVID SCARDINO
COUNCIL MEMBERS:	MARISA ACQUAVIVA - EXCUSED
	BRIAN VAIL
	JIM CLEVENGER
	MARY HOFMEISTER - EXCUSED
TOWN ATTORNEY:	KARL BOHNE
TOWN MANAGER:	LISA MORRELL
TOWN CLERK:	RICHARD KOHLER

3. APPROVAL OF AGENDA - ADDITIONS/DELETIONS/CHANGES: None

4. CONSENT AGENDA:

4.a. Approve Minutes of 2/05/2023 RTCM

Exhibit: Agenda Report Number 4.a.

4.b. Approve Minutes of 02/26/2024 STCM

Exhibit: Agenda Report Number 4.b.

4.c. Code Enforcement Activity Report as of 02/28/2024

Exhibit: Agenda Report Number 4.c.

4.d. Fire Department Surplus Request

Exhibit: Agenda Report Number 4.d.

4.e. Town Organization Chart

Exhibit: Agenda Report Number 4.e.

MOTION: CM Vail/CM Scardino to approve Consent Agenda as presented.

Vote: All Ayes (3-0).

5. PROCLAMATION:

5.a. Irish American Heritage Month

Exhibit: Agenda Report Number 5.a.

Mayor Reilly read the proclamation and signed it into the record.

6. ATTORNEY REPORT:

Attorney Bohne states he has some insight on the Form 6 litigation. It has been filed. It has approximately 30 plaintiffs, and all are elected officials. The law firm handling the litigation originally planned to list municipalities as well and are no longer including them. The legal issue has been narrowed down to a first amendment challenge. There is an open request for additional municipal elected officials to join the lawsuit. The firm is requesting a flat fee of \$10,000.00 from any municipality who has an elected official who wishes to participate. He is aware of other local cities, Indian Harbour Beach and Melbourne, who have both joined. Whatever happens in the lawsuit, it will affect the Town whether we are named plaintiffs or not. Mayor Reilly states he heard that the fee is only for the first round. What happens when the loser of the suit appeals? Attorney Bohne states we would not be required to join the appeal.

7. BCSO REPORT:

Deputy Thomas states in February there were 255 calls for service in Malabar. There were a few crashes, 2 wanted person calls and 33 traffic stops, but overall it was a quiet month.

8. BOARD/COMMITTEE REPORTS:

8.a. Trails and Greenways Committee

Exhibit: Agenda Report Number 8.a.

8.b. Parks and Recreation Board

Exhibit: Agenda Report Number 8.b.

8.c. Planning and Zoning Board

Exhibit: Agenda Report Number 8.c.

9. STAFF REPORTS:

9.a. Town Manager –

TM Morrell began by stating Staff has been in contact with the Rocky Point Road contractor, and we should sign a contract this week. Staff is preparing staff reports for Planning and Zoning Board Site Plan reviews. 2 pieces of Public Works equipment are down, the Gradall and the Front-end Loader. Hopefully the loader is covered under warranty. PW has done a great job on the Weir Street project. Mayor Reilly asked for more information on the school capacity planning report. TM Morrell states that we have no schools in Malabar but is important to see where our children go and future projects in the school system.

9.b. Town Clerk

Exhibit: Agenda Report Number 9.b.

Clerk Kohler states that the Space Coast League of Cities is scheduled for March 11th at Up the Creek Farms. The Town will pay for all of Council to attend. Any members wishing to bring their spouses will be responsible for purchasing their ticket for \$35.

On February 22nd, Staff attended the Southern Brevard Trails Master Plan Working Groups first meeting. The TPO and planning engineer provided the overall project area, current conditions, and future goals. The project area is all of Brevard County south of Palm Bay Road, with a goal of increasing connectivity for pedestrian and multi modal transportation. The next meeting will be held in May.

Staff has also signed up to host a Town of Malabar Trash Bash with Keep Brevard Beautiful. The event will be held on April 6th from 8 AM to 12 PM. We are accepting volunteers to participate as Site Captains and as general volunteers. A sign-up survey can be found on the Town's website and Facebook page.

10. PUBLIC COMMENTS: Comments at this point may address items NOT on the Agenda. Comments related to subsequent Agenda Items may be made as those items come up. Public comments do not require a Council response. (Speaker Card is Required) – None

11. PUBLIC HEARINGS/SPECIAL ORDERS: 1

11.a. FIRST READING – Amending Chapter 6, Section 6-1 of the Code of Ordinance to include the 2023 8th Edition of the Florida Building Code (Ordinance 2024-01)

Exhibit: Agenda Report Number 11.a.

Clerk read the Ordinance by Title Only

Staff: Clerk Kohler states this Ordinance has been reviewed by the Attorney, the Building Department, and has been legally advertised. TM Morrell states these updates will keep the Town in line with the rest of the State. If approved for first reading tonight, Staff will advertise for a final reading at the first meeting in April.

MOTION: CM Scardino/CM Vail to approve the First Reading of Ordinance 2024-01.

Discussion: None

ROLL CALL VOTE: CM Hofmeister, Excused; CM Acquaviva, Excused; CM Vail, Aye; CM Clevenger, Aye; CM Scardino, Aye. Motion Carries 3-0.

12. UNFINISHED BUSINESS/GENERAL ORDERS MAY INCLUDE ITEMS DIRECTLY RELATED TO TOWN APPOINTED BOARDS/COMMITTEES: 0

13. ACTION ITEMS:

RESOLUTIONS: 3

MISCELLANEOUS: 0

13.a. Appoint Ms. Lindsey Wilson to the Parks and Recreation Board (Resolution 02-2024)

Exhibit: Agenda Report Number 13.a.

Clerk read by Title Only, and noted a correcting in the title.

Staff: Clerk Kohler states that Ms. Wilson has submitted all of the required paperwork for Board Membership. The Parks and Recreation Board met on February 21st and recommended unanimously that her appointment be approved.

MOTION: CM Scardino/CM Vail to approve Resolution 02-2024.

Discussion: None

ROLL CALL VOTE: CM Acquaviva, Excused; CM Vail, Aye; CM Clevenger, Aye; CM Scardino, Aye; CM Hofmeister, Excused. Motion Carries 3-0.

13.b. Acceptance of a Temporary Easement and Road Payback for Candy Lane (Resolution 03-2024).

Exhibit: Agenda Report Number 13.b.

Staff: Clerk Kohler states that CM Clevenger intends to abstain from this vote, and there will not be a quorum to vote on the item. It is recommended to Table this item until the 3/18/2024 RTCM.

MOTION: CM Scardino/CM Vail to table Resolution 03-2024 until the 3/18/2024 RTCM.

VOTE: All Ayes. Motion Carries 3-0.

13.c. Acceptance of a Right of Way Dedication and a Temporary Easement for Kramer Lane (Resolution 04-2024)

Exhibit: Agenda Report Number 13.c.

Clerk read by title only.

Staff: Clerk Kohler states Applicant Joy Maximin, 3040 Kramer Lane, plans to improved Kramer Lane 315' north of its existing terminus. In order to construct the extension of Kramer Lane as designed by the applicant, additional Right of Way is required. Ms. Maximin is dedicating such in the Right of Way Dedication Agreement. Also included in this Resolution is a Temporary Easement Agreement. The easement shall sunset upon the northern extension of Kramer Lane beyond the newly accepted terminus of Kramer Lane. The easement descriptions are included in the Resolution as Exhibit A. Town Engineer Morris Smith and Town Attorney Karl Bohne have reviewed the agreements and agree they meet the Town's requirements.

MOTION: CM Scardino/CM Clevenger to approve Resolution 04-2024.

Discussion: CM Vail states in his review of the package, he assumed the curve in the road goes around a pond. He is aware of past road design projects which were altered to avoid natural habitats like trees and wetlands. Mayor states he has the same question, was wetland mitigation included in the packet? Mayor Reilly asked the applicant why she is requesting to not simply use the Town's provided right of way. TM Morrell states notation 9 on the plan includes limited information on the wetland, and the submitted design preserves the natural wetland. CM Vail states it is nice that she is providing the land and is potentially avoiding the mitigation results.

Applicant: Ms. Joy Maximin, 3040 Kramer Lane, states the engineer she hired has discussed it extensively with Town Engineer Smith. Giving up the additional land is not to her benefit. She is hoping

to move forward. There is a large pond in the Town's Right of Way. She believes there were several options, but that is what her engineers suggested.

ROLL CALL VOTE: CM Vail, Aye; CM Clevenger, Aye; CM Scardino, Aye; CM Hofmeister, Excused; CM Acquaviva, Excused. Motion Carries 3-0.

14. DISCUSSION/POSSIBLE ACTION: 5

14.a. Amend Meeting Times for RTCMs

Exhibit: Agenda Report Number 14.a.

Staff: TM Morrell states

Discussion: CM Vail states he would be willing to move the meeting time up to 7. CM Scardino states he likes 7:30. CM Clevenger states he approves of 7:30 as well. Mayor Reilly states it is rough on Staff.

MOTION: CM Scardino/Clevenger to keep the meeting time at 7:30 PM.

VOTE: All Ayes (3-0)

14.b. Discussion of Quiet Zones - Tabled

Exhibit: Agenda Report Number 14.b.

Staff: Clerk Kohler states this item was tabled at the 1/8/2024 RTCM until there is a full Council Present. If Council wishes to discuss it tonight, a motion is required to remove the item from the table.

Item Remained Tabled until full Council is present.

14.c. Form 6 Litigation

Exhibit: Agenda Report Number 14.c.

Discussion: CM Scardino asks if this litigation will result in a stay? Attorney Bohne states he is unsure, and we shouldn't count on it. State legislature and County representatives already file this. CM Scardino asked if this is likely to succeed? Attorney Bohne states this is a difficult road ahead. The other issue is the proposed solution is to limit the requirements to municipalities under 500 voters. Mayor Reilly states there was recently an article in Florida Today reviewing Form 6s. The state is hoping to ensure we are not lining our own pockets. We all volunteer in Malabar. This was started by a Representative out of Orlando. He also states we don't have the additional funds for this. CM Scardino states he would like to watch from the sideline. We will benefit even if we are not included in the lawsuit. Consensus is reached to not move as participants in the lawsuit.

14.d. Town Hall and Historical House Location Discussion – CM Vail

Exhibit: Agenda Report Number 14.d.

Staff: TM Morrell states she has created a to scale drawing of the park, a potential new Town Hall, and the Historical House. She states the house could go by the existing pavilion, by the playground, or by the bathrooms.

Discussion: CM Vail states he has been in discussion with Staff, and a map of the park has been prepared, along with to scale cut outs of the proposed buildings. CM Vail states he would like to see it close to the fire station. CM Scardino asks if we will need to expand the Fire Station? CM Vail states he highly doubts that. He would like to see it by the driveway, and the cut out is rather large. Mayor Reilly states he is opposed to anything going south of the road, as he feels it would encroach on the new Town Hall. He feels the best spot would be by the lake by the existing pavilion or by the baseball field. CM Vail intends to put this on a concrete pad. He intends for the house to be about 18 inches above ground, but it will become a permanent fixture. He is hoping to get a roof on it soon, and to have full plans submitted to the Building Department by April. There are still several months if not a year's worth of work left before it is ready to be moved. The volunteers are making progress. He hopes to ensure that it works well with a new Town Hall and is close to the primary and existing commodities. He feels the Southern side of the road would be better. CM Scardino asks if they are abating the lead paint? CM Vail states he has 2 different painting contractors who are certified in this process working on the project. Mayor Reilly asks if the intent is to turn this over to the Town. CM Vail states yes. Mayor Reilly suggests he create an LLC,

and the Town leases the land to it, similar to the site for the Grant Seafood Festival. This discussion came up in the past. He doesn't believe that Council has approved ownership of this house. He remembers Council agreed to support the efforts. CM Vail states the goal is to have this as a Town used facility. The building will be a Historical Structure, and the volunteers are working hard to work on it. Mayor states he supports that but is unsure if we will have ownership. He looks forward to discussing this more at the next meeting.

- 15. **PUBLIC COMMENTS: General Items (Speaker Card Required)**
- 16. **REPORTS – MAYOR AND COUNCIL MEMBERS**

CM Acquaviva: Excused

CM Vail: None

CM Clevenger: None

CM Scardino: He states he spoke to staff about a property that is dewatering the wetland around Lett Lane.

CM Hofmeister: Excused

Mayor Reilly: States he spent about 18 hours of hard labor to get the ball courts ready for resurfacing. He also reminded Council of the SCLoC Dinner next Monday. He also thanked Lisa for helping improve team spirit and morale. The Town Staff received their Town Shirts and love them!

- 16. **ANNOUNCEMENTS:** (2) Vacancy on the Planning & Zoning Board; (2) Vacancies on the Parks and Recreation Board; (2) Vacancy on the Board of Adjustment; (2) Vacancy on the Trails and Greenways Committee.
- 17. **ADJOURNMENT:** There being no further business to discuss and without objection, the meeting was adjourned at 8:30 P.M.

BY: _____
Mayor Patrick T. Reilly, Council Chair

ATTEST:

Richard W. Kohler
Town Clerk

Date Approved: 03/18/2024

TOWN OF MALABAR

COUNCIL MEETING

AGENDA ITEM NO: 4.b.
Meeting Date March 18, 2024

Prepared By: Lisa Morrell, Town Manager
Through Lauren Hamilton, Administrative Executive Assistant

SUBJECT: Procurement, Other Agency Contract – Fire Examiner & Fire Inspector

BACKGROUND/HISTORY:

C.A.P. Government Inc has been providing the Town of Malabar with Building Inspector Services that was competitively bid by City of Palm Bay, IFB No. 09-0-2021/SZ, March 11, 2021. The contract includes a multiyear renewal for the following services and rates. The other agency has renewed services through March 19, 2025, with Amendment #3.

POSITION	HOURLY RATES
Building Inspector	\$80.00
Plans Examiner \$90.00	\$90.00
Building Official \$100.00	\$100.00
Fire Inspector \$80.00	\$80.00
Fire Examiner* \$ 90.00	\$90.00
Permit Technician* \$45.00	\$45.000

The Town utilizes this contract for Building Official and Building Inspector positions. The Town Staff is requesting the Town Council to continue these positions and add Fire Plan Examiner and Fire Inspector for Town services of plans review and inspections as needed. Town Staff will terminate contracted services with Coastal Fire, Inc.

Pursuant to the Town's Code of Ordinances, Article V. Purchasing, Section 2-108 **Exclusions and exceptions to bid and proposal requirements, section f:**

Purchases of goods or services from contracts awarded by other governmental or not-for-profit entities by a formal competitive selection process. The purchase of goods or services under a contract awarded by the United States Government or another governmental or not-for-profit entity by a formal competitive process is authorized provided the town manager makes a determination that time, expense and marketplace factors make it financially advantageous for the town to do so, will require approval by the town council.

ATTACHMENTS:

City of Palm Bay 09-0-2021/SZ– Amendment No. 3 – Renewal 03 20 2024 – 03-19-2025
City of Palm Bay 09-0-2021/SZ– Rates

FINANCIAL IMPACT:

\$10,000, Use of Other Agency Contract.
Funding is available in the Protective Inspection 524.3103.

ACTION OPTIONS:

Motion to approve utilizing 2-108, other agency contract, City of Palm Bay contract number 09-0-2021/SZ–, awarded to C.A.P. Government, located at 242 Almeria Avenue, Coral Gables, FL 33134 and expenditures not to exceed \$10,000 from FY23/25 Protective Inspection 524.3103 budget as needed for Fire Plans Review and Fire Inspection Services.

**CITY OF PALM BAY
AMENDMENT #3
TO CONTRACT # 09-0-2021
Plan Review and Building Inspection Services**

This amendment to contract is made and entered into this 5th day of January, 2023, by and between the City of Palm Bay, a municipal corporation organized and existing under the State of Florida, hereinafter referred to as the "City" and C.A.P. Government, Inc., 343 Almeria Avenue, Coral Gables, FL 33134, hereinafter referred to as the "Contractor".

WHEREAS the City and the Contractor entered into a Contract under the date of March 20, 2021, whereby the contractor would Plan Review and Building Inspector services; and

WHEREAS the City and Contractor desire to **renew** the term of said Agreement.

NOW THEREFORE, in consideration of the mutual promises and covenants contained herein, the parties agree as follows:

- I. The **renewed** term of agreement shall be March 20, 2024, through March 19, 2025. This shall be the 3rd of four (4) possible 1-year renewals.
- II. No price increases will be allowed.

In all other respects and, except as specifically modified and amended, the Contract dated, March 20, 2021, shall continue in full force and effect as written. The parties hereto execute this Amendment to become effective as of the date and year first above written.

CITY OF PALM BAY

C.A.P. GOVERNMENT, INC.



George Barber MFA, NIGP-CPP, CPPO, CPPB
Chief Procurement Officer

By: Carlos A. Penin, PE, President
Name/Title



Signature

1/5/24

Date

11/27/2023

Date

**BID FORM
IFB NO. 09-0-2021/SZ
OUTSIDE PLAN REVIEW AND BUILDING INSPECTOR SERVICES
SHEET 2 OF 2**

Complete for all positions for which you can provide. This will be a multiple vendor award contract.

POSITION	HOURLY RATES
Building Inspector*	\$80.00
Plans Examiner*	\$90.00
Building Official*	\$100.00
Fire Inspector*	\$80.00
Fire Examiner*	\$90.00
Permit Technician*	\$45.00

* NOTE:

- Position as identified in the Scope of Work and Job Description (Attachment A)
- Reimbursable costs and travel shall be included in all hourly rates.

Authorized Signature

Carlos A. Penin, PE

Printed Name & Title

C.A.P. Government, Inc.

Company

01/26/2021

Date

TOWN OF MALABAR

REGULAR TOWN COUNCIL MEETING

AGENDA ITEM NO: **6.b.**

Meeting Date: March 18th, 2024

Prepared By: Richard W. Kohler, Town Clerk

SUBJECT: Town Clerk

BACKGROUND/HISTORY:

On Monday March 11th, the Town of Malabar hosted the Space Coast League of Cities March Dinner. The event was held at Up the Creek Farms, and was well attended, with over 100 guests.

Staff provided the South Brevard Trails Master Plan Working Group with 10 corrections to be included in their existing trails network:

1. Page 11 indicated an existing trail connecting Malabar and Valkaria Roads. While some Rights of Ways have been dedicated, the final path and trail type are still undetermined.
2. Page 12 indicated an existing trail connecting Malabar and Valkaria Roads. While some Rights of Ways have been dedicated, the final path and trail type are still undetermined.
3. Page 13 does not show the trails through Malabar Scrub Sanctuary West, which includes a connector Right of Way between Port Malabar Blvd and Malabar Road.
4. Page 15 indicated an existing Paved Trail/On-Street Facility between Malabar Road and Valkaria Road. This does not currently exist.
5. Page 15 also does not show the existing unpaved trail that connects the Turkey Creek Trail to the Grapefruit Trails, along the C-1 Canal.
6. Page 17 does not indicate the correct Future Land Use designation for the Cameron Preserve, Malabar Scrub Sanctuary, and Jordan Scrub Sanctuaries. All have a designation of "Conservation."
7. Page 21 does not show the Malabar L3 Harris Plant, and major source of employment density.
8. Page 27 indicated that Malabar Road has existing bicycle features between Babcock Street and US 1. There are no bike lanes, sidewalks, multi modal paths, or even a safe shoulder to ride on. It is a very dangerous corridor for bikes and pedestrians.
9. Page 27 also indicated a proposed pedestrian facility on Weber Road from Malabar Road to Valkaria Road. The Town of Malabar is not aware of any such plans.
10. Page 37 indicated an existing paved trail/ on street facility between Malabar Road and Valkaria Road. It also does not show the existing unpaved trail connecting the Turkey Creek Trail to the Grapefruit Trails.

Malabar will be hosting a Trash Bash event on Saturday April 6th from 8 AM to 12 PM. 2 site captains have been selected, one for Malabar Community Park, and one for the corner of Atz Road and Corey Road. So far, we have 15 volunteers signed up to assist.

ATTACHMENTS:

- None

ACTION:

- Discussion.

TOWN OF MALABAR

REGULAR TOWN COUNCIL MEETING

AGENDA ITEM NO: 10.a.

Meeting Date: March 18th, 2024

Prepared By: Richard W. Kohler, Town Clerk

SUBJECT: Acceptance of a Temporary Easement and Road Payback for Candy Lane (Resolution 03-2024) - TABLED

BACKGROUND/HISTORY:

Applicant Chris Hampson, 1975 Atz Road, has improved Candy Lane 1322' south of Atz Road. Mr. Hampson has submitted the costs associated with the improvement of Candy Lane, \$186,147.80, to be included in the road payback program. The road payback cost is \$70.37 per linear foot of road frontage. A Road Payback list has been created, and shall be attached to the Resolution.

Also included in this Resolution is a Temporary Easement Agreement. The easement shall sunset upon the southern extension of Candy Lane beyond the newly accepted terminus of Candy Lane. The easement descriptions are included in the Resolution as Exhibits A&B.

Town Engineer Morris Smith has inspected the road, and certifies that it meets all Town of Malabar Requirements.

The item was tabled at the 03/04/2024 RTCM due to a lack of a quorum. A motion must be made to remove it from the Table before discussion can occur.

ATTACHMENTS:

Resolution 03-2024
Documents Submitted by Mr. Hampson

ACTION:

Motion for approval of Resolution 03-2024.

RESOLUTION 03-2024

A RESOLUTION OF THE TOWN OF MALABAR, BREVARD COUNTY, FLORIDA, PROVIDING FOR ACCEPTANCE AND CERTIFICATION OF COSTS IN CONSTRUCTING CANDY LANE FOR A DISTANCE OF 1332 FEET+/- SOUTH OF ATZ ROAD IN SECTION 12, TOWNSHIP 29, RANGE 37; PROVIDING FOR A TEMPORARY EASEMENT FOR PUBLIC USE; PROVIDING FOR THE ROAD PAYBACK AS DESCRIBED IN SECTION 13-42 OF THE TOWN CODE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Malabar is a Florida municipal corporation organized and existing under Florida law; and

WHEREAS, the Town Council provided in Chapter 13, Section 13-42 the requirements for acceptance and certification of a road; and

WHEREAS, Candy Lane has been inspected by the Town Engineer, and is determined to meet the required standards; and

WHEREAS, THE Town Council wishes to establish a temporary easement for public use at the southern end of Candy Lane; and

WHEREAS, the Town Council is satisfied that Candy Lane meets its required standards, and that portions of the certified cost shall be reimbursed to the Road Builder, as described in Chapter 13, Section 13-47 of the Town Code.

NOW, THEREFORE BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF MALABAR, BREVARD COUNTY, FLORIDA, that:

Section 1. Findings: The above "WHEREAS" statements are true and correct.

Section 2. The Town Council hereby certifies the cost of construction as \$186,174.80 for 1,322.56 feet south of Atz Road, for a cost per linear foot of \$70.37.

Section 3. That a certified copy of this Resolution shall be delivered to the Clerk of Court of Brevard County, Florida.

Section 4. The Town of Malabar accepts the Candy Lane Temporary Easement attached to this Resolution.

Section 5. The Town of Malabar also accepts the Roadbuilding Payback form attached to this Resolution as Exhibit C.

Section 6. This Resolution shall take effect immediately upon its adoption.

This Resolution was moved for adoption by Council Member _____. This motion was seconded by Council Member _____ and, upon being put to vote, the vote was as follows:

- Council Member Marisa Acquaviva
- Council Member Brian Vail
- Council Member Jim Clevenger
- Council Member David Scardino
- Council Member Mary Hofmeister

This Resolution was then declared to be duly passed and adopted this ____th day of _____ 2024.

TOWN OF MALABAR

By: _____

Mayor Patrick T. Reilly, Council Chair

(Seal)

ATTEST:

Richard W, Kohler

Town Clerk

Approved as to Form and Content:

Karl Bohne Jr., Town Attorney

CANDY LANE EASEMENT AGREEMENT

This AGREEMENT made and entered into this ____ day of _____, 2024, by and between, the TOWN OF MALABAR, FLORIDA, a Florida municipal corporation, 2725 Malabar Road, Malabar FL 32950 (hereinafter referred to as “THE TOWN” or “Grantee ”), and the owners of the property located at 2705 Candy Lane, Malabar, FL 32950 (hereinafter referred to as “KOSHINSKI”), and the owners of the property located at 2700 Candy Lane, Malabar, FL 32950 (hereinafter referred to as “HOOPER”).

WITNESSETH:

WHEREAS, THE TOWN maintains the Right of Way known as Candy Lane, with a southern terminus located between the KOSHINSKI and HOOPER (also referred to as Grantors) properties; and,

WHEREAS, THE TOWN desires to establish a temporary Easement for public use; and,

WHEREAS, THE TOWN desires to maintain said temporary easement for public use; and,

WHEREAS, THE TOWN desires for the temporary Easement to sunset upon future southern extension beyond the newly accepted southern terminus of the Candy Lane Right-of-Way; and,

WHEREAS, KOSHINSKI has agreed to grant and convey to THE TOWN a temporary non-exclusive access easement over, on, under, upon and across the Candy Lane Right of Way as described in “Exhibit A”

WHEREAS, HOOPER has agreed to grant and convey to THE TOWN a temporary non-exclusive access easement over, on, under, upon and across the Candy Lane Right of Way as described in “Exhibit B”

WHEREAS, it is in the interest of the public health, safety and welfare of the involved parties to cooperate concerning the development of the Candy Lane; and

NOW, THEREFORE, in consideration of the foregoing and the mutual covenants contained herein, the parties agree as follows:

The scope, nature, and character of this Easement shall be as follows:

1. **Recitals.** The recitals herein are true and correct and are hereby incorporated into and made a part of this Easement.
2. **Purpose.** It is the purpose of this Easement to grant a temporary non-exclusive access easement over, on, under, upon, and across the Property at all times to perform all acts necessary to ensure fulfillment of all requirements of the Town of Malabar, all of which Grantee shall be authorized to perform in its sole discretion.
3. **Dedication.** Right of access by the general public to any portion of the Property is conveyed by this Easement.

4. Liability. The TOWN's liability is limited as provided in Subsection 704.05 and Section 768.28, F.S. Additionally, KOSHINSKI and HOOPER shall not be responsible for any costs or liabilities related to the operation, upkeep, or maintenance of this Easement.

5. Future Improvements Required. Upon any future southern extension of Candy Lane beyond the newly accepted southern terminus shall require the developer to install, at their own expense, Culverts and Stormwater Management swales for both the KOSHINSKI and HOOPER properties. The developer shall also be responsible for returning the easement area to its natural state at their own expense.

6. Duration. This Easement shall sunset upon future southern extension beyond the newly accepted southern terminus of the Candy Lane Right-of-Way. This Easement may be amended, altered, released or revoked only by written agreement between the parties hereto or their heirs, assigns or successors-in-interest, which shall be filed in the public records in Brevard County, Florida.

Signed, Sealed and Delivered in the presence of:

Witness

Address: _____

KOHSINSKI Signature

Witness

Address: _____

HOOPER Signature

Notary for KOSHINSKI Signature

State of Florida

County of Brevard

Sworn to (or affirmed) and subscribed before me by means of Physical Presence or Online Notarization, this _____ day of _____, _____, by _____.

(Signature of Notary Public – State of Florida)

(Name of Notary Public - State of Florida)

Personally Known _____ OR Produced Identification _____

Type of Identification Produced: _____

Notary for HOOPER Signature
State of Florida
County of Brevard

Sworn to (or affirmed) and subscribed before me by means of Physical Presence or Online Notarization, this _____ day of _____, _____, by _____.

(Signature of Notary Public – State of Florida)

(Name of Notary Public - State of Florida)

Personally Known _____ OR Produced Identification _____

Type of Identification Produced: _____

“Exhibit A”

CANDY LANE

Temporary Construction and Ingress/Egress Easement

David Alan and Candyce L. Koshinski to the Town of Malabar

It is the intention of the Town of Malabar to have a constructed, centered, cul-de-sac moved to the south as Candy Lane is extended further and further south. To that end, to help simplify the creation and removal of these temporary rights of the present and future temporary construction and public ingress-egress easement, the Town is requiring Sunset Provision language to be added to the legal description describing the limitations of this temporary construction and public ingress-egress easement.

The owner hereby grants to the Town of Malabar a Temporary Construction and Public Ingress/Egress Easement over the portion of Lot 29, Section 12, Township 29 South, Range 37 East, Plat of Florida Indian River Land Company, according to the Map or Plat Thereof, as Recorded in Plat Book 1, Page 165, of the Public Records of Brevard County, Florida, Being More Particularly Described as Follows:

Legal Description:

The East 35 feet of the West 60 feet of the South 120 feet of Lot 28, Section 12, Township 29 South, Range 37 East, Plat of Florida Indian River Land Company according to the Plat thereof as recorded in Plat Book 1, Page 165, of the public records of Brevard County, Florida.

The Town's staff, contractors, agents and workmen are permitted through, along and over the said temporary easement for the purpose of constructing and maintaining the temporary cul-de-sac, with their materials, machinery, or equipment thereto until such time as this southerly extension of Candy Lane is accepted by the Town and it is usable. This temporary construction and public ingress/egress easement shall automatically expire over this parcel at the point in time when the temporary easement is relocated south to accommodate the construction of the temporary cul-del-sac for the future extension of Candy Lane, south of this present location. The temporary easement shall Sunset when the future extension of Candy has been constructed and accepted by the Town of Malabar.

“Exhibit B”

CANDY LANE

Temporary Construction and Ingress/Egress Easement

Alicia J. Hooper to the Town of Malabar

It is the intention of the Town of Malabar to have a constructed, centered, cul-de-sac moved to the south as Candy Lane is extended further and further south. To that end, to help simplify the creation and removal of these temporary rights of the present and future temporary construction and public ingress-egress easement, the Town is requiring Sunset Provision language to be added to the legal description describing the limitations of this temporary construction and public ingress-egress easement.

The owner hereby grants to the Town of Malabar a Temporary Construction and Public Ingress/Egress Easement over the portion of Lot 28, Section 12, Township 29 South, Range 37 East, Plat of Florida Indian River Land Company, according to the Map or Plat Thereof, as Recorded in Plat Book 1, Page 165, of the Public Records of Brevard County, Florida, Being More Particularly Described as Follows:

Legal Description:

The West 35 feet of the East 60 feet of the South 120 feet of Lot 28, Section 12, Township 29 South, Range 37 East, Plat of Florida Indian River Land Company according to the Plat thereof as recorded in Plat Book 1, Page 165, of the public records of Brevard County, Florida.

The Town's staff, contractors, agents and workmen are permitted through, along and over the said temporary easement for the purpose of constructing and maintaining the temporary cul-de-sac, with their materials, machinery, or equipment thereto until such time as this southerly extension of Candy Lane is accepted by the Town and it is usable. This temporary construction and public ingress/egress easement shall automatically expire over this parcel at the point in time when the temporary easement is relocated south to accommodate the construction of the temporary cul-del-sac for the future extension of Candy Lane, south of this present location. The temporary easement shall Sunset when the future extension of Candy has been constructed and accepted by the Town of Malabar.

"EXHIBIT C"

Roadbuilding Payback

Candy Lane (South of Atz Road)

Certified Cost: \$186,174.80 Section 12
Footage: 1,322.56 Feet
Builder Name: Hampson
Cost per Linear Foot: \$70.37

Parcels with Road Frontage without Current

<u>Parcel #</u>	<u>Address</u>	<u>Status</u>	<u>Footage</u>	<u>Payback</u>	<u>To Builder</u>	<u>To Town</u>
75	None	Vacant	200'	\$14,074.00	\$13,933.26	\$140.74
73	None	Vacant	200'	\$14,074.00	\$13,933.26	\$140.74
74	None	Vacant	200'	\$14,074.00	\$13,933.26	\$140.74
65	None	Vacant	200'	\$14,074.00	\$13,933.26	\$140.74
29	2015 Atz Road	S.F.R.	365' (+/-)	\$25,685.05	\$25,419.20	\$256.85

INVOICE 10-2023102

May 26, 2023

From: **TEIMOURI & Associates, Inc.**

Post Office Box 721
Melbourne, Florida 32902

To: **Jim Clevenger**
SPRINGWATER HOMES
435 Stan Drive Suite C
Melbourne, FL 32904

Re: **Candy Lane**

Professional services for Road design and permitting.

Contract Amount	\$15,000.00
Reimbursable (prints & copies)	\$0.00
Reimbursable (Permit Fee)	\$0.00
Amount Paid	(\$0.00)
Sub-total	\$15,000.00
<u>Amount Due</u>	<u>\$15,000.00</u>
Balance remaining after amount due is paid	\$0.00

Please Pay using the following link;

<https://www.payerexpress.com/ebp/TEIMOURI/>

Or send to:

Post office Box 721
Melbourne, Florida 32902

Ace Blue, Inc.
 121 E Hibiscus Blvd.
 Melbourne, FL 32901
 321-725-1244
 aceblue@aceblueprinters.com
 www.aceblueprinters.com

Invoice 121030



BILL TO Springwater Homes of FL, Inc. 435 Stan Drive, Unit C Melbourne, FL 32904	SHIP TO Springwater Homes of FL, Inc. 435 Stan Drive, Unit C Melbourne, FL 32904	DATE 04/28/2023	PLEASE PAY \$148.84	DUE DATE 05/13/2023
--	--	---------------------------	-------------------------------	-------------------------------

DATE	ACCOUNT SUMMARY	AMOUNT
03/31/2023	Balance Forward	104.33
	Other payments and credits after 03/31/2023 through 04/27/2023	0.00
04/28/2023	Other invoices from this date	0.00
04/28/2023	Other payments from this date	-104.33
	New charges (details below)	148.84
	Total Amount Due	148.84

DATE	DESCRIPTION	QTY	RATE	AMOUNT
04/06/2023	PRINT(S) 24 x 36 B&W Hooper Hooper	6	1.30	7.80T
04/11/2023	PRINT(S) 24 x 36 B&W Hooper	24	1.30	31.20T
04/12/2023	PRINT(S) 24 x 36 B&W Barrera	27	1.30	35.10T
04/21/2023	PRINT(S) 24 x 36 B&W Candy Lane	20	1.30	26.00T + Tax
04/27/2023	PRINT(S) 24 x 36 B&W Srikantaiah	30	1.30	39.00T

SUBTOTAL	139.10
TAX	9.74
TOTAL	148.84
TOTAL OF NEW CHARGES	148.84

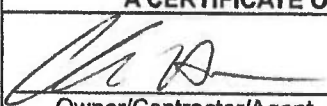

TOTAL DUE \$148.84



MALABAR BUILDING & ZONING DEPARTMENT
 2725 Malabar Rd., Malabar, FL 32950; Phone: (321) 727-7764 x14, Fax: (321) 727-9997

APPROVED BY

BUILDING PERMIT

PERMIT INFORMATION		LOCATION INFORMATION	
Permit #: 2422	Issued: 07/21/2023	Address: 2725 MALABAR RD MALABAR FL 32950	
Permit Type: Building		Township: 28	Range:
Class of Work: RW1 - Road Construction		Lot(s): 14	Block: B
Proposed Use: RR65-ROW CONSTRUCTION		Book:	Page:
Sq. Feet: 0	Est. Value:	Subdivision: SNEDEKERS SUBD OF MALABAR	
Cost: 105000	Total Fees: 4,850.00	Parcel Number: 28 3831-54-B-14	
Amount Paid: 0.00	Date Paid:		
CONTRACTOR INFORMATION		OWNER INFORMATION	
Name: SPRINGWATER HOMES OF FLORIDA INC		Name: MALABAR, TOWN OF	
Addr: 435 STAN DRIVE, UNIT C		Addr: 2725 MALABAR RD	
MELBOURNE FL 32904		MALABAR, FL 32950	
Phone: 321-288-4588	Lic: CBC049064	Phone:	
<p>Work Desc: TO CONSTRUCT A ROW ROAD PER ENGINEERED DRAWINGS UNPAVED CANDY LANE SOUTH OF ATZ ROAD APPROX.1300 FEET APPLICATION \$1070.00</p>			
APPLICATION FEES			
Building Permit	\$760.00	Commercial Plan Review	\$380.00
Engineering Fee - Per Hour	\$2,640.00	Road	\$1,070.00
INSPECTIONS REQUIRED			
Road Permit Group	Compaction Report	Final	In-Progress
Lot Drainage to Swales			
WARNING TO OWNER:			
<p>YOUR FAILURE TO RECORD A NOTICE OF COMMENCEMENT MAY RESULT IN YOUR PAYING TWICE FOR IMPROVEMENTS TO YOUR PROPERTY. IF YOU INTEND TO OBTAIN FINANCING, CONSULT WITH YOUR LENDER OR AN ATTORNEY BEFORE RECORDING YOUR NOTICE OF COMMENCEMENT.</p>			
<p>Before building construction is started, approved sanitary facilities for workmen must be provided. It is the responsibility of the permit holder of each phase of work to procure inspections as required and to verify approvals prior to proceeding to the next phase.</p>			
<p>In addition to the requirements of this permit, there may be additional restrictions applicable to this property that may be found in the public records of Brevard County, and there may be additional permits required from other government entities such as Water Management Districts, NDPEs (Construction Generic Permit / Environmental Resource Permit), State Agencies or the Federal Government. It is the applicants responsibility to secure those permits.</p>			
<p>In consideration of the granting of this Permit, the owner and builder agree to construct the structure in full compliance with the Florida Building Code and Zoning regulations of the Town of Malabar, Florida. This permit not refundable after 30 days.</p>			
<p>A CERTIFICATE OF OCCUPANCY MUST BE ISSUED BEFORE ANY BUILDING IS OCCUPIED</p>			
 Owner/Contractor/Agent		 Building Official	
Date: 7/27/23		Date: 7/25/23	
<p>Permits shall become void if work authorized does not maintain continual approval within six months of the date of the permit.</p>			
<p>FILE ___ APPLICANT ___ COUNTY ___</p>			

William J. Suiter Land Surveying, Inc.
 1849 Canova Street SE
 Palm Bay, FL 32909

Invoice

Date	Invoice #
12/27/2023	9418

Bill To
Springwater Homes

JOB #	LEGAL DESCRIPTION			
22-161	Candy Lane			
TYPE OF SURVEY	SERVICE...	CDS#	REMARKS	AMOUNT
Surveying Services	12/27/2023		Construction Staking/As-Built	2,500.00
Surveying Services			(4) Legal/Sketch	600.00
			TOTAL	\$3,100.00

Ken Farrington Tractor & Landclearing Inc

2215 Wilcox Street
Melbourne, Florida 32904

Invoice

Date	Invoice #
8/10/2022	5608

Bill To

P.O. No.	Terms	Due Date
		8/10/2022

Serviced	Item	Description	Rate	Qty	Amount
		Candy Lane			
	Fill Dirt	additional fill brought in by request	165.00	51	8,415.00
	Fill Dirt	stabilizer brought in for road access 5 loads plus trucking	1,989.83		1,989.83
	pipe	40 ft of 12 in pipe put in at entrance where existing ditch was pushing water over road	1,900.00		1,900.00

For Jim :
 Total Extra
 for the Road
 \$ 28,889.83

Thank you for your business

Total	\$12,304.83
Payments/Credits	-\$10,000.00

Phone #	Fax #
321-768-8870	321-676-7899

Balance Due	\$2,304.83
--------------------	------------



Chris Hampson <champson18@gmail.com>

Invoice 1063 from Ken Farrington Tractor & Land Clearing, Inc.

