

# SR 406 CORRIDOR PLANNING STUDY

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



Alternatives and Strategies Report  
September 2016



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# 1

## The State Road 406 Corridor Planning Study

This project was requested by the Space Coast Transportation Planning Organization (SCTPO) in cooperation with the City of Titusville to coordinate the development of a future vision for the State Road (SR) 406 corridor that will establish a multimodal approach to accommodate future transportation needs. The study involved a community-based evaluation to establish a long-term plan to guide evolution of the corridor that appropriately correlates the balance between land use and transportation planning. The goal of the study was to develop potential solutions that establish a more multimodal urban environment utilizing a context sensitive approach.

SR 406 is approximately three miles long, located within the City of Titusville. The corridor extends from the North Area Adult Education Center (former South Lake Elementary School) to US 1 Northbound, as illustrated in Figure 1. The corridor is a four lane divided arterial from I-95 to N. Dixie Avenue, a five lane arterial (four lanes with a bi-directional turn lane) from N. Dixie Avenue to S. Palm Avenue, and reverts back to a four lane divided arterial from S. Palm Avenue to US 1. Existing right-of-way width is 100 feet from I-95 to N Dixie Avenue and 80 feet from N Dixie Avenue to US 1. While the west end of the corridor has room for multimodal improvements, the corridor is constrained on the east end.

The western portion of the corridor includes the I-95 interchange, angled medians, unsignalized and offset intersections, a dedicated bicycle lane that drops off east of Clarewood Boulevard, and sporadic segments of on-street parking. The eastern segment of the corridor includes a trail overpass that is part of the Coast to Coast Trail system near Robbins Avenue. Further east are three signalized intersections approximately 200 feet apart at Palm Avenue, US 1 Southbound / Hopkins Avenue and US 1 Northbound / Washington Avenue.

In terms of land use, the corridor is characterized by a mix of uses including single and multi-family residential, commercial, office, educational / institutional, and general aviation airport. Based on a demographic analysis in the area, there is a high number of 0-1 car households, causing a demand for improved multimodal accommodations. Sidewalks are present, however both pedestrian and bicycle modes of travel face safety challenges. Public transit service is provided along SR 406 with one route servicing westbound and another route servicing eastbound.

The study included collaboration with the City of Titusville, Space Coast Transportation Planning Organization (SCTPO), Brevard County, Space Coast Area Transit (SCAT), Titusville Community Redevelopment Area (CRA), Greater Titusville Renaissance (GTR), North Brevard Economic Development Zone, and local business owners and residents, in an effort to gain consensus on the issues and opportunities facing the SR 406 corridor resulting in the following guiding principles:

- Safety
- Bicycle & Pedestrian Mobility

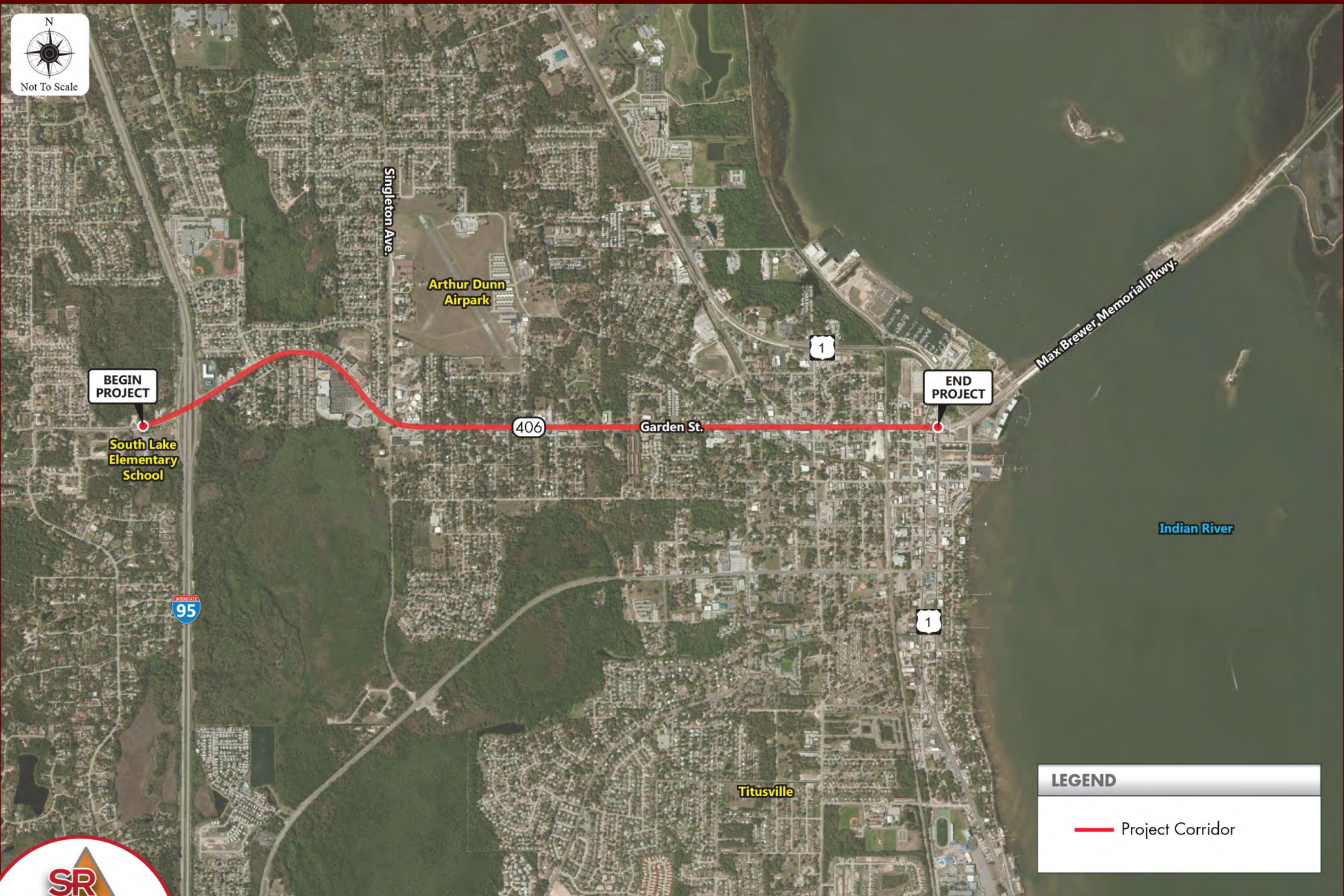


- Design Consistency
- Aesthetics
- Transit

Based on the existing conditions analysis, it was determined that the issues and opportunities for improvement along SR 406 within the study area include inconsistency in roadway geometry, inadequate bicycle and pedestrian facilities, and limited ADA accommodations. Based on identified issues and opportunities, established purpose and needs, and overall guiding principles, the following improvement strategies were developed to enhance the corridor:

- Corridor Improvements
  - Addition of Bike Lanes
  - Road Diet
- Spot Improvements
  - Singleton Avenue Roundabout
  - Removal of Palm Avenue Signal
  - SR 406 / US 1 Roundabout

The following sections summarizes the planning process used to develop the final recommendations for this corridor planning study.



# SR 406 Corridor Planning Study

South Lake Elementary School to SR 5 (US 1)



**FIGURE 1**  
Study Area Location Map



# 2

## Public Involvement – A Collaborative Effort

This section details the public involvement process of this study including the public involvement plan, project visioning team and agency coordination, and public meetings.

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### 2.1 The Public Involvement Plan

Successful public involvement is about building credibility, understanding and consensus. This requires a process that is characterized by technical competence, integrity, and good listening. Activities implemented as part of this Public Involvement Plan (PIP) allowed people living and working within the project study area, and other interested parties, to contribute to the decision-making process and to influence the choices made about the SR 406 corridor. The fundamental objectives of the PIP were to ensure that the concerns and issues of those with a stake in the project are identified; that stakeholders were given opportunities to review and comment on the findings of the alternatives; and that stakeholder concerns were addressed. The PIP effectively assisted FDOT in the development of a project that met the needs of the community in addition to gaining greater acceptance and support of the project.

Gaining community consensus among the varied stakeholders in the study area is essential to achieve a successful project outcome, and was achieved by following these objectives:

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

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### 2.2 The Project Visioning Team

By beginning the consensus-building process at the planning stage, stakeholder interviews were held to identify the specific agency staff and other interested parties that wish to actively participate as part of a Project Visioning Team (PVT). The PVT assisted and guided the planning process throughout the study in the development of the multi-modal planning approach. The PVT consisted of local residents and business owners, and representatives from the following groups:





- **Project Partners:** The Project Partners consisted of FDOT, Brevard County, Space Coast Transportation Planning Organization (SCTPO), City of Titusville, and Space Coast Area Transit (SCAT). This group met to discuss key milestones of the study.
- **Project Management Team:** The Project Management Team (PMT) was involved in the daily management, work tasks and technical assistance for the study. The PMT was composed of the FDOT District Five project manager, key agency staff, and the Consultant Team.
- **Consultant Team:** The Consultant Team conducted day-to-day study activities and managed the study schedule and budget. FDOT provided technical data and internal reviews throughout the study.

The PVT met three times during the Corridor Planning Study, and successfully engaged local residents, businesses, or property owners in the process. This section summarizes the PVT meetings held during the study.

#### [PVT Kickoff Meeting & Bus Tour](#)

The PVT kickoff meeting and bus tour was held on May 13, 2015 and attended by the study team and representatives from the City of Titusville, SCTPO, SCAT, Greater Titusville Renaissance (GTR), North Brevard Economic Development Zone, and the local business Dixie Crossroads. The purpose of this meeting and tour was to better understand the existing conditions and true nature of the corridor, to interact with attendees on issues related to past and future planning within the roadway corridor, and to collaborate on the central issues surrounding the corridor needs and the future vision for the corridor. Following the tour, the PVT group was presented with an interactive presentation to collect opinions on main users, role, existing facilities, goals, and visions for the corridor. A summary of the meeting and bus tour, including open discussion topics and poll results, is provided in Appendix A.

#### [PVT Alternatives Development Workshop](#)

In preparation for the public alternatives meeting, a PVT meeting was held on October 6, 2015 to provide the team with a study update on brainstorming improvement strategies and receive additional suggestions on improvement strategies. The meeting was attended by the study team and representatives from the City of Titusville, SCAT, SCTPO, North Brevard Economic Development Zone, and Rails to Trails Mobility. The format of the meeting was an interactive workshop, with an open discussion presentation, followed by review of roll plots and a typical section tool. As comments were made by the PVT, notes were marked on roll plots, as well as hand written by the study team. Any typical sections created by stakeholders were saved for further evaluation. A summary of this meeting is provided in Appendix A.

#### [PVT Study Debrief & Final Thoughts](#)

As a follow-up to the public alternatives meeting, the PVT group met one last time to review feedback from the public meeting and discuss the improvement strategies that will move on to the next phase of the study. The meeting, held on March 30, 2016, was attended by the study team and representatives from the City of Titusville, SCTPO, SCAT, GTR, Brevard County, and local residents / business owners. The team was presented the material during an open discussion presentation, aided by display boards from the public meeting. A summary of this meeting is provided in Appendix A.



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## 2.3 Public Meetings

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

### Public Kickoff Meeting

The Public Kick-off Meeting was a combined effort with the US 1 Corridor Planning Study (which was conducted simultaneously), in which a portion of the project study areas of both studies overlap. The format of the meeting included:

- An open house in which the study team was available to discuss the project and answer questions
- A brief presentation reviewing the study process, existing conditions and key project issues
- A question and answer session in which the audience had an opportunity to either fill out a question card or raise their hand to be called on

A summary of the meeting, including all comments received during the meeting comment period are included in Appendix A.

### Public Alternatives Meeting

The Public Alternatives Meeting solicited input from the community on the potential improvement strategies developed during this study. The meeting was held as an open forum for the public to provide valuable input to the study team on the strategies identified as well as additional considerations that may be important to consider. The format of the meeting included:

- An open house in which the study team was available to discuss the project and answer questions
- A presentation reviewing the alternative strategies under consideration

A summary of the meeting, including all comments received during the meeting comment period are included in Appendix A.

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## 2.4 Additional Meetings

### Agency Kick-off Meeting

A meeting with representatives from the local agencies was held to introduce the study and gather feedback on the existing conditions along SR 406. Representatives from the SCTPO and the City of Titusville attended the meeting. A summary of the meeting is included in Appendix A.

### Titusville City Council Presentation

Following the public alternatives meeting, the study team refined the improvement strategies based on comments received. The final study findings were presented to the City of Titusville City Council at its



regular board meeting held on April 26, 2016. During the presentation, the City Council was given the opportunity to provide feedback.

#### SCTPO Update Presentation

The study team also presented the study findings to the SCTPO Board (May 12, 2016) and the Technical and Citizens Advisory Committees (May 9, 2016). During the presentation, TPO members were given the opportunity to provide feedback.



# 3

## Existing and Future Conditions

### 3.1 Existing Physical Features

The existing physical features were collected through field inspection and design / construction plans obtained from the FDOT and the affected jurisdictions. The features evaluated include utilities, lighting, pedestrian and bicycle facility, and parking locations. Existing features of the SR 406 corridor that do not meet current design standards are considered deficient and may be recommended for continued monitoring, rehabilitation, or reconstruction.