Ken Farrington Tractor & Land Clearing, Inc.

Tue, Jul 12, 2022 at

<quickbooks@notification.intuit.com>

1:41 PM

Reply-To: kenflandclearing@gmail.com

To: champson18@gmail.com

Cc: Jim@springwaterhomes.com

INVOICE 1063 DETAILS

Ken Farrington Tractor & Land Clearing, Inc.

DUE 06/28/2022

\$64,265.00

Review and pay

Powered by QuickBooks

Dear Springwater Homes,

We appreciate your business. Please find your invoice details here. Feel free to contact us if you have any

questions.

Have a great day!

Ken Farrington Tractor & Land Clearing, Inc.

Bill to

Springwater Homes
435 Stan Drive Suite C
Melbourne, FL 32904

Terms

Due on receipt

Hampson Residence 1975 Atz Road

Land Clearing

\$8,000.00

Land Clearing

1 X \$8,000.00

Land Clearing

\$2,835.00

Clearing Road

1 X \$2,835.00

Pad Build **\$800.00**

pad build for house

1 X \$800.00

Pad Build **\$600.00**

pad for outparcel

1 X \$600.00

Fill Dirt **\$38,280.00**

fill dirt for pads

232 X \$165.00

Fill Dirt **\$8,580.00**

fill dirt for road

52 X \$165.00

Fill Dirt **\$4,350.00**

fill dirt for road from palm bay lots

30 X \$145.00

Fill Dirt

\$820.00

spreading dirt for road

82 X \$10.00

Balance due \$64,265.00

Review and pay

Ken Farrington Tractor & Land Clearing, Inc.

2215 Wilcox St Melbourne, FL 32904 US

kenflandclearing@gmail.com

If you receive an email that seems fraudulent, please check with the business owner before paying.



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Youtzy Land Development, Inc.

PO Box 120058
W. Melbourne, FL 32912-0058

Invoice

Date	Invoice #
11/8/2023	5216

Bill To:

Springwater Homes
Attn: Jim Clevenger
435 Stan Dr. Ste C
Melbourne, FL 32904

Terms

30 Days

Date	Description	Rate	Qty	Amount
	Candy Lane Malabar, FL 32950 Clearing lot, Hauling off debris, Dirt work and Labor	50,000.00	1	50,000.00
Thank you for your business!		Total		\$50,000.00
Phone #	(321) 508-3704	Payments/Credits		\$0.00
E-mail	youtzy_land_dvlp@yahoo.com	Balance Due		\$50,000.00

Youtzy Land Development, Inc.

PO Box 120058
W. Melbourne, FL 32912-0058

Invoice

Date	Invoice #
12/12/2023	5241

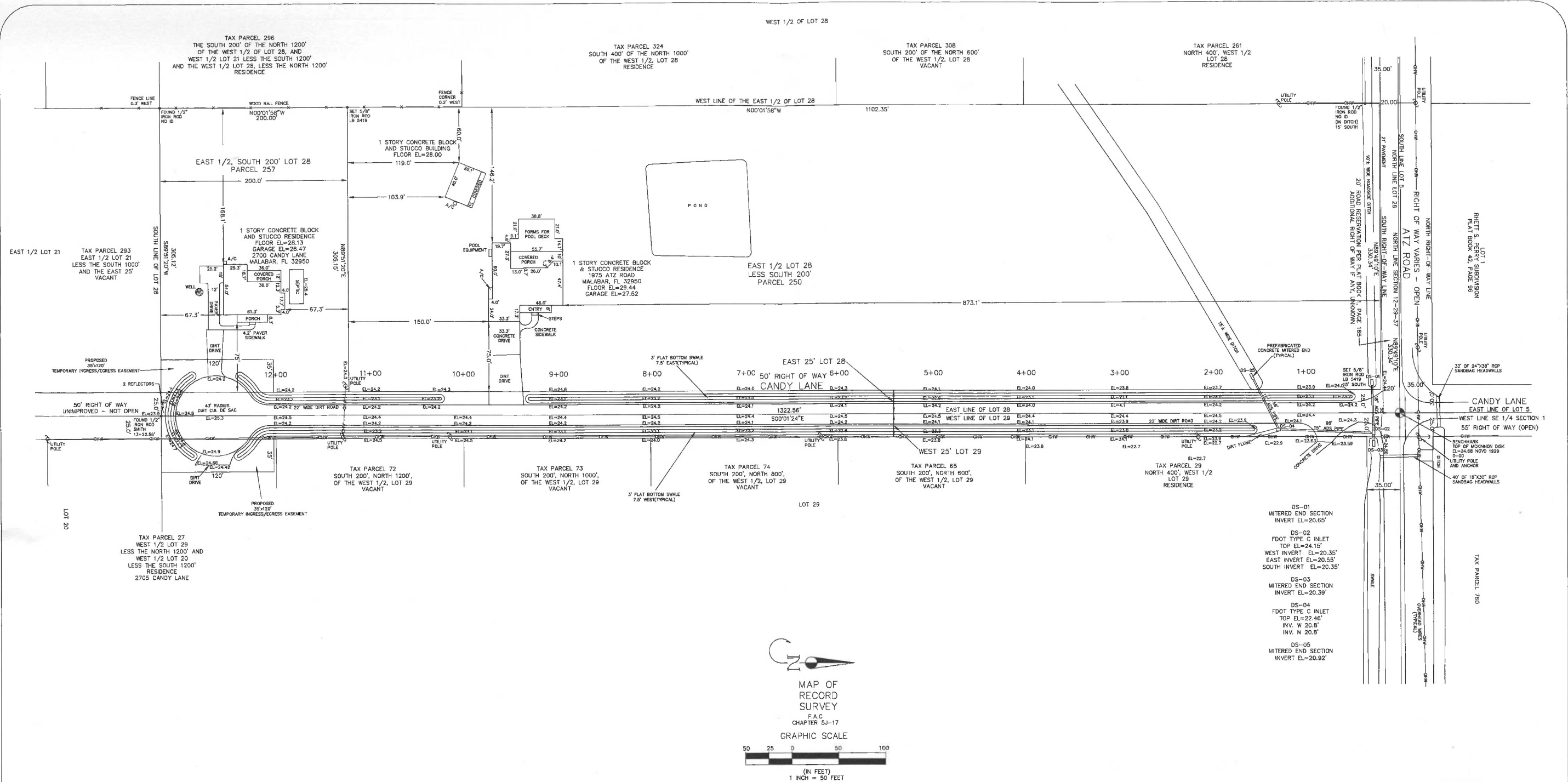
Bill To:

Springwater Homes
Attn: Jim Clevenger
435 Stan Dr. Ste C
Melbourne, FL 32904

Terms

30 Days

Date	Description	Rate	Qty	Amount
	Candy Lane Malabar, FL 32950 Clearing lot, Hauling off debris, Dirt work and Labor	60,000.00	1	60,000.00
Thank you for your business!		Total		\$60,000.00
Phone #	(321) 508-3704	Payments/Credits		\$0.00
E-mail	youtzy_land_dvlp@yahoo.com	Balance Due		\$60,000.00



DESCRIPTION
 THE EAST 25 FEET OF LOT 28 AND THE WEST 25 FEET OF LOT 29, SECTION 12, TOWNSHIP 29 SOUTH,
 RANGE 37 EAST, PLAT OF FLORIDA INDIAN RIVER LAND CO., RECORDED IN PLAT BOOK 1, PAGE 165,
 PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

LOTS ALONG SECTION LINES AND HALF SECTION LINES ARE MEASURED FROM SECTION LINES
 OR HALF SECTION LINES, DISREGARDING RESERVATIONS SHOWN ON THE PLAT.

- NOTES:
- 1.) BEARINGS ARE BASED ON THE ASSUMPTION THAT THE NORTH LINE OF LOT 28 SECTION 12-29-37 BEARS N89°49'10"E.
 - 2.) FLOOD ZONE "X" FLOOD INSURANCE RATE MAP NUMBER 1200900677G.
 - 3.) NO ID DENOTES NO IDENTIFICATION.
 - 4.) ELEVATIONS (EL=24.68) BASED ON NATIONAL GEODETIC VERTICAL DATUM OF 1929.

- DS-01
MITERED END SECTION
INVERT EL=20.65'
- DS-02
FDOT TYPE C INLET
TOP EL=24.15'
WEST INVERT EL=20.35'
EAST INVERT EL=20.55'
SOUTH INVERT EL=20.35'
- DS-03
MITERED END SECTION
INVERT EL=20.39'
- DS-04
FDOT TYPE C INLET
TOP EL=22.46'
INV. W 20.8'
INV. N 20.8'
- DS-05
MITERED END SECTION
INVERT EL=20.92'

CERTIFIED TO:
SPRINGWATER HOMES

SURVEY DATE: DECEMBER 15, 2023	JOB NO: 22-173A
SCALE: 1" = 50'	FIELD BOOK: N/A
	PAGE: N/A

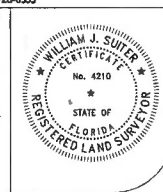
WJS WILLIAM J. SUITER
 LAND SURVEYING, INC.

1849 CANOVA STREET SE.
 PALM BAY, FLORIDA 32909

WILLIAMJSUITER.COM
 WJSUITER.COM
 (321) 728-0553

When printed this document is not considered signed and sealed. This survey is only valid when the signature can be verified on the electronic documents only. This document has been digitally signed and sealed.

William J. Suiter
 Digitally signed by William J. Suiter
 Date: 2023.12.27 15:04:50 -0500
 PROFESSIONAL SURVEYOR AND MAPPER IN RESPONSIBLE CHARGE
 WILLIAM J. SUITER
 FLORIDA CERTIFICATE NO. 4210
 CERTIFICATE OF AUTHORIZATION #B 5418



TOWN OF MALABAR

COUNCIL MEETING

AGENDA ITEM NO: 10.b.
Meeting Date March 18, 2024

Prepared By: Lisa Morrell, Town Manager

SUBJECT: Agency Support for Federal Lobbying efforts for funding improvements of Interchange, State Road 514 at Interstate 95 Southbound and Northbound Ramps

BACKGROUND/HISTORY:

The City of Palm Bay is requesting a letter of support from the Town of Malabar for the I-95 at Malabar Road Interchange Improvements. The city has taken the lead in reducing the number of serious vehicle crashes on I-95 at the Malabar interchange from vehicles backing up on the southbound off ramp.

FDOT District 5 Traffic Operations completed an operational study to identify interim traffic improvements. The study identified near term safety and operational improvements which could be designed and implemented in the short term. These improvements include the following operational improvements:

1. Extension for a longer section of the 2-lane ramp at the northbound on-ramp.
2. Traffic signal improvement to add an overlap phase be implemented, allowing the southbound right-turn phase at the southbound off ramp to run concurrently with the eastbound left-turn phase at the northbound on ramp.
3. Close the median on Malabar Road and modify the median opening, at a minimum to restrict eastbound left-turn movement.

The engineering and design phase for the above operational improvements is estimated to be \$500,000. Please know the Space Coast Transportation Planning Organization is in full support of the interim traffic and safety improvements. The City of Palm Bay is currently lobbying for Federal earmark funds to cover the design phase of the above operational improvements. At this time, the City would appreciate a letter of support to assist in lobbying for Federal funds.

ATTACHMENTS:

Agency Letter of Support

FDOT INTERSECTION ANALYSIS DRAFT -State Road 514 at Interstate 95 Southbound and Northbound Ramps

FINANCIAL IMPACT:

N/A

ACTION OPTIONS:

Motion to approve the Mayor signing the agency letter in support of City of Palm Bay seeking federal funding for the improvements as provided.



Town of Malabar
2725 Malabar Road
Malabar, Florida 32950-4427
321-727-7764 – Telephone
321-727-9997 – FAX

RE: Letter of Support Improvements of Interchange, State Road 514 at Interstate 95 Southbound and Northbound Ramps

City of Palm Bay Mayor and City Council,

The Town of Malabar supports the City of Palm Bay in seeking federal funding assistance for I-95 at Malabar Road Interchange Improvements. The city has taken the lead in reducing the number of serious vehicle crashes on I-95 at the Malabar interchange from vehicles backing up on the southbound off ramp.

As a neighboring jurisdictional agency, the Town is committed to regional efforts in reducing vehicular traffic and reducing crashes as a Vision Zero agency and member of the Space Coast Transportation Planning Organization.

On behalf of the Town of Malabar, thank you for seeking these improvements and funding sources to improve the safety of our commuters,

Mayor Patrick T. Reilly

Councilor Brian Vail, District 1

Councilor Jim Clevenger, District 2

Councilor David Scardino, District 3

Councilor Marisa Acquaviva, District 4

Councilor Mary Hofmeister, District 5

*The findings and recommendations provided in this document are provided for discussion purposes only.
This document is not complete and the process of acquiring relevant data is still on-going.*

INTERSECTION ANALYSIS

DRAFT

State Road 514 at Interstate 95 Southbound and Northbound Ramps

Section 70180

MP 2.523 & MP 2.628

Brevard County

Prepared for:

**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 5 TRAFFIC OPERATIONS**

719 South Woodland Boulevard, MS 3-562

DeLand, Florida 32720



Continuing Service Contract for Traffic Operations
Financial Project Identification Number: 237974-1-32-17

Contract Number: CA652

SCI Contract Number: 30860

Task Work Order: 93

Study: 3

Prepared by:

Stanley Consultants, Inc.

80 Spring Vista Drive

DeBary, Florida 32713

February 2023

Prepared by: Colleen T. Crigger, P.E.
Chris Roberts

Professional Engineer:
Colleen T. Crigger, P.E.
P.E. Number 60128

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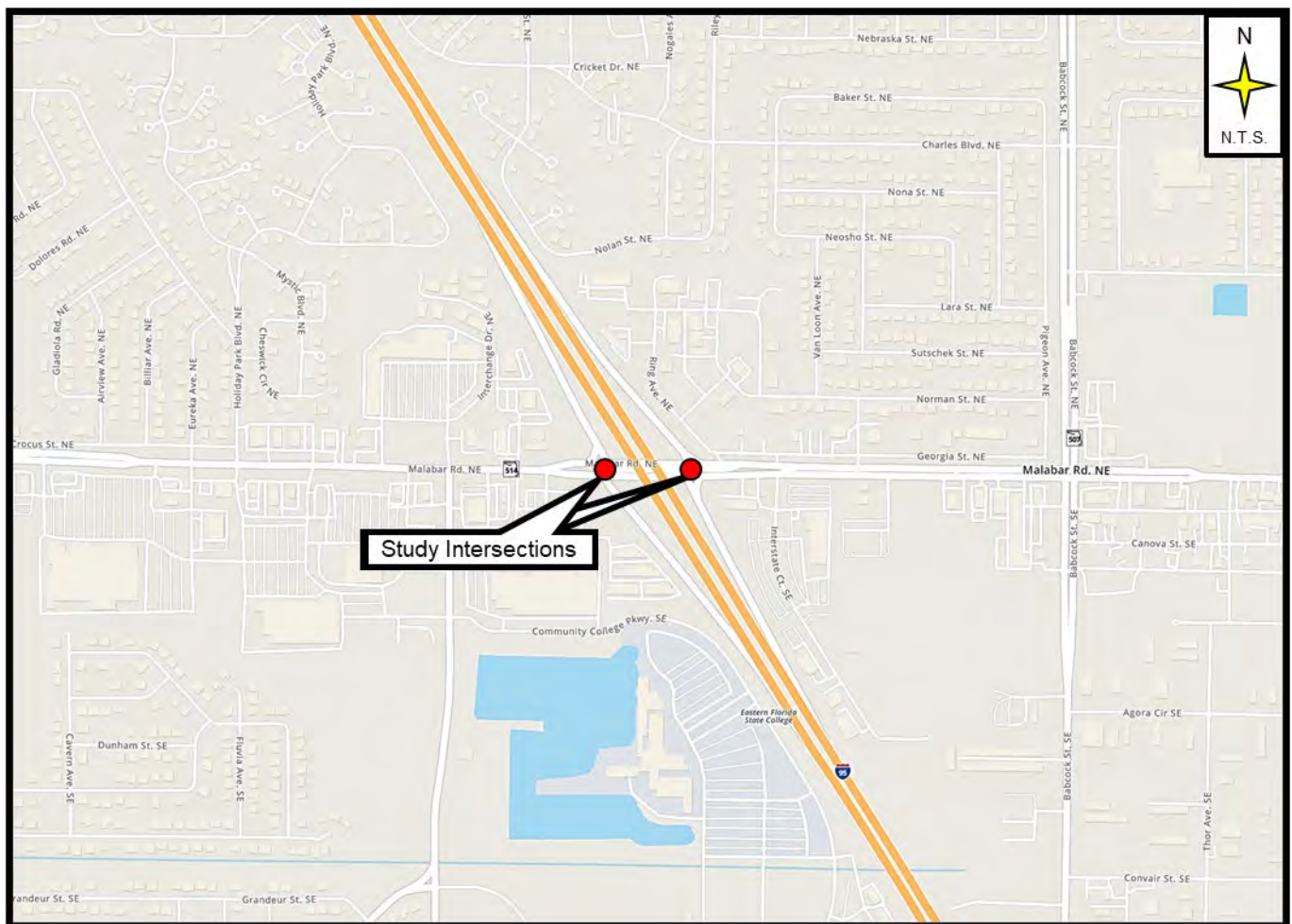
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INTRODUCTION

Stanley Consultants, Inc. was retained on behalf of the Florida Department of Transportation (FDOT) to conduct an Intersection Analysis for the intersections of State Road (SR) 514 at the Interstate 95 (I-95) southbound and northbound ramps, located in Palm Bay (Brevard County), Florida. A location map of the study intersection is shown below as **Figure 1**.

The study was initiated by FDOT following requests to evaluate the ramp regarding excessive queue backups, specifically for the southbound I-95 off-ramp to SR 514. The analysis methods used in completing this study are consistent with the Manual on Uniform Traffic Control Devices (MUTCD), FDOT's Manual on Uniform Traffic Studies (MUTS), the Traffic Engineering Manual (TEM), and engineering judgment. This report documents existing conditions, vehicle / pedestrian / bicycle counts, collision analysis, qualitative assessment, and recommendations.

Figure 1
General Location Map

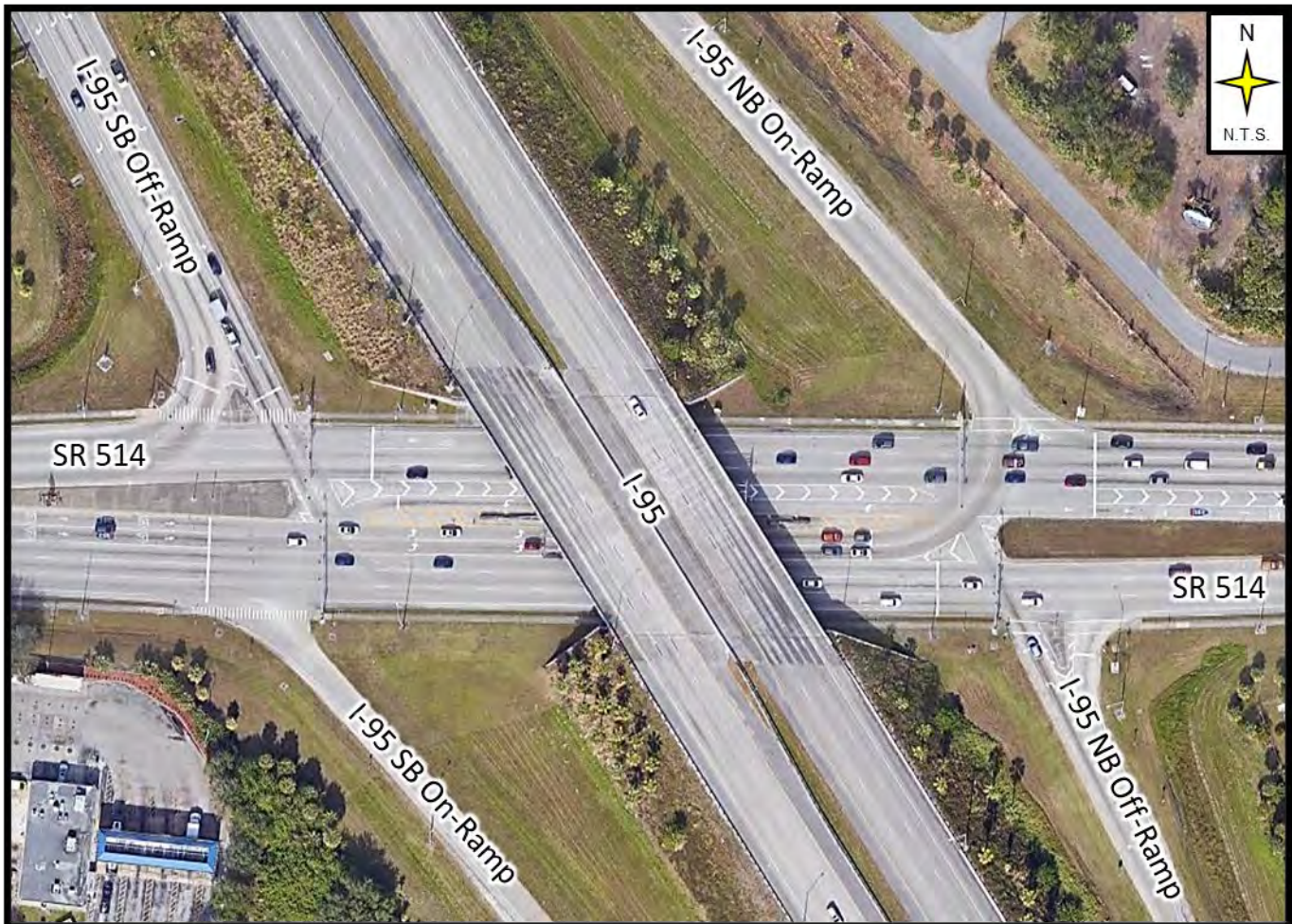


Source: MapQuest

EXISTING CONDITIONS

SR 514 is an east/west arterial that extends from west of the I-95 southbound ramps to US 1 in Palm Bay. At the study intersections, SR 514 is a six-lane divided arterial with four-foot shoulders and curb and gutter. I-95 is a north/south interstate highway that extends from the Indian River/Brevard County line to the Brevard/Volusia County line and beyond. The diamond interchange (exit 173) consists of the southbound ramp as the west ramp terminal and the northbound ramp as the east ramp terminal. A location aerial is shown below in **Figure 2**.

Figure 2
General Location Aerial

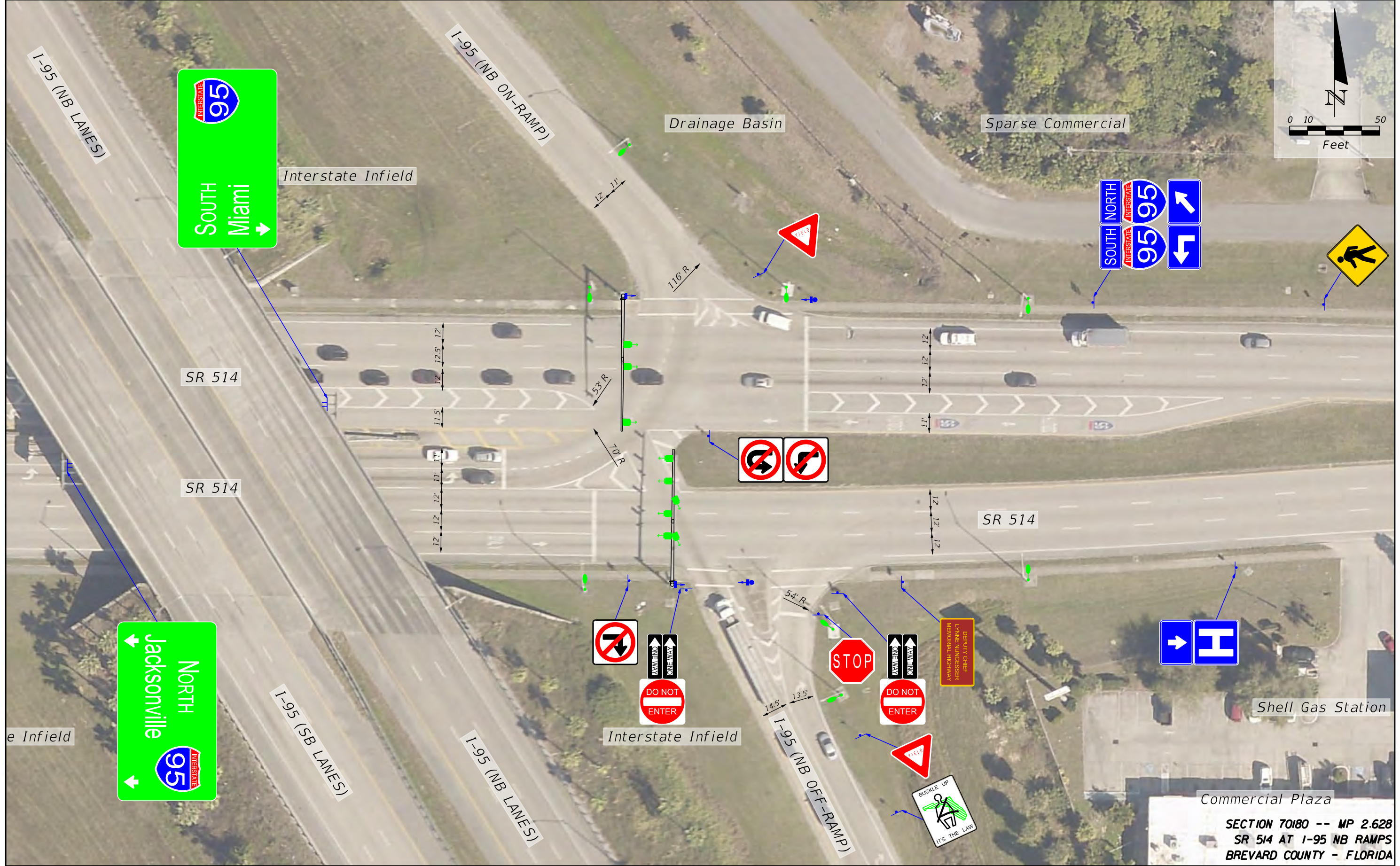


Source: Google Earth

Table 1 on the following page summarizes the existing conditions for the study locations. An existing condition diagram is provided as **Figure 3** and photographs of the study intersections are included within this study. A straight-line diagram is also included in the **Appendix**.

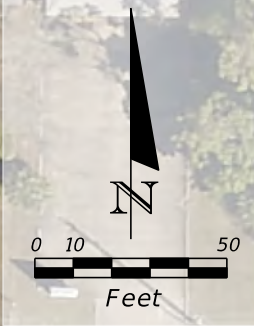
**Table 1
Existing Conditions**

Feature	Description
Main Street	<ul style="list-style-type: none"> • SR 514
Side Street	<ul style="list-style-type: none"> • I-95 Southbound and Northbound Ramps
Area Location	<ul style="list-style-type: none"> • Palm Bay, Brevard County, Florida
Adjacent Land Uses	<ul style="list-style-type: none"> • <u>Northeast</u>: Residential • <u>Northwest</u>: Mobil Gas Station • <u>Southeast</u>: Shell Gas Station Plaza • <u>Southwest</u>: Sunoco Gas Station
Traffic Control	<ul style="list-style-type: none"> • Signalized Intersections (both ramps)
Adjacent Signalized Intersections	<ul style="list-style-type: none"> • <u>North</u>: None • <u>South</u>: None • <u>East</u>: Babcock Street – 0.47 miles • <u>West</u>: San Filippo Drive/Interchange Drive – 980 feet
SR 514	<ul style="list-style-type: none"> • <u>Cross Section</u>: Six-lane divided arterial with a 4-foot paved shoulder and curb and gutter • <u>Posted Speed Limit</u>: 45 mph • <u>AADT (2021)</u>: 23,000 vehicles per day (vpd) west of the intersection and 51,500 east of the intersection • <u>Eastbound Approach Lanes (SB ramps)</u>: Two left-turn lanes (for northbound I-95 ramp) two through lanes, and one through/right-turn lane • <u>Westbound Approach Lanes (SB ramps)</u>: One left-turn lane and three through lanes • <u>Eastbound Approach Lanes (NB ramps)</u>: Two left-turn lanes and three through lanes • <u>Westbound Approach Lanes (NB ramps)</u>: One through lane (for southbound I-95 ramp) two through lanes, and one through/right-turn lane • <u>Pedestrian Crossings</u>: None • <u>Sidewalks</u>: Along both sides of the roadway • <u>Utilities</u>: None • <u>Street Lighting</u>: Along both sides of the roadway
I-95 Southbound Ramps	<ul style="list-style-type: none"> • <u>Cross Section</u>: Single lane interstate off-ramp that expands into four-lanes with paved shoulders • <u>Posted Speed Limit</u>: 35 mph (advisory) • <u>AADT (2021)</u>: 19,500 vpd • <u>Southbound Approach Lanes</u>: Two left-turn lanes and two right-turn lanes • <u>Pedestrian Crossings</u>: Across both legs of the intersection • <u>Sidewalks</u>: None • <u>Utilities</u>: None • <u>Street Lighting</u>: Along the outside of both ramps
I-95 Northbound Ramps	<ul style="list-style-type: none"> • <u>Cross Section</u>: Single lane interstate off-ramp that expands into two-lanes with paved shoulders • <u>Posted Speed Limit</u>: 35 mph (advisory) • <u>AADT (2021)</u>: 4,300 vpd • <u>Northbound Approach Lanes</u>: One left-turn lane and one right-turn lane • <u>Pedestrian Crossings</u>: Across both legs of the intersection • <u>Sidewalks</u>: None • <u>Utilities</u>: None • <u>Street Lighting</u>: Along the outside of both ramps



SOUTH
Miami
→

←
NORTH
Jacksonville
←



SECTION 70180 -- MP 2.628
SR 514 AT I-95 NB RAMPS
BREVARD COUNTY - FLORIDA

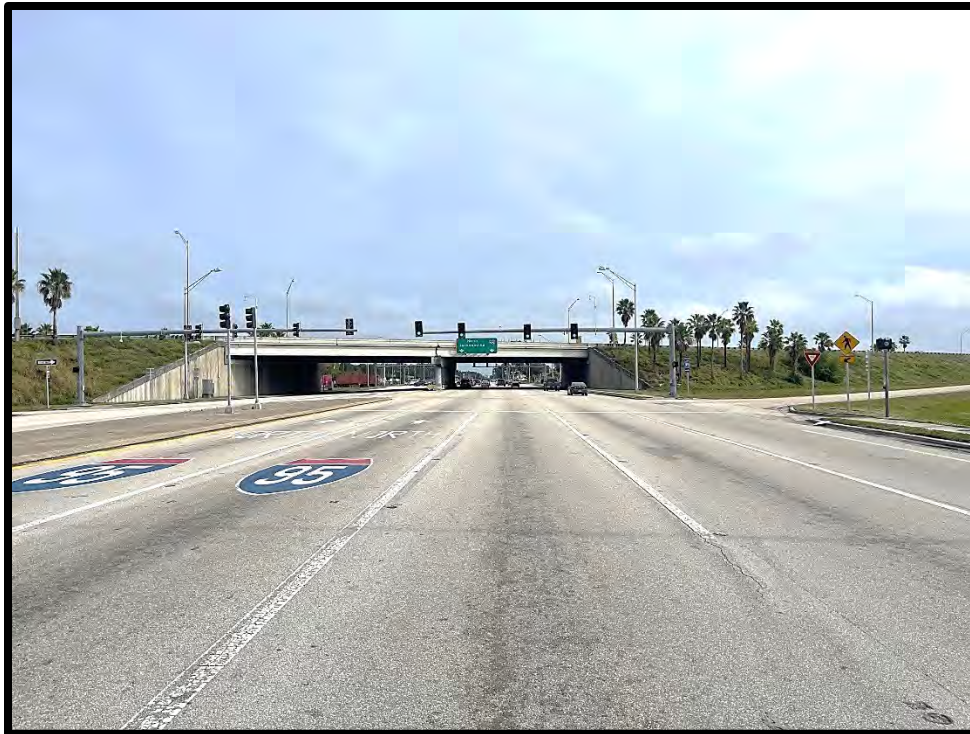
◆ Utility Pole	Symbols:	⊙ Signal Pole
• Traffic Sign	⊠ Traffic Controller Cabinet	⚡ Pedestrian Signal Pole
● Luminaire	□ Ditch Bottom Inlet	Ⓜ Drainage Inlet

Stanley Consultants, Inc.
80 Spring Vista Drive
DeBary, FL 32713
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

FIGURE 3
EXISTING CONDITIONS DIAGRAM
SR 514 AT I-95 NORTHBOUND RAMPS

**Eastbound Approach Photographs
SR 514 at I-95 Southbound Ramps**



Looking East Towards Intersection

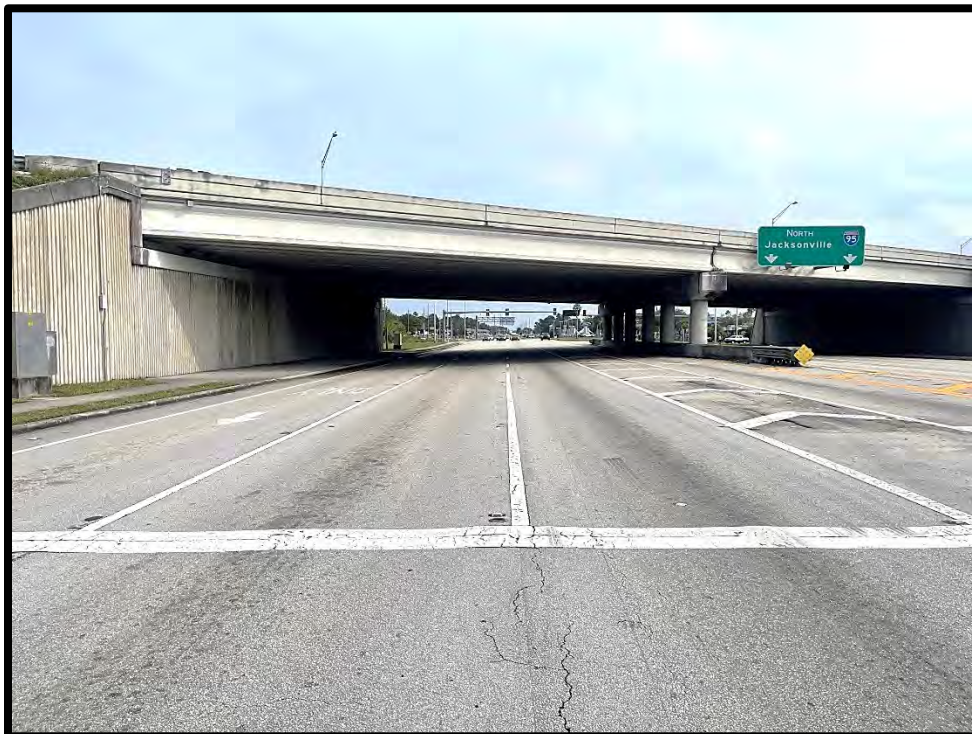


Looking West Away from Intersection

**Westbound Approach Photographs
SR 514 at I-95 Southbound Ramps**



Looking West Towards Intersection



Looking East Away from Intersection

**Southbound Approach Photographs
SR 514 at I-95 Southbound Ramps**

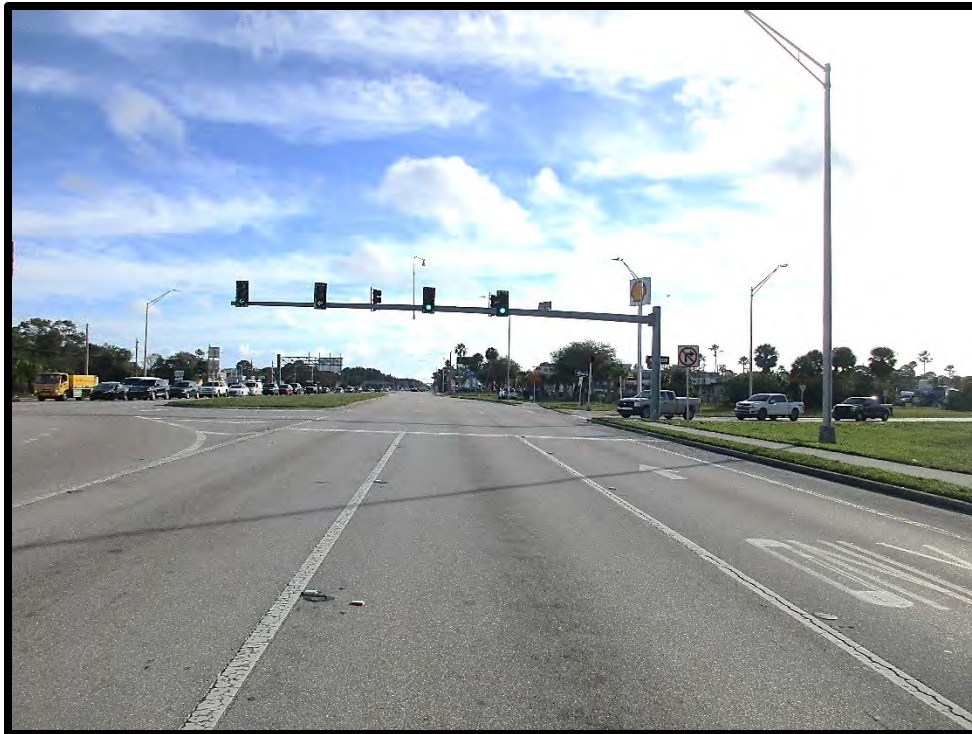


Looking South Towards Intersection

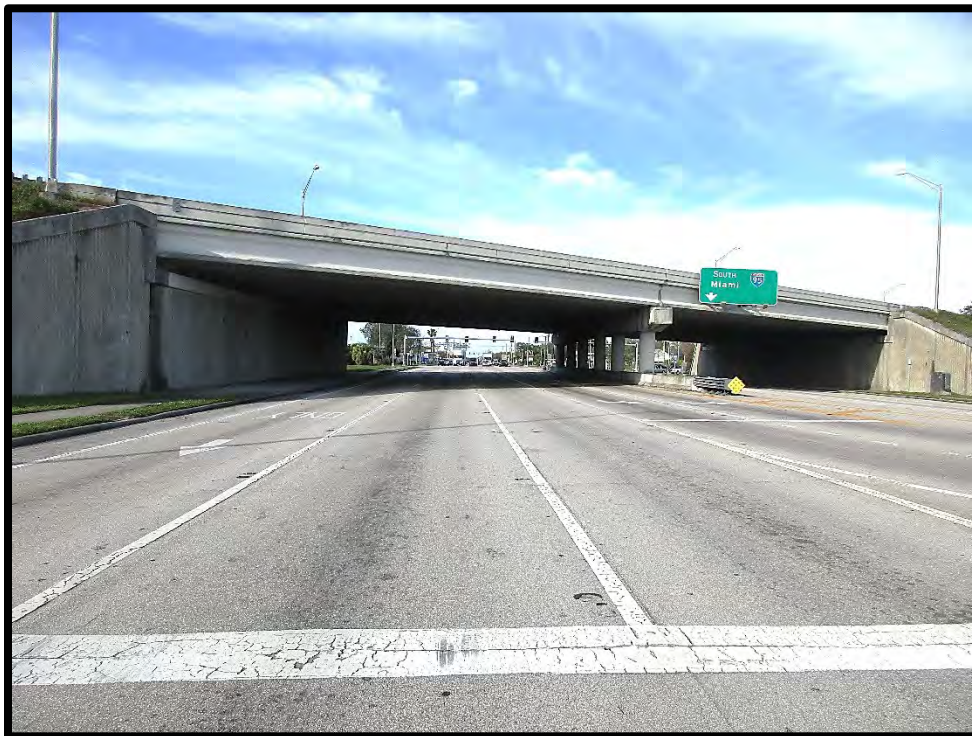


Looking North Away from Intersection

**Eastbound Approach Photographs
SR 514 at I-95 Northbound ramps**



Looking East Towards Intersection

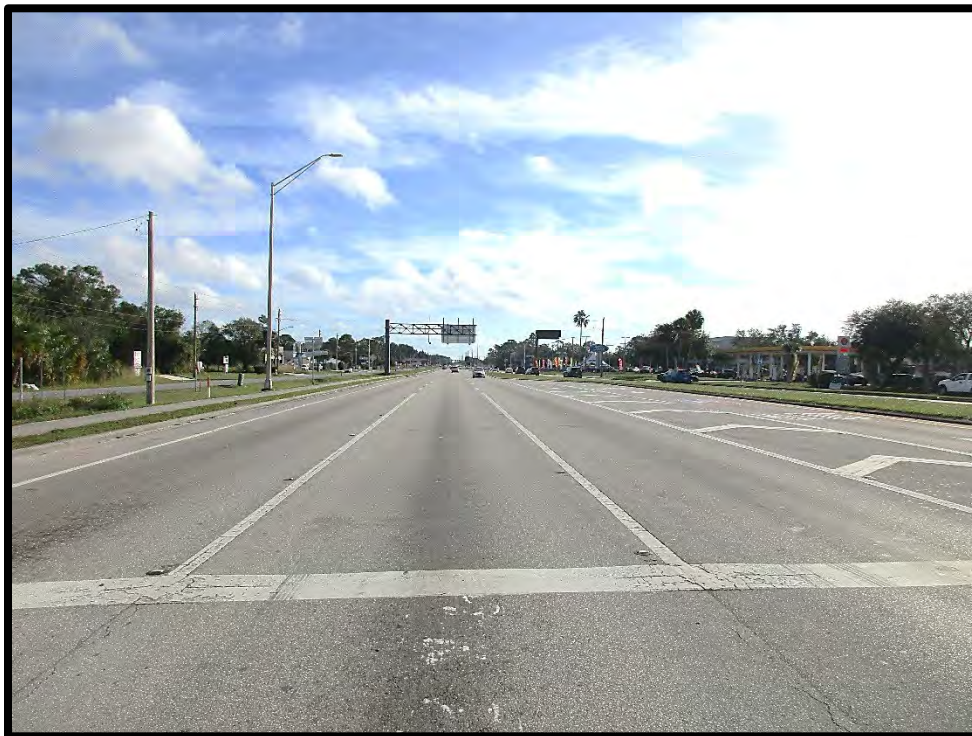


Looking West Away from Intersection

**Westbound Approach Photographs
SR 514 at I-95 Northbound ramps**

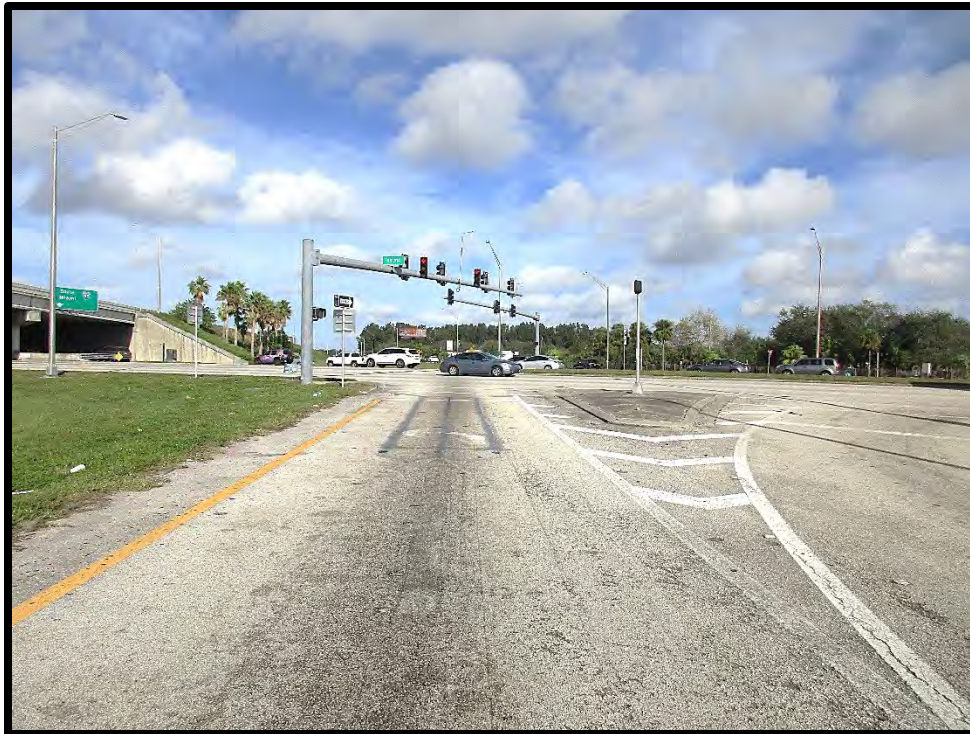


Looking West Towards Intersection



Looking East Away from Intersection

**Northbound Approach Photographs
SR 514 at I-95 Northbound ramps**



Looking North Towards Intersection

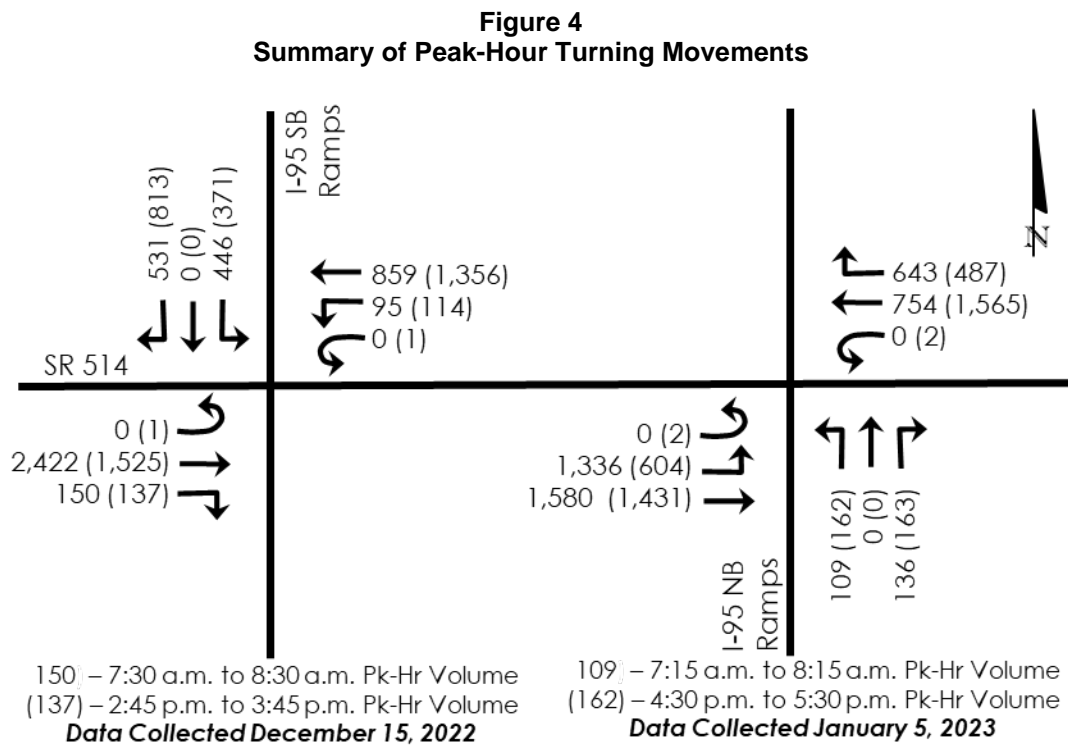


Looking South Away from Intersection

Traffic Volumes:

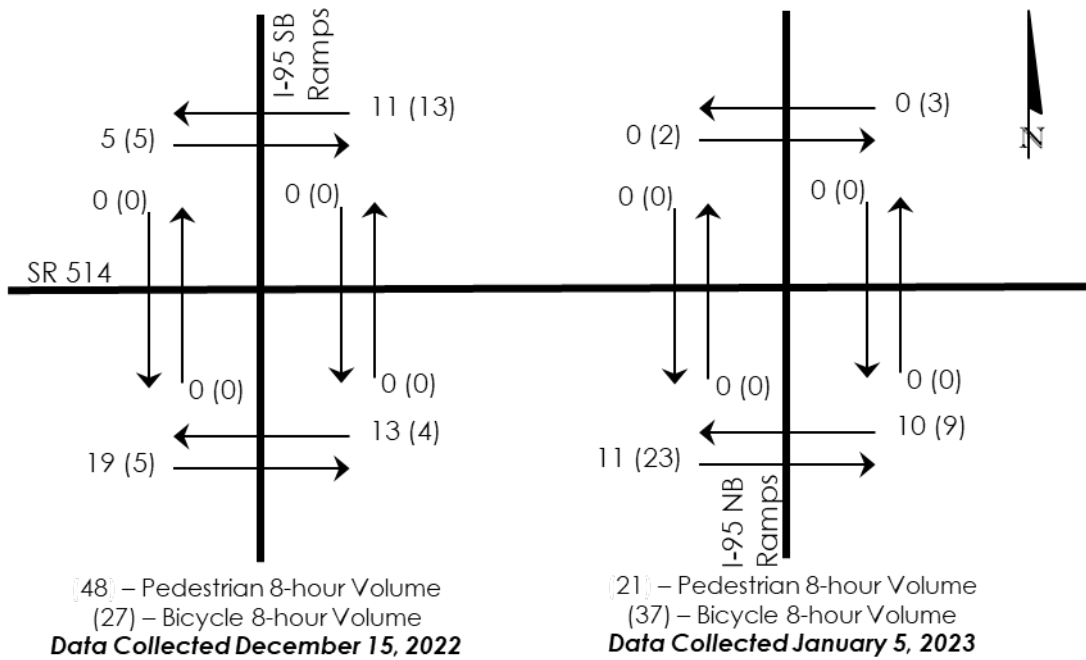
Eight hours of manual turning movement counts were collected from 7:00 to 9:00 a.m., 11:00 a.m. to 1:00 p.m., and 2:00 to 6:00 p.m. on a weekday at SR 514 at the I-95 southbound and northbound ramps (included in the **Appendix**).

- At the southbound ramp intersection, the morning peak hour occurred from 7:30 to 8:30 a.m. while the afternoon peak hour occurred from 2:45 to 3:45 p.m. As summarized below in **Figure 4**, 4,503 and 4,318 vehicles were counted entering the intersection during the morning and afternoon peak hours, respectively.
- At the northbound ramp intersection, the morning peak hour occurred from 7:15 to 8:15 a.m. while the afternoon peak hour occurred from 4:30 to 5:30 p.m. As summarized below in **Figure 4**, 4,558 and 4,416 vehicles were counted entering the intersection during the morning and afternoon peak hours, respectively.



- During the eight hours of manually collected turning movement counts, heavy trucks, which include single-unit trucks such as delivery trucks (Class 5 to 7) and tractor-trailer trucks (Class 8 to 15), accounted for approximately 2.5% of the traffic passing through both intersections.
- During the eight hours of manually collected turning movement counts, 48 pedestrians and 27 bicyclists were observed traversing the southbound ramp intersection and 21 pedestrians and 37 bicyclists were observed traversing the northbound ramp intersection. These movements are summarized in **Figure 5**.

Figure 5
Summary of Pedestrian and Bicycle Crossing Movements



Collision Analysis:

Crash data for the 36-month period between January 1, 2020 and December 31, 2022 was obtained from the University of Florida's *Signal Four Analytics*. A total of 167 crashes were reported at both intersections, with crashes occurring at the I-95 southbound ramps detailed below, and those occurring at the I-95 northbound ramps on the following page.

SR 514 at I-95 southbound ramps:

100 crashes were reported, consisting of the following crash types:

- | | |
|-------------------|-------------------------|
| ○ 63 rear-end; | ○ Four right-turn; |
| ○ 13 side-swipe; | ○ Three bicycle; |
| ○ 10 angle; | ○ Two fixed-object; and |
| ○ Four left-turn; | ○ One rollover |

- The crashes resulted in 52 injuries and \$588,599 in estimated property damage.
- 80 crashes occurred during the day and 20 crashes occurred at night.
- 82 of the crashes occurred under dry pavement conditions, 17 crashes occurred under wet conditions, and one occurred with oil on the road surface.
- 32 rear-end crashes occurred on the southbound off-ramp approach, with the majority occurring in either of the right-turn lanes.
- 28 rear-end crashes occurred on the SR 514 westbound approach.
- 10 angle crashes occurred when drivers disregarded the red signal as described below:
 - Eight occurred between westbound and southbound vehicles
 - Two occurred between eastbound and southbound vehicles
 - These crashes resulted in eight injuries ranging from possible to non-incapacitating in severity
- Six of the 13 side-swipe crashes occurred between southbound approaching vehicles (five right-turning and one left-turning)
- Four left-turn crashes occurred between eastbound through and westbound left-turning drivers disregarding the red traffic signal. Three of these crashes occurred at night.
- Four right-turn crashes occurred between southbound right-turning drivers and westbound vehicles.

In addition to the collisions shown in **Figure 6** within the area of influence of the off-ramp intersection, 19 crashes were identified as the result of traffic backing up from the southbound off-ramp onto the interstate mainline including 16 rear-end crashes, two side-swipe crashes, and one fixed-object crash as a result of an evasive maneuver to avoid traffic stopped on the interstate mainline.

SR 514 at I-95 northbound ramps:

- 67 crashes were reported, consisting of the following crash types:
 - 46 rear-end;
 - Nine side-swipe;
 - Six left-turn;
 - Three angle;
 - One backed-into;
 - One fixed-object; and,
 - One right-turn
- The crashes resulted in 29 injuries and \$277,570 in estimated property damage.
- 54 crashes occurred during the day and 13 crashes occurred at night.
- 58 of the crashes occurred under dry pavement conditions, and nine crashes occurred under wet conditions.
- 25 rear-end crashes occurred on the SR 514 westbound approach.
- 17 rear-end crashes occurred on the SR 514 eastbound approach, including seven queued to turn left onto I-95 northbound.
- Five left-turn crashes occurred when eastbound left-turning or westbound drivers ran a red light. Two occurred at night, one occurred at night and on wet pavement.
- Four angle crashes occurred between eastbound and northbound vehicles when two northbound and two eastbound drivers ran a red light. One crash occurred at night on wet pavement
- Of the nine side-swipe crashes, three occurred between eastbound left-turning drivers within the intersection approaching the northbound on-ramp.

In addition to the collisions within the area of influence of the off-ramp intersection, one crash (rear-end) was identified resulting from traffic backing up further along the ramp from the intersection.

A detailed collision summary is provided on the following page in **Table 2**. A collision diagram is provided as **Figure 6**.

**Table 2
Summary of Collision Data
SR 514 at I-95 SB Ramps and NB Ramps**

FLORIDA DEPARTMENT OF TRANSPORTATION													
COLLISION SUMMARY													
Section: 70180000			State Road: 514				County: Brevard						
Intersecting route: I-95 SB RampS & NB Ramps			Milepost: 2.523 & 2.628				Data by: CAR						
Study period: 1/1/2020 to 12/31/2022							Date: 1/21/2023						
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	FORM LENGTH	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	01/09/20	Thursday	21:10	0	1	2-Possible Injury	\$240	Bicycle	Long	No	Night	Dry	FTYROW
2	02/03/20	Monday	5:17	0	0	1-No Injury	\$0	Side-Swipe	Short	No	Night	Dry	Careless Driving
3	02/04/20	Tuesday	10:24	0	0	1-No Injury	\$300	Rear-End	Short	No	Day	Dry	Careless Driving
4	02/07/20	Friday	10:37	0	1	3-Non-Incapacitating Injury	\$5,000	Rear-End	Long	No	Day	Dry	Careless Driving
5	02/07/20	Friday	10:44	0	1	2-Possible Injury	\$50	Bicycle	Long	No	Day	Dry	FTYROW
6	02/10/20	Monday	12:15	0	0	1-No Injury	\$10	Rear-End	Long	No	Day	Dry	Careless Driving
7	04/02/20	Thursday	15:34	0	0	1-No Injury	\$1,500	Rear-End	Short	No	Day	Dry	Careless Driving
8	04/03/20	Friday	7:27	0	1	3-Non-Incapacitating Injury	\$2,500	Rear-End	Long	No	Day	Dry	Careless Driving
9	04/04/20	Saturday	15:22	0	2	3-Non-Incapacitating Injury	\$15,000	Angle	Long	No	Day	Dry	Ran Red Light
10	04/04/20	Saturday	15:57	0	0	1-No Injury	\$100	Rear-End	Short	No	Day	Dry	Careless Driving
11	04/18/20	Saturday	8:02	0	0	1-No Injury	\$6,000	Angle	Short	No	Day	Dry	Ran Red Light
12	05/02/20	Saturday	12:29	0	0	1-No Injury	\$3,500	Right-Turn	Short	No	Day	Dry	FTYROW
13	05/02/20	Saturday	20:08	0	0	1-No Injury	\$2,500	Side-Swipe	Long	No	Night	Dry	Careless Driving
14	05/22/20	Friday	18:22	0	0	1-No Injury	\$0	Side-Swipe	Short	No	Day	Dry	Careless Driving
15	06/01/20	Monday	22:53	0	0	1-No Injury	\$10,000	Angle	Long	No	Night	Dry	Ran Red Light
16	06/02/20	Tuesday	10:00	0	1	3-Non-Incapacitating Injury	\$6,000	Rear-End	Long	No	Day	Wet	Careless Driving
17	06/08/20	Monday	15:30	0	1	2-Possible Injury	\$25	Rear-End	Long	No	Day	Dry	Careless Driving
18	06/16/20	Tuesday	16:53	0	2	3-Non-Incapacitating Injury	\$9,000	Angle	Long	No	Day	Dry	Ran Red Light
19	06/20/20	Saturday	21:07	0	0	1-No Injury	\$1,900	Rear-End	Short	No	Night	Wet	Careless Driving
20	06/25/20	Thursday	14:25	0	0	1-No Injury	\$5,000	Rear-End	Short	No	Day	Dry	Careless Driving
21	07/03/20	Friday	11:06	0	0	1-No Injury	\$5,500	Rear-End	Short	No	Day	Dry	Careless Driving
22	07/03/20	Friday	14:34	0	0	1-No Injury	\$1,500	Rear-End	Short	No	Day	Wet	Careless Driving
23	07/09/20	Thursday	9:04	0	0	1-No Injury	\$8,000	Left-Turn	Long	No	Day	Dry	Ran Red Light
24	07/10/20	Friday	10:23	0	0	1-No Injury	\$1,000	Side-Swipe	Short	No	Day	Dry	Careless Driving
25	07/12/20	Sunday	17:37	0	0	1-No Injury	\$400	Left-Turn	Short	No	Day	Dry	Ran Red Light
26	07/15/20	Wednesday	17:02	0	1	4-Incapacitating Injury	\$4,500	Rear-End	Long	No	Day	Dry	Careless Driving
27	07/15/20	Wednesday	18:31	0	0	1-No Injury	\$5,000	Rear-End	Short	No	Day	Dry	Careless Driving
28	07/19/20	Sunday	19:20	0	1	3-Non-Incapacitating Injury	\$5,000	Rollover	Long	No	Night	Oil	Roadway Surface Condition
29	07/20/20	Monday	9:47	0	1	2-Possible Injury	\$120	Rear-End	Long	No	Day	Dry	Following Too Closely
30	07/24/20	Friday	17:43	0	0	1-No Injury	\$500	Rear-End	Long	No	Day	Dry	Careless Driving
31	07/31/20	Friday	17:30	0	1	3-Non-Incapacitating Injury	\$11,000	Rear-End	Long	No	Day	Dry	Careless Driving
32	08/12/20	Wednesday	10:30	0	0	1-No Injury	\$1,100	Side-Swipe	Long	No	Day	Dry	Careless Driving
33	08/31/20	Monday	14:13	0	0	1-No Injury	\$3,500	Rear-End	Short	No	Day	Dry	Careless Driving
34	09/04/20	Friday	9:51	0	0	1-No Injury	\$7,000	Rear-End	Short	No	Day	Dry	Careless Driving
35	09/08/20	Tuesday	22:27	0	1	2-Possible Injury	\$5,000	Left-Turn	Long	No	Night	Dry	Ran Red Light
36	09/09/20	Wednesday	10:35	0	0	1-No Injury	\$4,000	Rear-End	Short	No	Day	Dry	Careless Driving
37	09/11/20	Friday	20:01	0	2	2-Possible Injury	\$1,500	Rear-End	Long	No	Night	Wet	Careless Driving
38	09/24/20	Thursday	13:57	0	1	3-Non-Incapacitating Injury	\$19,000	Angle	Long	No	Day	Dry	Ran Red Light
39	09/26/20	Saturday	22:02	0	0	1-No Injury	\$700	Side-Swipe	Short	No	Night	Dry	Careless Driving
40	09/27/20	Sunday	11:01	0	3	3-Non-Incapacitating Injury	\$3,800	Angle	Long	No	Day	Dry	Ran Red Light
41	09/28/20	Monday	13:51	0	0	1-No Injury	\$2,000	Rear-End	Long	No	Day	Dry	Careless Driving
42	09/29/20	Tuesday	17:49	0	0	1-No Injury	\$5,000	Rear-End	Short	No	Day	Dry	Careless Driving
43	10/06/20	Tuesday	15:29	0	0	1-No Injury	\$5,000	Rear-End	Short	No	Day	Wet	Careless Driving
44	10/08/20	Thursday	16:30	0	0	1-No Injury	\$11,000	Rear-End	Long	No	Day	Dry	Careless Driving
45	10/19/20	Monday	16:43	0	0	1-No Injury	\$5,500	Rear-End	Long	No	Day	Dry	Following Too Closely
46	11/21/20	Saturday	9:52	0	1	2-Possible Injury	\$1,000	Rear-End	Long	No	Day	Wet	Following Too Closely
47	11/21/20	Saturday	17:48	0	0	1-No Injury	\$13,000	Side-Swipe	Long	No	Day	Dry	Careless Driving
48	11/24/20	Tuesday	16:53	0	0	1-No Injury	\$1,000	Side-Swipe	Long	No	Day	Dry	Careless Driving
49	11/25/20	Wednesday	20:16	0	0	1-No Injury	\$2,000	Rear-End	Short	No	Night	Dry	Careless Driving
50	12/06/20	Sunday	21:33	0	2	4-Incapacitating Injury	\$12,500	Rear-End	Long	No	Night	Dry	Careless Driving
51	12/07/20	Monday	17:07	0	1	2-Possible Injury	\$6,500	Rear-End	Long	No	Day	Dry	Careless Driving
52	12/13/20	Sunday	20:48	0	1	2-Possible Injury	\$3,000	Fixed-Object	Long	Yes	Night	Dry	Evasive Maneuver
53	12/17/20	Thursday	13:19	0	0	1-No Injury	\$7,000	Left-Turn	Long	No	Day	Dry	Ran Red Light
54	12/18/20	Friday	14:46	0	0	1-No Injury	\$7,000	Rear-End	Long	No	Day	Dry	Following Too Closely
55	12/26/20	Saturday	17:35	0	0	1-No Injury	\$6,500	Rear-End	Long	No	Day	Dry	Careless Driving
56	12/29/20	Tuesday	17:27	0	0	1-No Injury	\$2,300	Rear-End	Short	No	Day	Dry	Following Too Closely
57	12/30/20	Wednesday	10:09	0	0	1-No Injury	\$2,000	Rear-End	Short	No	Day	Dry	Careless Driving
58	12/30/20	Wednesday	11:23	0	0	1-No Injury	\$2,000	Rear-End	Short	No	Day	Dry	Careless Driving
59	01/07/21	Thursday	5:52	0	0	1-No Injury	\$500	Rear-End	Long	No	Night	Dry	Careless Driving
60	01/24/21	Sunday	15:34	0	1	2-Possible Injury	\$8,000	Angle	Long	No	Day	Dry	Ran Red Light

(Continued)

**Table 2
Summary of Collision Data
SR 514 at I-95 SB Ramps and NB Ramps**

FLORIDA DEPARTMENT OF TRANSPORTATION													
COLLISION SUMMARY													
Section: 70180000			State Road: 514				County: Brevard						
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Study period: 1/1/2020 to 12/31/2022							Date: 1/21/2023						
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	FORM LENGTH	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
61	01/25/21	Monday	10:58	0	0	1-No Injury	\$4,500	Rear-End	Short	No	Day	Dry	Careless Driving
62	01/26/21	Tuesday	11:29	0	0	1-No Injury	\$550	Rear-End	Short	No	Day	Dry	Careless Driving
63	01/27/21	Wednesday	10:00	0	0	1-No Injury	\$1,500	Rear-End	Short	No	Day	Dry	Careless Driving
64	02/04/21	Thursday	7:46	0	0	1-No Injury	\$1,100	Side-Swipe	Long	No	Day	Dry	Careless Driving
65	02/04/21	Thursday	7:46	0	0	1-No Injury	\$1,000	Backed-Into	Long	No	Day	Dry	Careless Driving
66	02/19/21	Friday	17:04	0	3	4-Incapacitating Injury	\$14,000	Rear-End	Long	No	Day	Dry	Careless Driving
67	03/07/21	Sunday	2:00	0	3	2-Possible Injury	\$16,000	Rear-End	Long	No	Night	Wet	Careless Driving
68	03/11/21	Thursday	15:45	0	0	1-No Injury	\$7,500	Rear-End	Short	No	Day	Dry	Careless Driving
69	03/19/21	Friday	13:45	0	0	1-No Injury	\$500	Rear-End	Short	No	Day	Dry	Careless Driving
70	03/30/21	Tuesday	15:40	0	0	1-No Injury	\$1,500	Side-Swipe	Short	No	Day	Dry	Careless Driving
71	03/31/21	Wednesday	18:07	0	0	1-No Injury	\$500	Rear-End	Short	No	Day	Dry	Careless Driving
72	04/01/21	Thursday	16:06	0	0	1-No Injury	\$800	Rear-End	Short	No	Day	Dry	Following Too Closely
73	04/07/21	Wednesday	11:05	0	3	3-Non-Incapacitating Injury	\$25,000	Rear-End	Long	No	Day	Dry	Careless Driving
74	04/11/21	Sunday	15:32	0	3	3-Non-Incapacitating Injury	\$11,000	Rear-End	Long	No	Day	Wet	Careless Driving
75	04/14/21	Wednesday	18:03	0	1	2-Possible Injury	\$500	Rear-End	Long	No	Day	Dry	Careless Driving
76	05/01/21	Saturday	19:53	0	0	1-No Injury	\$1,200	Rear-End	Short	No	Night	Dry	Careless Driving
77	05/04/21	Tuesday	10:10	0	0	1-No Injury	\$500	Rear-End	Long	No	Day	Dry	Careless Driving
78	05/09/21	Sunday	16:50	0	0	1-No Injury	\$1,000	Rear-End	Short	No	Day	Dry	Careless Driving
79	05/21/21	Friday	18:52	0	0	1-No Injury	\$7,000	Right-Turn	Long	No	Day	Dry	FTYROW
80	05/23/21	Sunday	19:35	0	1	3-Non-Incapacitating Injury	\$10,000	Left-Turn	Long	No	Night	Dry	Ran Red Light
81	05/28/21	Friday	14:20	0	0	1-No Injury	\$1,750	Side-Swipe	Short	No	Day	Dry	Careless Driving
82	06/02/21	Wednesday	14:58	0	0	1-No Injury	\$2,500	Rear-End	Short	No	Day	Dry	Careless Driving
83	06/11/21	Friday	17:00	0	1	2-Possible Injury	\$4,500	Rear-End	Long	No	Day	Dry	Careless Driving
84	06/14/21	Monday	21:25	0	1	2-Possible Injury	\$20,000	Left-Turn	Long	No	Night	Wet	Ran Red Light
85	06/16/21	Wednesday	17:00	0	0	1-No Injury	\$5,000	Rear-End	Short	No	Day	Wet	Careless Driving
86	07/08/21	Thursday	16:12	0	3	3-Non-Incapacitating Injury	\$0	Rear-End	Long	No	Day	Wet	Careless Driving
87	07/11/21	Sunday	16:50	0	0	1-No Injury	\$7,500	Rear-End	Long	No	Day	Dry	Careless Driving
88	07/12/21	Monday	15:09	0	0	1-No Injury	\$25	Bicycle	Long	No	Day	Dry	Ped FTYROW
89	07/21/21	Wednesday	17:03	0	1	3-Non-Incapacitating Injury	\$7,000	Rear-End	Long	No	Day	Dry	Careless Driving
90	07/28/21	Wednesday	10:35	0	0	1-No Injury	\$4,500	Rear-End	Short	No	Day	Dry	Careless Driving
91	08/03/21	Tuesday	14:24	0	2	3-Non-Incapacitating Injury	\$8,000	Rear-End	Long	No	Day	Dry	Careless Driving
92	08/16/21	Monday	12:05	0	1	2-Possible Injury	\$6,000	Rear-End	Long	No	Day	Dry	Careless Driving
93	08/17/21	Tuesday	20:59	0	0	1-No Injury	\$1,000	Right-Turn	Long	No	Night	Dry	FTYROW
94	08/29/21	Sunday	16:15	0	0	1-No Injury	\$20,000	Rear-End	Long	No	Day	Dry	Careless Driving
95	09/02/21	Thursday	13:50	0	1	2-Possible Injury	\$5,500	Rear-End	Long	No	Day	Dry	Following Too Closely
96	09/03/21	Friday	18:30	0	0	1-No Injury	\$0	Side-Swipe	Long	No	Day	Wet	Careless Driving
97	09/04/21	Saturday	10:34	0	3	3-Non-Incapacitating Injury	\$35,000	Rear-End	Long	No	Day	Dry	Careless Driving
98	10/07/21	Thursday	10:31	0	1	4-Incapacitating Injury	\$3,500	Side-Swipe	Long	No	Day	Dry	Careless Driving
99	10/11/21	Monday	23:04	0	1	2-Possible Injury	\$8,000	Right-Turn	Long	No	Night	Dry	FTYROW
100	10/18/21	Monday	10:00	0	0	1-No Injury	\$6,500	Angle	Long	No	Day	Dry	FTYROW
101	11/04/21	Thursday	18:34	0	1	2-Possible Injury	\$300	Rear-End	Long	No	Day	Dry	Careless Driving
102	11/10/21	Wednesday	10:35	0	1	2-Possible Injury	\$8,000	Rear-End	Long	No	Day	Wet	Careless Driving
103	11/10/21	Wednesday	14:06	0	0	1-No Injury	\$1,000	Rear-End	Short	No	Day	Wet	Careless Driving
104	11/16/21	Tuesday	14:35	0	0	1-No Injury	\$5,500	Right-Turn	Short	No	Day	Dry	FTYROW
105	12/01/21	Wednesday	17:26	0	0	1-No Injury	\$300	Rear-End	Short	No	Day	Dry	Careless Driving
106	12/02/21	Thursday	8:19	0	1	2-Possible Injury	\$7,000	Left-Turn	Long	No	Day	Dry	Ran Red Light
107	12/02/21	Thursday	16:30	0	0	1-No Injury	\$1,500	Side-Swipe	Short	No	Day	Dry	Careless Driving
108	12/02/21	Thursday	18:08	0	1	2-Possible Injury	\$3,500	Rear-End	Long	No	Day	Dry	Careless Driving
109	12/11/21	Saturday	21:04	0	0	1-No Injury	\$2,000	Rear-End	Short	No	Night	Dry	Careless Driving
110	12/14/21	Tuesday	12:28	0	0	1-No Injury	\$300	Rear-End	Long	No	Day	Dry	Careless Driving
111	12/15/21	Wednesday	15:27	0	0	1-No Injury	\$15,500	Rear-End	Long	No	Day	Wet	Careless Driving
112	12/15/21	Wednesday	20:28	0	0	1-No Injury	\$0	Rear-End	Long	No	Night	Wet	Careless Driving
113	12/31/21	Friday	17:34	0	0	1-No Injury	\$2,500	Rear-End	Short	No	Day	Dry	Careless Driving
114	01/05/22	Wednesday	7:40	0	0	1-No Injury	\$51,000	Rear-End	Long	No	Day	Dry	Careless Driving
115	01/07/22	Friday	14:55	0	0	1-No Injury	\$4,000	Rear-End	Short	No	Day	Dry	Following Too Closely
116	01/17/22	Monday	9:45	0	0	1-No Injury	\$2,500	Rear-End	Long	No	Day	Dry	Careless Driving
117	01/20/22	Thursday	15:30	0	0	1-No Injury	\$10,000	Angle	Short	No	Day	Dry	Ran Red Light
118	01/26/22	Wednesday	10:00	0	0	1-No Injury	\$10,000	Fixed-Object	Long	No	Day	Wet	Evasive Maneuver
119	01/26/22	Wednesday	17:04	0	0	1-No Injury	\$700	Rear-End	Short	No	Day	Wet	Careless Driving
120	01/27/22	Thursday	8:25	0	1	2-Possible Injury	\$12,000	Rear-End	Long	No	Day	Dry	Careless Driving

(Continued)