#### Roadway Classification, Jurisdiction, and Posted Speed

SR 406 from South Lake Elementary School to US 1 Northbound is classified as an “urban principal arterial other” roadway and owned and maintained by FDOT. The posted speed limit on SR 406 from South Lake Elementary School to east of Maiden Lane is 40 mph, and it transitions to 30 mph for the remainder of the corridor to US 1.

#### Right-of-Way

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

**Table 1: Right-of-Way Summary**

Roadway	Roadway ID	From	To	ROW Width (Feet)
SR 406	70002000	South Lake Elementary School	US 1 (SR 5)	80-150

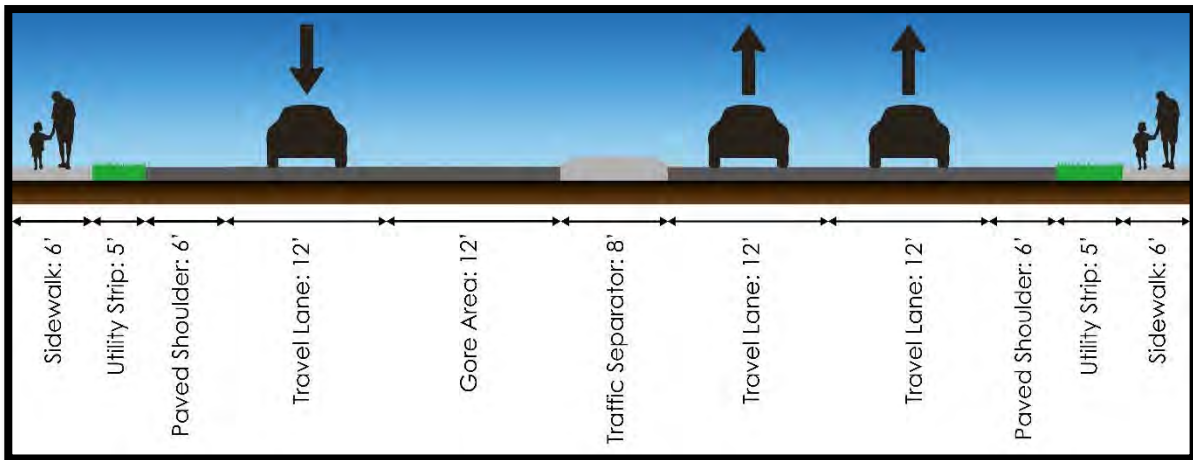
Source: FDOT ROW Maps



Typical Section

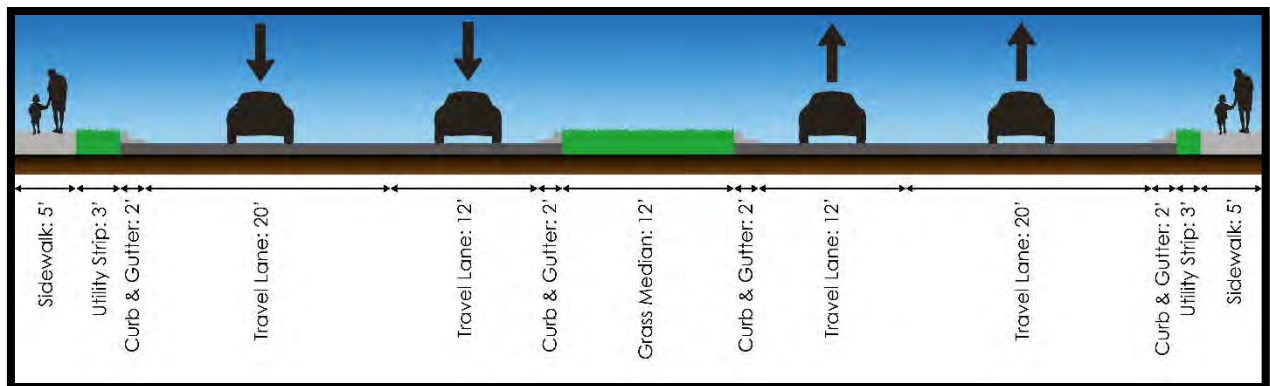
The typical sections found within the study area are illustrated in Figure 2 through Figure 5.

**Figure 2: North Area Education Center to I-95**



The exceptions to this typical section (Figure 2) exist at the old entrance of North Area Education Center (former South Lake Elementary School) with the addition of a westbound left turn lane into the school. In front of the school in the eastbound direction the travel lane transitions from one to two lanes and the concrete separator median is not present directly in front of the school. Right-of-way in this segment is identified as 100 ft.

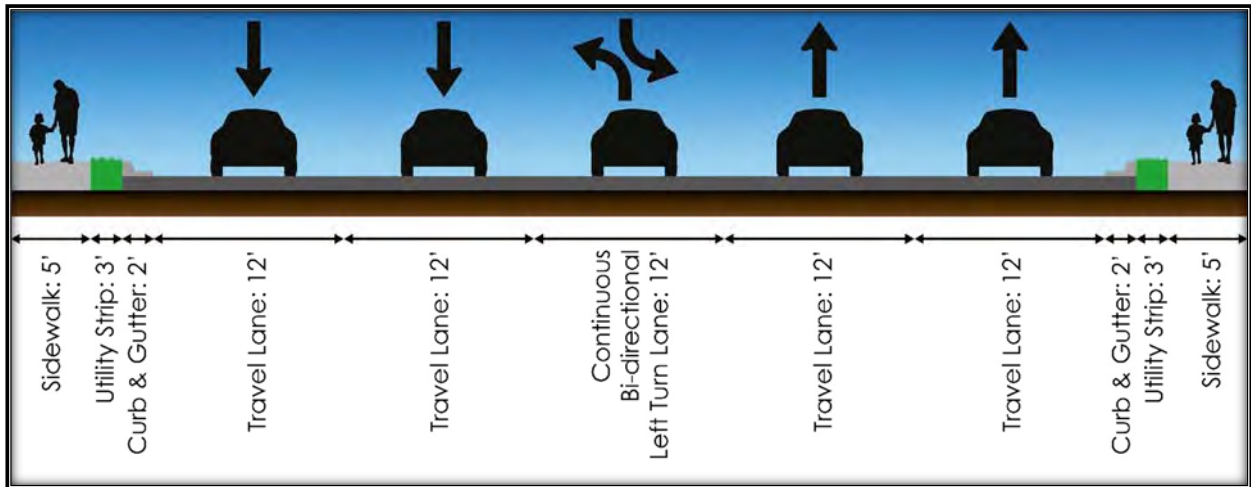
**Figure 3: I-95 to Dixie Avenue**



There are slight exceptions to the typical section (Figure 3) located throughout this section. Majority of the median type is raised grass median, however there are also concrete traffic separators located with left turn lanes, as well as, angled traffic separators used in areas of closely spaced median openings. The wide outside travel lane also accommodates sporadic on-street parking areas and right turn lanes throughout this section. Where on-street parking is designated with striping, the adjacent travel lane is generally 12-feet wide. Right-of-way in this segment is identified as 100 ft.

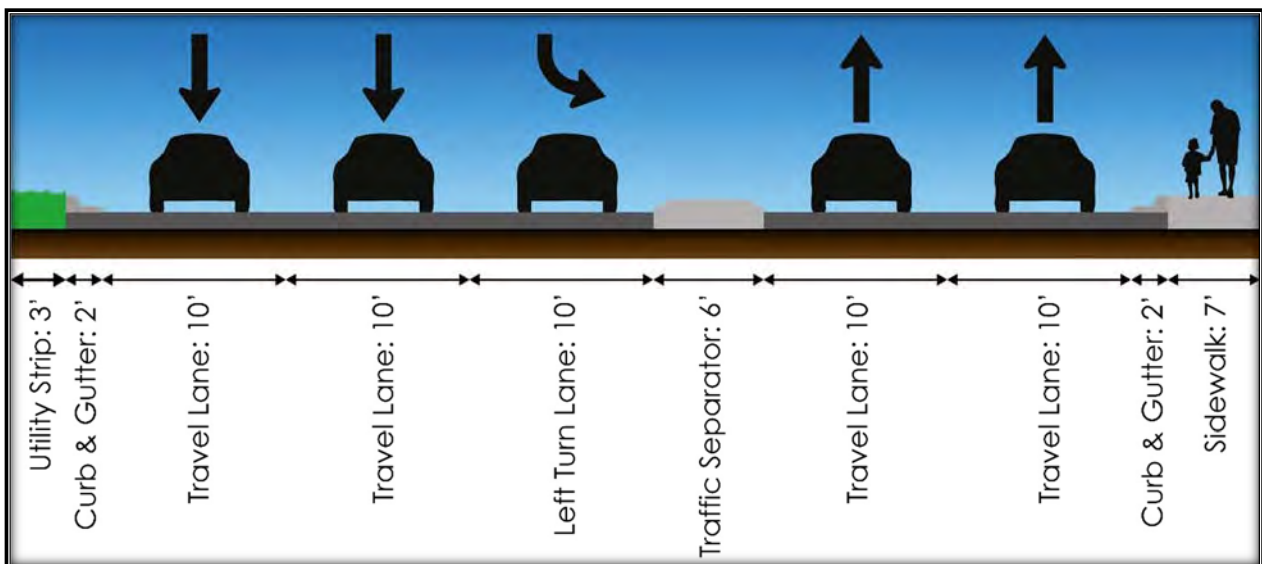


**Figure 4: Dixie Avenue to US 1 Southbound**



The only exception for this typical section (Figure 4) is located between Palm Avenue and US 1 Southbound where the median is striped closed. Right-of-way within this segment is identified as 80 ft.

**Figure 5: US 1 Southbound to US 1 Northbound**



There are no exceptions to this typical section (Figure 5).

Access Management

The FDOT classifies access on state roadways using a seven-tier access management system established in Chapter 14-97, Administrative Rules of the Department of Transportation, State Highway System Access Management Classification System and Standards (Rule 14-97). The classification system ranges from



Access Class 1, reserved for limited access freeways, to Access Class 7, assigned to lower priority state highways in areas that are already highly urbanized. This classification system assigns standards for driveway connections, spacing, median opening spacing, and signal spacing.

Table 2 shows the approximate limits for Access Class categories for the corridor study area and corresponding posted speed limits (MPH). The spacing standards for each Access Class as per FDOT are shown in Table 3. These Access Classes and posted speeds dictate the allowable spacing of signalized intersections, pedestrian crossing opportunities and local street connections for the corridor Study Area. The most restrictive Access Class (1) is for limited access roadways and allows for no signalized intersections or driveways. The least restrictive Access Class (7) allows signalized intersections at 1,320 foot (1/4-mile) spacing.

**Table 2: FDOT Access Management Classifications and Posted Speeds**

Roadway	Limits	Access Class	Posted Speed
SR 406	South Lake Elementary School (MP 0.000) to CR 405 / Park Avenue (MP 2.265)	5	40
SR 406	CR 405 / Park Avenue (MP 2.265) to E of Maiden lane (MP 2.670)	6	40
SR 406	E of Maiden Lane (MP 2.670) to US 1 (SR 5) (MP 2.949)	6	30

Source: FDOT Straight Line Diagram

**Table 3: Access Class Spacing Standards**

DOT Access Management Class	Minimum Connection Spacing (feet)	Minimum Median Opening Spacing (feet)		Minimum Signal Spacing (feet)
		Directional	Full	
Class 5	440 / 245 <sup>1</sup>	660	2,640 / 1,320 <sup>1</sup>	2,640 / 1,320 <sup>1</sup>
Class 6	440 / 245 <sup>1</sup>	NA	NA	1,320

Source: Section 14-97.003, Florida Administrative Code

<sup>1</sup> Greater than 45 MPH / Less than or equal to 45 MPH

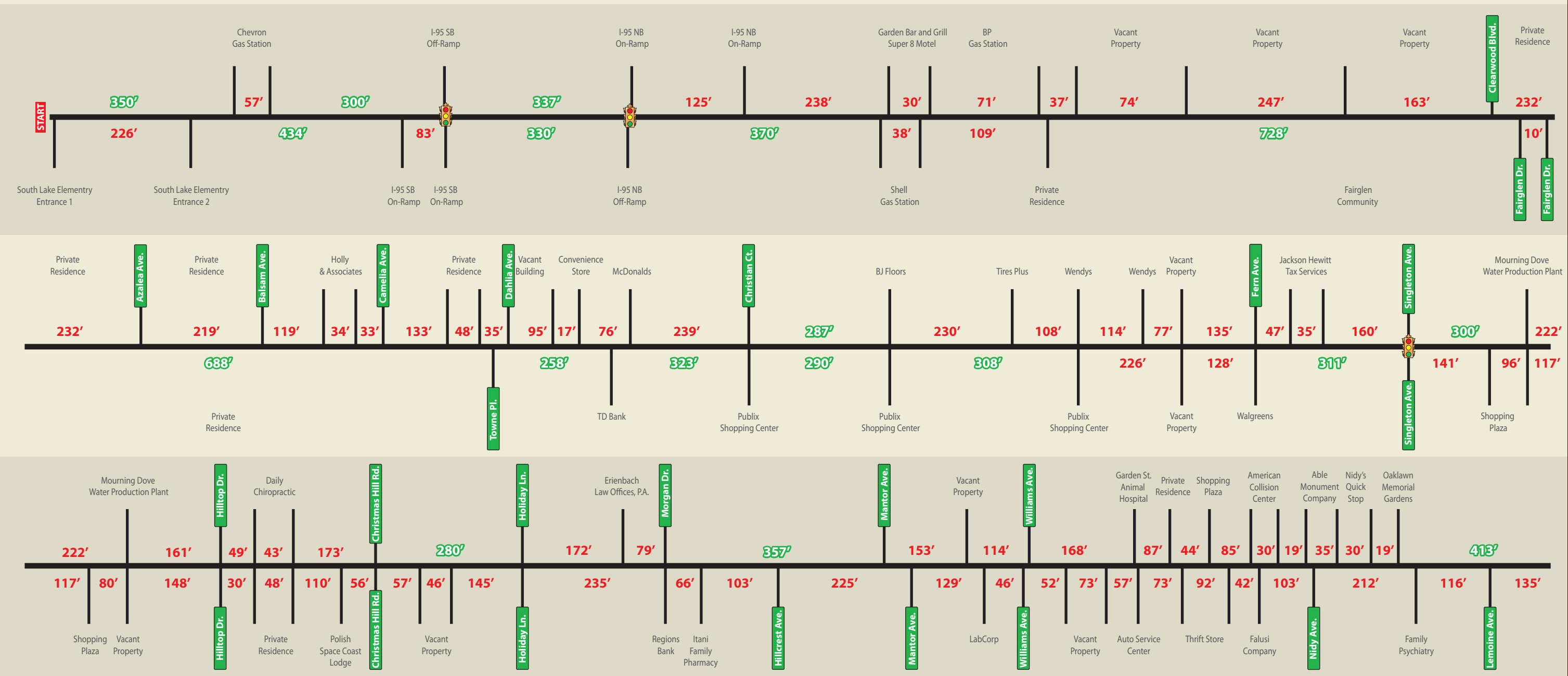
Note: For Class 1 roadways, no signalized intersections or driveways are allowed

Figure 6 through Figure 11 illustrate the existing access management and whether or not the median, connection, and signal spacing's are currently satisfying access management standards.

### Existing Intersection Geometry

Figure 12 provides the year 2015 intersection geometry for the following Study Area signalized intersections:

- SR 406 / I-95 Southbound Ramps
- SR 406 / I-95 Northbound Ramps
- SR 406 / Singleton Avenue
- SR 406 / Park Avenue
- SR 406 / Palm Avenue
- SR 406 / US 1 Southbound
- SR 406 / US 1 Northbound



**LEGEND**

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

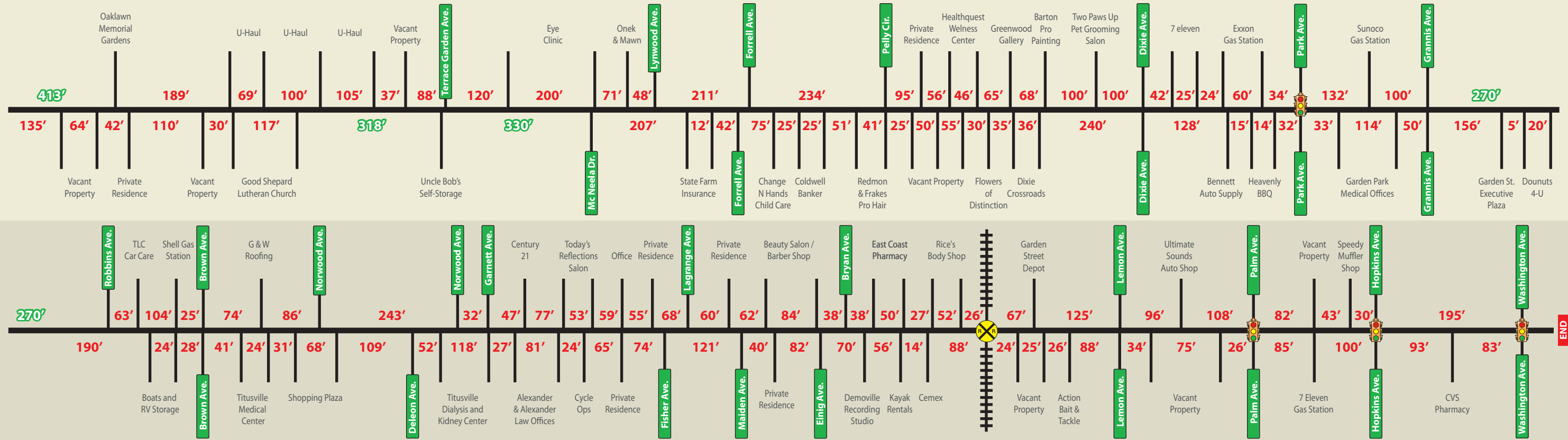
## SR 406 Corridor Planning Study

South Lake Elementary School to SR 5 (US 1)



**FIGURE 6**  
Connection Spacing





**LEGEND**

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

### SR 406 Corridor Planning Study

South Lake Elementary School to SR 5 (US 1)



**FIGURE 7**  
Connection Spacing



**LEGEND**

- Full Median Opening
- Directional Median Opening
- Signalized Intersection
- Meets Access Management Standards
- Does Not Meet Access Management Standards



**SR 406 Corridor Planning Study**  
Laurel Place to Indian River Avenue

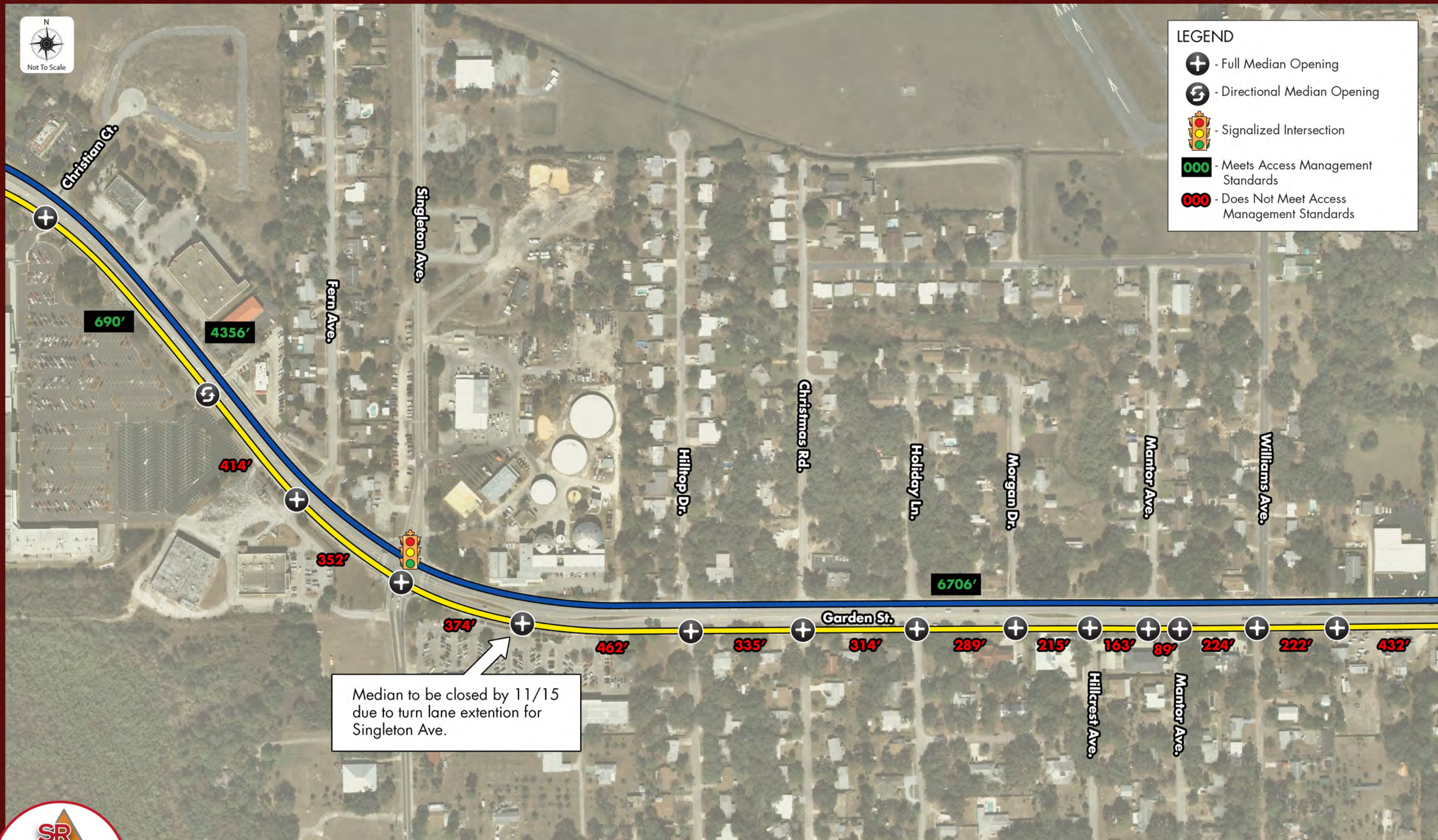


**FIGURE 8**  
Access Management - Signalized Intersection and Median Spacing



**LEGEND**

- Full Median Opening
- Directional Median Opening
- Signalized Intersection
- Meets Access Management Standards
- Does Not Meet Access Management Standards



Median to be closed by 11/15 due to turn lane extension for Singleton Ave.

**SR 406 Corridor Planning Study**  
Laurel Place to Indian River Avenue

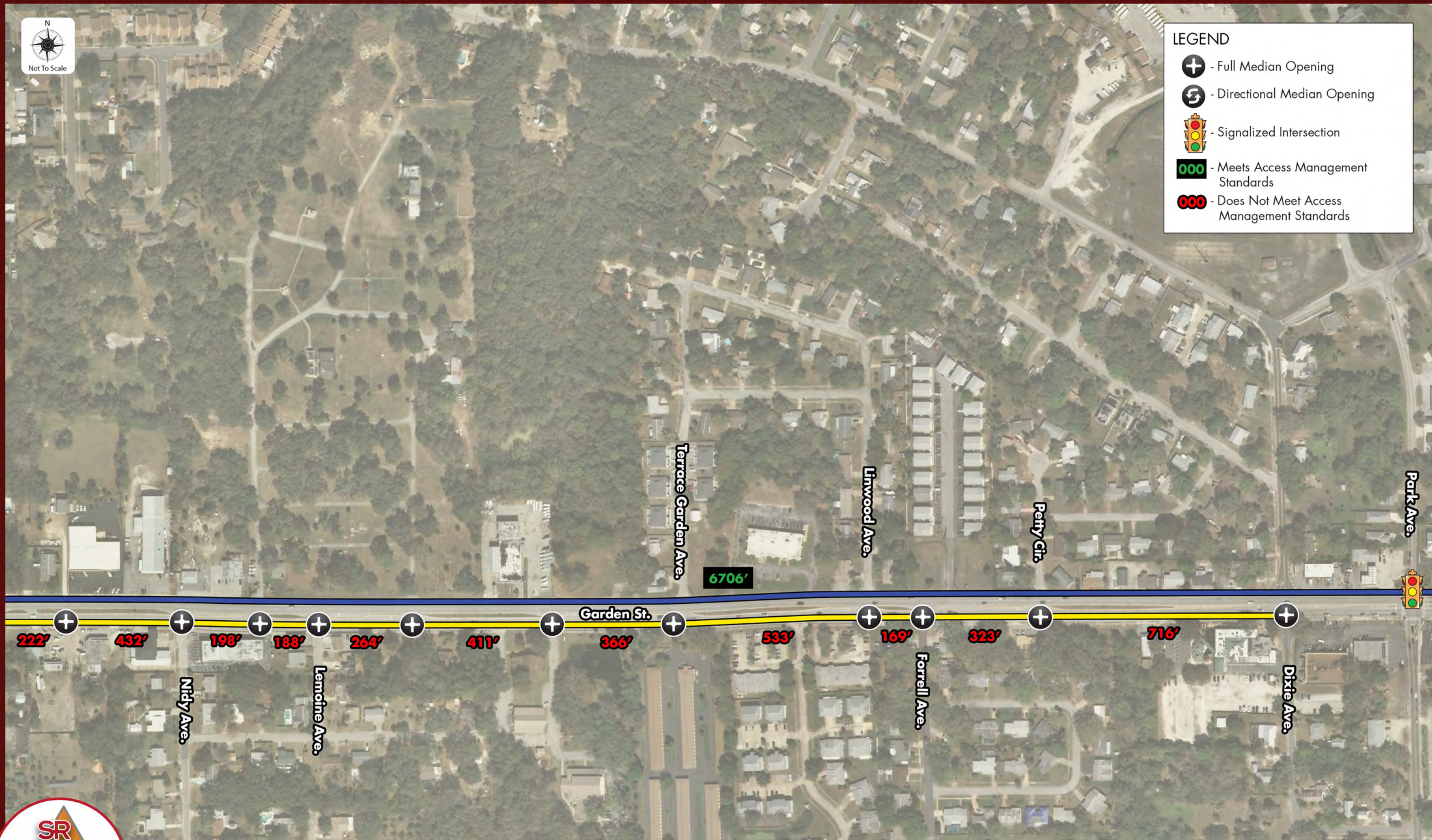


**FIGURE 9**  
Access Management - Signalized Intersection and Median Spacing



**LEGEND**

- Full Median Opening
- Directional Median Opening
- Signalized Intersection
- Meets Access Management Standards
- Does Not Meet Access Management Standards