**Table 2
Summary of Collision Data
SR 514 at I-95 SB Ramps and NB Ramps**

FLORIDA DEPARTMENT OF TRANSPORTATION														
COLLISION SUMMARY														
Section: 70180000				State Road: 514				County: Brevard						
Intersecting route: I-95 SB RampS & NB Ramps				Milepost: 2.523 & 2.628				Data by: CAR						
Study period: 1/1/2020 to 12/31/2022				Date: 1/21/2023										
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	FORM LENGTH	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE	
121	02/01/22	Tuesday	20:48	0	0	1-No Injury	\$500	Rear-End	Long	No	Night	Dry	Careless Driving	
122	02/03/22	Thursday	12:05	0	0	1-No Injury	\$2,000	Side-Swipe	Long	No	Day	Dry	Careless Driving	
123	02/03/22	Thursday	17:43	0	1	3-Non-Incapacitating Injury	\$5,500	Rear-End	Long	No	Day	Dry	Careless Driving	
124	02/09/22	Wednesday	21:30	0	0	1-No Injury	\$500	Side-Swipe	Long	No	Night	Dry	Careless Driving	
125	02/10/22	Thursday	6:43	0	0	1-No Injury	\$1,000	Side-Swipe	Short	No	Night	Dry	Careless Driving	
126	02/23/22	Wednesday	16:07	0	0	1-No Injury	\$1,500	Side-Swipe	Short	No	Day	Dry	Careless Driving	
127	02/23/22	Wednesday	23:40	0	0	1-No Injury	\$2,500	Side-Swipe	Long	No	Night	Dry	Careless Driving	
128	02/25/22	Friday	8:30	0	1	2-Possible Injury	\$750	Rear-End	Long	No	Day	Dry	Careless Driving	
129	04/04/22	Monday	16:16	0	0	1-No Injury	\$1,300	Rear-End	Short	No	Day	Dry	Careless Driving	
130	04/13/22	Wednesday	8:02	0	0	1-No Injury	\$3,000	Rear-End	Long	No	Day	Dry	Careless Driving	
131	04/14/22	Thursday	10:12	0	1	3-Non-Incapacitating Injury	\$6,500	Rear-End	Long	No	Day	Dry	Careless Driving	
132	04/17/22	Sunday	16:50	0	0	1-No Injury	\$300	Rear-End	Short	No	Day	Dry	Careless Driving	
133	04/25/22	Monday	12:25	0	0	1-No Injury	\$1,000	Rear-End	Short	No	Day	Dry	Careless Driving	
134	05/06/22	Friday	1:00	0	0	1-No Injury	\$2,500	Fixed-Object	Long	No	Night	Dry	Careless Driving	
135	05/06/22	Friday	16:25	0	1	2-Possible Injury	\$3,000	Rear-End	Long	No	Day	Dry	Careless Driving	
136	05/08/22	Sunday	17:20	0	1	2-Possible Injury	\$2,000	Rear-End	Long	No	Day	Dry	Careless Driving	
137	05/25/22	Wednesday	14:08	0	0	1-No Injury	\$3,000	Rear-End	Short	No	Day	Dry	Careless Driving	
138	06/02/22	Thursday	5:44	0	0	1-No Injury	\$5,000	Left-Turn	Long	No	Night	Dry	Ran Red Light	
139	06/12/22	Sunday	17:23	0	0	1-No Injury	\$3,000	Rear-End	Short	No	Day	Dry	Careless Driving	
140	06/15/22	Wednesday	17:01	0	0	1-No Injury	\$22,000	Rear-End	Long	No	Day	Dry	Careless Driving	
141	06/26/22	Sunday	18:31	0	0	1-No Injury	\$300	Rear-End	Long	No	Day	Wet	Careless Driving	
142	06/29/22	Wednesday	6:23	0	1	3-Non-Incapacitating Injury	\$899	Rear-End	Long	No	Night	Dry	Careless Driving	
143	06/30/22	Thursday	8:43	0	0	1-No Injury	\$3,000	Rear-End	Long	No	Day	Dry	Careless Driving	
144	07/01/22	Friday	10:15	0	0	1-No Injury	\$2,000	Rear-End	Short	No	Day	Dry	Evasive Maneuver	
145	07/10/22	Sunday	21:30	0	2	2-Possible Injury	\$40,000	Angle	Long	No	Night	Wet	Ran Red Light	
146	07/19/22	Tuesday	10:00	0	0	1-No Injury	\$5,000	Rear-End	Short	No	Day	Dry	Careless Driving	
147	07/19/22	Tuesday	12:26	0	0	1-No Injury	\$500	Rear-End	Long	No	Day	Dry	Following Too Closely	
148	07/19/22	Tuesday	18:46	0	0	1-No Injury	\$2,500	Rear-End	Long	No	Day	Wet	Careless Driving	
149	07/23/22	Saturday	14:56	0	0	1-No Injury	\$9,000	Rear-End	Long	No	Day	Dry	Careless Driving	
150	07/28/22	Thursday	8:25	0	0	1-No Injury	\$1,600	Side-Swipe	Long	No	Day	Dry	Careless Driving	
151	08/03/22	Wednesday	22:51	0	0	1-No Injury	\$3,000	Left-Turn	Long	No	Night	Dry	Ran Red Light	
152	08/14/22	Sunday	18:15	0	0	1-No Injury	\$1,000	Side-Swipe	Short	No	Day	Wet	Improper Lane Change	
153	08/28/22	Sunday	14:45	0	0	1-No Injury	\$1,300	Rear-End	Short	No	Day	Wet	Too Fast For Conditions	
154	09/19/22	Monday	15:48	0	2	4-Incapacitating Injury	\$3,500	Rear-End	Long	No	Day	Wet	Careless Driving	
155	09/27/22	Tuesday	15:40	0	0	1-No Injury	\$1,000	Rear-End	Short	No	Day	Wet	Careless Driving	
156	10/14/22	Friday	21:33	0	3	3-Non-Incapacitating Injury	\$20,000	Left-Turn	Long	No	Night	Dry	Ran Red Light	
157	10/16/22	Sunday	16:00	0	0	1-No Injury	\$650	Angle	Short	No	Day	Dry	Ran Red Light	
158	10/18/22	Tuesday	14:41	0	0	1-No Injury	\$1,000	Rear-End	Short	No	Day	Dry	Careless Driving	
159	10/28/22	Friday	17:45	0	0	1-No Injury	\$8,000	Rear-End	Short	No	Day	Dry	Careless Driving	
160	11/03/22	Thursday	14:27	0	0	1-No Injury	\$1,500	Angle	Short	No	Day	Dry	Ran Red Light	
161	11/07/22	Monday	7:58	0	0	1-No Injury	\$1,300	Rear-End	Short	No	Day	Dry	Careless Driving	
162	11/16/22	Wednesday	14:49	0	0	1-No Injury	\$700	Rear-End	Short	No	Day	Dry	Careless Driving	
163	11/20/22	Sunday	20:00	0	2	3-Non-Incapacitating Injury	\$31,000	Angle	Long	No	Night	Wet	Ran Red Light	
164	12/03/22	Saturday	14:30	0	0	1-No Injury	\$1,500	Rear-End	Long	No	Day	Dry	Mechanical	
165	12/03/22	Saturday	14:40	0	0	1-No Injury	\$2,000	Side-Swipe	Short	No	Day	Dry	Evasive Maneuver	
166	12/06/22	Tuesday	19:06	0	1	3-Non-Incapacitating Injury	\$1,000	Rear-End	Long	No	Night	Dry	Careless Driving	
167	12/24/22	Saturday	15:55	0	4	2-Possible Injury	\$7,000	Rear-End	Long	No	Day	Dry	Careless Driving	
TOTAL				0	81		\$866,169							
TOTAL NO.	Injury Severity			Angle	Side-Swipe	Rear-End	Bicycle	Rollover	Fixed-Object	Backed-Into	Left-Turn	Right-Turn		
	Property Damage Only	Injury	Fatality											
167	113	54	0	13	22	109	3	1	3	1	10	5	0	
Percent	68%	32%	0%	8%	13%	65%	2%	1%	2%	1%	6%	3%	0%	
CONTRIB-CAUSE	Time of Day		Pavement Cond.		FTYROW	Roadway Surface Condition	Following Too Closely	Evasive Maneuver	Ped FTYROW	Too Fast For Conditions	Improper Lane Change	Mechanical	Ran Red Light	Careless Driving
	Day	Night	Dry	Wet										
Total	134	33	140	26	8	1	9	4	1	1	1	1	22	119
Percent	80%	20%	84%	16%	5%	1%	5%	2%	1%	1%	1%	1%	13%	71%



COLLISION SYMBOLS

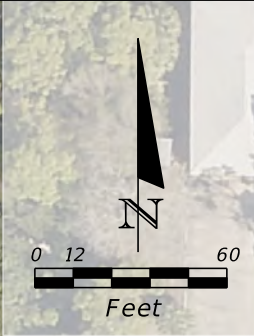
	ALL OTHER COLLISIONS		REAR END COLLISION
	PEDESTRIAN COLLISION		HEAD-ON COLLISION
	BICYCLE COLLISION		SIDE SWIPE COLLISION
	PERSONAL INJURY		OVERTURNED VEHICLE
	FATALITY		LEFT TURN COLLISION
	ANGLE COLLISION		BACKED-INTO COLLISION
	FIXED-OBJECT COLLISION		RIGHT TURN COLLISION

	Utility Pole		Signal Pole
	Traffic Sign		Pedestrian Signal Pole
	Luminaire		Ditch Bottom Inlet
			Drainage Inlet

Stanley Consultants, Inc.
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STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

FIGURE 6
 COLLISION DIAGRAM
 SR 514 AT I-95 SOUTHBOUND RAMPS
 (1/1/2020 - 12/31/2022)



COLLISION SYMBOLS	
	ALL OTHER COLLISIONS
	PEDESTRIAN COLLISION
	BICYCLE COLLISION
	PERSONAL INJURY
	FATALITY
	ANGLE COLLISION
	FIXED-OBJECT COLLISION
	REAR END COLLISION
	HEAD-ON COLLISION
	SIDE SWIPE COLLISION
	OVERTURNED VEHICLE
	LEFT TURN COLLISION
	BACKED-INTO COLLISION
	RIGHT TURN COLLISION

Symbols:			
	Utility Pole		Signal Pole
	Traffic Sign		Pedestrian Signal Pole
	Luminaire		Ditch Bottom Inlet
	Traffic Controller Cabinet		Drainage Inlet

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STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

FIGURE 6
 COLLISION DIAGRAM
 SR 514 AT I-95 NORTHBOUND RAMPS
 (1/1/2020 - 12/31/2022)

PAGE NO.
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SECTION 70180 -- MP 2.628
 SR 514 AT I-95 NB RAMPS
 BREVARD COUNTY - FLORIDA

QUALITATIVE ASSESSMENT

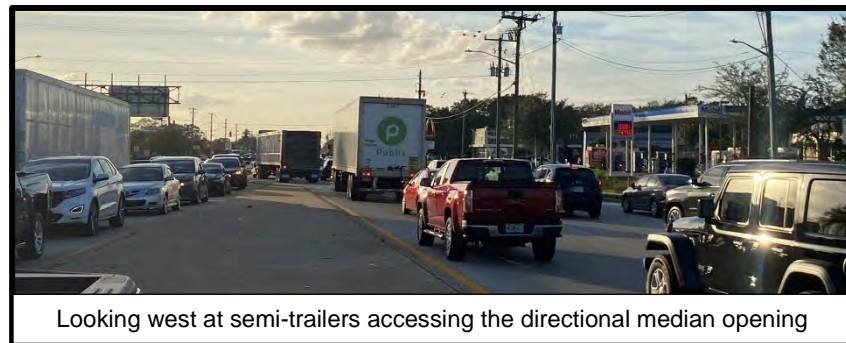
The intersections of SR 514 at the I-95 southbound and northbound ramps were observed by a registered professional engineer during the morning and afternoon peak periods. The goal of the observations was to determine the need for any improvements to enhance the safety and efficiency of the study intersection.

Operations:

Operations include the efficiency of operation and interaction of motor vehicles, pedestrians, and bicycles at the intersection.

- SR 514 serves as an east/west arterial roadway while Interstate 95 serves as a north/south interstate roadway throughout Florida and the eastern seaboard of the United States. SR 514 provides access to commercial businesses, local streets, and beaches. This condition leads to intersection usage by local residents as well as travelers unfamiliar with the area searching for fuel and other travel-related needs.
- Travelling southbound on I-95, approaching the SR 514 interchange, a single exit lane is provided and widens to three lanes and then four lanes on the approach to SR 514. The total length of the ramp is 2,900 feet, 1,100 feet of single lane prior to the exit gore, 800 feet of single lane after the exit gore, 350 feet of three lanes (two right-turn and one left-turn) and 650 feet of four lanes (two right-turn and two left-turn). An overhead Dynamic Message System (DMS) sign located 1,700 feet north of the ramp lane displays the message “CONGESTION EXIT 173 USE CAUTION” and “RIGHT LANE BE PREPARED TO STOP” to warn approaching drivers of the potential congestion. This was in place during the afternoon peak observation but was not observed in the morning peak hours.
- While approaching the interchange in the southbound direction, drivers immediately accessed the ramp lane and slowed down. During the afternoon peak period (highest ramp volumes), these slowing queues did extend the full length of the ramp lane and caused the drivers within the inside through lane to slow their speed 10-15 mph below the posted 70-mph speed limit. This then resulted in lane changing along I-95 within the adjacent middle and inside through lanes.
- During the 8-hour count period, pedestrian activity through the intersections was moderate with 48 pedestrians and 27 bicyclists at the southbound ramp intersection and 21 pedestrians and 37 bicyclists at the northbound ramp intersection. It should be noted the data collection at each of these intersections was completed on different days. Pedestrians were observed using the pedestrian pushbutton and crossing during the WALK pedestrian phase. Some bicyclists used the pedestrian pushbutton; however, many crossed within vehicle gaps without conflict.
- Vehicles traveling on SR 514 were generally observed to be traveling at or below the 45-mph posted speed limit during the peak periods.
- Adjacent signalized intersections are located at Babcock Street (0.47 miles east of the northbound ramp intersection) and San Filippo Drive/Interchange Drive (980 feet west of the southbound ramp intersection). Eastbound U-turns are prohibited at Babcock Street and westbound U-turns are prohibited at San Filippo Drive/Interchange Drive.
- There is a two-way directional median opening approximately 600 feet west of the southbound ramp intersection and 450 feet east of San Filippo Drive/Interchange Drive. This median opening serves gas stations, restaurants, a hotel, and stores on both sides of SR 514. Access to these properties is also provided via San Filippo Drive and Interchange Drive. Westbound U-turns are prohibited at this location.

- During the field observations, many semi-trailers were observed using this median opening to access the Sunoco gas station on the south side of SR 514. The drivers typically used the inside (left) right-turn lane on the southbound off-ramp, knowing they intended to access the directional median opening. During off-peak periods, drivers were able to use gaps in eastbound traffic (created by the signal at San Filippo Drive/Interchange Drive) to complete their turn without conflict. During periods of heavy congestion, eastbound queues on SR 514 typically left a gap to allow the westbound left-turn movement. Up to six semi-trucks were queued within the parking lot area, waiting to access fuel pumps at the Sunoco station. The EOR spoke with several of the truck drivers while they were queued at the gas station, all drivers indicated they stopped at this location because of the easy access, low gas prices, or their corporate routing system telling them to stop at this location (due to gas pricing).
- Challenges were observed with eastbound left-turning drivers attempting to navigate through westbound queues to access the businesses on the north side of SR 514. The presence of semi-trailers in the westbound left-turn presented sight distance restrictions for eastbound left-turning drivers. Gaps in westbound approaching traffic were not frequent due to the RTOR vehicles at the southbound ramp, resulting in fewer gaps for eastbound left-turning drivers.



- Westbound queues from the San Filippo Drive/Interchange Drive intersection extended near (but not beyond) the southbound ramp intersection and cleared quickly to accommodate westbound drivers released from the northbound ramp signal. Westbound left-turning queues at San Filippo Drive/Interchange Drive extended beyond the storage length of the left-turn lane, blocking the inside westbound through lane.
- Westbound queues from the northbound ramp intersection typically extended to Tango Avenue (1,100 feet east) but did not block access to the intersection. With these queues, access to the westbound left-turn lane (to access the southbound on-ramp) was blocked; however westbound left-turning volumes were low and no phase failures or excessive queueing was noted for this movement.
- At the northbound ramp, dual eastbound left-turn lanes are provided, with the ramp merging to a single lane within 500 feet, before merging with northbound I-95. Eastbound left-turn volumes were high, averaging 735 vph during the 8-hour count period and peaking at 1,307 from 7:00 to 8:00 am. While drivers appeared aggressive (blocking a merging vehicle, merging within small gaps, honking) when travelling on the ramp, all drivers were travelling at slower speeds. These slower speeds appeared to impact the capacity of the northbound ramp intersection, resulting in phase failures for the movement. **Consideration should be given to providing a longer section of two-lane ramp to improve merging efficiency on the ramp.**

- With the heavy eastbound left-turn movement at the northbound ramp during the morning peak hour, most eastbound drivers appeared to stage themselves in the inside through lane in preparation for their turn. Eastbound queues in the inside through lane extended nearly 2,000 feet from the southbound ramp intersection during the morning peak hour (beyond the San Filippo Drive/Interchange Drive intersection). These long queues appeared to create challenges for northbound right-turning and southbound left-turning drivers from San Filippo Drive/ Interchange Drive who desired to travel northbound on I-95. Eastbound queues in the middle and outside lanes varied, typically extending to just beyond San Filippo Drive/Interchange Drive.
- The two ramp intersections are 600 feet apart and within a coordinated signal system. Circulation between both intersections appeared efficient with phase failures during the peak hour for the eastbound left-turn queues. In general, queued drivers did not block the southbound ramp intersection; however, red light running was observed most frequently during the morning peak hour for the eastbound left-turn queues for the northbound ramp. Phase failures and red light running occurred at the southbound ramp when eastbound left-turn queues extend from the northbound ramp and beyond the southbound ramp.
- Dual left-turn lanes and dual right-turn lanes are provided on the I-95 southbound off-ramp approach. The southbound off-ramp volumes are high, averaging 1,029 vph during the 8-hour count period. Right-turn volumes make up 67% of the approach volumes, peaking at 904 vph during the 4:00 pm hour. The southbound left-turn volumes peak at 391 vph during the 3:00 pm hour. The southbound signal phase (left- and right-turn) is concurrent with the eastbound through signal phase at the northbound ramp intersection.
- Southbound right-turn-on-red (RTOR) movements were observed at the southbound ramp, with the following challenges observed:
 - Leading drivers were observed creeping forward to gain a view of westbound vehicles, while following drivers assumed the leading driver was continuing forward but the leading driver stopped. This potential for rear end crashes is supported by the crash history for this movement.
 - From the southbound right-turn lane stop bar, visibility to the east can be restricted by queued southbound left-turning drivers (depending on where they've stopped on the approach). Most southbound right-turning drivers were observed stopping on the crosswalk or beyond to get a better view of oncoming westbound through vehicles. No conflicts were noted with this action.
 - As noted previously, semi drivers typically queued in the inside (left) right-turn lane. These drivers typically did not make a RTOR movement, which resulted in longer queues and honking drivers.
 - Most of the southbound RTOR movements occurred during the eastbound left-turn movement for the northbound ramp (and eastbound/westbound through movement for the southbound ramp). Given there are no westbound approaching vehicles during this time (due to being stopped at the northbound ramp), RTOR movements were typically made without stopping. Rear end conflicts arose when a leading driver stopped while the following driver did not anticipate the stop. **It is recommended an overlap be implemented, allowing for a southbound right-turn phase (at the southbound ramp) concurrently with the eastbound left-turn phase (at the northbound ramp).** This modification can reduce the queues on the southbound ramp and may require retiming of the adjacent signals within the coordinated system to the west.

Safety:

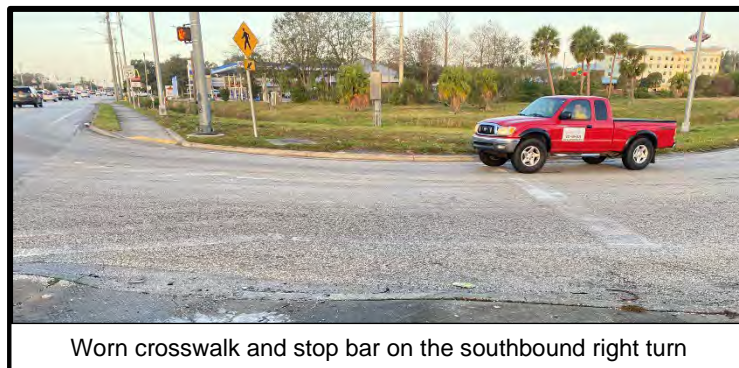
In addition to the collision analysis, the following observations were made with respect to the safety of the study intersection:

- A collision summary was performed for the 36-month period from January 1, 2020 and December 31, 2022. A total of 167 collisions were reported at the interchange (both ramp intersections), 81 injuries (no fatalities) and \$866,169 in estimated property damage.
- At the southbound ramp:
 - A total of 32 rear end crashes were reported on the southbound ramp approach, with 29 of these being between right-turning drivers and 17 of those occurring in the outside right-turn lane.
 - Seven of the eight angle crashes occurred when westbound drivers disregarded the red traffic signal. Five of these crashes occurred between 2:00 and 4:00 pm.
 - Four right-turn crashes occurred when southbound right-turning drivers failed to yield to westbound vehicles.
- At the northbound ramp:
 - While not included in the intersection crash analysis, nine crashes occurred on the northbound on-ramp (travelling away from the study intersection) during the 36-month period. These crashes included five sideswipe and four rear end crashes within the merging area of the ramp.
 - Three sideswipe crashes occurred between eastbound left-turning drivers, within the intersection (not on the on-ramp).
- Based on field observations, it appears the existing diamond interchange configuration is over-capacity during the peak periods (this is not based on an operational analysis). Given the congestion and operations, **consideration should be given to conducting a full interchange evaluation to determine if alternative interchange configurations would more adequately accommodate the existing (and future) traffic demands.** This may have been conducted as part of the previous I-95 Systems Operational Analysis Reports (SOAR); however, interchange improvements don't appear to be programmed at the time of this report.
- While a crash analysis at the two-way directional median opening west of the interchange was not included in this analysis, a brief review of the crashes was conducted. Over the 36-month crash analysis period, 16 left-turn crashes have been reported. **Consideration should be given to modifying this median opening, at a minimum to restrict the eastbound left-turn movement.** Access to the properties on the north side of SR 514 is provided via Interchange Drive and the removal of the eastbound left turn lane would allow for the extension of the dual westbound left-turn lanes at San Filippo Drive (reducing the occurrence of westbound left-turn spillback). Given the volume of semi-trailers served by the Sunoco gas station and the impact of those semis being rerouted to San Filippo Drive and through the Lowe's parking lot, **removal of the westbound left-turn movement should be further evaluated.**

Maintenance:

During the various field reviews, the condition of the pavement, striping and signing were observed at both intersections. The following are observations based on the various field reviews of the intersections:

- The signs, pavement markings and pavement conditions appeared to be in fair condition, noting the following:
 - The pavement is worn with signs of cracking and unravelling throughout the interchange (both intersections). FPID 448977-1 and 448977-2 are resurfacing projects for I-95, from SR 514 to north of SR 519. These projects will also include traffic signal enhancements at some interchanges; however, it does not appear resurfacing of the study interchange is included.
 - Backplates are provided on most of the signal heads at both intersections. **It is recommended retroreflective strips be added to the existing backplates.** Backplates are not provided on the northbound ramp approach, the southbound ramp median-mounted right-turn signal heads, and the signal head over the westbound middle lane (southbound ramp). **It is recommended retroreflective flexible backplates be added to these signal heads.**
 - The crosswalk and stop bar on the southbound off-ramp approach (dual right-turn lanes) is faded (nearly missing). **It is recommended the crosswalk and stop bar be restriped.**



- The crosswalks on all other ramp approaches are in good condition; however, the markings do not meet current FDOT standards. **It is recommended the crosswalks be restriped during a future resurfacing project.**
- A tactile mat is provided in the northwest corner of the southbound off-ramp intersection. Tactile mats are not provided at any other locations at either intersection. **It is recommended tactile mats be installed at all crosswalks of both ramp intersections.**
- In the northeast corner of the northbound ramp intersection, the pedestrian crossing instructional sign is missing. **It is recommended a pedestrian crossing instructional sign be installed for pedestrians crossing the northbound on-ramp.**
- The pedestrian pushbutton on the center island of the northbound off-ramp is facing west. **It is recommended the pedestrian pushbutton (and instructional sign) be rotated to face north (in alignment with the pedestrian crossing).**

IMPROVEMENT RECOMMENDATIONS

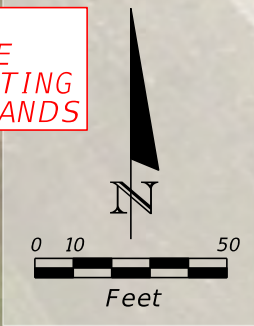
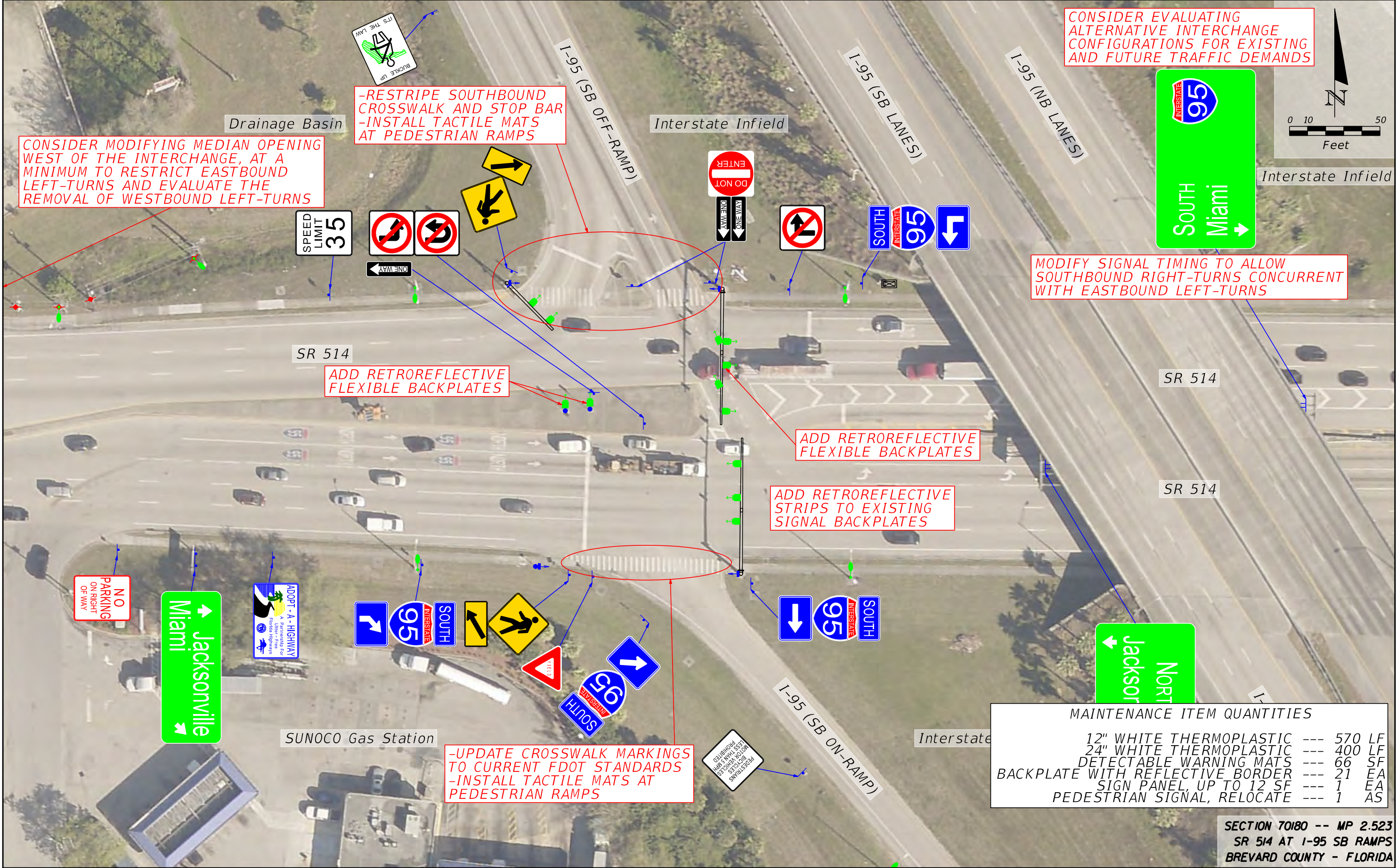
Based on the data collected, field observations, and engineering judgment, the following improvements are recommended for the intersection of SR 514 at I-95 southbound and northbound ramps, located in Palm Bay (Brevard County), Florida:

- Install retroreflective strips on the signal heads with existing backplates.
- Install retroreflective flexible backplates on the signal heads of the northbound ramp approach, the southbound ramp median-mounted right-turn signal heads, and the signal head over the westbound middle lane (southbound ramp).
- Restripe all crosswalks and the stop bar on the southbound ramp right-turn approach.
- Install tactile mats at all crosswalks of both ramp intersections (except the northwest corner of the southbound ramp).
- Install a pedestrian crossing instructional sign for pedestrians crossing the northbound on-ramp (in the northeast corner).
- Rotate the pedestrian pushbutton (and instructional sign) in the center island of the northbound off-ramp to face north (in alignment with the pedestrian crossing).
- Consider providing a longer section of two-lane ramp to improve merging efficiency on the northbound on-ramp.

Other considerations:

- Conduct a full interchange evaluation to determine if alternative interchange configurations would more adequately accommodate the existing (and future) traffic demands.
- Modify the two-way directional median opening west of the southbound ramp intersection to restrict the eastbound left-turn movement and extend the dual westbound left-turn lanes for San Filippo Drive/Interchange Drive.
- Further evaluate the feasibility of restricting the westbound left-turn movement at the directional opening, taking into consideration the impact of rerouting existing semi-trailer traffic to San Filippo Drive/Interchange Drive.

These improvements are depicted on the following page as an Improvements Diagram in **Figure 7**.



- Symbols:**
- ◆ Utility Pole
 - ⊠ Traffic Sign
 - Luminaire
 - ⊙ Signal Pole
 - ⊠ Traffic Controller Cabinet
 - ⊠ Ditch Bottom Inlet
 - ⊠ Pedestrian Signal Pole
 - ⊠ Drainage Inlet

Stanley Consultants, Inc.
 80 Spring Vista Drive Phone: 386.753.0558
 DeBary, FL 32713 Fax: 386.753.0778

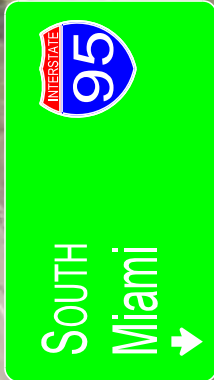
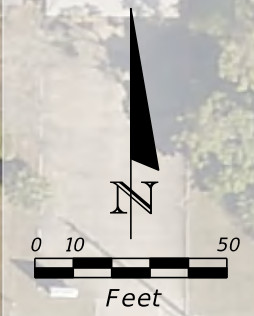
STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

FIGURE 7
IMPROVEMENTS DIAGRAM
SR 514 AT I-95 SOUTHBOUND RAMPS

SECTION 70180 -- MP 2.523
SR 514 AT I-95 SB RAMPS
BREVARD COUNTY - FLORIDA

CONSIDER EVALUATING ALTERNATIVE INTERCHANGE CONFIGURATIONS FOR EXISTING AND FUTURE TRAFFIC DEMANDS

CONSIDER PROVIDING A LONGER SECTION OF TWO-LANE RAMP



Interstate Infield

MODIFY SIGNAL TIMING TO ALLOW SOUTHBOUND RIGHT-TURNS CONCURRENT WITH EASTBOUND LEFT-TURNS

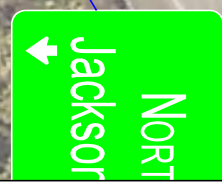
-UPDATE CROSSWALK MARKINGS TO CURRENT FDOT STANDARDS
-INSTALL TACTILE MATS AT PEDESTRIAN RAMPS

INSTALL PEDESTRIAN INSTRUCTION SIGN

ADD RETROREFLECTIVE STRIPS TO EXISTING SIGNAL BACKPLATES

ADD RETROREFLECTIVE FLEXIBLE BACKPLATES

ROTATE PUSHBUTTON AND INSTRUCTION SIGN NORTH



MAINTENANCE ITEM QUANTITIES

12" WHITE THERMOPLASTIC	---	570	LF
24" WHITE THERMOPLASTIC	---	400	LF
DETECTABLE WARNING MATS	---	66	SF
BACKPLATE WITH REFLECTIVE BORDER	---	21	EA
SIGN PANEL, UP TO 12 SF	---	1	EA
PEDESTRIAN SIGNAL, RELOCATE	---	1	AS

-UPDATE CROSSWALK MARKINGS TO CURRENT FDOT STANDARDS
-INSTALL TACTILE MATS AT PEDESTRIAN RAMPS

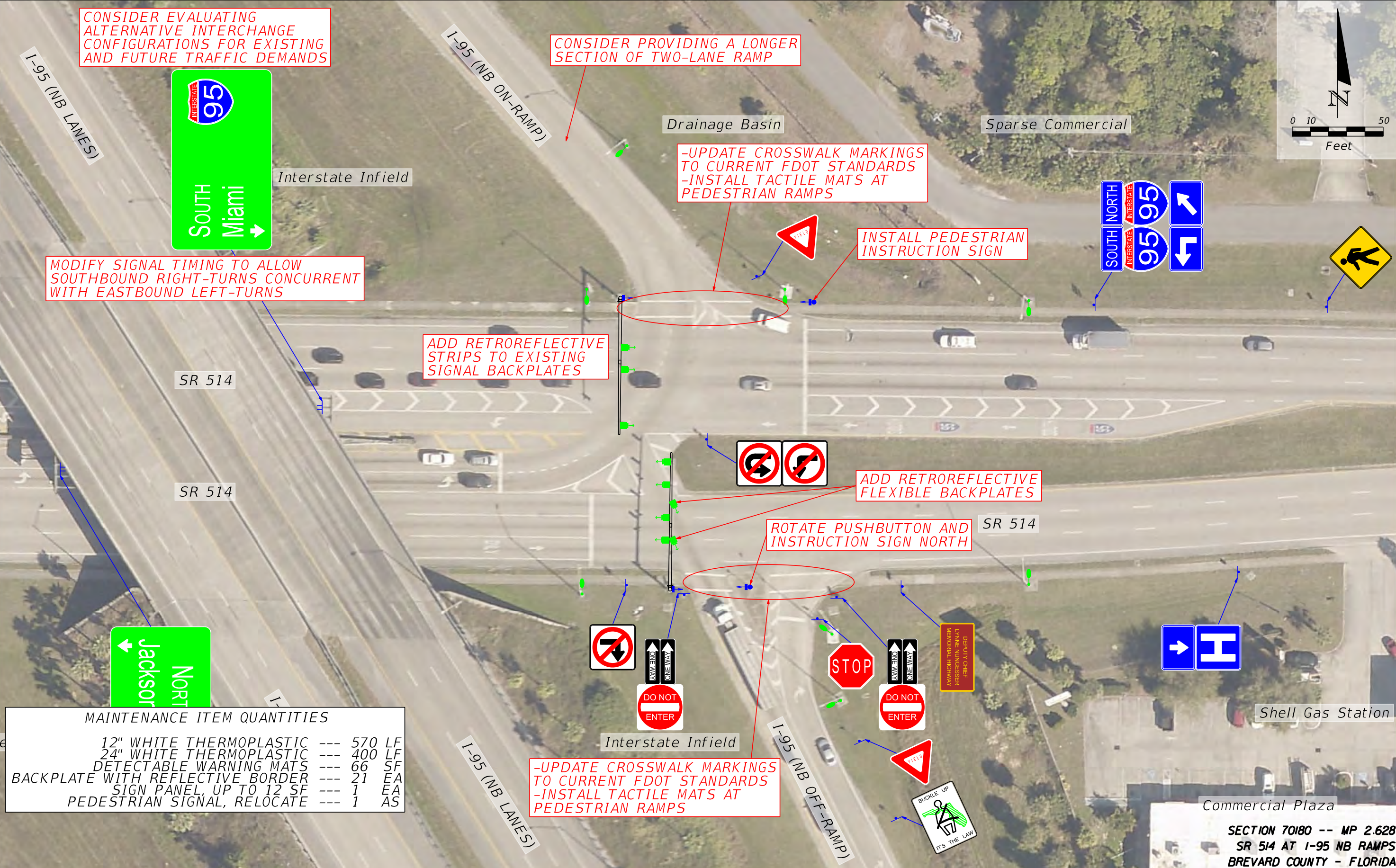
◆ Utility Pole	Symbols:	⊙ Signal Pole
• Traffic Sign	☒ Traffic Controller Cabinet	⚡ Pedestrian Signal Pole
● Luminaire	☐ Ditch Bottom Inlet	☒ Drainage Inlet

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80 Spring Vista Drive DeBary, FL 32713
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

FIGURE 7
IMPROVEMENTS DIAGRAM
SR 514 AT I-95 NORTHBOUND RAMPS

PAGE NO.
28



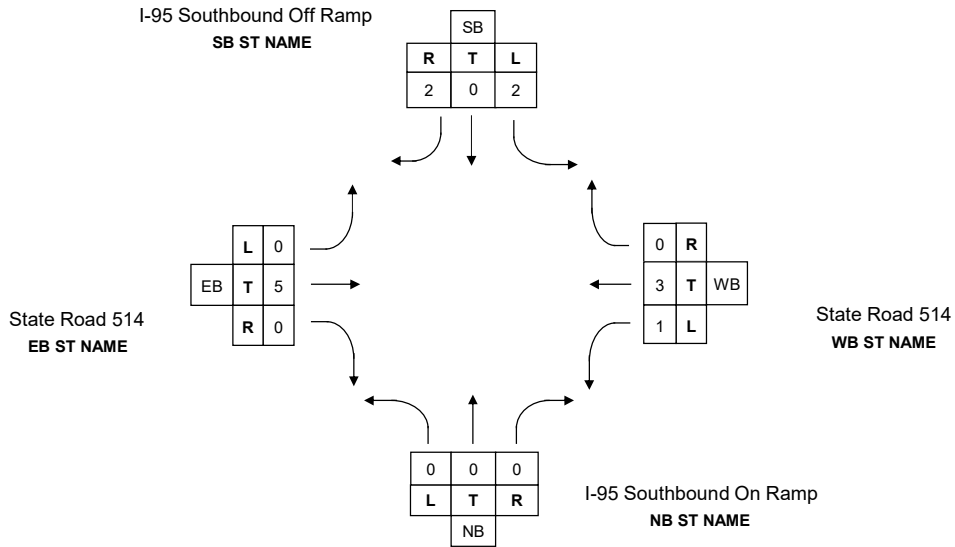
APPENDIX

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 70180000 CITY Palm Bay COUNTY Brevard
 STATE ROUTE State Road 514 INTERSECTING ROUTE I-95 Southbound Ramps
 OBSERVER TEDS DATE 12/15/2022 MILEPOST 2.513 - 2.525
 WEATHER Sunny ROAD CONDITION Good
 REMARKS _____

 FORM COMPLETED BY CML DATE 01/17/23



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
	L	T	R	U	TOT	L	T	R	U	TOT		N/S	L	T	R	U	TOT	L	T	R	U	
7:00 - 8:00	0	0	0	0	0	369	0	451	0	820	820	0	2,412	167	0	2,579	83	778	0	0	861	3,440
8:00 - 9:00	0	0	0	0	0	375	0	555	0	930	930	0	2,171	174	0	2,345	81	827	0	1	909	3,254
11:00 - 12:00	0	0	0	0	0	292	0	578	0	870	870	0	1,711	100	0	1,811	68	1,030	0	3	1,101	2,912
12:00 - 1:00	0	0	0	0	0	346	0	595	0	941	941	0	1,568	114	0	1,682	83	1,102	0	0	1,185	2,867
2:00 - 3:00	0	0	0	0	0	385	0	832	0	1,217	1,217	0	1,601	124	0	1,725	94	1,167	0	3	1,264	2,989
3:00 - 4:00	0	0	0	0	0	391	0	843	0	1,234	1,234	0	1,433	135	1	1,569	115	1,393	0	1	1,509	3,078
4:00 - 5:00	0	0	0	0	0	322	0	904	0	1,226	1,226	0	1,354	113	0	1,467	91	1,470	0	1	1,562	3,029
5:00 - 6:00	0	0	0	0	0	261	0	734	0	995	995	0	1,364	119	0	1,483	108	1,482	0	1	1,591	3,074
TOTAL	0	0	0	0	0	2,741	0	5,492	0	8,233	8,233	0	13,614	1,046	1	14,661	723	9,249	0	10	9,982	24,643

Percentage	0%	0%	0%	0%		33%	0%	67%	0%			0%	93%	7%	0%		7%	93%	0%	0%		
Average	0	0	0	0	0	343	0	687	0	1,029		0	1,702	131	0	1,833	90	1,156	0	1	1,248	
Maximum	0	0	0	0		391	0	904	0			0	2,412	174	1		115	1,482	0	3		
Minimum	0	0	0	0		261	0	451	0			0	1,354	100	0		68	778	0	0		

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 70180000 CITY Palm Bay COUNTY Brevard
 STATE ROUTE State Road 514 INTERSECTING ROUTE I-95 Southbound Ramps
 OBSERVER TEDS DATE 12/15/2022

REMARKS _____

FORM COMPLETED BY CML DATE 01/17/23

H O U R S	West side of			East side of			North side of			South side of			GRAND TOTAL
	I-95 Southbound Ramps			I-95 Southbound Ramps			State Road 514			State Road 514			
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	0	0	0	0	0	0	0	0	2	2	4	<u>4</u>
8:00 - 9:00	0	0	0	0	0	0	1	2	3	2	1	3	<u>6</u>
11:00 - 12:00	0	0	0	0	0	0	2	3	5	3	3	6	<u>11</u>
12:00 - 1:00	0	0	0	0	0	0	0	1	1	3	1	4	<u>5</u>
2:00 - 3:00	0	0	0	0	0	0	1	3	4	1	0	1	<u>5</u>
3:00 - 4:00	0	0	0	0	0	0	0	0	0	3	1	4	<u>4</u>
4:00 - 5:00	0	0	0	0	0	0	0	0	0	2	2	4	<u>4</u>
5:00 - 6:00	0	0	0	0	0	0	1	2	3	3	3	6	<u>9</u>
TOTAL	0	0	0	0	0	0	5	11	16	19	13	32	<u>48</u>

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 70180000 CITY Palm Bay COUNTY Brevard
 STATE ROUTE State Road 514 INTERSECTING ROUTE I-95 Southbound Ramps
 OBSERVER TEDS DATE 12/15/2022

REMARKS _____

FORM COMPLETED BY CML DATE 01/17/23

H O U R S	West side of			East side of			North side of			South side of			GRAND TOTAL
	I-95 Southbound Ramps			I-95 Southbound Ramps			State Road 514			State Road 514			
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	0	0	0	0	0	1	1	2	2	0	2	<u>4</u>
8:00 - 9:00	0	0	0	0	0	0	2	2	4	1	0	1	<u>5</u>
11:00 - 12:00	0	0	0	0	0	0	1	2	3	0	0	0	<u>3</u>
12:00 - 1:00	0	0	0	0	0	0	1	0	1	0	3	3	<u>4</u>
2:00 - 3:00	0	0	0	0	0	0	0	2	2	1	0	1	<u>3</u>
3:00 - 4:00	0	0	0	0	0	0	0	1	1	0	1	1	<u>2</u>
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>0</u>
5:00 - 6:00	0	0	0	0	0	0	0	5	5	1	0	1	<u>6</u>
TOTAL	0	0	0	0	0	0	5	13	18	5	4	9	<u>27</u>

Stanley Consultants, Inc.