**SR 406 Corridor Planning Study**  
Laurel Place to Indian River Avenue

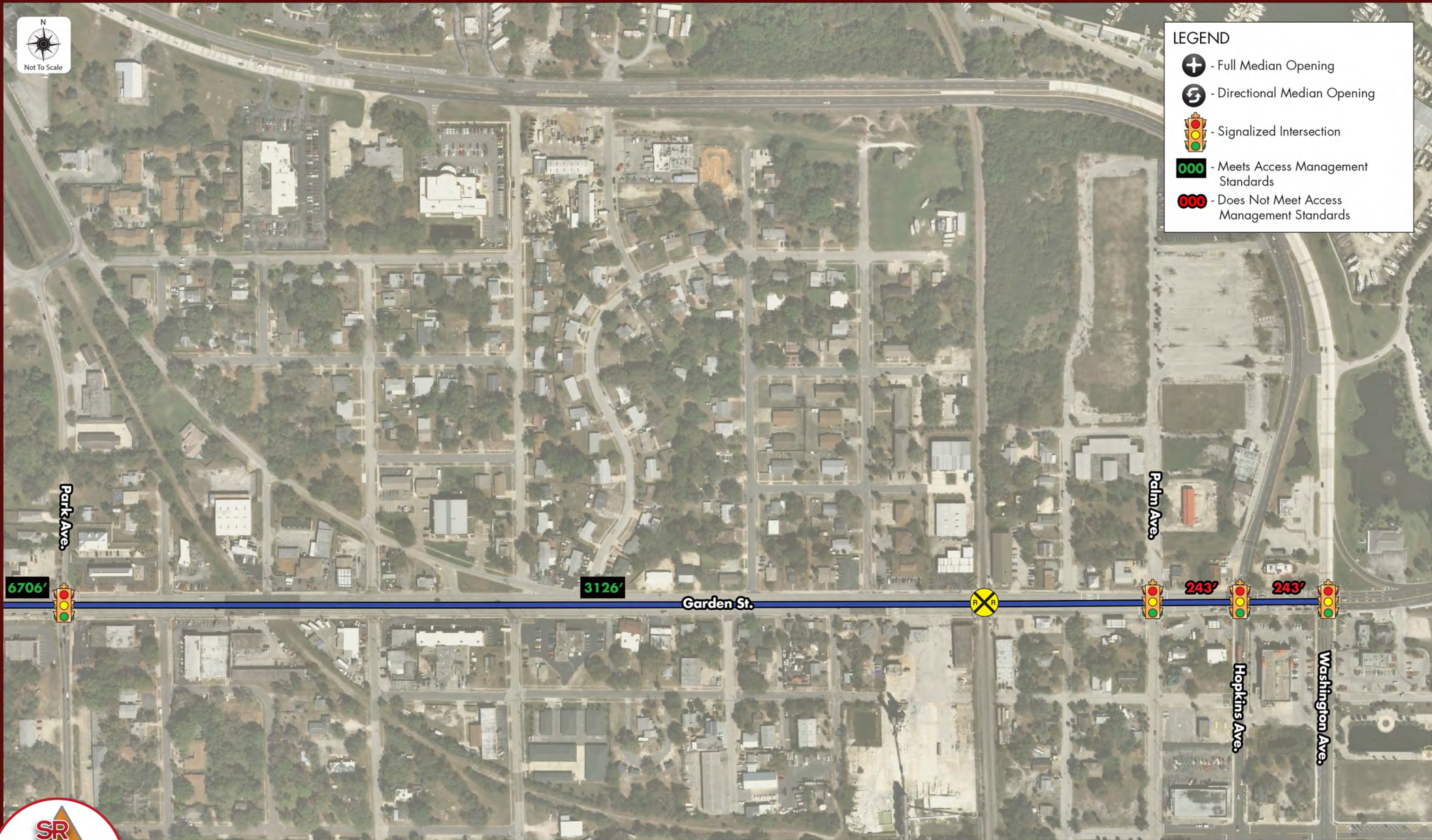


**FIGURE 10**  
Access Management - Signalized Intersection and Median Spacing



**LEGEND**

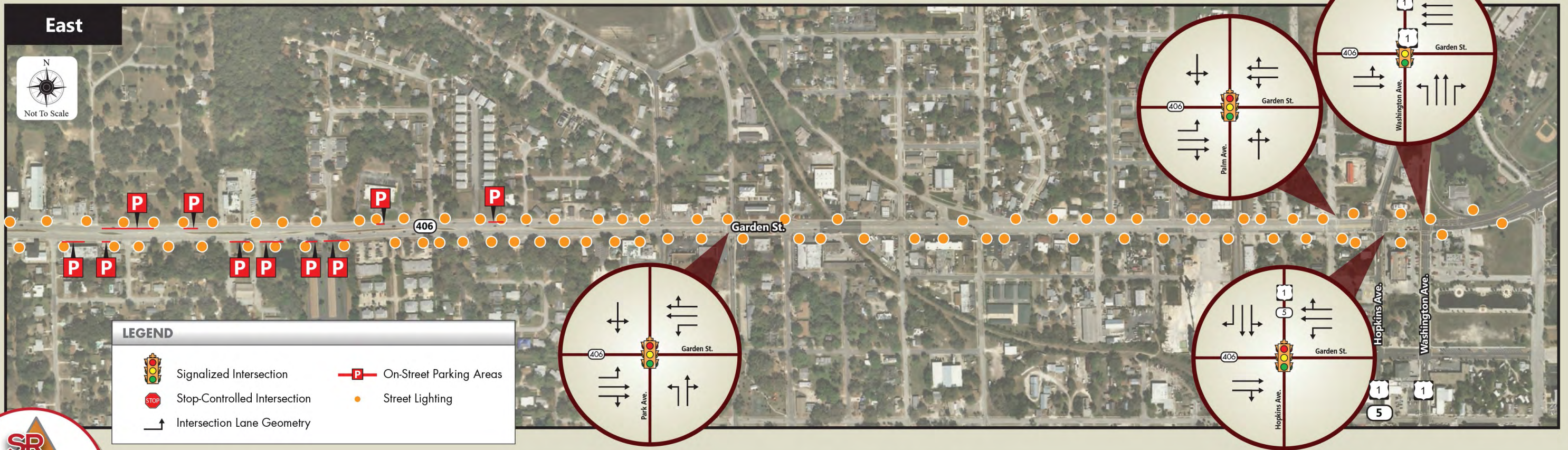
- Full Median Opening
- Directional Median Opening
- Signalized Intersection
- Meets Access Management Standards
- Does Not Meet Access Management Standards



**SR 406 Corridor Planning Study**  
Laurel Place to Indian River Avenue



**FIGURE 11**  
Access Management - Signalized Intersection and Median Spacing



**LEGEND**

- Signalized Intersection
- Stop-Controlled Intersection
- Intersection Lane Geometry
- On-Street Parking Areas
- Street Lighting



**SR 406 Corridor Planning Study**  
South Lake Elementary School to SR 5 (US 1)



**FIGURE 12**  
Existing Intersection Geometry,  
Parking, and Lighting Facilities



### Parking

Approximately 1,950 linear feet of on-street parking bays are provided along the eastbound side of the corridor while 850 linear feet of parking is provided along the westbound side. The majority of available parking throughout the Study Area is located between I-95 and Dixie Avenue. Figure 12 illustrates the on-street parking locations.

### Lighting

Street lighting is provided along both sides of the corridor with the exception of the I-95 interchange area. The overhead cantilever lighting is either self-contained or mounted to existing power poles. From field verification it appears that there is no significant gap in lighting in the areas where lighting is provided. The area along the corridor that lacks lighting is approximately 800 feet on either side of the I-95 interchange. Specific lighting locations are illustrated on Figure 12.

### Utilities

A Sunshine One Call ticket was processed in March 2015 to identify a list of potential utility providers within the corridor. A 500-foot buffer was used around the Study Area to understand the utility companies that are located adjacent to the corridor as well. Table 4 presents the utility agencies that have facilities located within the Study Area.

**Table 4: Utility Agencies and Contact Information**

Utility / Agency	Contact Person	Contact Number
Allied Fiber LLC	Kristin Zaky	631-626-4665
Florida City Gas	Ron Muller	321-638-3424
Florida Power & Light	Tracy Stern	800-868-9554
Level 3 Communications LLC	Network Relations	877-366-8344 Ext:2
MCI	Bryan Lantz	813-740-1231
CenturyLink (Formerly Qwest Communication)	George McElvain	303-992-9931
AT&T Distribution	Dino Farruggio	954-249-0558
Transcore	Tushar Patel	386-943-5315
City of Titusville	Jimmy Gager	321-567-3883
Brighthouse Networks, LLC	Mike Isom	321-757-6451
Sprint Nextel	Mark Caldwell	N/A

Source: Sunshine 811. Data was aggregated to reflect Study Area section limits.

Listed facilities in the Sunshine ticket does not indicate definite presence within the corridor. These utility companies will be contacted to verify the location and content of the facilities in future phases of the project cycle.



## Drainage

The general storm water conveyance system that serves the SR 406 corridor is curb and gutter along the roadway with storm pipes directing runoff from the roadway to localized storm drainage retention ponds. The curb and gutter typical section transitions to an open swale system just east of I-95 and continues to the western limits. SR 406 is generally depicted as flat terrain along the corridor however elevations decrease as the corridor approaches the eastern limits. The United States Geological Survey (USGS) maps indicate a high point at Christmas Hill Road North to the National Geodetic Vertical Datum (NGVD). The roadway elevation is approximately 48 NGVD at this point and tapers to 28 NGVD at the western limit of the Study Area and 2 NGVD at the eastern limit. There are other local low points to facilitate drainage within the closed system.

According to the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMS) for Brevard County (community panels 12009C0205G and 12009C0210G dated March 2014) SR 406 has portions of the roadway within the Zone X (other flood areas). It is located at US 1 to the eastern limit of the Study Area.

Any improvements to US 1 will be subject to the St. John's River Water Management District (SJRWMD) criteria that are current at the time of the improvement. In addition, the FDOT Drainage Manual currently requires that roadway projects comply with the FDOT's drainage connection rule. Based on the existing storm water regulations of these agencies, any project other than resurfacing would require both storm water quality treatment and attenuation of runoff rate and volume.

## Soils

Soil conditions were inventoried within the Study Area using data provided by the National Resources Conservation Service. The soils were examined at a buffer distance within one half mile of the project corridor. Figure 13 presents the Study Area soils map.

## Bicycle and Pedestrian Infrastructure

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

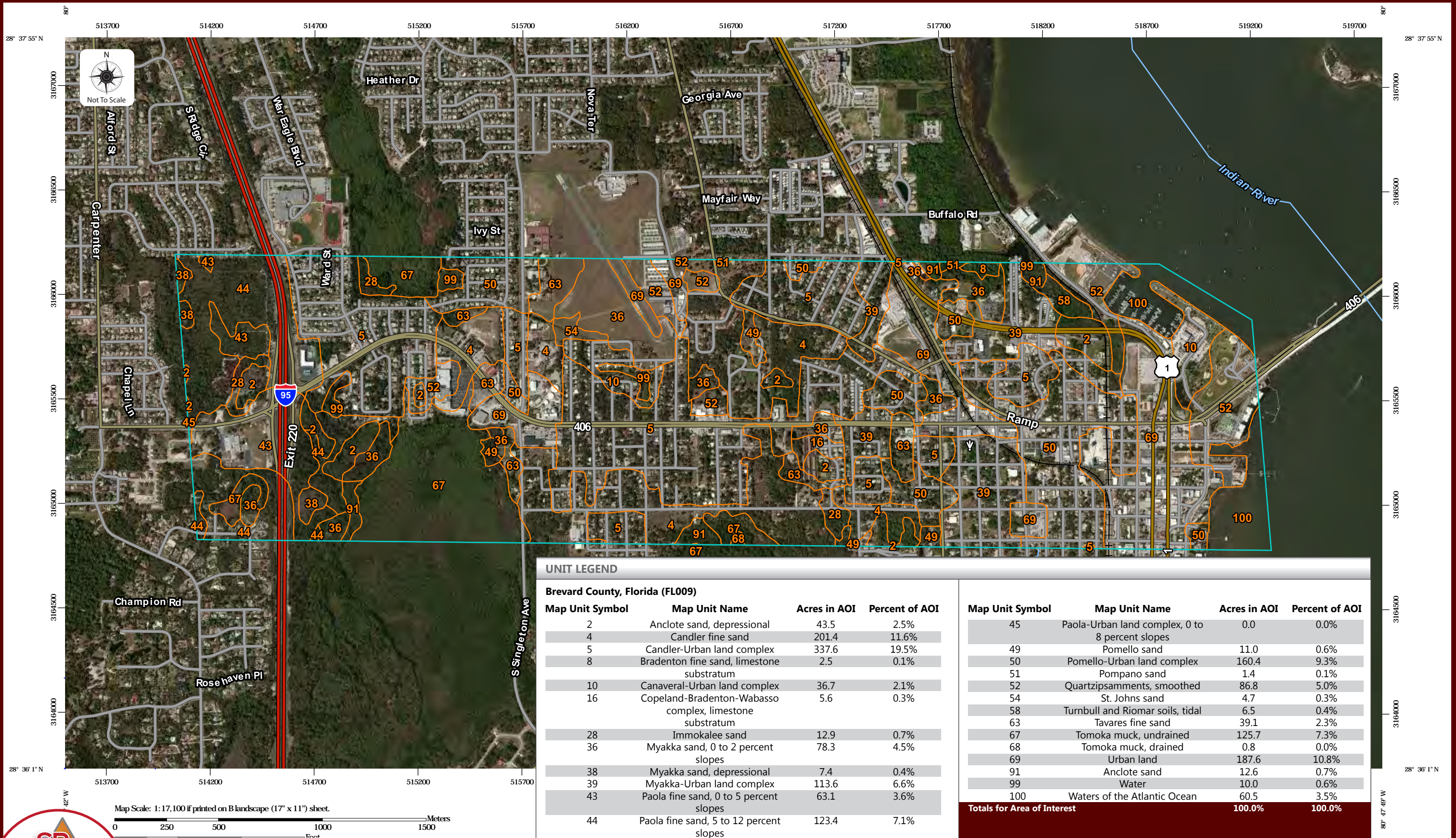
### Bicycle Lanes

Designated bicycle facilities are present from just west of the I-95 Southbound Ramps to just east of the I-95 Northbound Ramps. Paved Shoulders are provided for a short segment between the North Area Adult Education Center and the start of the bike lanes just west of I-95 and from the bike lane just east of I-95 for approximately 400 east. Figure 14 illustrates the existing designated bicycle facilities.

### Sidewalks

Sidewalks are provided on both sides of SR 406 for the entire length of the Study Area with the exception along the north side of the corridor between US 1 Southbound and US 1 Northbound. The following gaps in sidewalk coverage are shown in Figure 14.





**UNIT LEGEND**

**Brevard County, Florida (FL009)**

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
2	Anclote sand, depressional	43.5	2.5%
4	Candler fine sand	201.4	11.6%
5	Candler-Urban land complex	337.6	19.5%
8	Bradenton fine sand, limestone substratum	2.5	0.1%
10	Canaveral-Urban land complex	36.7	2.1%
16	Copeland-Bradenton-Wabasso complex, limestone substratum	5.6	0.3%
28	Immokalee sand	12.9	0.7%
36	Myakka sand, 0 to 2 percent slopes	78.3	4.5%
38	Myakka sand, depressional	7.4	0.4%
39	Myakka-Urban land complex	113.6	6.6%
43	Paola fine sand, 0 to 5 percent slopes	63.1	3.6%
44	Paola fine sand, 5 to 12 percent slopes	123.4	7.1%

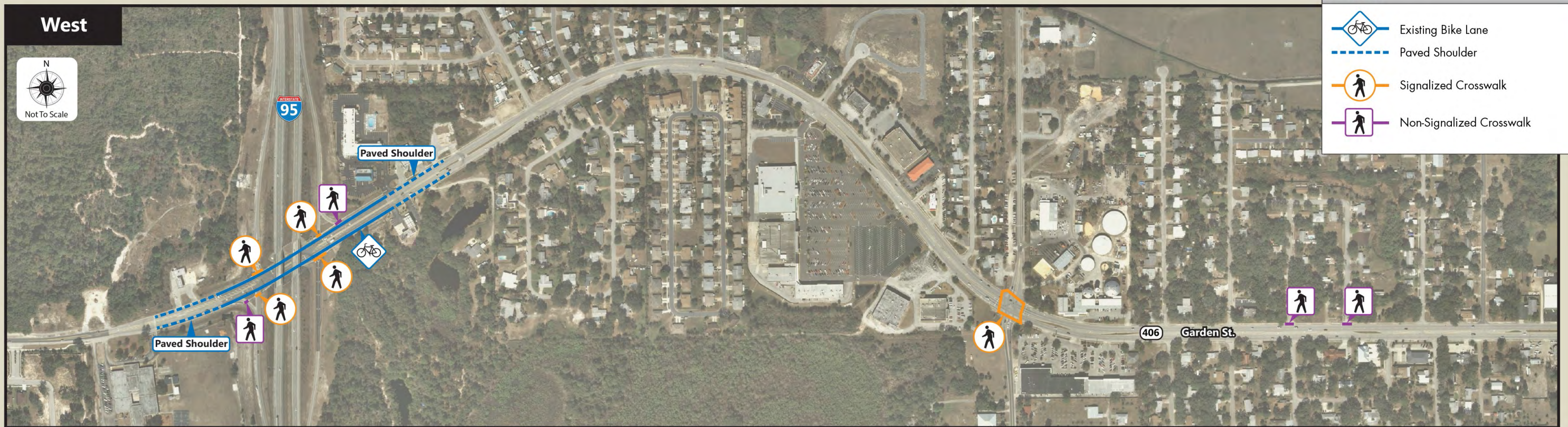
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
45	Paola-Urban land complex, 0 to 8 percent slopes	0.0	0.0%
49	Pomello sand	11.0	0.6%
50	Pomello-Urban land complex	160.4	9.3%
51	Pompano sand	1.4	0.1%
52	Quartzipsamments, smoothed	86.8	5.0%
54	St. Johns sand	4.7	0.3%
58	Turnbull and Riomar soils, tidal	6.5	0.4%
63	Tavares fine sand	39.1	2.3%
67	Tomoka muck, undrained	125.7	7.3%
68	Tomoka muck, drained	0.8	0.0%
69	Urban land	187.6	10.8%
91	Anclote sand	12.6	0.7%
99	Water	10.0	0.6%
100	Waters of the Atlantic Ocean	60.5	3.5%
<b>Totals for Area of Interest</b>		<b>100.0%</b>	<b>100.0%</b>

**SR 406 Corridor Planning Study**  
South Lake Elementary School to SR 5 (US 1)



**FIGURE 13**  
Soils Map





**SR 406 Corridor Planning Study**  
 South Lake Elementary School to SR 5 (US 1)



FIGURE 14  
 Existing Bike Lanes, Sidewalk Gaps,  
 Marked Crosswalks & Proposed Trails



### Crosswalks

Marked crosswalks with pedestrian signals are provided at all approaches of the signalized intersections along SR 406 in the Study Area with the exception of the east and west approach at both I-95 ramps. Marked crosswalks within the Study Area are presented in Figure 14.

### Trails

The East Central Florida Regional Rail Trail (ECFRRT) (shown in Figure 14) crosses SR 406 diagonally (northwest) between N Grannis Avenue and N Robbins Avenue with a pedestrian overpass crossing SR 406. The pedestrian bridge provides connecting ramps to both sides of SR 406. This connects to an existing segment of the ECFRRT to the northwest and to the Space Coast Trail within downtown Titusville.

The Downtown Titusville Trail (shown in Figure 14) will be constructed along Main Street from Canaveral Avenue to Indian River Avenue; then on Indian River Avenue from Main Street to SR 406, and along SR 406 from Indian River Avenue to the Max Brewer Bridge. Currently, this trail is in a test phase, and has been temporarily striped. This trail connects the Titusville Segment of the ECFRRT to the west and future planned segments of the coast to coast trail from the Max Brewer Bridge to the Atlantic Ocean through the Merritt Island National Wildlife Refuge.

### Parallel Bicycle and Pedestrian Routes

There are no parallel bicycle and pedestrian routes within close proximity to the SR 406 Study Area.

### School Bus Routes

There is one public school with bus service and one school bus compound located in or adjacent to the Study Area:

- **Astronaut High School** is located approximately 0.3 miles north of the Study Area just east of I-95. The school is located in a highly residential area with small local roads. School buses travel along and across SR 406 to stops east and south of the Study Area. Clarewood Boulevard, providing access from SR 406 to the high school, is the heaviest utilized cross street.
- **North Brevard County School Bus Compound** is located approximately 0.3 miles north of the SR 406 / Park Avenue intersection. This Compound houses and services all the school buses for north Brevard County. The main entrance to this compound is accessed via Park Avenue. Therefore, school buses will utilize the SR 406 / Park Avenue to access SR 406 or to travel through it.



### Transit Service and Infrastructure

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

**Fixed-route** – Regular local bus service providing frequent stops typically spaced every two blocks.

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

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

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

### SCAT Transit Service

When this study began, SCAT only provided service in the westbound direction via Route 2 along SR 406 from Park Avenue to the Publix Shopping Center west of Singleton Avenue. Through coordination efforts with SCAT during this study, a need to provide service in the eastbound direction along the same corridor was identified. The addition of eastbound direction service along SR 406 was added to Route 5 in late 2015 to support needs identified during this corridor planning study.

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

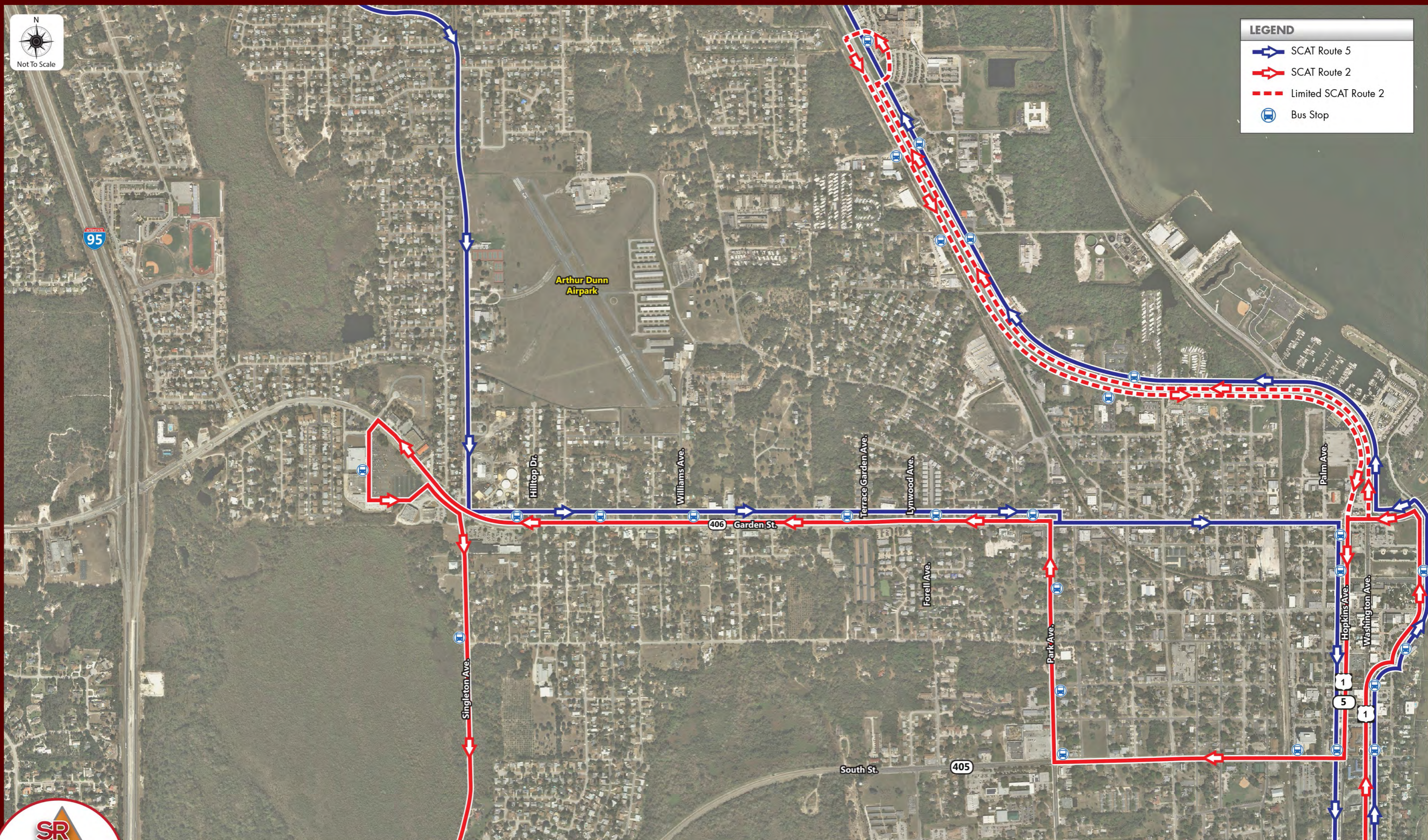
- *Route 2 (Titusville)* – This route serves as a local circulator for Titusville, operating in a counter-clockwise loop around the city. Within the Study Area, Route 2 provides service in the westbound direction along SR 406 from Park Avenue to the Publix Shopping Center just west of Singleton Avenue.
- *Route 5 (Titusville / Mims)* – This route serves as a connection between Mims and Titusville, operating in a loop between the two areas. This route was recently extended to include SR 406 within the study area, providing service in the eastbound direction along SR 406 from the North Area Adult Education facility to US 1.

There are no transit centers located within the Study Area. Figure 15 shows the Route 2 and Route 5 alignment serving the Study Area. SCAT service in the Study Area is provided on weekdays and Saturdays, with service not provided on select major holidays. Table 5 presents the span of service and frequency for Route 2 and Route 5. Ridership data for Route 2 is provided, however the new Route 5 has not run for a full year to provide Annual Ridership.



**LEGEND**

- SCAT Route 5
- SCAT Route 2
- Limited SCAT Route 2
- Bus Stop



**SR 406 Corridor Planning Study**  
 South Lake Elementary School to SR 5 (US 1)



**FIGURE 15**  
 Transit Routes & Facilities



**Table 5: SCAT Study Area Route Summary**

Route	Route Description	Span of Service	Service Frequency	Flag Stop Route?	FY 2014 Annual Ridership
2	Titusville	6:15 AM to 8:00 PM Monday – Friday 8:30 AM to 6:00 PM Saturday	60 Min  60 Min	No	81,647
5	Titusville / Mims	8:00 AM to 5:00 PM Monday – Friday No weekend service	60 Min	Yes	N/A

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

### 3.2 Land Use Considerations

Land use data was compiled from Brevard County Property Appraiser parcel data and FDOT District 5 Generalized Land Use Data. This data was used to conduct an inventory of existing land uses around the Study Area.