File Name : SR 514 at I-95 SB Ramps TMC (8-hr)

Site Code : 00000000

Start Date : 12/15/2022

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	I-95 SOUTHBOUND ON RAMP Northbound					I-95 SOUTHBOUND OFF RAMP Southbound					STATE ROAD 514 Eastbound					STATE ROAD 514 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	0	0	0	0	85	0	108	0	193	0	542	69	0	611	17	154	0	0	171	975
07:15 AM	0	0	0	0	0	61	0	115	0	176	0	625	41	0	666	21	170	0	0	191	1033
07:30 AM	0	0	0	0	0	113	0	103	0	216	0	591	32	0	623	19	200	0	0	219	1058
07:45 AM	0	0	0	0	0	110	0	125	0	235	0	654	25	0	679	26	254	0	0	280	1194
Total	0	0	0	0	0	369	0	451	0	820	0	2412	167	0	2579	83	778	0	0	861	4260
08:00 AM	0	0	0	0	0	116	0	172	0	288	0	640	49	0	689	17	221	0	0	238	1215
08:15 AM	0	0	0	0	0	107	0	131	0	238	0	537	44	0	581	33	184	0	0	217	1036
08:30 AM	0	0	0	0	0	68	0	124	0	192	0	529	39	0	568	17	212	0	1	230	990
08:45 AM	0	0	0	0	0	84	0	128	0	212	0	465	42	0	507	14	210	0	0	224	943
Total	0	0	0	0	0	375	0	555	0	930	0	2171	174	0	2345	81	827	0	1	909	4184
*** BREAK ***																					
11:00 AM	0	0	0	0	0	60	0	129	0	189	0	429	26	0	455	22	249	0	2	273	917
11:15 AM	0	0	0	0	0	85	0	146	0	231	0	418	32	0	450	10	283	0	0	293	974
11:30 AM	0	0	0	0	0	79	0	153	0	232	0	431	20	0	451	12	250	0	1	263	946
11:45 AM	0	0	0	0	0	68	0	150	0	218	0	433	22	0	455	24	248	0	0	272	945
Total	0	0	0	0	0	292	0	578	0	870	0	1711	100	0	1811	68	1030	0	3	1101	3782
12:00 PM	0	0	0	0	0	106	0	162	0	268	0	393	23	0	416	22	289	0	0	311	995
12:15 PM	0	0	0	0	0	79	0	157	0	236	0	414	35	0	449	23	253	0	0	276	961
12:30 PM	0	0	0	0	0	68	0	122	0	190	0	396	30	0	426	15	293	0	0	308	924
12:45 PM	0	0	0	0	0	93	0	154	0	247	0	365	26	0	391	23	267	0	0	290	928
Total	0	0	0	0	0	346	0	595	0	941	0	1568	114	0	1682	83	1102	0	0	1185	3808
*** BREAK ***																					
02:00 PM	0	0	0	0	0	125	0	219	0	344	0	405	34	0	439	35	281	0	1	317	1100
02:15 PM	0	0	0	0	0	84	0	221	0	305	0	405	36	0	441	20	268	0	0	288	1034
02:30 PM	0	0	0	0	0	104	0	205	0	309	0	393	24	0	417	21	314	0	1	336	1062
02:45 PM	0	0	0	0	0	72	0	187	0	259	0	398	30	0	428	18	304	0	1	323	1010
Total	0	0	0	0	0	385	0	832	0	1217	0	1601	124	0	1725	94	1167	0	3	1264	4206
03:00 PM	0	0	0	0	0	100	0	147	0	247	0	393	36	1	430	37	354	0	0	391	1068
03:15 PM	0	0	0	0	0	94	0	225	0	319	0	363	39	0	402	31	350	0	0	381	1102
03:30 PM	0	0	0	0	0	105	0	254	0	359	0	371	32	0	403	28	348	0	0	376	1138
03:45 PM	0	0	0	0	0	92	0	217	0	309	0	306	28	0	334	19	341	0	1	361	1004
Total	0	0	0	0	0	391	0	843	0	1234	0	1433	135	1	1569	115	1393	0	1	1509	4312
04:00 PM	0	0	0	0	0	90	0	214	0	304	0	329	31	0	360	25	323	0	0	348	1012
04:15 PM	0	0	0	0	0	96	0	279	0	375	0	323	24	0	347	26	356	0	0	382	1104
04:30 PM	0	0	0	0	0	80	0	218	0	298	0	360	34	0	394	23	380	0	1	404	1096
04:45 PM	0	0	0	0	0	56	0	193	0	249	0	342	24	0	366	17	411	0	0	428	1043
Total	0	0	0	0	0	322	0	904	0	1226	0	1354	113	0	1467	91	1470	0	1	1562	4255
05:00 PM	0	0	0	0	0	83	0	195	0	278	0	351	28	0	379	27	359	0	0	386	1043
05:15 PM	0	0	0	0	0	60	0	186	0	246	0	303	37	0	340	30	396	0	1	427	1013
05:30 PM	0	0	0	0	0	52	0	195	0	247	0	355	28	0	383	27	372	0	0	399	1029
05:45 PM	0	0	0	0	0	66	0	158	0	224	0	355	26	0	381	24	355	0	0	379	984
Total	0	0	0	0	0	261	0	734	0	995	0	1364	119	0	1483	108	1482	0	1	1591	4069
Grand Total	0	0	0	0	0	2741	0	5492	0	8233	0	13614	1046	1	14661	723	9249	0	10	9982	32876
Apprch %	0	0	0	0	0	33.3	0	66.7	0	0	0	92.9	7.1	0	0	7.2	92.7	0	0.1	0	
Total %	0	0	0	0	0	8.3	0	16.7	0	25	0	41.4	3.2	0	44.6	2.2	28.1	0	0	30.4	
Passenger Vehicles	0	0	0	0	0	2612	0	5350	0	7962	0	13312	955	1	14268	683	9089	0	10	9782	32012
% Passenger Vehicles	0	0	0	0	0	95.3	0	97.4	0	96.7	0	97.8	91.3	100	97.3	94.5	98.3	0	100	98	97.4
Heavy Trucks	0	0	0	0	0	129	0	142	0	271	0	302	91	0	393	40	160	0	0	200	864
% Heavy Trucks	0	0	0	0	0	4.7	0	2.6	0	3.3	0	2.2	8.7	0	2.7	5.5	1.7	0	0	2	2.6

Stanley Consultants, Inc.

File Name : SR 514 at I-95 SB Ramps TMC (8-hr)

Site Code : 00000000

Start Date : 12/15/2022

Page No : 2

Start Time	I-95 SOUTHBOUND ON RAMP Northbound					I-95 SOUTHBOUND OFF RAMP Southbound					STATE ROAD 514 Eastbound					STATE ROAD 514 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	113	0	103	0	216	0	591	32	0	623	19	200	0	0	219	1058
07:45 AM	0	0	0	0	0	110	0	125	0	235	0	654	25	0	679	26	254	0	0	280	1194
08:00 AM	0	0	0	0	0	116	0	172	0	288	0	640	49	0	689	17	221	0	0	238	1215
08:15 AM	0	0	0	0	0	107	0	131	0	238	0	537	44	0	581	33	184	0	0	217	1036
Total Volume	0	0	0	0	0	446	0	531	0	977	0	2422	150	0	2572	95	859	0	0	954	4503
% App. Total	0	0	0	0	0	45.6	0	54.4	0		0	94.2	5.8	0		10	90	0	0		
PHF	.000	.000	.000	.000	.000	.961	.000	.772	.000	.848	.000	.926	.765	.000	.933	.720	.845	.000	.000	.852	.927
Passenger Vehicles	0	0	0	0	0	426	0	502	0	928	0	2380	140	0	2520	88	826	0	0	914	4362
% Passenger Vehicles	0	0	0	0	0	95.5	0	94.5	0	95.0	0	98.3	93.3	0	98.0	92.6	96.2	0	0	95.8	96.9
Heavy Trucks	0	0	0	0	0	20	0	29	0	49	0	42	10	0	52	7	33	0	0	40	141
% Heavy Trucks	0	0	0	0	0	4.5	0	5.5	0	5.0	0	1.7	6.7	0	2.0	7.4	3.8	0	0	4.2	3.1

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					07:15 AM					07:45 AM					
+0 mins.	0	0	0	0	0	113	0	103	0	216	0	625	41	0	666	26	254	0	0	280	
+15 mins.	0	0	0	0	0	110	0	125	0	235	0	591	32	0	623	17	221	0	0	238	
+30 mins.	0	0	0	0	0	116	0	172	0	288	0	654	25	0	679	33	184	0	0	217	
+45 mins.	0	0	0	0	0	107	0	131	0	238	0	640	49	0	689	17	212	0	0	1	230
Total Volume	0	0	0	0	0	446	0	531	0	977	0	2510	147	0	2657	93	871	0	1	965	
% App. Total	0	0	0	0	0	45.6	0	54.4	0		0	94.5	5.5	0		9.6	90.3	0	0.1		
PHF	.000	.000	.000	.000	.000	.961	.000	.772	.000	.848	.000	.959	.750	.000	.964	.705	.857	.000	.250	.862	
Passenger Vehicles	0	0	0	0	0	426	0	502	0	928	0	247	138	0	2610	87	844	0	1	932	
% Passenger Vehicles	0	0	0	0	0	95.5	0	94.5	0	95	0	98.5	93.9	0	98.2	93.5	96.9	0	100	96.6	
Heavy Trucks	0	0	0	0	0	20	0	29	0	49	0	38	9	0	47	6	27	0	0	33	
% Heavy Trucks	0	0	0	0	0	4.5	0	5.5	0	5	0	1.5	6.1	0	1.8	6.5	3.1	0	0	3.4	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:15 AM

11:15 AM	0	0	0	0	0	85	0	146	0	231	0	418	32	0	450	10	283	0	0	293	974
11:30 AM	0	0	0	0	0	79	0	153	0	232	0	431	20	0	451	12	250	0	1	263	946
11:45 AM	0	0	0	0	0	68	0	150	0	218	0	433	22	0	455	24	248	0	0	272	945
12:00 PM	0	0	0	0	0	106	0	162	0	268	0	393	23	0	416	22	289	0	0	311	995
Total Volume	0	0	0	0	0	338	0	611	0	949	0	1675	97	0	1772	68	1070	0	1	1139	3860
% App. Total	0	0	0	0	0	35.6	0	64.4	0		0	94.5	5.5	0		6	93.9	0	0.1		
PHF	.000	.000	.000	.000	.000	.797	.000	.943	.000	.885	.000	.967	.758	.000	.974	.708	.926	.000	.250	.916	.970
Passenger Vehicles	0	0	0	0	0	317	0	589	0	906	0	1626	82	0	1708	62	1045	0	1	1108	3722
% Passenger Vehicles	0	0	0	0	0	93.8	0	96.4	0	95.5	0	97.1	84.5	0	96.4	91.2	97.7	0	100	97.3	96.4
Heavy Trucks	0	0	0	0	0	21	0	22	0	43	0	49	15	0	64	6	25	0	0	31	138
% Heavy Trucks	0	0	0	0	0	6.2	0	3.6	0	4.5	0	2.9	15.5	0	3.6	8.8	2.3	0	0	2.7	3.6

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:00 AM					11:30 AM					11:00 AM					12:00 PM				
+0 mins.	0	0	0	0	0	79	0	153	0	232	0	429	26	0	455	22	289	0	0	311
+15 mins.	0	0	0	0	0	68	0	150	0	218	0	418	32	0	450	23	253	0	0	276
+30 mins.	0	0	0	0	0	106	0	162	0	268	0	431	20	0	451	15	293	0	0	308
+45 mins.	0	0	0	0	0	79	0	157	0	236	0	433	22	0	455	23	267	0	0	290
Total Volume	0	0	0	0	0	332	0	622	0	954	0	1711	100	0	1811	83	1102	0	0	1185
% App. Total	0	0	0	0	0	34.8	0	65.2	0		0	94.5	5.5	0		7	93	0	0	
PHF	.000	.000	.000	.000	.000	.783	.000	.960	.000	.890	.000	.988	.781	.000	.995	.902	.940	.000	.000	.953
Passenger Vehicles	0	0	0	0	0	310	0	600	0	910	0	166	86	0	1747	74	107	0	0	1149
% Passenger Vehicles	0	0	0	0	0	93.4	0	96.5	0	95.4	0	97.1	86	0	96.5	89.2	97.5	0	0	97
Heavy Trucks	0	0	0	0	0	22	0	22	0	44	0	50	14	0	64	9	27	0	0	36
% Heavy Trucks	0	0	0	0	0	6.6	0	3.5	0	4.6	0	2.9	14	0	3.5	10.8	2.5	0	0	3

Stanley Consultants, Inc.

File Name : SR 514 at I-95 SB Ramps TMC (8-hr)

Site Code : 00000000

Start Date : 12/15/2022

Page No : 3

Start Time	I-95 SOUTHBOUND ON RAMP Northbound					I-95 SOUTHBOUND OFF RAMP Southbound					STATE ROAD 514 Eastbound					STATE ROAD 514 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	0	0	0	0	0	72	0	187	0	259	0	398	30	0	428	18	304	0	1	323	1010
03:00 PM	0	0	0	0	0	100	0	147	0	247	0	393	36	1	430	37	354	0	0	391	1068
03:15 PM	0	0	0	0	0	94	0	225	0	319	0	363	39	0	402	31	350	0	0	381	1102
03:30 PM	0	0	0	0	0	105	0	254	0	359	0	371	32	0	403	28	348	0	0	376	1138
Total Volume	0	0	0	0	0	371	0	813	0	1184	0	1525	137	1	1663	114	1356	0	1	1471	4318
% App. Total	0	0	0	0	0	31.3	0	68.7	0		0	91.7	8.2	0.1		7.7	92.2	0	0.1		
PHF	.000	.000	.000	.000	.000	.883	.000	.800	.000	.825	.000	.958	.878	.250	.967	.770	.958	.000	.250	.941	.949
Passenger Vehicles	0	0	0	0	0	355	0	805	0	1160	0	1478	125	1	1604	108	1347	0	1	1456	4220
% Passenger Vehicles	0	0	0	0	0	95.7	0	99.0	0	98.0	0	96.9	91.2	100	96.5	94.7	99.3	0	100	99.0	97.7
Heavy Trucks	0	0	0	0	0	16	0	8	0	24	0	47	12	0	59	6	9	0	0	15	98
% Heavy Trucks	0	0	0	0	0	4.3	0	1.0	0	2.0	0	3.1	8.8	0	3.5	5.3	0.7	0	0	1.0	2.3

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM					03:30 PM					02:00 PM					04:30 PM				
+0 mins.	0	0	0	0	0	105	0	254	0	359	0	405	34	0	439	23	380	0	1	404
+15 mins.	0	0	0	0	0	92	0	217	0	309	0	405	36	0	441	17	411	0	0	428
+30 mins.	0	0	0	0	0	90	0	214	0	304	0	393	24	0	417	27	359	0	0	386
+45 mins.	0	0	0	0	0	96	0	279	0	375	0	398	30	0	428	30	396	0	1	427
Total Volume	0	0	0	0	0	383	0	964	0	1347	0	1601	124	0	1725	97	1546	0	2	1645
% App. Total	0	0	0	0	0	28.4	0	71.6	0		0	92.8	7.2	0		5.9	94	0	0.1	
PHF	.000	.000	.000	.000	.000	.912	.000	.864	.000	.898	.000	.988	.861	.000	.978	.808	.940	.000	.500	.961
Passenger Vehicles	0	0	0	0	0	371	0	954	0	1325	0	1554	111	0	1665	95	1526	0	2	1623
% Passenger Vehicles	0	0	0	0	0	96.9	0	99	0	98.4	0	97.1	89.5	0	96.5	97.9	98.7	0	100	98.7
Heavy Trucks	0	0	0	0	0	12	0	10	0	22	0	47	13	0	60	2	20	0	0	22
% Heavy Trucks	0	0	0	0	0	3.1	0	1	0	1.6	0	2.9	10.5	0	3.5	2.1	1.3	0	0	1.3

Stanley Consultants, Inc.

File Name : SR 514 at I-95 SB Ramps TMC (8-hr)

Site Code : 00000000

Start Date : 12/15/2022

Page No : 1

Groups Printed- Heavy Trucks

Start Time	I-95 SOUTHBOUND ON RAMP Northbound					I-95 SOUTHBOUND OFF RAMP Southbound					STATE ROAD 514 Eastbound					STATE ROAD 514 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	0	0	0	0	6	0	7	0	13	0	5	3	0	8	0	9	0	0	9	30
07:15 AM	0	0	0	0	0	0	0	2	0	2	0	9	4	0	13	0	4	0	0	4	19
07:30 AM	0	0	0	0	0	6	0	7	0	13	0	8	2	0	10	3	12	0	0	15	38
07:45 AM	0	0	0	0	0	3	0	5	0	8	0	10	0	0	10	2	6	0	0	8	26
Total	0	0	0	0	0	15	0	21	0	36	0	32	9	0	41	5	31	0	0	36	113
08:00 AM	0	0	0	0	0	4	0	11	0	15	0	11	3	0	14	0	8	0	0	8	37
08:15 AM	0	0	0	0	0	7	0	6	0	13	0	13	5	0	18	2	7	0	0	9	40
08:30 AM	0	0	0	0	0	5	0	5	0	10	0	16	7	0	23	2	6	0	0	8	41
08:45 AM	0	0	0	0	0	5	0	15	0	20	0	13	5	0	18	2	6	0	0	8	46
Total	0	0	0	0	0	21	0	37	0	58	0	53	20	0	73	6	27	0	0	33	164
*** BREAK ***																					
11:00 AM	0	0	0	0	0	3	0	7	0	10	0	7	2	0	9	1	7	0	0	8	27
11:15 AM	0	0	0	0	0	6	0	5	0	11	0	18	6	0	24	3	9	0	0	12	47
11:30 AM	0	0	0	0	0	4	0	5	0	9	0	11	3	0	14	0	5	0	0	5	28
11:45 AM	0	0	0	0	0	3	0	8	0	11	0	14	3	0	17	2	4	0	0	6	34
Total	0	0	0	0	0	16	0	25	0	41	0	50	14	0	64	6	25	0	0	31	136
12:00 PM	0	0	0	0	0	8	0	4	0	12	0	6	3	0	9	1	7	0	0	8	29
12:15 PM	0	0	0	0	0	7	0	5	0	12	0	4	5	0	9	2	5	0	0	7	28
12:30 PM	0	0	0	0	0	3	0	6	0	9	0	9	2	0	11	1	10	0	0	11	31
12:45 PM	0	0	0	0	0	8	0	3	0	11	0	7	4	0	11	5	5	0	0	10	32
Total	0	0	0	0	0	26	0	18	0	44	0	26	14	0	40	9	27	0	0	36	120
*** BREAK ***																					
02:00 PM	0	0	0	0	0	8	0	4	0	12	0	7	4	0	11	2	4	0	0	6	29
02:15 PM	0	0	0	0	0	6	0	5	0	11	0	13	3	0	16	1	5	0	0	6	33
02:30 PM	0	0	0	0	0	12	0	5	0	17	0	14	2	0	16	1	0	0	0	1	34
02:45 PM	0	0	0	0	0	1	0	4	0	5	0	13	4	0	17	1	4	0	0	5	27
Total	0	0	0	0	0	27	0	18	0	45	0	47	13	0	60	5	13	0	0	18	123
03:00 PM	0	0	0	0	0	3	0	3	0	6	0	12	3	0	15	2	3	0	0	5	26
03:15 PM	0	0	0	0	0	5	0	0	0	5	0	15	4	0	19	2	1	0	0	3	27
03:30 PM	0	0	0	0	0	7	0	1	0	8	0	7	1	0	8	1	1	0	0	2	18
03:45 PM	0	0	0	0	0	2	0	2	0	4	0	5	1	0	6	0	2	0	0	2	12
Total	0	0	0	0	0	17	0	6	0	23	0	39	9	0	48	5	7	0	0	12	83
04:00 PM	0	0	0	0	0	2	0	3	0	5	0	6	1	0	7	0	4	0	0	4	16
04:15 PM	0	0	0	0	0	1	0	4	0	5	0	12	0	0	12	2	1	0	0	3	20
04:30 PM	0	0	0	0	0	1	0	1	0	2	0	7	2	0	9	1	5	0	0	6	17
04:45 PM	0	0	0	0	0	2	0	1	0	3	0	8	1	0	9	0	9	0	0	9	21
Total	0	0	0	0	0	6	0	9	0	15	0	33	4	0	37	3	19	0	0	22	74
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	1	3	0	0	4	11
05:15 PM	0	0	0	0	0	0	0	5	0	5	0	8	4	0	12	0	3	0	0	3	20
05:30 PM	0	0	0	0	0	1	0	2	0	3	0	5	1	0	6	0	1	0	0	1	10
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	3	2	0	5	0	4	0	0	4	10
Total	0	0	0	0	0	1	0	8	0	9	0	22	8	0	30	1	11	0	0	12	51
Grand Total	0	0	0	0	0	129	0	142	0	271	0	302	91	0	393	40	160	0	0	200	864
Apprch %	0	0	0	0	0	47.6	0	52.4	0	0	0	76.8	23.2	0	0	20	80	0	0	0	
Total %	0	0	0	0	0	14.9	0	16.4	0	31.4	0	35	10.5	0	45.5	4.6	18.5	0	0	23.1	

Stanley Consultants, Inc.

File Name : SR 514 at I-95 SB Ramps TMC (8-hr)

Site Code : 00000000

Start Date : 12/15/2022

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Start Time	I-95 SOUTHBOUND ON RAMP Northbound					I-95 SOUTHBOUND OFF RAMP Southbound					STATE ROAD 514 Eastbound					STATE ROAD 514 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	4	0	11	0	15	0	11	3	0	14	0	8	0	0	8	37
08:15 AM	0	0	0	0	0	7	0	6	0	13	0	13	5	0	18	2	7	0	0	9	40
08:30 AM	0	0	0	0	0	5	0	5	0	10	0	16	7	0	23	2	6	0	0	8	41
08:45 AM	0	0	0	0	0	5	0	15	0	20	0	13	5	0	18	2	6	0	0	8	46
Total Volume	0	0	0	0	0	21	0	37	0	58	0	53	20	0	73	6	27	0	0	33	164
% App. Total	0	0	0	0	0	36.2	0	63.8	0		0	72.6	27.4	0		18.2	81.8	0	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.617	.000	.725	.000	.828	.714	.000	.793	.750	.844	.000	.000	.917	.891

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					08:00 AM					08:00 AM					07:30 AM				
+0 mins.	0	0	0	0	0	4	0	11	0	15	0	11	3	0	14	3	12	0	0	15
+15 mins.	0	0	0	0	0	7	0	6	0	13	0	13	5	0	18	2	6	0	0	8
+30 mins.	0	0	0	0	0	5	0	5	0	10	0	16	7	0	23	0	8	0	0	8
+45 mins.	0	0	0	0	0	5	0	15	0	20	0	13	5	0	18	2	7	0	0	9
Total Volume	0	0	0	0	0	21	0	37	0	58	0	53	20	0	73	7	33	0	0	40
% App. Total	0	0	0	0	0	36.2	0	63.8	0		0	72.6	27.4	0		17.5	82.5	0	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.617	.000	.725	.000	.828	.714	.000	.793	.583	.688	.000	.000	.667

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:15 AM

11:15 AM	0	0	0	0	0	6	0	5	0	11	0	18	6	0	24	3	9	0	0	12	47
11:30 AM	0	0	0	0	0	4	0	5	0	9	0	11	3	0	14	0	5	0	0	5	28
11:45 AM	0	0	0	0	0	3	0	8	0	11	0	14	3	0	17	2	4	0	0	6	34
12:00 PM	0	0	0	0	0	8	0	4	0	12	0	6	3	0	9	1	7	0	0	8	29
Total Volume	0	0	0	0	0	21	0	22	0	43	0	49	15	0	64	6	25	0	0	31	138
% App. Total	0	0	0	0	0	48.8	0	51.2	0		0	76.6	23.4	0		19.4	80.6	0	0		
PHF	.000	.000	.000	.000	.000	.656	.000	.688	.000	.896	.000	.681	.625	.000	.667	.500	.694	.000	.000	.646	.734

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:00 AM					11:30 AM					11:00 AM					12:00 PM				
+0 mins.	0	0	0	0	0	4	0	5	0	9	0	7	2	0	9	1	7	0	0	8
+15 mins.	0	0	0	0	0	3	0	8	0	11	0	18	6	0	24	2	5	0	0	7
+30 mins.	0	0	0	0	0	8	0	4	0	12	0	11	3	0	14	1	10	0	0	11
+45 mins.	0	0	0	0	0	7	0	5	0	12	0	14	3	0	17	5	5	0	0	10
Total Volume	0	0	0	0	0	22	0	22	0	44	0	50	14	0	64	9	27	0	0	36
% App. Total	0	0	0	0	0	50	0	50	0		0	78.1	21.9	0		25	75	0	0	
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.917	.000	.694	.583	.000	.667	.450	.675	.000	.000	.818

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	0	0	0	0	8	0	4	0	12	0	7	4	0	11	2	4	0	0	6	29
02:15 PM	0	0	0	0	0	6	0	5	0	11	0	13	3	0	16	1	5	0	0	6	33
02:30 PM	0	0	0	0	0	12	0	5	0	17	0	14	2	0	16	1	0	0	0	1	34
02:45 PM	0	0	0	0	0	1	0	4	0	5	0	13	4	0	17	1	4	0	0	5	27
Total Volume	0	0	0	0	0	27	0	18	0	45	0	47	13	0	60	5	13	0	0	18	123
% App. Total	0	0	0	0	0	60	0	40	0		0	78.3	21.7	0		27.8	72.2	0	0		
PHF	.000	.000	.000	.000	.000	.563	.000	.900	.000	.662	.000	.839	.813	.000	.882	.625	.650	.000	.000	.750	.904

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

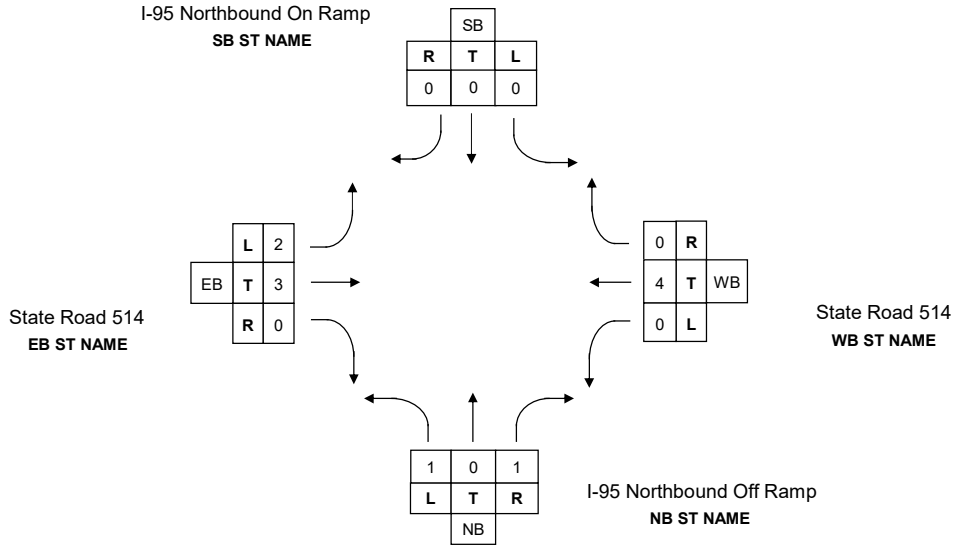
	02:00 PM					02:00 PM					02:30 PM					04:00 PM				
+0 mins.	0	0	0	0	0	8	0	4	0	12	0	14	2	0	16	0	4	0	0	4
+15 mins.	0	0	0	0	0	6	0	5	0	11	0	13	4	0	17	2	1	0	0	3
+30 mins.	0	0	0	0	0	12	0	5	0	17	0	12	3	0	15	1	5	0	0	6
+45 mins.	0	0	0	0	0	1	0	4	0	5	0	15	4	0	19	0	9	0	0	9
Total Volume	0	0	0	0	0	27	0	18	0	45	0	54	13	0	67	3	19	0	0	22
% App. Total	0	0	0	0	0	60	0	40	0		0	80.6	19.4	0		13.6	86.4	0	0	
PHF	.000	.000	.000	.000	.000	.563	.000	.900	.000	.662	.000	.900	.813	.000	.882	.375	.528	.000	.000	.611

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 70180000 CITY Palm Bay COUNTY Brevard
 STATE ROUTE State Road 514 INTERSECTING ROUTE I-95 Northbound Ramps
 OBSERVER TEDS DATE 1/5/2023 MILEPOST 2.626 - 2.641
 WEATHER Sunny ROAD CONDITION Good
 REMARKS _____

FORM COMPLETED BY CML DATE 01/17/23



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
	L	T	R	U	TOT	L	T	R	U	TOT		N/S	L	T	R	U	TOT	L	T	R	U	
7:00 - 8:00	100	0	125	0	225	0	0	0	0	0	225	1,307	1,496	0	0	2,803	0	690	634	0	1,324	4,127
8:00 - 9:00	93	0	115	0	208	0	0	0	0	0	208	976	1,452	0	0	2,428	0	747	472	0	1,219	3,647
11:00 - 12:00	105	0	114	0	219	0	0	0	0	0	219	598	1,259	0	3	1,860	0	1,033	376	0	1,409	3,269
12:00 - 1:00	107	0	123	0	230	0	0	0	0	0	230	598	1,280	0	4	1,882	0	1,086	388	0	1,474	3,356
2:00 - 3:00	109	0	115	0	224	0	0	0	0	0	224	591	1,287	0	1	1,879	0	1,162	419	0	1,581	3,460
3:00 - 4:00	135	0	104	0	239	0	0	0	0	0	239	612	1,487	0	0	2,099	0	1,389	492	0	1,881	3,980
4:00 - 5:00	121	0	147	0	268	0	0	0	0	0	268	591	1,481	0	2	2,074	0	1,548	476	0	2,024	4,098
5:00 - 6:00	180	0	139	0	319	0	0	0	0	0	319	605	1,369	0	2	1,976	0	1,511	455	2	1,968	3,944
TOTAL	950	0	982	0	1,932	0	0	0	0	0	1,932	5,878	11,111	0	12	17,001	0	9,166	3,712	2	12,880	29,881

Percentage	49%	0%	51%	0%		0%	0%	0%	0%			35%	65%	0%	0%		0%	71%	29%	0%		
Average	119	0	123	0	242	0	0	0	0	0		735	1,389	0	2	2,125	0	1,146	464	0	1,610	
Maximum	180	0	147	0		0	0	0	0			1,307	1,496	0	4		0	1,548	634	2		
Minimum	93	0	104	0		0	0	0	0			591	1,259	0	0		0	690	376	0		

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	70180000	CITY Palm Bay	COUNTY Brevard
STATE ROUTE	State Road 514	INTERSECTING ROUTE	I-95 Northbound Ramps
OBSERVER	TEDS	DATE	1/5/2023

REMARKS _____

FORM COMPLETED BY CML DATE 01/17/23

H O U R S	West side of			East side of			North side of			South side of			<u>GRAND TOTAL</u>
	<u>I-95 Northbound Ramps</u>			<u>I-95 Northbound Ramps</u>			<u>State Road 514</u>			<u>State Road 514</u>			
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	0	0	0	0	0	0	0	0	1	1	2	<u>2</u>
8:00 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	<u>0</u>
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	3	3	<u>3</u>
12:00 - 1:00	0	0	0	0	0	0	0	0	0	1	1	2	<u>2</u>
2:00 - 3:00	0	0	0	0	0	0	0	0	0	4	1	5	<u>5</u>
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	1	1	<u>1</u>
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	3	3	<u>3</u>
5:00 - 6:00	0	0	0	0	0	0	0	0	0	5	0	5	<u>5</u>
TOTAL	0	0	0	0	0	0	0	0	0	11	10	21	<u>21</u>

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION	70180000	CITY Palm Bay	COUNTY Brevard
STATE ROUTE	State Road 514	INTERSECTING ROUTE I-95 Northbound Ramps	
OBSERVER	TEDS	DATE 1/5/2023	

REMARKS _____

FORM COMPLETED BY CML DATE 01/17/23

H O U R S	West side of			East side of			North side of			South side of			GRAND TOTAL
	<u>I-95 Northbound Ramps</u>			<u>I-95 Northbound Ramps</u>			<u>State Road 514</u>			<u>State Road 514</u>			
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	0	0	0	0	0	1	0	1	2	0	2	<u>3</u>
8:00 - 9:00	0	0	0	0	0	0	0	0	0	2	2	4	<u>4</u>
11:00 - 12:00	0	0	0	0	0	0	0	0	0	1	3	4	<u>4</u>
12:00 - 1:00	0	0	0	0	0	0	0	1	1	2	1	3	<u>4</u>
2:00 - 3:00	0	0	0	0	0	0	1	0	1	1	0	1	<u>2</u>
3:00 - 4:00	0	0	0	0	0	0	0	0	0	6	2	8	<u>8</u>
4:00 - 5:00	0	0	0	0	0	0	0	1	1	3	0	3	<u>4</u>
5:00 - 6:00	0	0	0	0	0	0	0	1	1	6	1	7	<u>8</u>
TOTAL	0	0	0	0	0	0	2	3	5	23	9	32	<u>37</u>