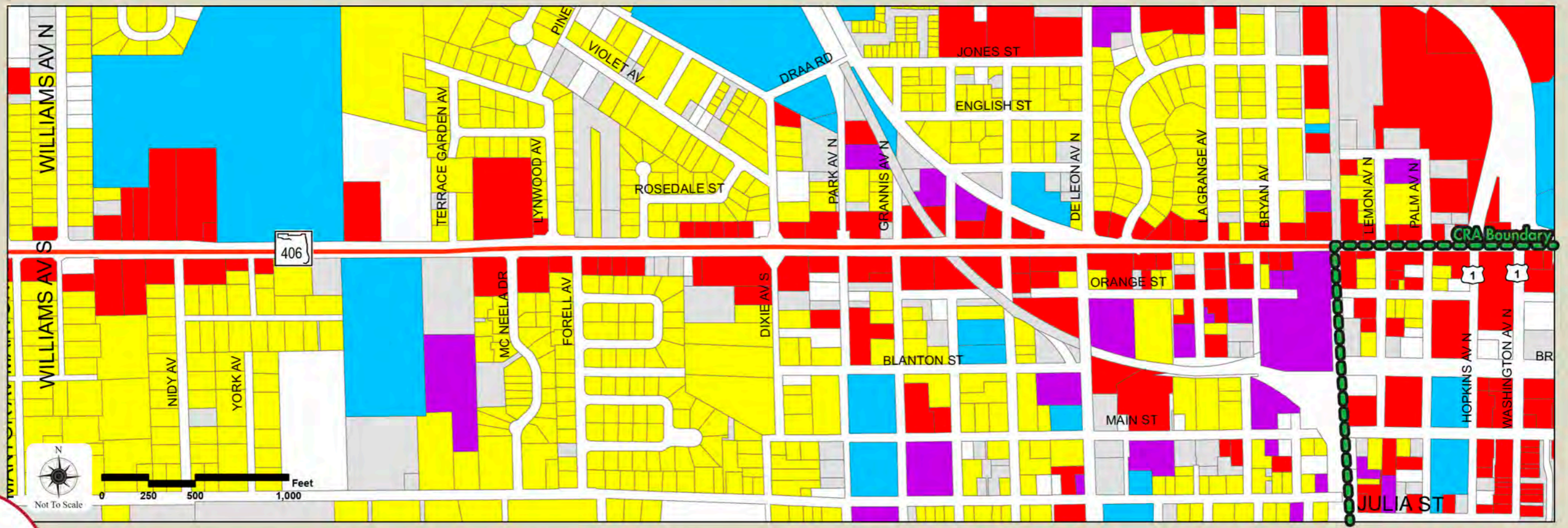
#### Existing Land Use

Residential uses are the predominant existing land uses for the lands abutting and around the Study Area, accounting for over one third of the land within a ¼ mile of the Study Area. The next highest percentage of land use is retail, with approximately 14 percent of the existing land use. The majority of this land has road frontage along the corridor. Over 11 percent of the land within a ¼ mile of the Study Area is currently vacant. Figure 16 depicts the existing land uses.

#### Future Land Use

The Future Land Use (FLUs) assigned to the Study Area, Figure 17, are generally consistent with the existing land uses along, and adjacent to the corridor.

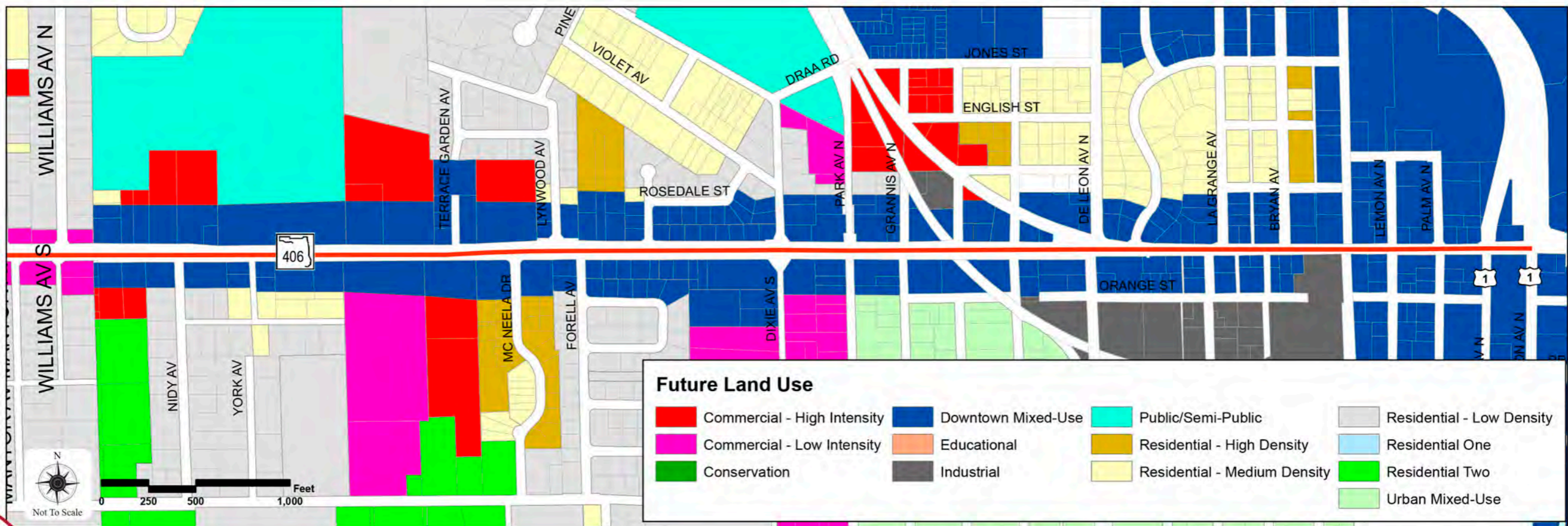
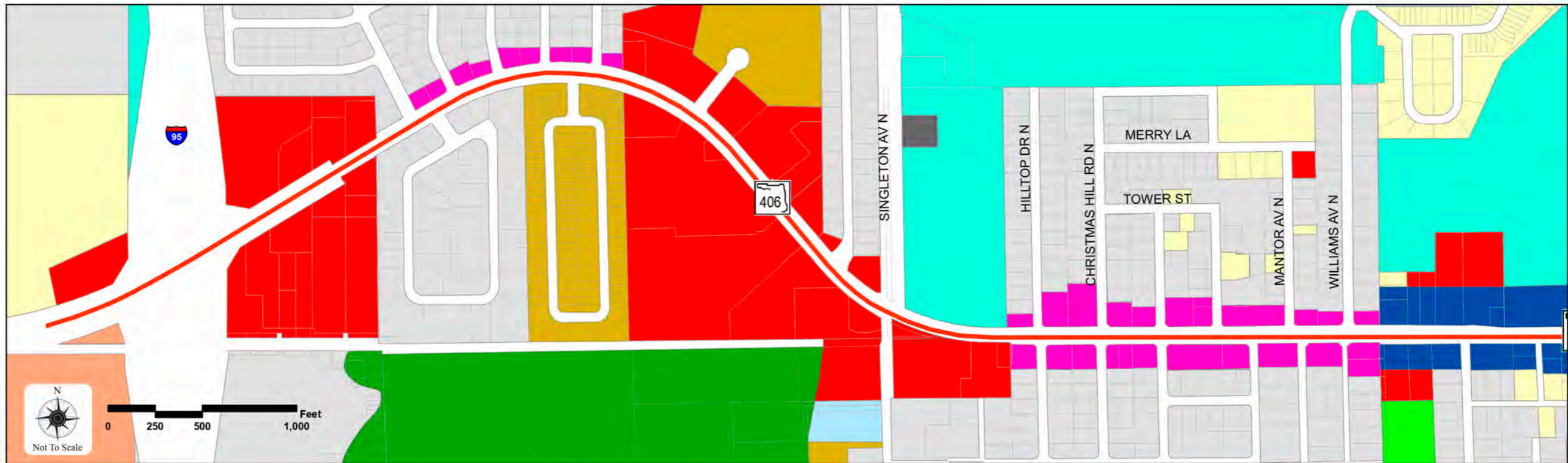
All of the land adjacent to the eastern half of the corridor is designated as Downtown Mixed-Use. The City of Titusville specifies that the Downtown Mixed-Use FLU is permitted to have a maximum density of 20 dwelling units per acre and a maximum intensity of 5.0 Floor Area Ratio (FAR). The FAR is the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



**SR 406 Corridor Planning Study**  
 South Lake Elementary School to SR 5 (US 1)



**FIGURE 16**  
 Existing Land Use Map



Future Land Use			
<span style="color: red;">■</span>	Commercial - High Intensity	<span style="color: blue;">■</span>	Downtown Mixed-Use
<span style="color: cyan;">■</span>	Public/Semi-Public	<span style="color: orange;">■</span>	Educational
<span style="color: yellow;">■</span>	Residential - Medium Density	<span style="color: brown;">■</span>	Residential - High Density
<span style="color: grey;">■</span>	Residential - Low Density	<span style="color: lightblue;">■</span>	Residential One
<span style="color: magenta;">■</span>	Commercial - Low Intensity	<span style="color: green;">■</span>	Residential Two
<span style="color: green;">■</span>	Conservation	<span style="color: darkgrey;">■</span>	Industrial
		<span style="color: lightgreen;">■</span>	Urban Mixed-Use

**SR 406 Corridor Planning Study**  
 South Lake Elementary School to SR 5 (US 1)



**FIGURE 17**  
 Future Land Use Map





Moving to the western half of the Study Area near the western terminus, the primary land use transitions to commercial designations, with maximum intensities of 1.0 FAR. Commercial Low (C-L) and Commercial High (C-H) FLUs are adjacent to the Study Area. Both of these commercial FLUs have the same siting criteria, including locations along an arterial or collector, and compatibility with adjacent land uses, as well as the same maximum intensity; the difference however is the intended user. C-H areas can include automotive oriented businesses and service to provide commercial services to the community and region, while C-L areas are intended to be oriented towards neighborhood needs and convenience factors.

The majority of the land that is near, but not adjacent to the Study Area is designated as residential. Most of the land is shown as Residential-Low, which allows a maximum of 5 dwelling units per acre. Neighborhoods of Residential-Medium, 10 dwelling units per acre, and Residential-High, 15 dwelling units per acre, also exist in close proximity to the Study Area.

The land south of the eastern portion of the Study Area near the SR 406 / US 1 intersections, is designated as Industrial and Urban Mixed-Use. The Industrial FLU provides for a maximum intensity of 1.0 FAR, and is intended to be master planned to share infrastructure and to be clustered in limited areas for the purpose of maximizing employment centers and convenient access. The Urban Mixed-Use FLU allows a maximum density of 15 dwelling units per acre and a maximum intensity of 1.0 FAR. This FLU was established to “focus private and public efforts on redevelopment of blighted structures and maintenance of the built environment” as well as to “encourage a mix of uses including but not limited to high density residential, retail, and public realm areas (pavilions, amphitheaters, and similar open gathering areas) that contain urban elements of increased density, intensity and height.” Other land uses adjacent to the Study Area consist of Educational, Residential and Public, which includes airport.

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### 3.3 Existing Traffic Conditions

This section provides an overview of the existing traffic conditions along the corridor including 24-hour turning movement counts. The 24-hour bi-directional volume tube counts were conducted in February 2015 at the following locations:

- West of I-95
- West of Clarewood Boulevard
- East of Lemoine Avenue
- Between US 1 Northbound and US 1 Southbound

Weekday turning movement counts were collected in February 2015 at the following intersections for the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak hours:

- SR 406 / I-95 Southbound Ramp
- SR 406 / I-95 Northbound Ramp
- SR 406 / Singleton Avenue
- SR 406 / Park Avenue
- SR 406 / Palm Avenue
- SR 406 / US 1 Southbound
- SR 406 / US 1 Northbound



All traffic count data collected was adjusted utilized the latest (2013) FDOT axle (where applicable) and seasonal adjustment factors for Brevard County to provide 2015 annual average conditions. Existing traffic volumes are illustrated in Figure 18 and Figure 19. Traffic counts and synchro reports are provided in the Future Conditions Summary included in Appendix B.

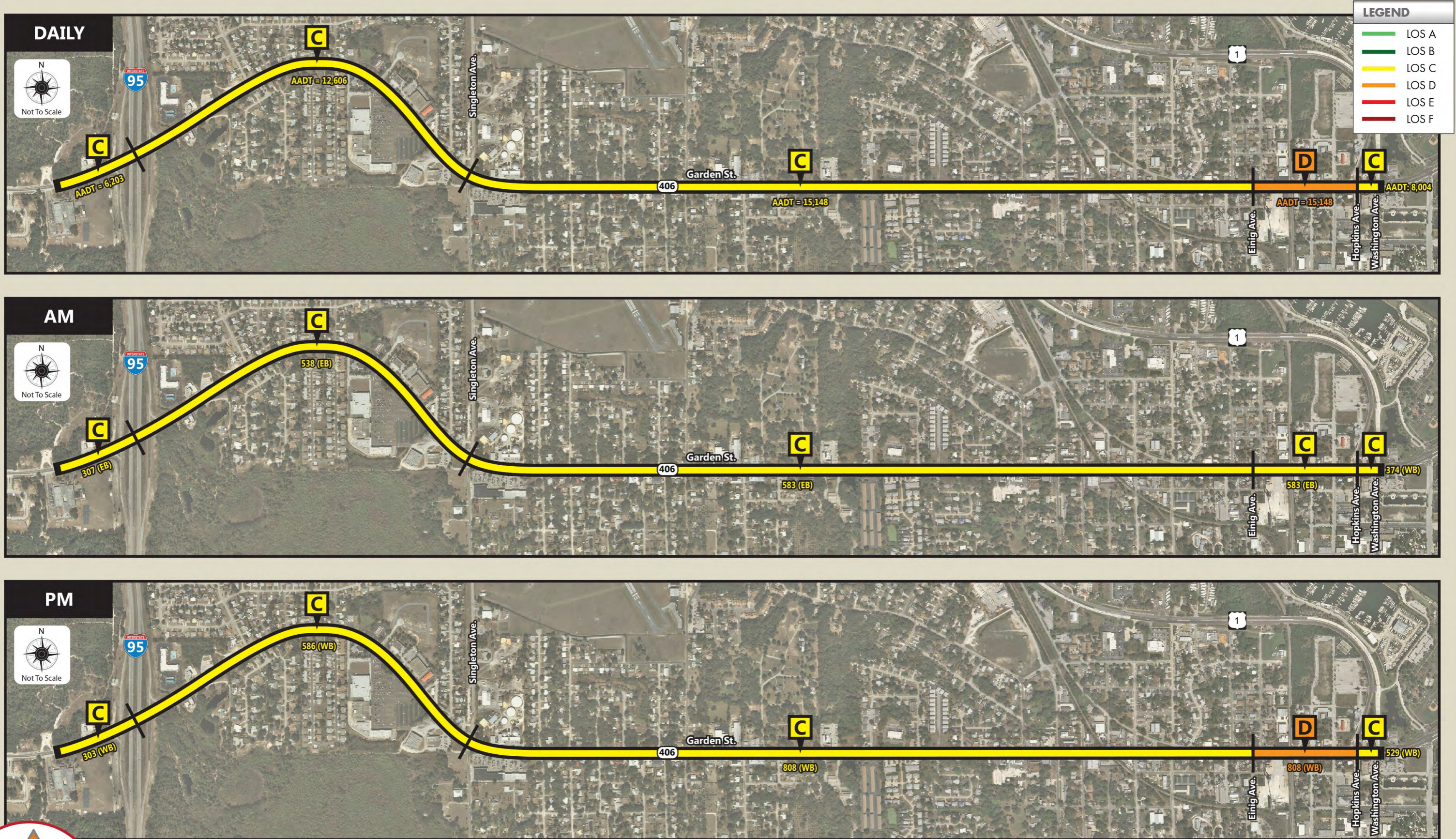
### 3.4 Future Conditions

In order to determine an acceptable growth for the SR 406 Study Area, traffic projections from various available sources were considered. This included the latest year Central Florida Regional Planning Model, Version 5.1 (CFRPM 5.1) released in 2012, FDOT historical Annual Average Daily Traffic (AADT) growth trends, and Brevard County population projections from the Bureau of Economic and Business Research (BEBR). A historic trends analysis, model growth analysis, and population projection was completed to reasonably determine the growth rate for this planning study. Table 6 presents the comparison of resulting growth rates.

**Table 6: Growth Rate Comparison**

<b>Growth Method</b>	<b>Growth Rate</b>
<b>Historic Trends Analysis</b>	-0.14%
<b>Model Growth Analysis</b>	-0.23%
<b>BEBR Growth Analysis</b>	
Brevard County Medium	0.85%
Brevard County High	1.54%
<b>Average Growth Rate</b>	0.51%

The historic growth rate and model growth rate were not used due to the negative value as illustrated in Table 6. Compared to these two negative growth rates, the BEBR medium and high growth rate are considered too high to utilize. It was observed that a more viable growth rate would be the sum of the BEBR medium growth rate and the model growth rate. Based on these observations, the selected growth rate was 0.62 percent (0.62%). This growth rate was applied to the 2015 existing volumes to develop the 2040 future roadway and intersection volumes for both AM and PM peak hours.



**LEGEND**

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F



**SR 406 Corridor Planning Study**  
 South Lake Elementary School to SR 5 (US 1)

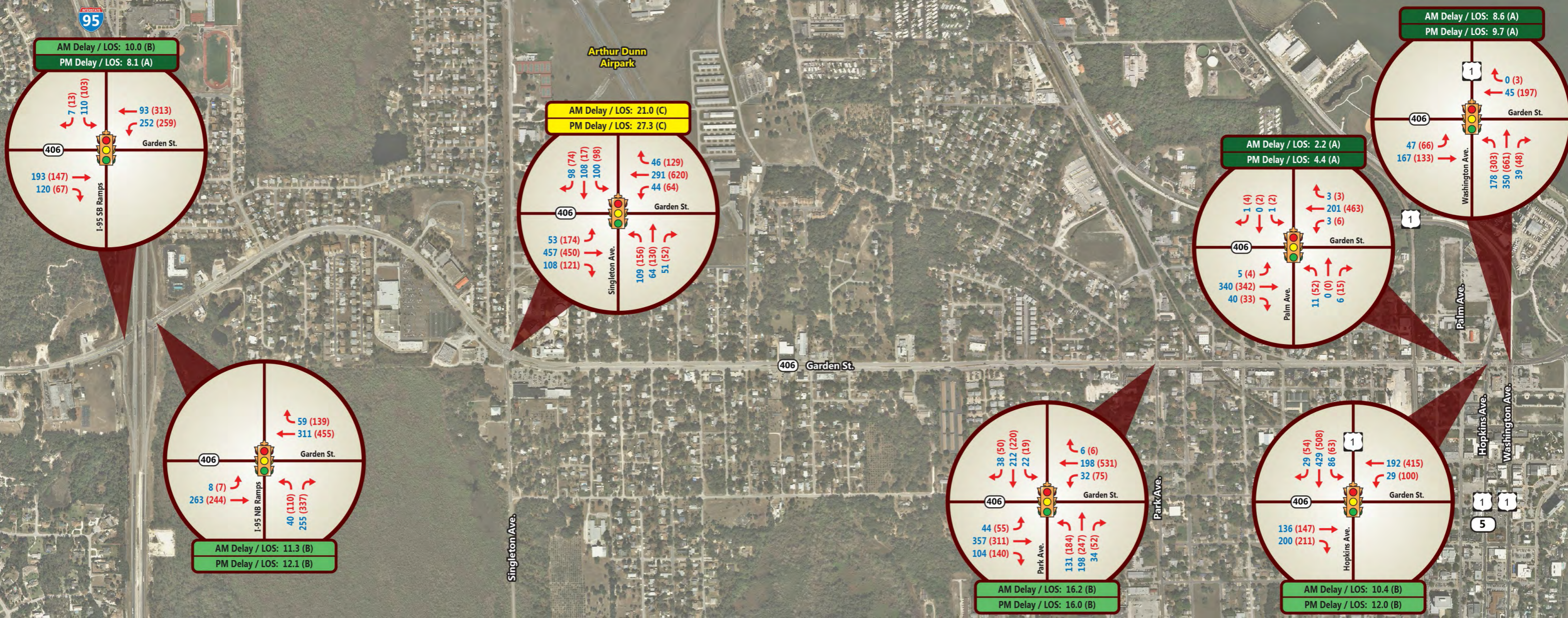


**FIGURE 18**  
 Existing Traffic Volumes and Segment Level of Service



**LEGEND**

- LOS A (Dark Green)
- LOS B (Light Green)
- LOS C (Yellow)
- LOS D (Orange)
- LOS E (Red)
- LOS F (Dark Red)
- Traffic Movement (Red Arrow)
- AM (PM) Traffic Volume (Blue/Red Arrow)
- Signalized Intersection (Traffic Light Icon)



**SR 406 Corridor Planning Study**  
South Lake Elementary School to SR 5 (US 1)



**FIGURE 19**  
Existing Intersection Volume and Level of Service



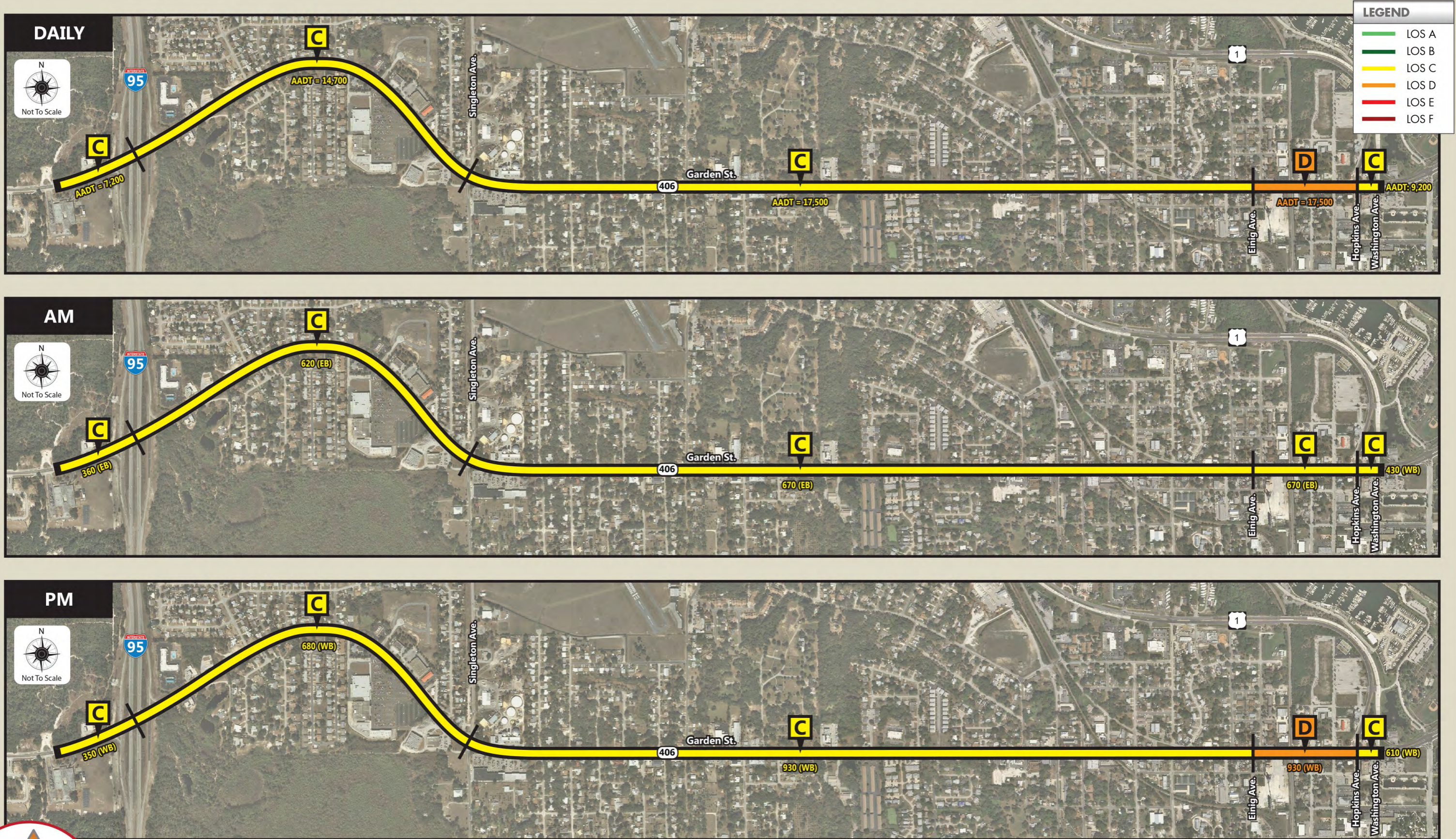
### Roadway Operations

According to FDOT, the study corridor is classified as an “urban principal arterial other” roadway and has an adopted LOS “D”. The generalized peak hour directional service volumes for the LOS letters “A” through “F” were obtained from Table 7 of the 2012 FDOT Quality / Level of Service Handbook, and was compared with projected 2040 volumes calculated using the 2015 existing volumes with the previously-identified 0.62% annual growth factor applied. The Existing and 2040 projected roadway operations are provided in Table 7.

**Table 7: Existing and 2040 Projected Roadway Level of Service**

Roadway / Segment		2015 Existing		2040 Future	
		Volume	LOS	Volume	LOS
South Lake Elementary to I-95	Daily	6,203	C	7,200	C
	AM	307 EB	C	360	C
	PM	303 WB	C	350	C
I-95 to Singleton Avenue	Daily	12,686	C	15,000	C
	AM	538 EB	C	620	C
	PM	586 WB	C	680	C
Singleton Avenue to Einig Avenue	Daily	15,148	C	17,000	C
	AM	583 EB	C	670	C
	PM	808 WB	C	930	C
Einig Avenue to US 1 Southbound	Daily	15,148	D	17,000	D
	AM	583 EB	C	670	C
	PM	808 WB	D	930	D
US 1 Southbound to US 1 Northbound	Daily	8,004	C	9,200	C
	AM	374 EBC	C	430	C
	PM	529 WB	C	610	C

As shown in Table 7, the SR 406 corridor is anticipated to operate within acceptable LOS standards based upon the future forecast developed for this evaluation. Anticipated roadway operations are illustrated in Figure 20.