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	I-95 NORTHBOUND OFF RAMP Northbound					I-95 NORTHBOUND ON RAMP Southbound					STATE ROAD 514 Eastbound					STATE ROAD 514 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	16	0	24	0	40	0	0	0	0	0	307	300	0	0	607	0	136	125	0	261	908
07:15 AM	24	0	39	0	63	0	0	0	0	0	354	383	0	0	737	0	162	169	0	331	1131
07:30 AM	31	0	33	0	64	0	0	0	0	0	337	388	0	0	725	0	191	189	0	380	1169
07:45 AM	29	0	29	0	58	0	0	0	0	0	309	425	0	0	734	0	201	151	0	352	1144
Total	100	0	125	0	225	0	0	0	0	0	1307	1496	0	0	2803	0	690	634	0	1324	4352
08:00 AM	25	0	35	0	60	0	0	0	0	0	336	384	0	0	720	0	200	134	0	334	1114
08:15 AM	24	0	31	0	55	0	0	0	0	0	244	376	0	0	620	0	178	111	0	289	964
08:30 AM	25	0	24	0	49	0	0	0	0	0	182	351	0	0	533	0	200	114	0	314	896
08:45 AM	19	0	25	0	44	0	0	0	0	0	214	341	0	0	555	0	169	113	0	282	881
Total	93	0	115	0	208	0	0	0	0	0	976	1452	0	0	2428	0	747	472	0	1219	3855
*** BREAK ***																					
11:00 AM	28	0	29	0	57	0	0	0	0	0	147	320	0	1	468	0	236	83	0	319	844
11:15 AM	28	0	39	0	67	0	0	0	0	0	127	307	0	0	434	0	279	91	0	370	871
11:30 AM	22	0	23	0	45	0	0	0	0	0	164	285	0	2	451	0	270	101	0	371	867
11:45 AM	27	0	23	0	50	0	0	0	0	0	160	347	0	0	507	0	248	101	0	349	906
Total	105	0	114	0	219	0	0	0	0	0	598	1259	0	3	1860	0	1033	376	0	1409	3488
12:00 PM	23	0	33	0	56	0	0	0	0	0	133	280	0	1	414	0	301	97	0	398	868
12:15 PM	32	0	34	0	66	0	0	0	0	0	159	314	0	1	474	0	246	111	0	357	897
12:30 PM	26	0	24	0	50	0	0	0	0	0	139	358	0	1	498	0	291	90	0	381	929
12:45 PM	26	0	32	0	58	0	0	0	0	0	167	328	0	1	496	0	248	90	0	338	892
Total	107	0	123	0	230	0	0	0	0	0	598	1280	0	4	1882	0	1086	388	0	1474	3586
*** BREAK ***																					
02:00 PM	24	0	27	0	51	0	0	0	0	0	137	308	0	0	445	0	269	90	0	359	855
02:15 PM	35	0	29	0	64	0	0	0	0	0	164	329	0	0	493	0	291	103	0	394	951
02:30 PM	22	0	31	0	53	0	0	0	0	0	146	331	0	1	478	0	319	106	0	425	956
02:45 PM	28	0	28	0	56	0	0	0	0	0	144	319	0	0	463	0	283	120	0	403	922
Total	109	0	115	0	224	0	0	0	0	0	591	1287	0	1	1879	0	1162	419	0	1581	3684
03:00 PM	33	0	17	0	50	0	0	0	0	0	134	365	0	0	499	0	350	116	0	466	1015
03:15 PM	35	0	30	0	65	0	0	0	0	0	156	358	0	0	514	0	341	116	0	457	1036
03:30 PM	25	0	30	0	55	0	0	0	0	0	160	346	0	0	506	0	334	139	0	473	1034
03:45 PM	42	0	27	0	69	0	0	0	0	0	162	418	0	0	580	0	364	121	0	485	1134
Total	135	0	104	0	239	0	0	0	0	0	612	1487	0	0	2099	0	1389	492	0	1881	4219
04:00 PM	29	0	27	0	56	0	0	0	0	0	155	369	0	0	524	0	387	111	0	498	1078
04:15 PM	25	0	33	0	58	0	0	0	0	0	141	369	0	0	510	0	389	114	0	503	1071
04:30 PM	31	0	42	0	73	0	0	0	0	0	156	401	0	0	557	0	368	123	0	491	1121
04:45 PM	36	0	45	0	81	0	0	0	0	0	139	342	0	2	483	0	404	128	0	532	1096
Total	121	0	147	0	268	0	0	0	0	0	591	1481	0	2	2074	0	1548	476	0	2024	4366
05:00 PM	44	0	32	0	76	0	0	0	0	0	164	365	0	0	529	0	405	116	1	522	1127
05:15 PM	51	0	44	0	95	0	0	0	0	0	145	323	0	0	468	0	388	120	1	509	1072
05:30 PM	42	0	26	0	68	0	0	0	0	0	149	349	0	0	498	0	370	129	0	499	1065
05:45 PM	43	0	37	0	80	0	0	0	0	0	147	332	0	2	481	0	348	90	0	438	999
Total	180	0	139	0	319	0	0	0	0	0	605	1369	0	2	1976	0	1511	455	2	1968	4263
Grand Total	950	0	982	0	1932	0	0	0	0	0	5878	11111	0	12	17001	0	9166	3712	2	12880	31813
Apprch %	49.2	0	50.8	0		0	0	0	0	0	34.6	65.4	0	0.1		0	71.2	28.8	0		
Total %	3	0	3.1	0	6.1	0	0	0	0	0	18.5	34.9	0	0	53.4	0	28.8	11.7	0	40.5	
Passenger Vehicles	874	0	932	0	1806	0	0	0	0	0	5725	10904	0	12	16641	0	9033	3566	2	12601	31048
% Passenger Vehicles	92	0	94.9	0	93.5	0	0	0	0	0	97.4	98.1	0	100	97.9	0	98.5	96.1	100	97.8	97.6
Heavy Trucks	76	0	50	0	126	0	0	0	0	0	153	207	0	0	360	0	133	146	0	279	765
% Heavy Trucks	8	0	5.1	0	6.5	0	0	0	0	0	2.6	1.9	0	0	2.1	0	1.5	3.9	0	2.2	2.4

Stanley Consultants, Inc.

File Name : SR 514 at I-95 NB Ramps TMC (8-hr)

Site Code : 00000000

Start Date : 1/5/2023

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	I-95 NORTHBOUND OFF RAMP					I-95 NORTHBOUND ON RAMP					STATE ROAD 514					STATE ROAD 514					Int. Total
	Northbound					Southbound					Eastbound					Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	24	0	39	0	63	0	0	0	0	0	354	383	0	0	737	0	162	169	0	331	1131
07:30 AM	31	0	33	0	64	0	0	0	0	0	337	388	0	0	725	0	191	189	0	380	1169
07:45 AM	29	0	29	0	58	0	0	0	0	0	309	425	0	0	734	0	201	151	0	352	1144
08:00 AM	25	0	35	0	60	0	0	0	0	0	336	384	0	0	720	0	200	134	0	334	1114
Total Volume	109	0	136	0	245	0	0	0	0	0	1336	1580	0	0	2916	0	754	643	0	1397	4558
% App. Total	44.5	0	55.5	0		0	0	0	0	0	45.8	54.2	0	0		0	54	46	0		
PHF	.879	.000	.872	.000	.957	.000	.000	.000	.000	.000	.944	.929	.000	.000	.989	.000	.938	.851	.000	.919	.975
Passenger Vehicles	99	0	131	0	230	0	0	0	0	0	1317	1555	0	0	2872	0	728	617	0	1345	4447
% Passenger Vehicles	90.8	0	96.3	0	93.9	0	0	0	0	0	98.6	98.4	0	0	98.5	0	96.6	96.0	0	96.3	97.6
Heavy Trucks	10	0	5	0	15	0	0	0	0	0	19	25	0	0	44	0	26	26	0	52	111
% Heavy Trucks	9.2	0	3.7	0	6.1	0	0	0	0	0	1.4	1.6	0	0	1.5	0	3.4	4.0	0	3.7	2.4

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					07:15 AM					07:15 AM					
+0 mins.	24	0	39	0	63	0	0	0	0	0	354	383	0	0	737	0	162	169	0	331	
+15 mins.	31	0	33	0	64	0	0	0	0	0	337	388	0	0	725	0	191	189	0	380	
+30 mins.	29	0	29	0	58	0	0	0	0	0	309	425	0	0	734	0	201	151	0	352	
+45 mins.	25	0	35	0	60	0	0	0	0	0	336	384	0	0	720	0	200	134	0	334	
Total Volume	109	0	136	0	245	0	0	0	0	0	1336	1580	0	0	2916	0	754	643	0	1397	
% App. Total	44.5	0	55.5	0		0	0	0	0	0	45.8	54.2	0	0		0	54	46	0		
PHF	.879	.000	.872	.000	.957	.000	.000	.000	.000	.000	.944	.929	.000	.000	.989	.000	.938	.851	.000	.919	.975
Passenger Vehicles	99	0	131	0	230	0	0	0	0	0	131	155	0	0	2872	0	728	617	0	1345	
% Passenger Vehicles	90.8	0	96.3	0	93.9	0	0	0	0	0	98.6	98.4	0	0	98.5	0	96.6	96	0	96.3	
Heavy Trucks	10	0	5	0	15	0	0	0	0	0	19	25	0	0	44	0	26	26	0	52	
% Heavy Trucks	9.2	0	3.7	0	6.1	0	0	0	0	0	1.4	1.6	0	0	1.5	0	3.4	4	0	3.7	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	27	0	23	0	50	0	0	0	0	0	160	347	0	0	507	0	248	101	0	349	906
12:00 PM	23	0	33	0	56	0	0	0	0	0	133	280	0	1	414	0	301	97	0	398	868
12:15 PM	32	0	34	0	66	0	0	0	0	0	159	314	0	1	474	0	246	111	0	357	897
12:30 PM	26	0	24	0	50	0	0	0	0	0	139	358	0	1	498	0	291	90	0	381	929
Total Volume	108	0	114	0	222	0	0	0	0	0	591	1299	0	3	1893	0	1086	399	0	1485	3600
% App. Total	48.6	0	51.4	0		0	0	0	0	0	31.2	68.6	0	0.2		0	73.1	26.9	0		
PHF	.844	.000	.838	.000	.841	.000	.000	.000	.000	.000	.923	.907	.000	.750	.933	.000	.902	.899	.000	.933	.969
Passenger Vehicles	91	0	108	0	199	0	0	0	0	0	568	1270	0	3	1841	0	1061	379	0	1440	3480
% Passenger Vehicles	84.3	0	94.7	0	89.6	0	0	0	0	0	96.1	97.8	0	100	97.3	0	97.7	95.0	0	97.0	96.7
Heavy Trucks	17	0	6	0	23	0	0	0	0	0	23	29	0	0	52	0	25	20	0	45	120
% Heavy Trucks	15.7	0	5.3	0	10.4	0	0	0	0	0	3.9	2.2	0	0	2.7	0	2.3	5.0	0	3.0	3.3

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM					10:00 AM					11:45 AM					11:15 AM					
+0 mins.	23	0	33	0	56	0	0	0	0	0	160	347	0	0	507	0	279	91	0	370	
+15 mins.	32	0	34	0	66	0	0	0	0	0	133	280	0	1	414	0	270	101	0	371	
+30 mins.	26	0	24	0	50	0	0	0	0	0	159	314	0	1	474	0	248	101	0	349	
+45 mins.	26	0	32	0	58	0	0	0	0	0	139	358	0	1	498	0	301	97	0	398	
Total Volume	107	0	123	0	230	0	0	0	0	0	591	1299	0	3	1893	0	1098	390	0	1488	
% App. Total	46.5	0	53.5	0		0	0	0	0	0	31.2	68.6	0	0.2		0	73.8	26.2	0		
PHF	.836	.000	.904	.000	.871	.000	.000	.000	.000	.000	.923	.907	.000	.750	.933	.000	.912	.965	.000	.935	
Passenger Vehicles	90	0	115	0	205	0	0	0	0	0	568	1270	0	3	1841	0	1080	368	0	1448	
% Passenger Vehicles	84.1	0	93.5	0	89.1	0	0	0	0	0	96.1	97.8	0	100	97.3	0	98.4	94.4	0	97.3	
Heavy Trucks	17	0	8	0	25	0	0	0	0	0	23	29	0	0	52	0	18	22	0	40	
% Heavy Trucks	15.9	0	6.5	0	10.9	0	0	0	0	0	3.9	2.2	0	0	2.7	0	1.6	5.6	0	2.7	

Stanley Consultants, Inc.

File Name : SR 514 at I-95 NB Ramps TMC (8-hr)

Site Code : 00000000

Start Date : 1/5/2023

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Start Time	I-95 NORTHBOUND OFF RAMP Northbound					I-95 NORTHBOUND ON RAMP Southbound					STATE ROAD 514 Eastbound					STATE ROAD 514 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	31	0	42	0	73	0	0	0	0	0	156	401	0	0	557	0	368	123	0	491	1121
04:45 PM	36	0	45	0	81	0	0	0	0	0	139	342	0	2	483	0	404	128	0	532	1096
05:00 PM	44	0	32	0	76	0	0	0	0	0	164	365	0	0	529	0	405	116	1	522	1127
05:15 PM	51	0	44	0	95	0	0	0	0	0	145	323	0	0	468	0	388	120	1	509	1072
Total Volume	162	0	163	0	325	0	0	0	0	0	604	1431	0	2	2037	0	1565	487	2	2054	4416
% App. Total	49.8	0	50.2	0		0	0	0	0		29.7	70.3	0	0.1		0	76.2	23.7	0.1		
PHF	.794	.000	.906	.000	.855	.000	.000	.000	.000	.000	.921	.892	.000	.250	.914	.000	.966	.951	.500	.965	.980
Passenger Vehicles	160	0	157	0	317	0	0	0	0	0	589	1411	0	2	2002	0	1555	478	2	2035	4354
% Passenger Vehicles	98.8	0	96.3	0	97.5	0	0	0	0	0	97.5	98.6	0	100	98.3	0	99.4	98.2	100	99.1	98.6
Heavy Trucks	2	0	6	0	8	0	0	0	0	0	15	20	0	0	35	0	10	9	0	19	62
% Heavy Trucks	1.2	0	3.7	0	2.5	0	0	0	0	0	2.5	1.4	0	0	1.7	0	0.6	1.8	0	0.9	1.4

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					02:00 PM					03:45 PM					04:45 PM				
+0 mins.	31	0	42	0	73	0	0	0	0	0	162	418	0	0	580	0	404	128	0	532
+15 mins.	36	0	45	0	81	0	0	0	0	0	155	369	0	0	524	0	405	116	1	522
+30 mins.	44	0	32	0	76	0	0	0	0	0	141	369	0	0	510	0	388	120	1	509
+45 mins.	51	0	44	0	95	0	0	0	0	0	156	401	0	0	557	0	370	129	0	499
Total Volume	162	0	163	0	325	0	0	0	0	0	614	1557	0	0	2171	0	1567	493	2	2062
% App. Total	49.8	0	50.2	0		0	0	0	0		28.3	71.7	0	0		0	76	23.9	0.1	
PHF	.794	.000	.906	.000	.855	.000	.000	.000	.000	.000	.948	.931	.000	.000	.936	.000	.967	.955	.500	.969
Passenger Vehicles	160	0	157	0	317	0	0	0	0	0	598	1530	0	0	2128	0	1560	481	2	2043
% Passenger Vehicles	98.8	0	96.3	0	97.5	0	0	0	0	0	97.4	98.3	0	0	98	0	99.6	97.6	100	99.1
Heavy Trucks	2	0	6	0	8	0	0	0	0	0	16	27	0	0	43	0	7	12	0	19
% Heavy Trucks	1.2	0	3.7	0	2.5	0	0	0	0	0	2.6	1.7	0	0	2	0	0.4	2.4	0	0.9

Stanley Consultants, Inc.

File Name : SR 514 at I-95 NB Ramps TMC (8-hr)

Site Code : 00000000

Start Date : 1/5/2023

Page No : 1

Groups Printed- Heavy Trucks

Start Time	I-95 NORTHBOUND OFF RAMP Northbound					I-95 NORTHBOUND ON RAMP Southbound					STATE ROAD 514 Eastbound					STATE ROAD 514 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	5	0	1	0	6	0	0	0	0	0	4	6	0	0	10	0	4	3	0	7	23
07:15 AM	1	0	3	0	4	0	0	0	0	0	6	4	0	0	10	0	6	6	0	12	26
07:30 AM	3	0	0	0	3	0	0	0	0	0	0	4	0	0	4	0	5	6	0	11	18
07:45 AM	4	0	2	0	6	0	0	0	0	0	6	8	0	0	14	0	6	8	0	14	34
Total	13	0	6	0	19	0	0	0	0	0	16	22	0	0	38	0	21	23	0	44	101
08:00 AM	2	0	0	0	2	0	0	0	0	0	7	9	0	0	16	0	9	6	0	15	33
08:15 AM	3	0	3	0	6	0	0	0	0	0	3	12	0	0	15	0	2	5	0	7	28
08:30 AM	3	0	2	0	5	0	0	0	0	0	2	5	0	0	7	0	5	5	0	10	22
08:45 AM	2	0	1	0	3	0	0	0	0	0	6	8	0	0	14	0	2	2	0	4	21
Total	10	0	6	0	16	0	0	0	0	0	18	34	0	0	52	0	18	18	0	36	104
*** BREAK ***																					
11:00 AM	1	0	5	0	6	0	0	0	0	0	1	5	0	0	6	0	2	9	0	11	23
11:15 AM	1	0	1	0	2	0	0	0	0	0	7	8	0	0	15	0	6	4	0	10	27
11:30 AM	2	0	0	0	2	0	0	0	0	0	6	9	0	0	15	0	5	5	0	10	27
11:45 AM	2	0	1	0	3	0	0	0	0	0	3	7	0	0	10	0	4	7	0	11	24
Total	6	0	7	0	13	0	0	0	0	0	17	29	0	0	46	0	17	25	0	42	101
12:00 PM	7	0	0	0	7	0	0	0	0	0	5	6	0	0	11	0	3	6	0	9	27
12:15 PM	3	0	4	0	7	0	0	0	0	0	8	10	0	0	18	0	10	4	0	14	39
12:30 PM	5	0	1	0	6	0	0	0	0	0	7	6	0	0	13	0	8	3	0	11	30
12:45 PM	2	0	3	0	5	0	0	0	0	0	6	9	0	0	15	0	6	8	0	14	34
Total	17	0	8	0	25	0	0	0	0	0	26	31	0	0	57	0	27	21	0	48	130
*** BREAK ***																					
02:00 PM	2	0	3	0	5	0	0	0	0	0	5	2	0	0	7	0	7	5	0	12	24
02:15 PM	3	0	3	0	6	0	0	0	0	0	10	5	0	0	15	0	2	2	0	4	25
02:30 PM	1	0	3	0	4	0	0	0	0	0	10	7	0	0	17	0	2	4	0	6	27
02:45 PM	3	0	1	0	4	0	0	0	0	0	4	10	0	0	14	0	2	5	0	7	25
Total	9	0	10	0	19	0	0	0	0	0	29	24	0	0	53	0	13	16	0	29	101
03:00 PM	5	0	0	0	5	0	0	0	0	0	6	9	0	0	15	0	3	3	0	6	26
03:15 PM	5	0	0	0	5	0	0	0	0	0	5	3	0	0	8	0	10	6	0	16	29
03:30 PM	2	0	3	0	5	0	0	0	0	0	7	6	0	0	13	0	6	2	0	8	26
03:45 PM	1	0	2	0	3	0	0	0	0	0	2	8	0	0	10	0	3	11	0	14	27
Total	13	0	5	0	18	0	0	0	0	0	20	26	0	0	46	0	22	22	0	44	108
04:00 PM	2	0	1	0	3	0	0	0	0	0	4	7	0	0	11	0	2	6	0	8	22
04:15 PM	2	0	0	0	2	0	0	0	0	0	4	8	0	0	12	0	0	2	0	2	16
04:30 PM	0	0	2	0	2	0	0	0	0	0	6	4	0	0	10	0	4	0	0	4	16
04:45 PM	1	0	2	0	3	0	0	0	0	0	4	6	0	0	10	0	2	7	0	9	22
Total	5	0	5	0	10	0	0	0	0	0	18	25	0	0	43	0	8	15	0	23	76
05:00 PM	1	0	2	0	3	0	0	0	0	0	2	7	0	0	9	0	2	2	0	4	16
05:15 PM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	0	2	0	0	2	8
05:30 PM	1	0	0	0	1	0	0	0	0	0	3	2	0	0	5	0	1	3	0	4	10
05:45 PM	1	0	1	0	2	0	0	0	0	0	1	4	0	0	5	0	2	1	0	3	10
Total	3	0	3	0	6	0	0	0	0	0	9	16	0	0	25	0	7	6	0	13	44
Grand Total	76	0	50	0	126	0	0	0	0	0	153	207	0	0	360	0	133	146	0	279	765
Apprch %	60.3	0	39.7	0		0	0	0	0		42.5	57.5	0	0		0	47.7	52.3	0		
Total %	9.9	0	6.5	0	16.5	0	0	0	0		20	27.1	0	0	47.1	0	17.4	19.1	0	36.5	

Stanley Consultants, Inc.

File Name : SR 514 at I-95 NB Ramps TMC (8-hr)

Site Code : 00000000

Start Date : 1/5/2023

Page No : 2

Start Time	I-95 NORTHBOUND OFF RAMP Northbound					I-95 NORTHBOUND ON RAMP Southbound					STATE ROAD 514 Eastbound					STATE ROAD 514 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	0	2	0	6	0	0	0	0	0	6	8	0	0	14	0	6	8	0	14	34
08:00 AM	2	0	0	0	2	0	0	0	0	0	7	9	0	0	16	0	9	6	0	15	33
08:15 AM	3	0	3	0	6	0	0	0	0	0	3	12	0	0	15	0	2	5	0	7	28
08:30 AM	3	0	2	0	5	0	0	0	0	0	2	5	0	0	7	0	5	5	0	10	22
Total Volume	12	0	7	0	19	0	0	0	0	0	18	34	0	0	52	0	22	24	0	46	117
% App. Total	63.2	0	36.8	0		0	0	0	0		34.6	65.4	0	0		0	47.8	52.2	0		
PHF	.750	.000	.583	.000	.792	.000	.000	.000	.000	.000	.643	.708	.000	.000	.813	.000	.611	.750	.000	.767	.860

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:45 AM					07:15 AM									
+0 mins.	5	0	1	0	6	0	0	0	0	0	6	8	0	0	14	0	6	6	0	12
+15 mins.	1	0	3	0	4	0	0	0	0	0	7	9	0	0	16	0	5	6	0	11
+30 mins.	3	0	0	0	3	0	0	0	0	0	3	12	0	0	15	0	6	8	0	14
+45 mins.	4	0	2	0	6	0	0	0	0	0	2	5	0	0	7	0	9	6	0	15
Total Volume	13	0	6	0	19	0	0	0	0	0	18	34	0	0	52	0	26	26	0	52
% App. Total	68.4	0	31.6	0		0	0	0	0		34.6	65.4	0	0		0	50	50	0	
PHF	.650	.000	.500	.000	.792	.000	.000	.000	.000	.000	.643	.708	.000	.000	.813	.000	.722	.813	.000	.867

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	7	0	0	0	7	0	0	0	0	0	5	6	0	0	11	0	3	6	0	9	27
12:15 PM	3	0	4	0	7	0	0	0	0	0	8	10	0	0	18	0	10	4	0	14	39
12:30 PM	5	0	1	0	6	0	0	0	0	0	7	6	0	0	13	0	8	3	0	11	30
12:45 PM	2	0	3	0	5	0	0	0	0	0	6	9	0	0	15	0	6	8	0	14	34
Total Volume	17	0	8	0	25	0	0	0	0	0	26	31	0	0	57	0	27	21	0	48	130
% App. Total	68	0	32	0		0	0	0	0		45.6	54.4	0	0		0	56.2	43.8	0		
PHF	.607	.000	.500	.000	.893	.000	.000	.000	.000	.000	.813	.775	.000	.000	.792	.000	.675	.656	.000	.857	.833

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM					10:00 AM					12:00 PM									
+0 mins.	7	0	0	0	7	0	0	0	0	0	5	6	0	0	11	0	3	6	0	9
+15 mins.	3	0	4	0	7	0	0	0	0	0	8	10	0	0	18	0	10	4	0	14
+30 mins.	5	0	1	0	6	0	0	0	0	0	7	6	0	0	13	0	8	3	0	11
+45 mins.	2	0	3	0	5	0	0	0	0	0	6	9	0	0	15	0	6	8	0	14
Total Volume	17	0	8	0	25	0	0	0	0	0	26	31	0	0	57	0	27	21	0	48
% App. Total	68	0	32	0		0	0	0	0		45.6	54.4	0	0		0	56.2	43.8	0	
PHF	.607	.000	.500	.000	.893	.000	.000	.000	.000	.000	.813	.775	.000	.000	.792	.000	.675	.656	.000	.857

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	5	0	0	0	5	0	0	0	0	0	6	9	0	0	15	0	3	3	0	6	26
03:15 PM	5	0	0	0	5	0	0	0	0	0	5	3	0	0	8	0	10	6	0	16	29
03:30 PM	2	0	3	0	5	0	0	0	0	0	7	6	0	0	13	0	6	2	0	8	26
03:45 PM	1	0	2	0	3	0	0	0	0	0	2	8	0	0	10	0	3	11	0	14	27
Total Volume	13	0	5	0	18	0	0	0	0	0	20	26	0	0	46	0	22	22	0	44	108
% App. Total	72.2	0	27.8	0		0	0	0	0		43.5	56.5	0	0		0	50	50	0		
PHF	.650	.000	.417	.000	.900	.000	.000	.000	.000	.000	.714	.722	.000	.000	.767	.000	.550	.500	.000	.688	.931

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM					02:00 PM					02:15 PM									
+0 mins.	2	0	3	0	5	0	0	0	0	0	10	5	0	0	15	0	10	6	0	16
+15 mins.	3	0	3	0	6	0	0	0	0	0	10	7	0	0	17	0	6	2	0	8
+30 mins.	1	0	3	0	4	0	0	0	0	0	4	10	0	0	14	0	3	11	0	14
+45 mins.	3	0	1	0	4	0	0	0	0	0	6	9	0	0	15	0	2	6	0	8
Total Volume	9	0	10	0	19	0	0	0	0	0	30	31	0	0	61	0	21	25	0	46
% App. Total	47.4	0	52.6	0		0	0	0	0		49.2	50.8	0	0		0	45.7	54.3	0	
PHF	.750	.000	.833	.000	.792	.000	.000	.000	.000	.000	.750	.775	.000	.000	.897	.000	.525	.568	.000	.719

TOWN OF MALABAR

REGULAR TOWN COUNCIL MEETING

AGENDA ITEM NO: 10.C.

Meeting Date: March 18th, 2024

Prepared By: Richard W. Kohler, Town Clerk

SUBJECT: Historical House

BACKGROUND/HISTORY:

Town Council has repeatedly discussed building a new Town Hall at Malabar Community Park, particularly south of the playground entry road, in the large field near Malabar Road.

CM Vail has been working with volunteers to restore an old historical house, with the intent of donating it to the Town to be placed in Malabar Community Park. He plans to place the building on a concrete pad, raised about 18 inches off the ground, with an ADA accessible ramp for access. The total area of the building will be about 20'x50', including the original house, and an added porch and interior extension. CM Vail is working to get the building permits submitted by the end of April and estimates about a year's worth of work remains before project completion.

CM Vail has stated his preference to have the historic house placed south of the playground entry road, as it would be closer to existing features such as water, septic and parking. He also stated his hopes for the house to be visible from the Fire Department to reduce potential vandalism.

At the November 4th, 2019, RTCM, then Park Board Chair Eric Bienvenu presented the idea to Council under Board/Committee Reports, as Item Number 7.b. Council voted unanimously to "to approve the Parks and Recreation Board Recommendation and proceed with renovation project on old Malabar House." Though not included in the motion, the presentation states the final goal of the project is to place the completed house in Malabar Community Park for public use.

Factors not considered in the previous discussion are insurance, maintenance, repairs, and transportation costs. At the 3/4/2024 RTCM, Mayor Reilly suggested CM Vail create an LLC for the house, and to have the Town lease the ground area to the LLC, similar to the Grant Seafood Fest.

ATTACHMENTS:

- Aerial map of Malabar Community Park
- Draft Conceptual Placement of Town Hall
- Agenda Report Number 7.b. of the 11/04/2019 RTCM
- Approved Minutes of 11/04/2019 RTCM

ACTION:

Direction to Staff.



All BCPAO maps and/or map applications are maintained for assessment and illustrative purposes only and do not represent surveys, plats, or any other legal instrument. Likewise, measurement and location tools are for assessment and illustrative purposes only and do not necessarily reflect real-world conditions. Due to the nature of Geographic Information Systems (GIS) and cadastral mapping, map layers may not precisely align and may not represent precise location, shape, and/or legal boundaries. Only a Florida-licensed surveyor can determine legally-relevant property boundaries, elevation, distance, area, and/or location in Florida.



New Malabar Town Hall

Town Hall

- 60' width x 100' length
- 6,000 sqft
- Fire station is 60' width x 110' length
- 75' setback from Malabar Rd
- 1 or 2 story building
- Model like Grant/Valkaria's Town Hall
 - 50' width x 88' length building
 - 8' width x 96' length front porch
 - 8' width x 50' length side porch

Benefits

- We own the land
- Close to Fire Station
- More of a Town Center

Disadvantage

- Expensive Cost

**TOWN OF MALABAR
AGENDA ITEM REPORT**

AGENDA ITEM NO: 7.b.
Meeting Date: November 04, 2019

Prepared By: Debby Franklin, C.M.C., Town Clerk/Treasurer

SUBJECT: Recommendation from Park and Recreation Board on "Malabar House"

BACKGROUND/HISTORY:

Park and Recreation Board Chair Eric Bienvenu will report to Council on their recommendation to refurb an old house that dates back to the 1940's. The potential to refurb the building using donations from local contractors and volunteers will provide a historical point to add to the Malabar Community Park.

Park and Rec board Chair Eric Bienveno will speak to this item under their report.

ATTACHMENTS:

- Memo from Dorothy Carmel, Secretary of Park and Recreation Board
- Map showing old plat and updated plat
- Historical information on owner of "Malabar House"

ACTION OPTIONS:

Council Action on Board Recommendation



2725 Malabar Road
Malabar, FL 32950
321-727-7764 (Office) 321-727-9997 (Fax)
www.townofmalabar.org

Memo

To: Debby Franklin, CMC, Town Clerk/Treasurer
From: Dorothy ^{DMC} Carmel, Parks and Recreations Board Secretary
Date: October 15, 2019
Re: "Malabar House"

The Park Board has voted to recommend to Council to go ahead with the plan Council Member Brian Vail had for putting the house in the Community Park, as long as it was done as he presented to the Park Board.

Malabar House Research

Records found int Grantee/Grantor books:

GRANTEES book - 1927 – Grantees Haluska, Anrew B and Marie, Grantor The Melbourne Farms Company, Kind of Instrument listed as “D,” Book 183 Page 5, Description: W1/2 SE1/4 NE1/4 in 31-28-37

GRANTORS book – 1927 – Grantors Haluska, Andrew B and Maria, Grantee Melbourne Farms Co, Kind of Instrument listed as “MTG,” Book 21 Page 107, Description: W1/2 SE1/4 NE1/4; 31-28-37

Unknown Book (INDIRECT? DIRECT?) – 1/22/1958 – Haluska, Andy B and Mary listed on left, on right, John B. Haluska, Julia Ledger, Andy Boros Haluska, and Margaret Vightman. Kind of Instrument listed as “WD,” Book 74, Page 181 Desc is “PT SW1/4 OF SE1/4 SEC 36-28-37”

DIRECT book – 1/27/1960 – Grantor Haluska, Andy B. and Mary B. Grantee Joseph J. Waudby, et ux (and wife), Kind of Instrument listed as “WD,” Book 266, Page 303, Desc is “OR 206/242, PRT SEC 36-28-37 CRT DEED”

INDIRECT book – 11/12/1964 – Grantee Haluska, John B, Grantor Mary Haluska.), Kind of Instrument listed as “CORRECT WD,” Book 737, Page 510, Desc is “PT SEC 36-28-37 CORRECT OR 338/255”

Tax info searched for both 31-28-37 and 36-28-37, found a single entry:

On 1928 Tax roll microfiche, HALUSKA A B is listed with the number 977 next to it (might be \$977 paid in taxes).

This Indenture,

Made this 16th day of August A. D. 1957
Between ANDY B. HALUSKA and MARY HALUSKA, his wife, (also known as Mary B. Haluska)

of the County of Brevard in the State of Florida
parties of the first part, and

JOSEPH B. HALUSKA, Box 104, Malabar

of the County of Brevard in the State of Florida
parties of the second part,

Witnesseth, that the said parties of the first part, for and in consideration of the sum of Ten dollars and other valuable considerations Dollars, to them in hand paid by the said parties of the second part, the receipt whereof is hereby acknowledged, have granted, bargained and sold to the said parties of the second part, their heirs and assigns forever, the following described land, situate, lying and being in the County of Brevard State of Florida, to wit:

West 354 feet of the East half of Southwest quarter of Southeast quarter, Section 36, Township 28 South, Range 37 East, lying West of Malabar Road (State Road No. 514) .



141727

FILED AND RECORDED
BREVARD COUNTY, FLA.
VERIFIED

1957 AUG 22 AM 9:49

Notary Public
BY *[Signature]*

And the said parties of the first part do hereby fully warrant the title to said land, and will defend the same against the lawful claims of all persons whomsoever.
In Witness Whereof, the said parties of the first part have hereunto set their hand and seals the day and year first above written.
Signed, Sealed and Delivered in Our Presence:

[Signatures of witnesses]

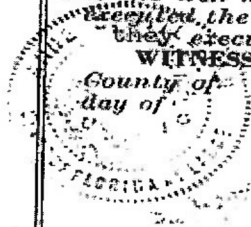
Andy B Haluska
Mary B Haluska

State of Florida,
County of Brevard

I HEREBY CERTIFY, That on this day personally appeared before me, an officer duly authorized to administer oaths and take acknowledgments, ANDY B. HALUSKA and MARY HALUSKA, his wife,

to me well known and known to me to be the individual described in and who executed the foregoing deed, and they acknowledged before me that they executed the same freely and voluntarily for the purposes therein expressed.

WITNESS my hand and official seal at Melbourne
County of Brevard and State of Florida, this 16th
day of August A. D. 1957



Carrie E. Stillman
Notary Public
My Commission Expires June 3, 1960

General Index to Real Estate Conveyances—Brevard County, Fla.—GRANTEES

Deeds, Mortgages, Miscellaneous and Assignment and Satisfaction of Mortgages

(8) 187 LOCATE NAME BY REFERENCE TO KEYABLE IN FRONT OF THIS SECTION.

Date of File	GRANTEES			GRANTORS	Kind of Instrument	Book	Page	BRIEF DESCRIPTION
	SURNAMES	Given Names A B C D E F G H	Given Names I J K L M N O					
1895	HALSTEAD	C A		FLORIDA EAST COAST RAILWAY COMPANY	JDGMT	88	62	RR CONSTR THROUGH 8 1/2 SEC 19 - 33 - 40, 6 1/2 A
1913	"	CHARLES BENNETT		FLORIDA EAST COAST FRUIT LAND CO	WD	62	162	10 A, TR 6 BLK 5 SEC 4, IND. RIVER
1913	" (ET AL)	CHARLES BENNETT		FLORIDA EAST COAST FRUIT LAND CO	WD	62	164	10 A, TR 5 BLK 8 SEC 4, IND. RIVER
1915	"	CHARLES BENNETT		DEXTER C HARPER (ET UX)	D	70	66	TR 5 BLK 8 OF SEC 4, IND RIVER
1916	"	CHAS BENNETT (EST)		FLORIDA EAST COAST FRUIT LAND COMPANY	WD	70	337	TR 7 IN BLK 5, SEC 4, INDIAN RIVER PARK, 10 A
1891	HALSTED	CATHARINE C	JAMES M (EXR) (ET AL)	CHARLES STOCKTON HALSTED/ (ET UX)	D	0	434	2 TRACTS IN S. 25, 30, T. 25, S. 25
1923	HALSTON		MINNIE B	MELSON INVESTMENT CORP	WD	87	313	PT GOVT L 1 IN 33 - 30 - 39
1927	HALUSKA	ANDREW B	MARIE	MELBOURNE FARMS COMPANY, THE	D	183	5	W 1/2 SEC NE 1/4 IN 31 - 28 - 37
1917	HALVORSEN	AUGUST F		UNITED STATES OF AMERICA	D	73	279	NW 1/4 25 - 21 - 36, 160 A
1917	"		STELLA P	AUGUST F HALVORSEN	WD	74	34	160 A, 1/2 INT IN NW 1/4 25 - 21 - 36
				----- HIGGINBOTHAM -----				
1891	HIGGINBOTHAM	B T	J W	EMMA M SAYLOR	WD	R	96	10 A, L 2, 19 - 36 - 41
1893	"	B T	J W	LIZZIE B MCCARTY (ET VIR)	WD	U	90	E 1/2 NE 1/4 SEC 7 & W 1/2 NE 1/4 8-34-40
1901	"	ANDREW J		JOHN COWARD (ET AL)	WD	GG	268	80 A, IN 15 - 21 - 34
1904	"	A J		N E CHURCH SOUTH, TITUSVILLE (BY TRS)	QCD	88	143	L 1 BLK L, 3 - 22 - 35
1918	"	ANDREW J		J R SHARP	WD	VV	32	NW 1/4 SW 1/4 16 - 21 - 34, 40 A
1924	"		RALPH	JAMES S SHOWNEN (ET UX)	WD	63	52	2 TRACTS IN 6 - 22 - 35
1925	"		RALPH	UNITED STATES OF AMERICA	D	109	257	SEC 23 - 21 - 34, 160 A
1928	"			WALTER H LEMMON	PUR			

General Index to Real Estate Conveyances—Brevard County, Fla.—GRANTORS

Deeds, Mortgages, Miscellaneous and Assignment and Satisfaction of Mortgages

8

18" LOCATE NAME BY REFERENCE TO KEYTABLE IN FRONT OF THIS SECTION.

Index Office Prepared October, 1927

Date of File	GRANTORS			GRANTEES	Kind of Instrument	Book	Page	BRIEF DESCRIPTION
	SURNAMES	Given Names A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	Given Names I I E L M N O					
1916	HALSTEAD	CHAS BENNETT		FLORIDA EAST COAST FRUIT LAND CO.	MO	63	180	TRACT 6; BLK 5; SEC 4; 104; PLAT INDIAN RIVER PARK
1923	"	CHARLES B EDITH P		MADDIE SIMPSON (ET VIR) (EXR)	MO	94	279	TRACT 7; BLK 5; SEC 4; & TRACT 8; BLK 8; SEC 4; INDIAN RIVER PARK
1891	HALSTED	CHARLES-STOCKTON	SARAH B	HENRY C PITNEY (ET AL)	D	0	434	2 TRACTS IN 885, 30; 785; 437
1891	"	(ET AL) CATHERINE D (EST) JAMES V (EXR)		PETER H RITTFELD	D	0	623	PT L3, 4; S30, 25; T25; R35, 37
1927	HALUSKA	ANDREA B MARIA		MELBOURNE PAPERS CO	Mtg	21	107	NE 1/4 SE 1/4 NE 1/4; 31-28-37
1917	HALVORSEN	AUGUST F		STELLA P HALVORSEN	MO	74	34	160A; 1/2 INT IN N 1/4 25-21-35
1920	"	AUGUST F	STELLA P	CHARLES HERBERT JOHNSTON	MO	82	469	150A; 1/4; 25-21-35

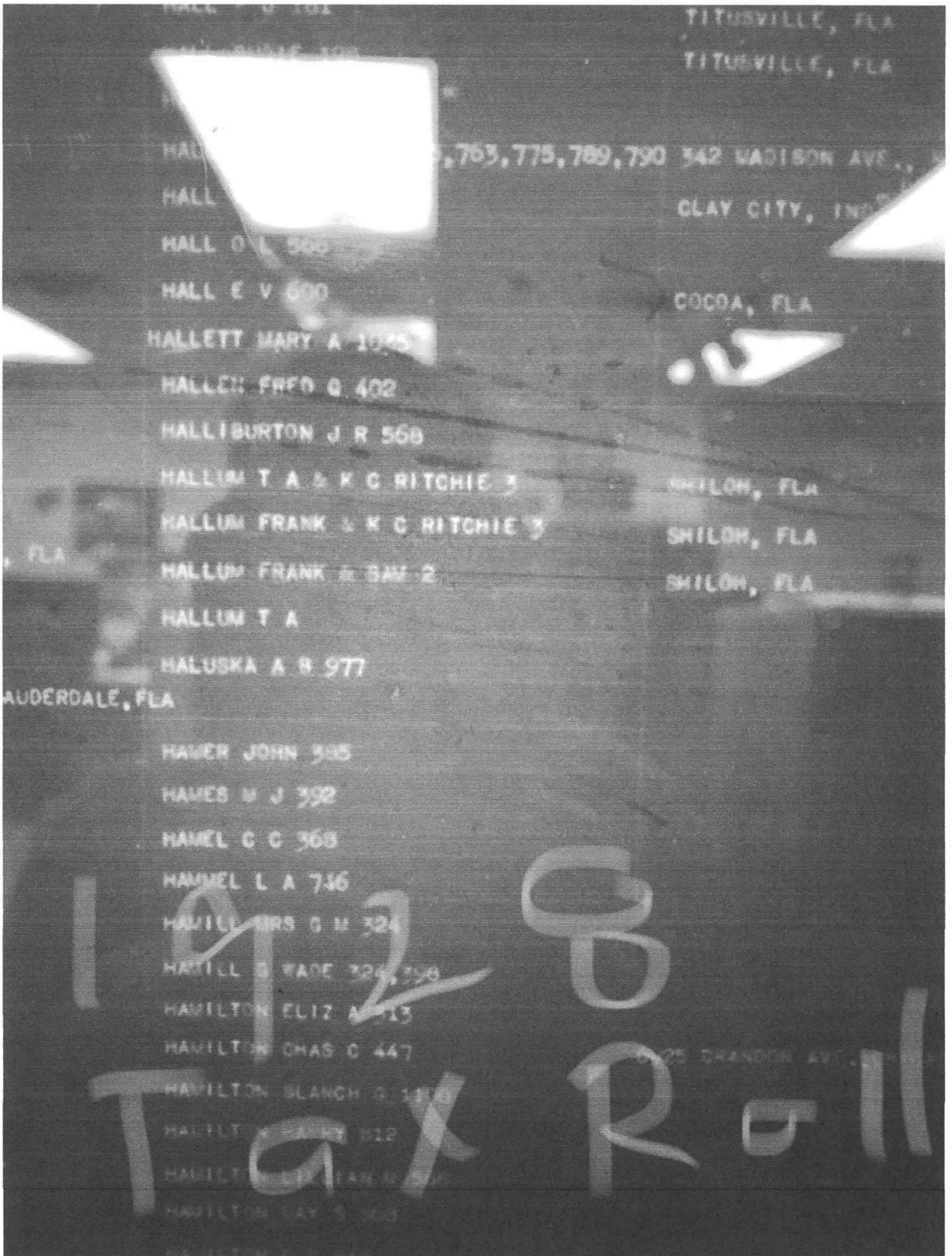
11-16 1957	"	"	"	EZEKIEL GRANT, et ux	"	58	130	"	"
11-22 1957	HALLAUER	FRED W.	LOIS E.	FRANK HALLUM, JR, et ux	WD	59	643	"	"
12-4 1957	HALLAUER	"	"	DORIS S. BOYNTON, et ux	WD	61	281	PARCEL IN SEC 9-22-35	
12-9 1957	HALE	E.H.	"	THE PUBLIC	REST/COR	63	281	IN RE: KINGS COURT S/D	
"	"	"	"	PAUL L. FERGUSON, et ux	WD	64	315	LT 8 ANSON S/D LT 77 14-27-36	
12-13 1957	HALES	IRWIN	MARGARET E.	HAROLD D. FRANCIS, et ux	WD	64	316	LT 13 ANSON S/D	" "
12-7 1957	HALVERSON	GRACE	"	FLORIDA POWER & LIGHT CO	R/W/AGM	65	478	PARCEL IN SEC 26-24-35	
12-17 1957	HALTEMAN	ALLEN	"	CENTRAL BREVARD LOAN CO, INC	MTG	64	67	LT 2,3 BLK 1 BANANA RIVER HGTS	
12-20 1957	HALLOVER, et al	FRED W.	LOIS E.	WILLIAM G. HARP, et ux	FSD	66	162	LT 1,2 DRAKE'S ADD TO MALABAR	
1-13 1958	HALE	E.H.	"	O.C. SCHEDEL, et ux	WD	67	36	PT LT 20 KING LAND CO S/D	
1-22 1958	HALUSKA	ANDY B.	MARY	CARSON A. CURLEE, et ux	WD	72	33	LT 9 FLAT OF ANSON S/D	
"	"	"	"	JOHN B. HALUSKA	WD	74	181	PT SW 1/4 OF SEC 36-28-37	
"	"	"	"	JULIA LEDGER	"	74	184	PARCEL IN SEC 36-28-37	
"	"	"	"	ANDY BOROS HALUSKA	"	74	185	"	"
"	"	"	"	MARGARET VIGHTMAN	"	74	186	"	"
1-29 1958	HALLOVER, et al	FRED W.	LOIS E.	JAMES EDWARD LEE, JR, et ux	"	76	79	LT 8 KINGS' COURT S/D	
"	"	"	"	ALVIN E. FORD, et ux	"	76	83	LT 6	" "
"	"	"	"	WILLIAM CHESTER SPEARS, JR	WD	76	87	LT 5	" "

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GENERAL INDEX TO OFFICIAL RECORDS - DIRECT - Brevard County, Florida

How to Properly Use this Index: Refer to the Index to find the name and volume of the record. Refer to the Index to find the name and volume of the record.

DATE	DIRECT			INDIRECT		RECORDS	DESCRIPTION
	SURNAMES	GIVEN NAMES	OTHER NAMES	Company, Mortgage, Part of Record, etc.	Book		
1-23-1917	HALLAMER, et al	FRED W.	LOIS E.	ELMO COURT CO., INC	MO	187 371	LT 10-22 1/2 ACRES
1-27-1917	HALLIBURTON	JULIAN D.	MARTHA H.	W.B. SNEYD, & CO., INC	MO	189 390	LT 1 1/2 ACRES
1-28-1917	HALLIVERTON	GRACE H.		A.H. ROBERTS, INC	"	170 304	LT 1 1/2 ACRES
1-28-1917	HALEY, et al		ROBERT B.	MORNA B. MERRISBY	MO	170 308	LT 1/2 ACRES
1-28-1917				JOHN J. MALCAND	"	170 308	LT 1/2 ACRES
1-28-1917	HALE		ROBERT J.	H.B. DAIR, et al	CO-LEAS	170 307	LT 1/2 ACRES
1-28-1917		EVELYN W.	CHARLES L.	JACK H. ELAID	MO	182 372	LT 1/2 ACRES
1-27-1917	HALLIBURTON	CAROLYN S.	JERRY D.	WELDON D. HAILEY, et al	MO	192 34	LT 1/2 ACRES
1-21-1917	HALETT	BETTY J.	EUGENE H.	FIRST FED OF BREVARD CO	MO	192 628	LT 16.17 ACRES
1-29-1917	HALLERSTADT	HARRY J.	MARY F.	ROBERT G. KELLY, et al	MO	195 272	LT 15 ACRES
1-29-1917	HALLERSON	BLANTON	GRACE M.	CENTRAL BREV INT'L BLDG CO	MO	206 369	LT 2.7 ACRES
1-11-1917	HALEY, JR		RUTH	ALMA CAMPBELL, et al	MO	207 205	LT 1/2 ACRES
1-11-1917	HALEY, JR	JOHN H.	ELIZABETH S.	ELIZABETH BEARING HALLIBURTON	MO	211 351	LT 1/2 ACRES
1-11-1917				OLIVE BEARING JONES	"	211 352	
1-11-1917				JANE BEARING JONES	"	211 353	
1-11-1917				MABEL BEARING MAY	"	211 354	
1-11-1917	HALEY, et al		ROBERT B.	WILLOUGHBY T. COX, JR, et al	"	215 164	LT 1/2 ACRES
1-11-1917	HALLIH	FRANK	CLA	JAMES S. THOMAS, et al	"	222 491	LT 14 ACRES
1-11-1917	HALEY, et al		ROBERT B.	JOHN H. MCCORMICK, et al	"	223 502	LT 1/2 ACRES
1-11-1917	HALLERIN		BOSS	BOLLIE AGNES DEVEL, INC	BAT MO	225 144	LT 23, 24, 25 ACRES
1-11-1917	HALEY, et al		ROBERT B.	JOHN H. MCCORMICK, et al	MO	225 230	LT 1/2 ACRES
1-11-1917	HALLIBURTON	JACQUELYN E.		REHARMAN, et al	MO	235 71	LT 1/2 ACRES
1-11-1917	HALLIH	JAMES E.	LYLA W.	BOOLEY, MARTIN, HIGH, INC	MO	238 466	LT 153 ACRES
1-11-1917	HALLAMER	FRED W.	LOIS E.	JOHN BEACH	MO	242 141	LT 2.3 ACRES
1-11-1917	HALLUM, et al		T.F., JR	1ST CHURCH BAPTIST T.VILLE	MO	244 387	LT 4-22-25 ACRES
1-11-1917	HALLHILL		WILLIAM	THE PUBLIC	DOC	248 270	DOC
1-11-1917	HALEY	JAMES H.	NEENA Y.	DIXIE LAND INC	DOC	249 423	LT 1/2 ACRES
1-11-1917	HALE	E.H.	BERNARDY	WILLIAM D. STAPLETON, et al	MO	249 568	LT 2 ACRES
1-11-1917	HALLERSON		ROBERT M.	THE PUBLIC	DOC	251 53	DOC
1-11-1917	HALLIBURTON	JULIAN D.	MARTHA H.	WILLIAM H. HARRIS, et al	MO	259 201	LT 5 ACRES
1-11-1917	HALEY, et al	ELIZABETH S.		LARD GROWTH, INC	MO	259 449	LT 12-27-27 ACRES
1-11-1917	HALLERIN		BOSS	BOLLIE AGNES DEVEL, INC	BAT MO	260 320	LT 10, 14, 15 ACRES
1-11-1917	HALLHILL	DONALD L.	M.A.	ROY A. HOFF, et al	MO	265 368	LT 5 ACRES
1-11-1917	HALLUM	ANDY H.	MARY B.	JUDITH J. MADDY, et al	MO	266 303	LT 1/2 ACRES
1-11-1917	HALE	E.H.	BERNARDY	VANCE F. BRACKETT, et al	MO	267 646	LT 16 ACRES



**MALABAR TOWN COUNCIL REGULAR MEETING MINUTES
NOVEMBER 04, 2019 7:30 PM**

This meeting of the Malabar Town Council was held at Town Hall at 2725 Malabar Road.

1. CALL TO ORDER:

Council Chair, Mayor Patrick T. Reilly called the meeting to order at 7:30 pm. CM Vail led P&P.

2. ROLL CALL:

CHAIR:	MAYOR PATRICK T. REILLY
VICE CHAIR:	STEVE RIVET
COUNCIL MEMBERS:	GRANT BALL
	BRIAN VAIL
	DICK KORN, excused
	DANNY WHITE
	MATT STINNETT
	KARL BOHNE
	DEBBY FRANKLIN

TOWN MANAGER: (TM)

TOWN ATTORNEY:

TOWN CLERK/TREASURER:

Clerk said for the record the Fire Chief Mike Foley was also present.

3. APPROVAL OF AGENDA - ADDITIONS/DELETIONS/CHANGES: none

4. CONSENT AGENDA: Town Council Mtg Minutes of 10/07/2019

MOTION: CM White / CM Rivet to not approve the minutes. Too long – they should be brief.

VOTE: 2 Ayes and 2 Nays with the Mayor breaking the tie with a Nay. I

5. ATTORNEY REPORT: nothing

6. BCSO REPORT: not present – out on a call.

7. BOARD / COMMITTEE REPORTS:

7.a. Drew Thompson, Chair, T&G Com: Displayed the new trailhead signage recently completed by MCGraphix to motivate future improvements.

7.b. Eric Bienvenu, Chair Park & Rec Board: Gave presentation on Board's request approval to proceed with their commendation to remove the old house located in the Malabar/Glatte Roads triangle, renovate it and place it at the Malabar Community Park.

MOTION: CM Vail / CM White to approve Park Board recommendation and proceed with renovation project on old "Malabar" house. VOTE: All Ayes.

7.c. Liz Ritter, Vice-Chair, P&Z Board: Briefed Council on the Board's recommendation on Huggins Park rezoning and Twin Lakes preliminary plat.

8. STAFF REPORTS:

8.a. ADMINISTRATOR: Nothing.

8.b. PW DIRECTOR: submitted written report.

8.c. FIRE CHIEF: Gave Oct stats. Applied for grant. Failed duct work will be fixed.

8.d. CLERK: Richard has provided a draft of the flyer for the FallFest; please submit any changes ASAP. Event is set for Nov 30 from 9AM – 3 PM. If there is any interest in contributing to beer, let us know.

9. PUBLIC COMMENTS: Comments at this point may address items NOT on the Agenda. Comments related to subsequent Agenda Items may be made as those items come up. Public comments do not require a Council response. (Speaker Card is Required) Five **(5) Minute Limit**

10. PUBLIC HEARINGS/SPECIAL ORDERS: 4

10.a. ORDINANCE 2019-14 Budget Amendment FY 2018/2019 – 2nd Reading

AN ORDINANCE OF THE TOWN OF MALABAR, BREVARD COUNTY, FLORIDA, PERTAINING TO A BUDGET AMENDMENT IN THE FISCAL YEAR 2018/2019 TO PROVIDE FOR ADDITIONAL REVENUES RECEIVED; PROVIDING FOR THE UNSPENT BUDGETED FUNDS DUE TO REDUCED EXPENDITURES; PROVIDING DIRECTION TO DELEGATE SUCH EXCESS FUNDS TO DESIGNATED RESTRICTED RESERVES FOR BUILDING DEPARTMENT USE, STORMWATER USE, FIRE DEPARTMENT DONATIONS AND FOR VEHICLE

REPLACEMENT; PROVIDING THE SHIFTING OF UNSPENT MONIES BETWEEN DEPARTMENTS TO BALANCE THE EXPENDITURES; PROVIDING FOR CONFLICT; AND PROVIDING FOR AN EFFECTIVE DATE.

Read by title only. PH opened: none. PH closed.

MOTION: CM Vail / CM Rivet to adopt Ord 2019-14. Rollcall VOTE: CM Ball, Aye; CM Vail, Aye; CM Rivet, Aye; CM Korn, Excused; CM White, Aye. Motion carried 4 to 0.

10.b. ORDINANCE 2019-15 Amending Art IX of Chapter 2, Code of Ordinances – 2nd Reading

AN ORDINANCE OF THE TOWN OF MALABAR, BREVARD COUNTY, FLORIDA; AMENDING CHAPTER 2 OF THE CODE OF ORDINANCES OF THE TOWN; AMENDING THE TITLE FOR THE TOWN ADMINISTRATOR IN ARTICLE IX; PROVIDING FOR REPEAL; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCORPORATION INTO THE CODE OF ORDINANCES; PROVIDING AN EFFECTIVE DATE.

Read by title only. PH opened: none. PH closed.

MOTION: CM White / CM Ball to adopt Ord 2019-15. Rollcall VOTE: CM Ball, Aye; CM Vail, Aye; CM Rivet, Aye; CM Korn, Excused; CM White, Aye. Motion carried 4 to 0.

10.c. ORDINANCE 2019-13 Rezoning Huggins Park

AN ORDINANCE OF THE TOWN OF MALABAR, BREVARD COUNTY, FLORIDA; ADMINISTRATIVELY AMENDING THE ZONING MAP FOR THE 3.4 ACRE SITE IN SECTION 31, TOWNSHIP 28 AND RANGE 38 LOCATED IN THE JOHN J POLLAKS SUBDIVISION, MALABAR FLORIDA FROM INSTITUTIONAL (INS) TO RESIDENTIAL (RS-10); PROVIDING FOR PROPER CLASSIFICATION IN ORDER TO SELL; PROVIDING FOR AMENDMENT TO THE OFFICIAL TOWN ZONING MAP; PROVIDING AN EFFECTIVE DATE.

Read by title only. PH opened: Jennifer Wormuth spoke against selling the park. PH closed.

MOTION: CM Rivet / CM Vail to approve first reading after public hearing of Ord 2019-13.

Discussion – Mayor said the P&Z recommendation is consistent with the surrounding area and what it was before it was a park. CM Vail asked to designate the sale revenue to the Park Fund. CM Ball agreed. TM will make a note of that so that they do have that conversation. **Rollcall VOTE:** CM Ball, Aye; CM Vail, Aye; CM Rivet, Aye; CM Korn, Excused; CM White, Nay. Motion carried 3 to 1.

10.d. Preliminary Plat for ‘Twin Lakes’ Subdivision

Applicants Malcom Kirschenbaum, Weber Woods LLC, represented by Mr. Bruce Moia, PE of MBV Engineering, Inc. request approval of the Preliminary Plat for a 16 homesite subdivision in Rural Residential (RR-65) Zoning. The site is located on the south side of Malabar Road, east of Weber Road on a 24-acre parcel more fully desc as Lot 26 & part of Lot 25 of Pb 1 Pg 165 as desc in Orb 8065 Pg 1488 exc Orb 8313 Pg 1942.

Mayor asked Project Representative Bruce Moia to podium. Moia said they have been working with FDOT for ROW acquisition and entrance requirements. This developer has made the land available so they can do turn lane improvements. Working also with City of Palm Bay to extend water. Have acquired easements with neighbors to get the water line located without having to move it again when the road is widened. Regarding trees – the developer is proposing to keep all the trees possible and not impact the wetlands. The drainage will be self-contained. The FDOT requires the 100-year standards. There are existing wetlands on the perimeter. That discharge rate is required to remain same as pre-development - so no new drainage into State’s ditch. Everything else will be treated. Turtles will be permitted before they go forward. PH – none. PH – closed. Chair asked if there were any staff comments. Atty made his comment about private roads and the right for Town to do a special assessment to make repairs to streets if HOA fails.

MOTION: CM Rivet / CM Vail to approve the Preliminary Plat of Twin Lakes subdivision.

Discussion – looks to be compatible per CM Rivet. Mayor likes just the one entrance. CM Ball said it will be private road. Rollcall VOTE: 4 Ayes (CM Korn excused).

11. UNFINISHED BUSINESS/GENERAL ORDERS: 3**11.a. Agenda Request – Richard Kovach: Council Must Adhere to its Code of Conduct – Action Desired: CM Korn, White & Rivet to Give Reasons, not Rationale, for Voting in favor of Ordinance 2019-08.**

Discussion: Richard Kovach put up 11.a. on the screen and read from page. Said Council has refused to act on this his repeated requests for factual answers. CM White said he articulated several reasons. He was addressing the topic.

11.b. Agenda Request – Richard Kovach: Council Must Adhere to its Code of Conduct – Action Desired: Conduct Public Hearing and Penalty Phase against CM Korn

Discussion: Richard Kovach requested action be taken against CM Dick Korn. He then played a portion from 1/3/18 mtg audio and video from YouTube.

11.c. Agenda Request – Laura Mahoney: Public Involvement and Interaction – Action Desired: Consider Resources and Ideas for Effective Interaction with Public
Speaker's Card: Dawn Danielson, C.A.V.E. people are Citizens Are Very Engaged.

Discussion: Laura Mahoney, talked about public records requests, efforts to improve public trust and volunteerism, and making public records searchable.

Attorney addressed point of order issues for purposes of local government.

12. ACTION ITEMS: ORD for 1st: 0; RESOLUTIONS: 0; MISCELLANEOUS: 1**12.a. Agreement Between Malabar Fire Rescue Dept and Brevard Physicians Associates, PLLC and Dr. Larissa Dudley (collectively, Medical Director)**

Chief said they are looking for a new med dir. He has it included in the budget. Met with her and the Atty. The cost is different, but it is in the budget. Atty said the contract expanded on the roles of the med dir. Requirement for her to carry 1 mil and 1 mil for liability coverage that she will cover.

MOTION: CM White / CM Rivet to approve contract for medical director. VOTE: All Ayes.

COUNCIL CHAIR MAY EXCUSE ATTORNEY AT THIS TIME

13. DISCUSSION/POSSIBLE ACTION: 1**13.a. Road Variance Process – Requested CM Rivet**

CM Rivet started the discussion. No provision for a variance. There are no lots and no more road ROW. Having this person improve the road would create a negative impact to the environment and cause people to spend money to build a road that will never get used. Road serves no purpose. Atty weighed in on this and suggested a road vacate and Rivet does not support that. He believes this does not make since to make someone build 200' when there is no need for road.

CM Vail said he was in support of a variance in this case. It was being abused and that is why he supported removing that option from Code. Bring variance mechanism back to Council with additional requirements to close loopholes and discourage abuse.

Franklin said they will be scheduling a follow-up road ROW improvement workshop before Christmas if possible and this can be part of that meeting.

14. PUBLIC COMMENTS: General Items (Speaker Card Required)**15. REPORTS – MAYOR AND COUNCIL MEMBERS**

CM Ball: issue that continues to come up; how can we communicate better with citizens. Every time we go to do something, someone comes up and says we should do better. How can we do better. CM White said they should feel listened to. How to keep them better informed. CM Ball said he brought this up to TA – each CM set up a small area at the FallFest and let the people come to them with their concerns.

CM Vail: nothing

CM Rivet: nothing

CM Korn: excused

CM White: Maybe we have to add something to our process to include the public earlier. Thanked TM for the work the PW is doing – referred to the removal of palm trees blocking the flow downstream of his property - the water flows.

Dawn Danielson – has been speaking with TM about communication. Suggested having workshops 3 or 4 times a year with residents to allow some give and take and for citizens to ask questions.

Mayor: nothing

16. **ANNOUNCEMENTS:** Openings on Bd of Adjustment, T&G, P&Z and Park and Rec Bds.
17. **ADJOURNMENT:** There being no further business to discuss and without objection, the meeting was adjourned at 9:25 PM.

BY: original signed
Mayor Patrick T. Reilly, Council Chair

ATTEST:

Debby Franklin, C.M.C.
Town Clerk/Treasurer

Date Approved: 11/18/2019

TOWN OF MALABAR

COUNCIL MEETING

AGENDA ITEM NO: 10.d.
Meeting Date March 18, 2024

Prepared By: Lisa Morrell, Town Manager

SUBJECT: Corrective Action - Approve Temporary Placement of a Travel Trailer While Constructing SFR at 2215 Oakridge Lane – Applicant Brandi Patterson

BACKGROUND/HISTORY:

On October 27, 2023, The Town received a code complaint regarding a vacant lot, Parcel ID 29-37-02-00-34 and addressed as 2215 Oakridge Lane, owned by Patterson, Alan David; Patterson, Brandi Michael; Sanducky, David Neal. The complaint included “owners have been living in a recreational vehicle on the property for awhile. They have set up a temporary pole for electricity. Resident also was concerned that they have been running a business from this land. A&B Fencing was the name of the company. He said there are workers in trucks going on and off the property throughout the day causing more than normal traffic on his road.”

Upon investigation of the complaint and research the Building Department issued permit 2559 for temporary power on the vacant parcel on October 19, 2023 with an application date was September 19, 2023. Town staff failed to administer the Town’s Code or Ordinances, Land Development Code, Section 1-5.15. Parking, storage or use of major recreational equipment. Additional findings of facts include the property owner is displaced by the sale and of their former residence at 298 Haines Road SW, Palm Bay on November 16, 2023. The applicant has owned the property at 2215 Oakridge since June 9, 2023.

Specifically, “Mobile homes or other mobile equipment or structures used temporarily in connection with construction, used as a dwelling, office or sales room may be located temporarily in all districts only after the release of a building permit and during the period of construction activity, under a temporary zoning permit, provided however, said trailer must be removed within ten (10) days after completion of construction.”

In correcting the error and operating procedures for owner occupying a temporary trailer or RV during construction of a permitted activity, Town Staff is seeking the approval of Town Council to permit the temporary trailer with the approved site plan for construction, while the owner and applicant has applied for permitting of septic for the future home with the Department of Health. To finalize the site plan for the single-family residence and bring forth building plans for construction within 60 days for building official review and permit issuance. Staff will not permit any permits, including but not limited to clearing, fill, driveway, pond, fence, until the building permit is issued.

The applicant is aware that the temporary trailer/RV permit is valid for 6 months with one extension of 6 months, whereas the bond amount will be forfeited. The property currently has a working and tested well serving as a water source and receipts of sanitation services for the RV.

The property owner has not applied for a business tax receipt, It shall be unlawful for any person to engage in any business or in keeping or maintaining any institution, establishment, article, utility or commodity without first procuring and paying for a business tax receipt to do so, or to knowingly make a false statement in the application for business tax receipt as to conditions or factors upon which the fee is or shall be based.

The property owner is advised that a home based businesses shall comply with Malabar, Florida - Code of Ordinances PART II - CODE OF ORDINANCES Chapter 14 - TAXATION ARTICLE II. - BUSINESS TAX RECEIPT.

ATTACHMENTS:

Partially Approved Site Plan – sufficient for FDOH application of Septic Tank
Patterson Prelim SFR Plan
Survey 2215 Oakridge Lane
Application Temporary RV (Included with agenda revision of 03/15/2024)

FINANCIAL IMPACT:

None - bond is returned once the Certificate of Occupancy is issued and the RV ceases to be used for residential occupancy.

Application and site plan for RV placement – March 4, 2024 approval with comments

Map of area showing location

ACTION OPTIONS:

Motion to approve the temporary placement of RV with approved site plan while building plans are submitted and reviewed in the next 60 days for the construction of the single-family residence. The principal residence will be required to be permitted and significantly, 80% constructed, prior to any other accessory permits.

Any further direction or action of Town Council.

MAP OF BOUNDARY SURVEY PREPARED FOR AND CERTIFIED TO: BRANDI MICHAEL PATTERSON & ALAN DAVID PATTERSON

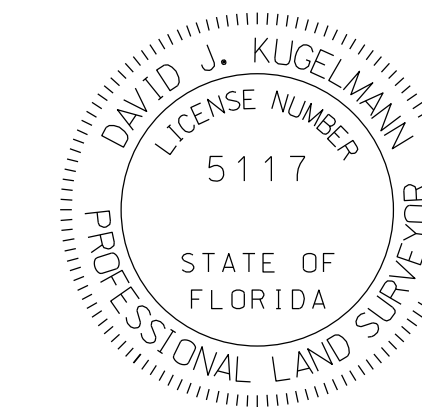
OFFICIAL RECORDS BOOK 9810, PAGE 302
 LEGAL DESCRIPTION:
 THE WEST 1/2 OF THE SOUTH 1/2 OF THE NORTH 1/2 OF LOT 16, SECTION 2, TOWNSHIP 29 SOUTH, RANGE 37 EAST, FLORIDA INDIAN RIVER LAND COMPANY, ACCORDING TO MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 156, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, LESS THE WEST 25 FEET THEREOF FOR UTILITY, DRAINAGE, AND ROAD RIGHT OF WAY PURPOSES.

- SURVEYOR'S NOTES:
- FLOOD ZONE 'X' PER FLOOD INSURANCE RATE MAP 12009C0677G, MARCH 17, 2014.
 - FENCE OWNERSHIP UNKNOWN.
 - NO APPARENT ENCROACHMENTS NOTED.
 - BEARINGS DEPICTED HEREON ARE ASSUMED BEARINGS AND ARE BASED ON THE EAST LINE OF THE SOUTHEAST 1/4 OF SECTION 2 HAVING A BEARING OF S00°32'58"W.
 - SUBJECT TO ANY EASEMENTS AND/OR RIGHTS-OF-WAY OF RECORD.
 - THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE SEARCH.
 - SURVEY DOES NOT WARRANT TITLE.
 - UNDERGROUND FOUNDATIONS AND/OR UTILITIES NOT LOCATED AT TIME OF SURVEY.
 - THIS SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF THE CLIENT(S) SHOWN HEREON AND COPIES ARE VALID ONLY WITH THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR & MAPPER UNLESS ELECTRONICALLY SIGNED AND SEALED IN ACCORDANCE WITH FLORIDA STATUTES CHAPTER 472.025 AND THE STANDARDS OF PRACTICE FOR SURVEYS AS REFERENCED BY CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODES.

ABBREVIATIONS:

FND	FOUND	CB	CONCRETE BLOCK
N&D	NAIL & DISK	CLF	CHAIN LINK FENCE
ID	IDENTIFICATION	WF	WOOD FENCE
C/L	CENTERLINE	S/W	SIDEWALK
PCP	PERMANENT CONTROL POINT	EOP	EDGE OF PAVEMENT
PRM	PERMANENT REFERENCE MONUMENT		
P&M	PLAN & MEASURE	TYP	TYPICAL
D&M	DEED & MEASURE	REC	RECOVERED
P.U. & D.E.	PUBLIC UTILITIES & DRAINAGE EASEMENT		
P.U.E.	PUBLIC UTILITIES EASEMENT		
FPL ESMT	FLORIDA POWER & LIGHT EASEMENT		

SURVEYOR'S CERTIFICATE
 I HEREBY CERTIFY THAT THE SURVEY DEPICTED HEREON IS TRUE AND MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS & MAPPERS IN CHAPTER 5J-17.051, FLORIDA STATUTES.



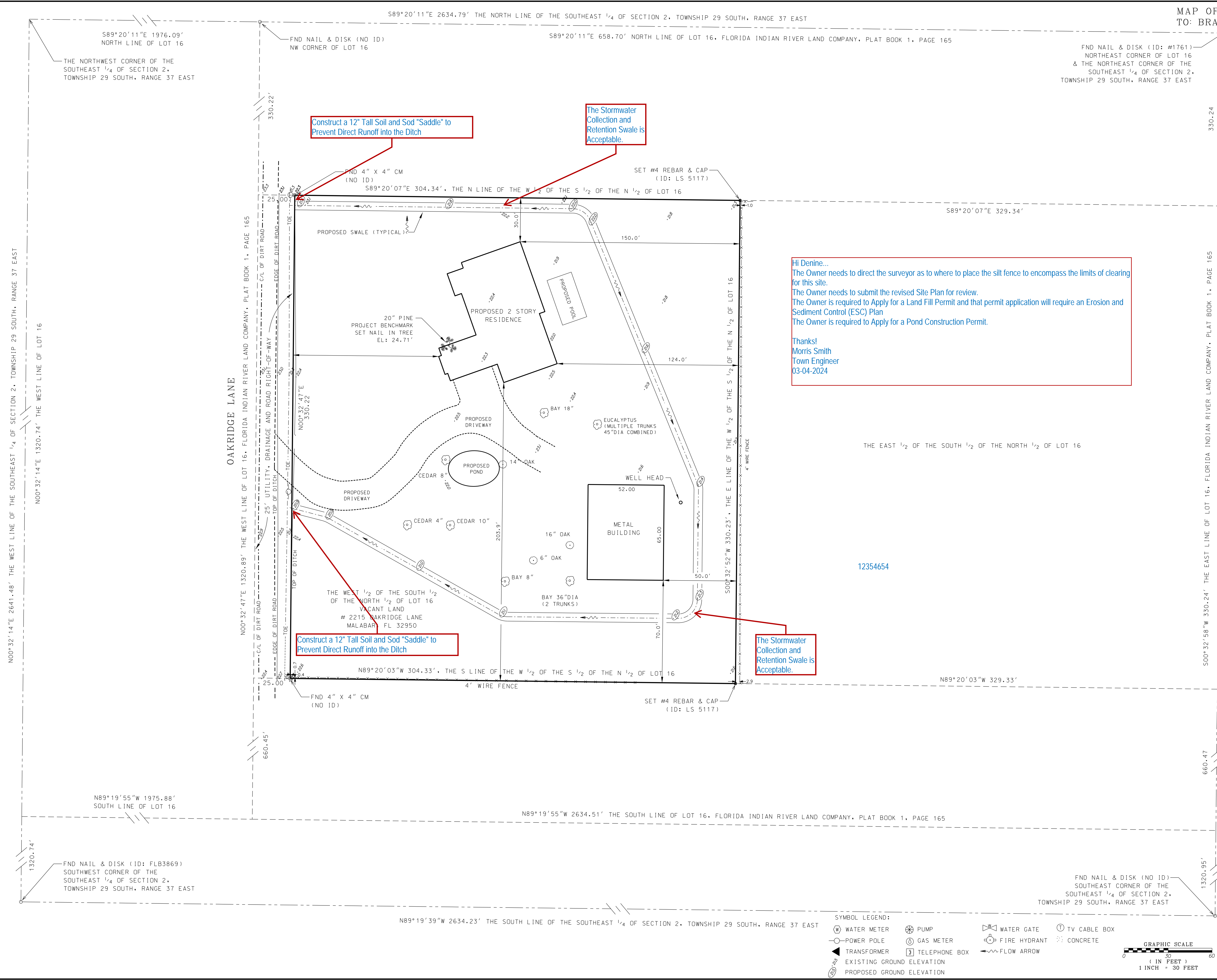
DAVID J. KUGELMANN P.L.S.
 NO. 5117
 STATE OF FLORIDA

SIGNATURES	DATE
DRAWN: DJK & KKW	02/21/2024
CHECKED: MJF	02/21/2024
CHECKED:	
SURVEYOR: DJK	02/21/2024

ADDED PLOT PLAN	DATE
	2/21/2024
REVISIONS	DATE

PARCEL ID 29-37-02-00-828
 VACANT LAND
 2215 OAKRIDGE LANE
 MALABAR, FL 32950

FIELD DATE: 02/20/2024	
FIELD BOOK:	
DRAWING NO. VB_2024006.DGN	
PROJECT NO. 2024006	SHEET 1 OF 1



Hi Denine...
 The Owner needs to direct the surveyor as to where to place the silt fence to encompass the limits of clearing for this site.
 The Owner needs to submit the revised Site Plan for review.
 The Owner is required to Apply for a Land Fill Permit and that permit application will require an Erosion and Sediment Control (ESC) Plan
 The Owner is required to Apply for a Pond Construction Permit.
 Thanks!
 Morris Smith
 Town Engineer
 03-04-2024

SYMBOL LEGEND:

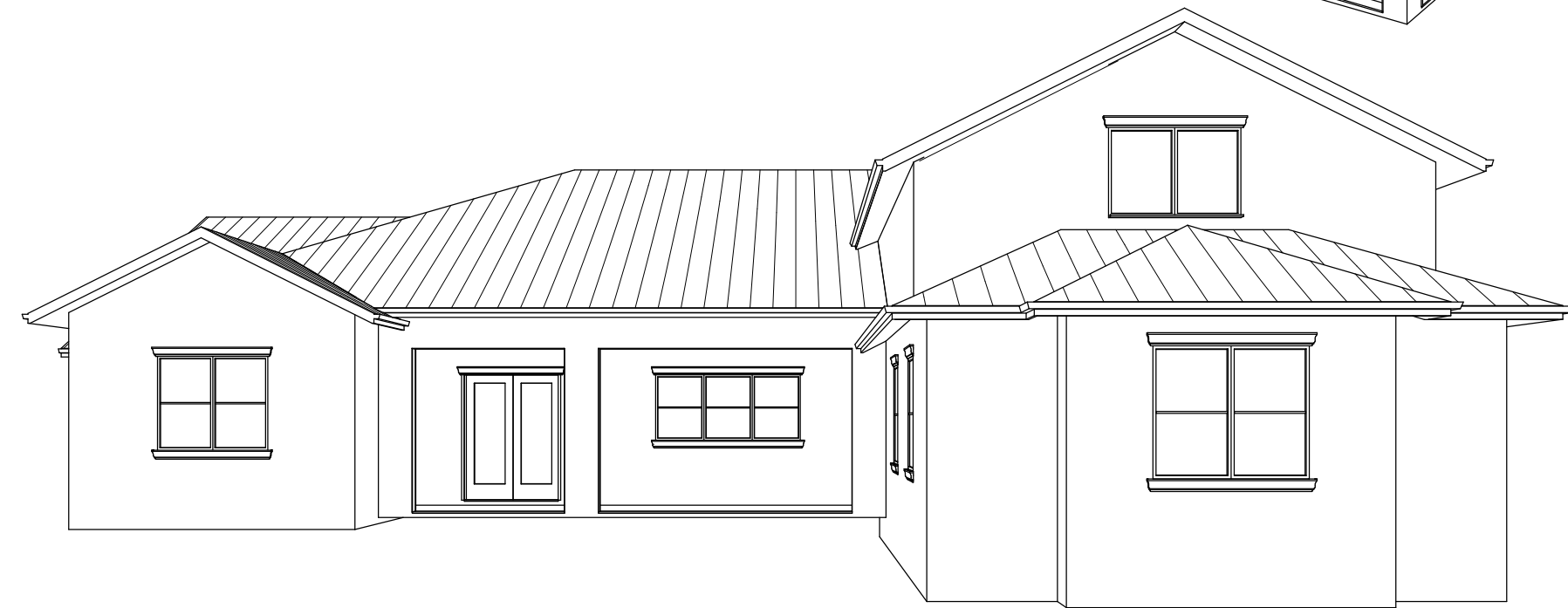
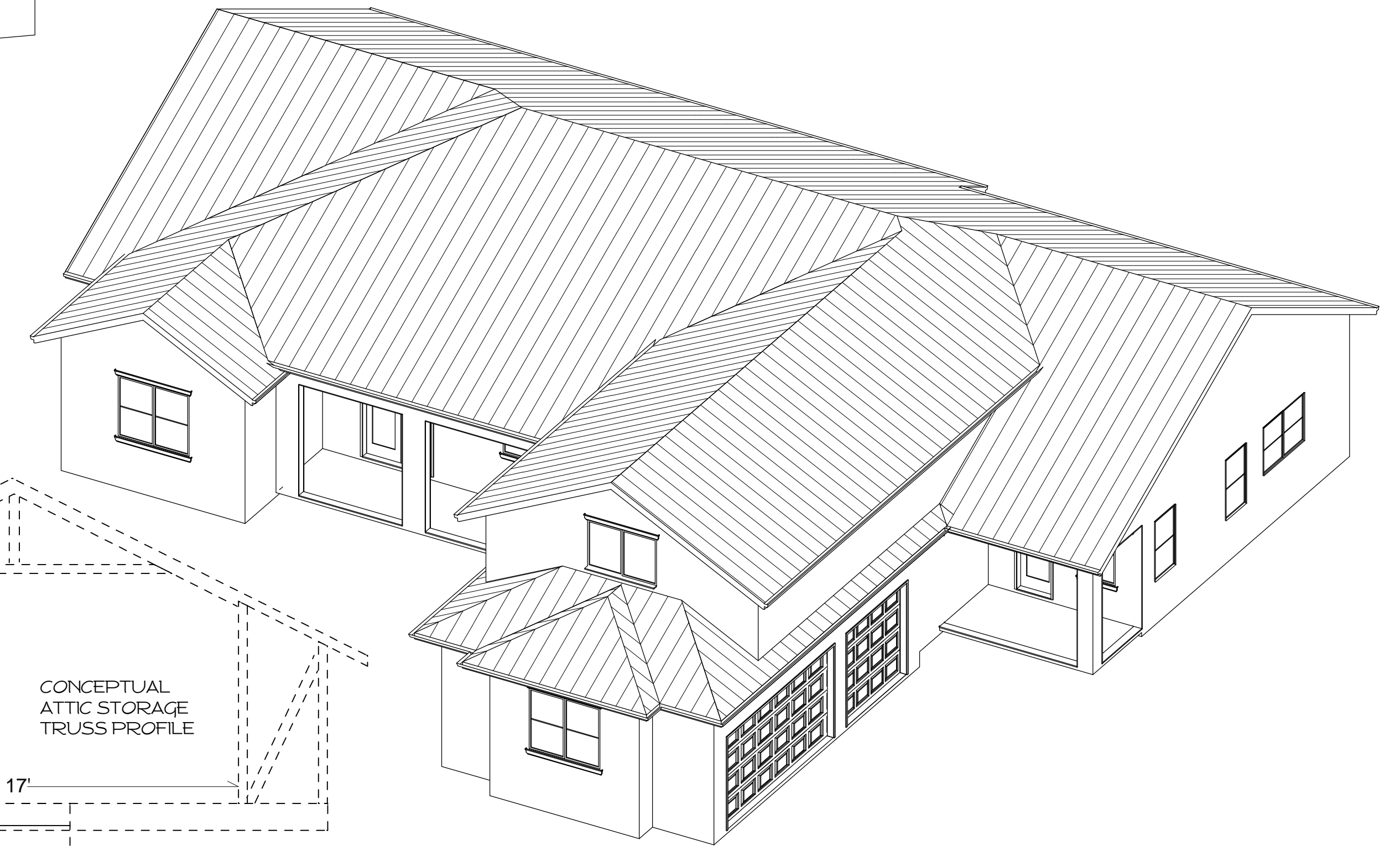
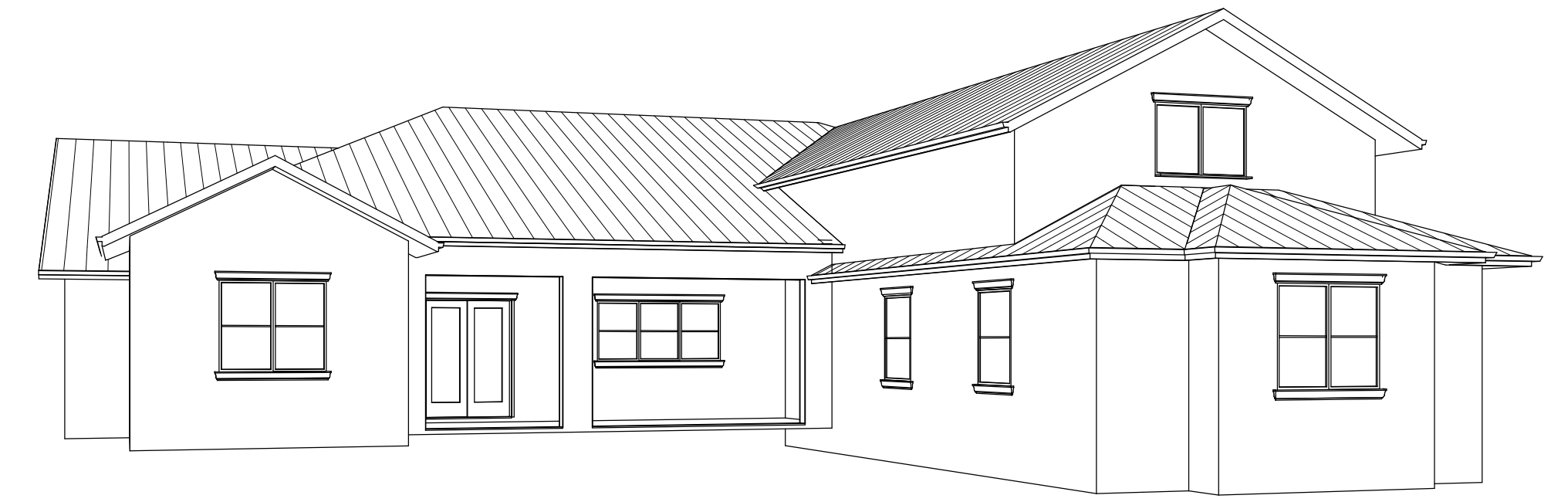
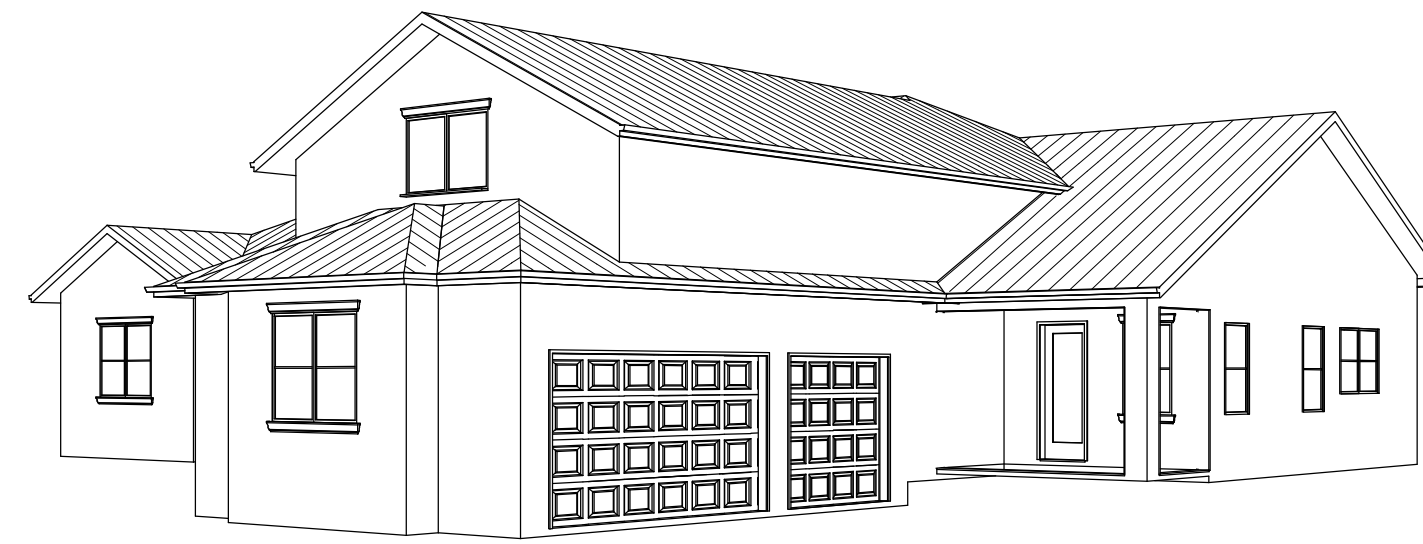
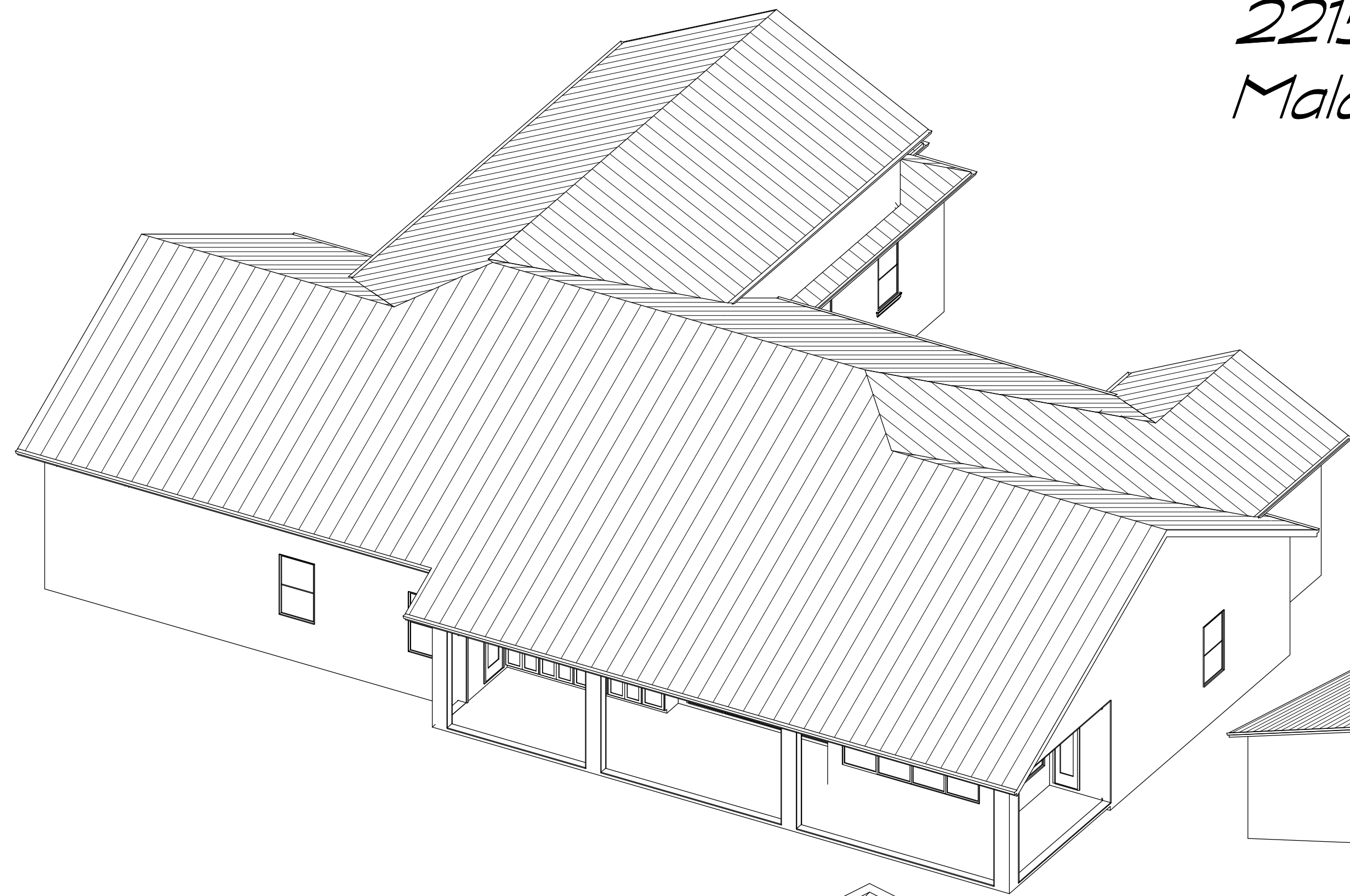
⊙	WATER METER	⊕	PUMP	⊗	WATER GATE	Ⓜ	TV CABLE BOX
⊖	POWER POLE	⊕	GAS METER	⊕	FIRE HYDRANT	Ⓜ	CONCRETE
⚡	TRANSFORMER	☎	TELEPHONE BOX	→	FLOW ARROW		

EXISTING GROUND ELEVATION
 PROPOSED GROUND ELEVATION

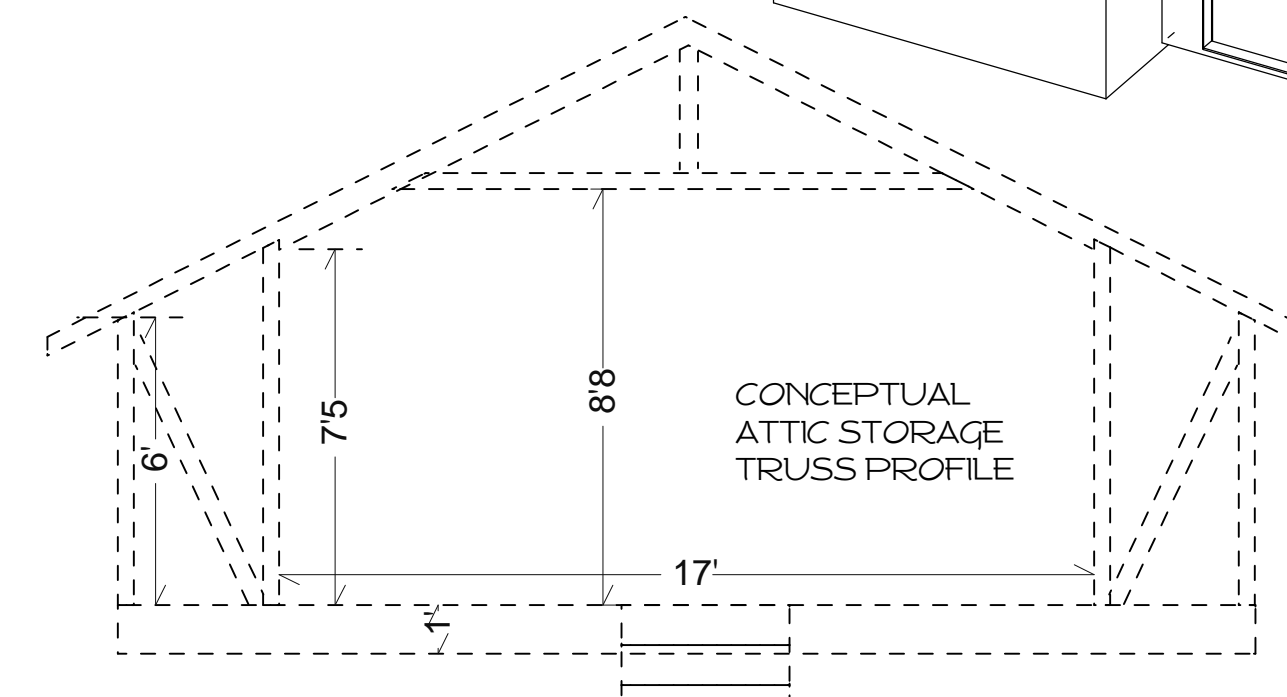
GRAPHIC SCALE
 0 30 60
 (IN FEET)
 1 INCH = 30 FEET

KUGELMANN LAND SURVEYING, INC.
 30 NORTH TROPICAL TRAIL
 SUITE B
 MERRITT ISLAND, FLORIDA 32953
 (321) 459-0930
 L.B. NO. 6575

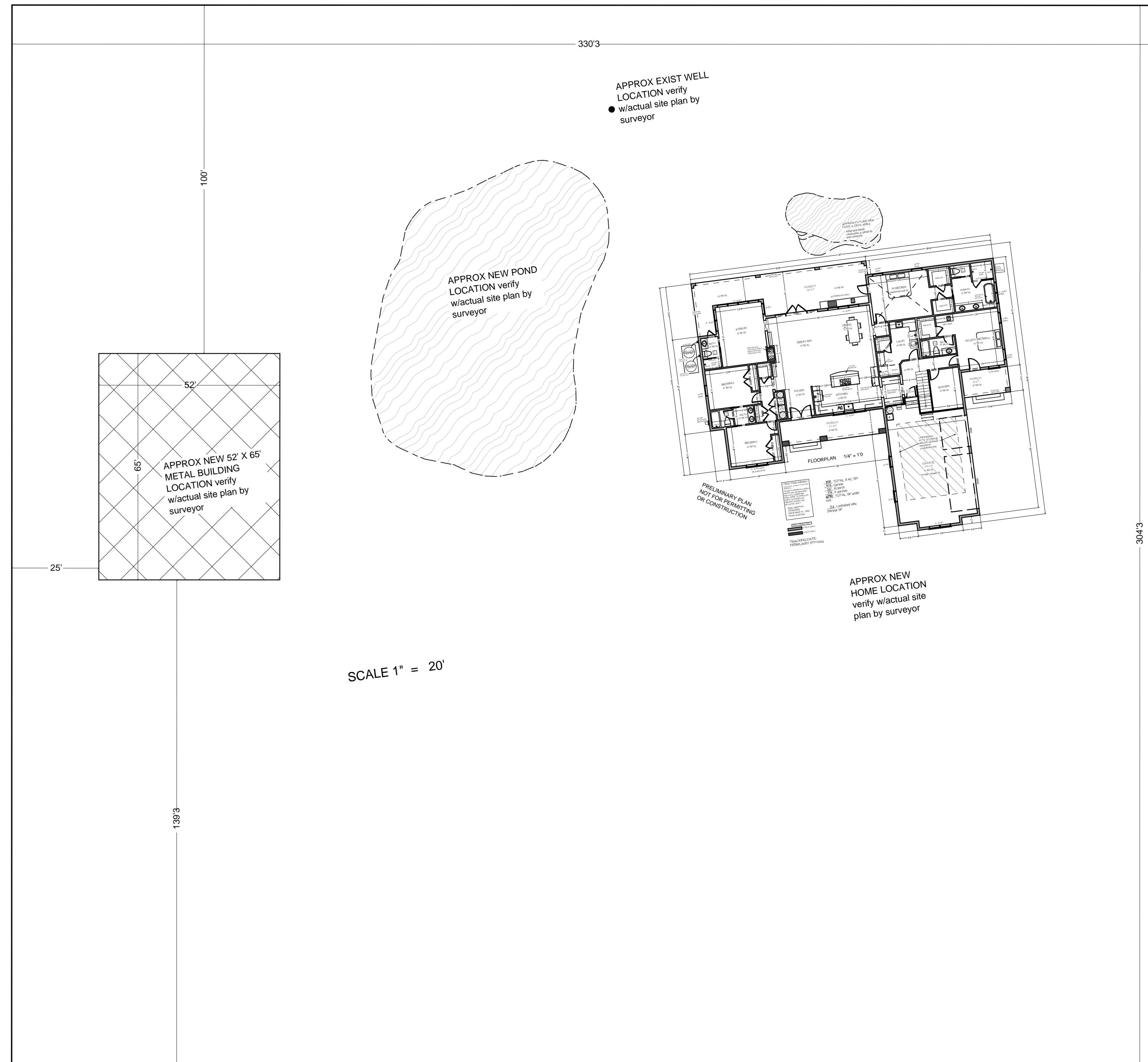
*New Custom Home For Mr & Mrs Patterson
2215 Oakridge Lane
Malabar, FL 32950*



3-D VIEWS SHOWN ARE FOR
CONCEPTUAL USE ONLY
refer to standard elevation views for
actual structure to scale



FRONT ELEVATION 1/4" = 1'0"



2215 OAKRIDGE LANE

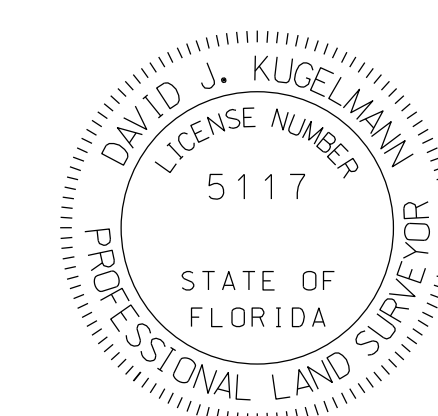
MAP OF BOUNDARY SURVEY PREPARED FOR AND CERTIFIED TO: BRANDI MICHAEL PATTERSON & ALAN DAVID PATTERSON

OFFICIAL RECORDS BOOK 9810, PAGE 302
 LEGAL DESCRIPTION:
 THE WEST 1/2 OF THE SOUTH 1/2 OF THE NORTH 1/2 OF LOT 16, SECTION 2, TOWNSHIP 29 SOUTH, RANGE 37 EAST, FLORIDA INDIAN RIVER LAND COMPANY, ACCORDING TO MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 156, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, LESS THE WEST 25 FEET THEREOF FOR UTILITY, DRAINAGE, AND ROAD RIGHT OF WAY PURPOSES.

- SURVEYOR'S NOTES:
1. FLOOD ZONE 'X' PER FLOOD INSURANCE RATE MAP 12009C0677G, MARCH 17, 2014.
 2. FENCE OWNERSHIP UNKNOWN.
 3. NO APPARENT ENCROACHMENTS NOTED.
 4. BEARINGS DEPICTED HEREON ARE ASSUMED BEARINGS AND ARE BASED ON THE EAST LINE OF THE SOUTHEAST 1/4 OF SECTION 2 HAVING A BEARING OF S00°32'58"W.
 5. SUBJECT TO ANY EASEMENTS AND/OR RIGHTS-OF-WAY OF RECORD.
 6. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE SEARCH.
 7. SURVEY DOES NOT WARRANT TITLE.
 8. UNDERGROUND FOUNDATIONS AND/OR UTILITIES NOT LOCATED AT TIME OF SURVEY.
 9. THIS SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF THE CLIENT(S) SHOWN HEREON AND COPIES ARE VALID ONLY WITH THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR & MAPPER UNLESS ELECTRONICALLY SIGNED AND SEALED IN ACCORDANCE WITH FLORIDA STATUTES CHAPTER 472.025 AND THE STANDARDS OF PRACTICE FOR SURVEYS AS REFERENCED BY CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODES.

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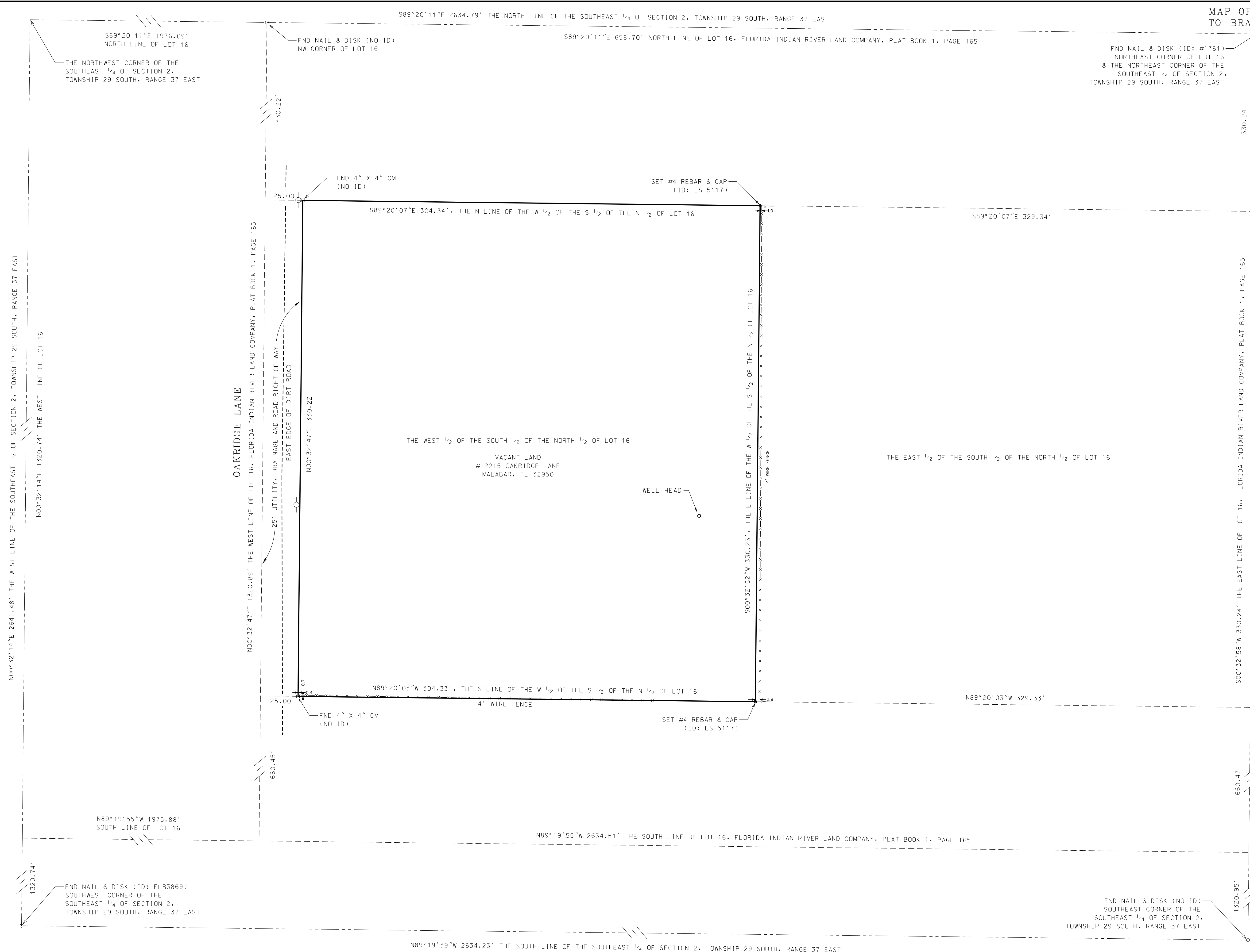
DAVID J. KUGELMANN P.L.S.
 NO. 5117
 STATE OF FLORIDA

SIGNATURES	DATE
DRAWN: DJK & KKW	02/21/2024
CHECKED: MJF	02/21/2024
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SURVEYOR: DJK	02/21/2024

REVISIONS	DATE

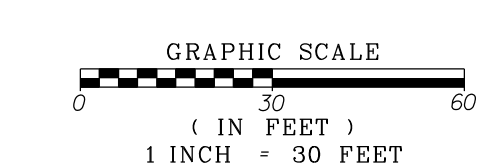
PARCEL ID 29-37-02-00-828
 VACANT LAND
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 MALABAR, FL 32950

FIELD DATE: 02/20/2024	
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DRAWING NO. VB_2024006.DGN	
PROJECT NO. 2024006	SHEET 1 OF 1



SYMBOL LEGEND:

⊕	WATER METER	⊕	PUMP	⊕	WATER GATE	⊕	TV CABLE BOX
⊕	POWER POLE	⊕	GAS METER	⊕	FIRE HYDRANT	⊕	CONCRETE
⊕	TRANSFORMER	⊕	TELEPHONE BOX				



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 30 NORTH TROPICAL TRAIL
 SUITE B
 MERRITT ISLAND, FLORIDA 32953
 (321) 459-0930
 L.B. NO. 6575



2725 Malabar Road
Malabar, Florida 32950-4427
321-727-7764 – Telephone
321-722-2234 – FAX

**LOCATION AGREEMENT
TEMPORARY LOCATION OF MOBILE HOME, CAMPER, ETC.**

A travel trailer may be placed on my property located at 2215 Oakridge Lane in Malabar, Florida, on a temporary basis, while my home is being built on that property. I agree that the mobile home shall be removed immediately after completion of construction, approximately six months from this date. I also agree to start action on construction of my residence on the property as soon as possible, and be able to show completion or major progress at the end of the six-month period.

In the event the construction is not completed by that date, I will apply to the Town of Malabar for an extension of time. If no progress whatsoever is shown, the travel trailer will be removed immediately, and I will forfeit the \$500.00 security bond.

- Proof of Ownership
- Survey or Plot Plan showing location
- Description; means of septic hook-up, water & power
- Reason for mobile home on property Building house
- Building Permit No. # _____
- Road Permit Application # _____
- Road Bond: _____

Signature: *Mauchius*

Signature: *[Signature]*

Date: 3/14/2024

Date: 3/14/2024

Date Accepted: _____

Town Clerk: _____

INSTRUCTIONS FOR ATTACHING DECAL

1. Clean area where new annual decal is to be fixed.
2. Peel decal from this document.
3. Affix decal in the upper right corner of license plate.

IMPORTANT INFORMATION

SECTION 316.613, Florida Statutes, requires every operator of a motor vehicle transporting a child in a passenger car, van, autocycle or pickup truck registered in this state and operated on the highways of this state, shall, if the child is 5 years of age or younger, provide the protection of the child by properly using a crash-tested, federally approved child restraint device. For children aged through 3 years, such restraint device must be a separate carrier or a vehicle manufacturer's integrated child seat. For children aged 4 through 5 years, a separate carrier, an integrated child seat, or a child booster seat may be used.

For limited exceptions, see s. 316.613, F.S.

S. 320.0605, F. S., requires the registration certificate, or true copy of a rental or lease agreement, issued for any motor vehicle to be in the possession of the operator or carried in the vehicle while the vehicle is being used or operated on the roads of this state.

S. 320.02 and 627.733, F. S., requires personal injury protection and property damage liability to be continuously maintained throughout the registration period. Failure to maintain the mandatory coverage may result in the suspension of your driver license and registration.

Mail To:

BRANDI MICHAEL PATTERSON, ALAN DAVID PATTERSON
298 HAINES RD SW
PALM BAY, FL 32908-1332

Important note: If you cancel the insurance for this vehicle, immediately return the license plate from this registration to a Florida driver license or tax collector office or by mail to: DHSMV, Return Tags, 2900 Apalachee Parkway, Tallahassee, FL 32399. Surrendering the plate will prevent your driving privilege from being suspended.

CO/AGY 19 / 07 T# 1852543805
 B#

FLORIDA VEHICLE REGISTRATION

PLATE **BY84ZP** DECAL **14645027** Expires **Midnight Wed 03/27/2024**

YR/MK	2023/FVCT	BODY	TV		Reg. Tax	62.10	Class Code	78
VIN	5ZT2CAVB8PX028791			TITLE	Init Reg.		Tax Months	7
Plate Type	RGS	LENGTH	36'11"		County Fee	3.00	Back Tax Mos	
DL/FEID	P362073756070			2nd DL#	Mail Fee		Credit Class	
Date Issued	08/25/2023	Plate Issued	08/25/2023		Sales Tax		Credit Months	
					Voluntary Fees			
					Grand Total	65.10		

BRANDI MICHAEL PATTERSON, ALAN DAVID PATTERSON
298 HAINES RD SW
PALM BAY, FL 32908-1332

IMPORTANT INFORMATION

1. The Florida license plate must remain with the registrant upon sale of vehicle.
2. The registration must be delivered to a Tax Collector or Tag Agent for transfer to a replacement vehicle.
3. Your registration must be updated to your new address within 30 days of moving.
4. Registration renewals are the responsibility of the registrant and shall occur during the 30-day period prior to the expiration date shown on this registration. Renewal notices are provided as a courtesy and are not required for renewal purposes.
5. I understand that my driver license and registrations will be suspended immediately if the insurer denies the insurance information submitted for this registration.

RGS - SUNSHINE STATE PLATE ISSUED X

From: [Alan Patterson](#)
To: [Richard Kohler](#)
Subject: Fw: Invoice 34900 from Palm Bay Septic Inc.
Date: Friday, March 15, 2024 10:31:13 AM

Sent from [Outlook](#)

From: Palm Bay Septic Inc. <quickbooks@notification.intuit.com>
Sent: Friday, March 15, 2024 9:00 AM
To: alanbrandi789@outlook.com <alanbrandi789@outlook.com>
Subject: Invoice 34900 from Palm Bay Septic Inc.

INVOICE 34900



Palm Bay Septic Inc.

DUE 02/20/2024

\$0.00

Print or save

Powered by QuickBooks

Dear Brandi Patterson - HOLD TANK,

Here's your invoice! We appreciate your prompt payment.

Thanks for your business!
Palm Bay Septic Inc.

Palm Bay Septic Inc.

170 Enterprise Ave Palm Bay, FL 32909

+1 3217244357 Palmbayseptic@aol.com www.Palmbayseptic.com

If you receive an email that seems fraudulent, please check with the business owner before paying.



© Intuit, Inc. All rights reserved. [Privacy](#) | [Security](#) | [Terms of Service](#)

Receipt: 000000429 03/15/24

2725 MALABAR ROAD
MALABAR, FL 32950
United States

Cashier: JSCHULTZ
Received Of: BRANDI PATTERSON

The sum of: 500.00

MISCREV	MISCELLANEOUS REVENUE/		500.00
		001-000-369.9000	500.00
		Total	<u>500.00</u>

TENDERED: CASH 500.00

Signed: _____

TOWN OF MALABAR

REGULAR TOWN COUNCIL MEETING

AGENDA ITEM NO: 11.a.

Meeting Date: March 18th, 2024

Prepared By: Richard W. Kohler, Town Clerk

SUBJECT: Discussion of Quiet Zones - Tabled

BACKGROUND/HISTORY:

At the January 8th RTCM, Clerk Kohler provided Council with information relating to Quiet Zones along the Florida East Coast Railway. The Transportation Planning Organization (TPO) held a workshop in December to provide information on the topic.

A Quiet Zone is an area of 1/4 mile on each side of a Railroad crossing which restricts the routine sounding of horns. All public authorities involved in a crossing would have to agree to a Quiet Zone. For Example, the Town of Malabar would be required to partner with the State of Florida Department of Transportation to request a Quiet Zone for the Malabar Road Crossing. The Only two railroad crossing in Malabar are Malabar Road (S.R. 514) and Jordan Blvd. Before a Quiet Zone can be approved, a thorough review process is completed, including but not limited to a Notice of Intent (NOI), Quiet Zone Calculator, Supplemental Safety Measures, and Warning Devices.

No action was taken at the January 8th RTCM. CM Hofmeister/CM Vail motioned to table continued discussion of the topic until a full Council was present. The item was not removed from the Table at the 2/5/2024, or 3/4/2024 RTCMs due to a full Council not being present. A motion to untable to item will be required before discussion can resume.

ATTACHMENTS:

None.

ACTION:

Motion to untable "Discussion of Quiet Zones".

TOWN OF MALABAR

REGULAR TOWN COUNCIL MEETING

AGENDA ITEM NO: 11.b.

Meeting Date: March 18th, 2024

Prepared By: Richard W. Kohler, Town Clerk

SUBJECT: Increased Enforcement of Existing Rules – CM Scardino

BACKGROUND/HISTORY:

CM Scardino contacted Town Staff on 03/13/2024 to request this item be added to the agenda. He states he has noticed an increase in Code Violations and is hoping to discuss potential avenues of increased enforcement.

As an example, Staff served three Stop Work Order between 3/11/2024 and 3/13/2024. All three violations were for land clearing without a permit, one on Howell Lane, one on Weir Street, and one on Lett Lane.

ATTACHMENTS:

- None

ACTION:

- Discussion.