**SR 406 Corridor Planning Study**  
 South Lake Elementary School to SR 5 (US 1)





### Intersection Operations

According to the Highway Capacity Manual (HCM) 2010 for signalized intersections, and average control delay per vehicle from 35 seconds up to 55 seconds is considered to be a LOS D condition. Beyond 55 seconds is considered to be failing LOS for this corridor. A summary of the Existing and 2040 projected intersection operations for all study intersections is provided in Table 8 for the AM and PM peak hours.

**Table 8: Existing and 2040 Projected Intersection Level of Service**

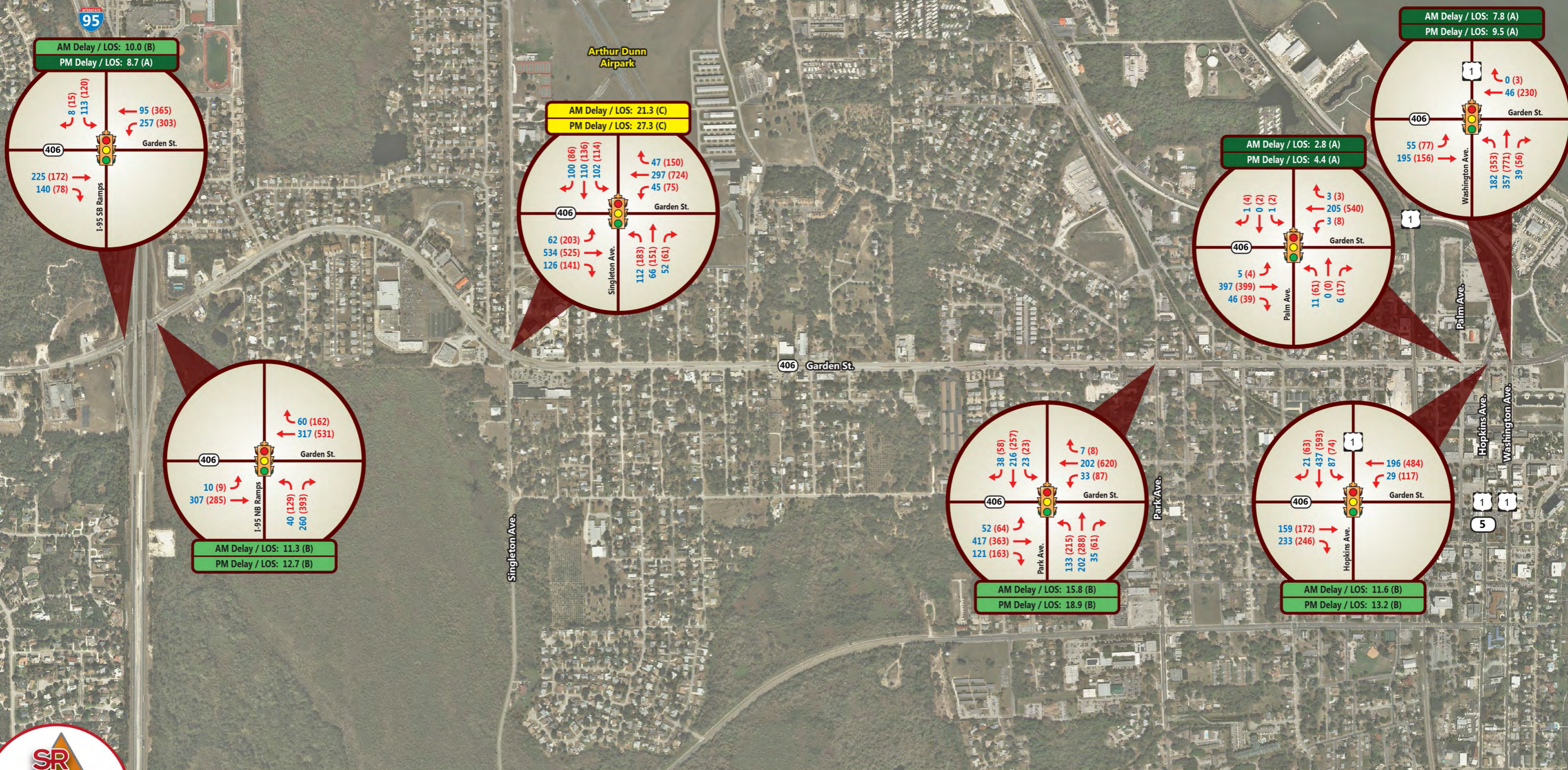
Intersection	Control	Peak Hour	2015 Existing		2040 Future	
			Delay	LOS	Delay	LOS
SR 406 / I-95 Southbound Ramps	Signalized	AM	10.0	B	10.0	B
		PM	8.1	A	8.7	A
SR 406 / I-95 Northbound Ramps	Signalized	AM	11.3	B	11.3	B
		PM	12.1	B	12.7	B
SR 406 / Singleton Avenue	Signalized	AM	21.0	C	21.3	C
		PM	27.3	C	27.3	C
SR 406 / Park Avenue	Signalized	AM	16.2	B	15.8	B
		PM	16.0	B	18.9	B
SR 406 / Palm Avenue	Signalized	AM	2.2	A	2.8	A
		PM	4.4	A	4.4	A
SR 406 / US 1 Southbound	Signalized	AM	10.4	B	11.6	B
		PM	12.0	B	13.2	B
SR 406 / US 1 Northbound	Signalized	AM	8.6	A	7.8	A
		PM	9.7	A	9.5	A

As presented in Table 8 above, all of the signalized Study Area intersections are anticipated to operate at acceptable LOS in 2040. Unsignalized Study Area intersections are all anticipated to have mainline street operations within LOS standards. The 2040 projected intersection operations are presented in Figure 21 for the AM and PM peak hours. Synchro reports are provided in Appendix B that contain additional specifics on the operational assessment.



**LEGEND**

- LOS A (Dark Green)
- LOS B (Light Green)
- LOS C (Yellow)
- LOS D (Orange)
- LOS E (Red)
- LOS F (Dark Red)
- Traffic Movement (Red Arrow)
- AM (PM) Traffic Volume (Blue/Red Arrow)
- Signalized Intersection (Traffic Light Icon)



**SR 406 Corridor Planning Study**  
South Lake Elementary School to SR 5 (US 1)







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### 3.5 Summary of Planned Improvements

A review of various transportation plans was performed to understand what kinds of improvements are planned throughout the Study Area. During this exercise, the following documents were reviewed:

- Space Coast Transportation Planning Organization’s (SCTPO) 2040 Long Range Transportation Plan;
- SCTPO Transportation Improvement Plan;
- SCTPO Bicycle & Pedestrian Mobility Plan;
- FDOT Five Year Work Program; and
- Space Coast Area Transit’s Transit Development Plan

#### [SCTPO 2035 Long Range Transportation Plan \(LRTP\)](#)

The SCTPO 2040 LRTP identifies a multimodal range of improvements for Brevard County through 2040. The TPO adopted the 2040 LRTP in October 2015 during the middle of the study. After a review of the cost feasible projects, an implementation program was identified based on the recommendations from this study along SR 406 from I-95 to US 1.

#### [SCTPO Transportation Improvement Plan \(TIP\) FY 2016-FY 2020](#)

The TIP is a priority list of federal and state funded projects that have been scheduled for implementation by the SCTPO. The TIP includes financially feasible multimodal projects that were previously adopted by state and local officials, and transportation agencies funded through FY 2020. After review of the programmed improvements, three projects were identified along SR 406 in the Study Area. SR 406 at Singleton Avenue there is a Traffic Signal Update programed for construction in FY 2016. The intersection improvements include left turn lane extensions and median access changes. An East Central Rail Trail Pedestrian Overpass at SR 406, east of Park Avenue recently completed in May 2016. Also, a resurfacing project for SR 406 is planned for FY 2018.

#### [SCTPO Bicycle & Pedestrian Mobility Plan](#)

The SCTPO Bicycle & Pedestrian Mobility Plan documents future improvements to the bicycle / pedestrian network within Brevard County. It is a synthesis of prior plans, regional projects and local plans which identifies short and long-term improvements that address gaps or deficiencies in the bicycle / pedestrian network. After review of the priority project list, one project was identified along SR 406 in the Study Area, install “Sharrows” and Bike May Use Full Lane signs on SR 406 from 600’ west of Park Avenue to US 1 Northbound. Funding is currently not available for this improvement.

#### [FDOT Five Year Work Program](#)

Each year, FDOT develops the Five Year Work Program in accordance with Section 339.135, Florida Statutes. The Five Year Work Program is an ongoing process that is used to forecast the funds needed for upcoming transportation system improvements scheduled for the next five years. The development of this Work Program involves extensive coordination with local governments, including Metropolitan Planning Organizations and other city and county officials. After review of the programmed improvements, there was no other projects that was not identified on the SCTPO TIP.



### Space Coast Area Transit 2013-2022 Transit Development Plan (TDP)

The Space Coast Area Transit (SCAT) 2013-2022 TDP documents future transit improvements throughout Brevard County for the next ten years. Transit improvements can include new routes, expanded hours of operation, or increased frequencies. The SCAT TDP identified several improvements to the routes running through the Study Area. All improvements are noted as unfunded and are summarized by implementation year below.

#### **Year 2018**

- Create a new route from Titusville to Cocoa via Grissom Parkway (documented in TDP as Alternative 3). The northern terminus for the route would be at the intersection of SR 406 / Park Avenue.

#### **Year 2019**

- Increase weekday frequency to 30 minutes on Route 2
- Increase Saturday frequency to 30 minutes on Route 2
- Start Sunday service on Route 2

#### **Year 2020**

- Extend service on Saturdays to 9 PM on Route 2

#### **Year 2021**

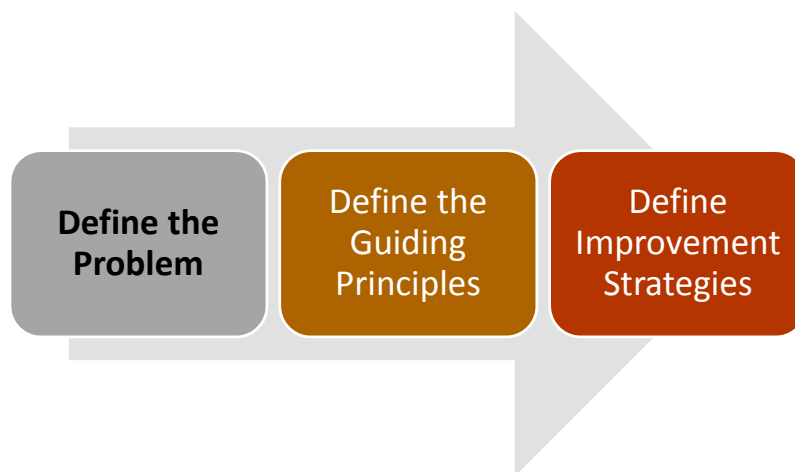
- Create a new route that provides north-south connectivity in Brevard County (documented in TDP as Alternative 18: BCC Connector). The route would run past the eastern edge of the Study Area: SR 406 / US 1.



# 4

## Understanding the Problem

In order to effectively develop context sensitive solutions for a Corridor Planning Study, it is essential to first define the purpose and need for the plan. Multimodal mobility is the foundation for developing the context sensitive solutions. SR 406 serves both as a local connector for the sounding community and as a thoroughfare into to the City of Titusville.



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

### 4.1 Issues & Opportunities

The following issues and opportunities were identified and documented in the data collection, stakeholder coordination, and traffic forecasting process. This progression included documenting elements within the corridor that were found to be deficient and noting aspects of the corridor that represent potential opportunities for future enhancements, where possible. In addition to these practices, constant coordination with local stakeholders and review of current local agency transportation plans allowed for cohesive planning for the corridor.



### Existing Typical Section

Due to the variation in on-street parking and median treatments, there are inconsistent lane widths throughout the SR 406 corridor within the Study Area. There are segments that contain up to 20-foot wide outside travel lanes that may be repurposed for additional facilities on the corridor.

### Access Management

There is a high number of driveways that have direct access to SR 406 due to the designated land uses surrounding the corridor. Locations with multiple driveways to individual parcels have been identified as well. There may be opportunities to condense driveway access without restricting business access or circulation.

Multiple full access medians are present throughout the length of the corridor within the Study Area. There are currently locations that do not provide adequate storage for left turn refuge within the median along SR 406, causing cars to block a portion of the travel lane on SR 406 while waiting for a gap in traffic to continue with the left turn movement.

### Parking Facilities

There is sporadic on-street parking provided on SR 406, in multiple locations adjacent to large parking lots. These on-street parking spaces are generally not utilized. This provides an opportunity to reutilized pavement if needed.

### Bicycle and Pedestrian Infrastructure

There is an existing gap in sidewalk coverage on the north side of SR 406 from US 1 Northbound to US 1 Southbound. No bicycle facilities are provided along the corridor with the exception of existing bike lanes in the vicinity of the I-95 interchange.

### Transit Service and Infrastructure

There are six bus stops on SR 406 within the Study Area which offer minimal amenities, most with only a bus stop sign and a bus schedule. Two of the six bus stops do have wooden benches, however no shelters are provided at any bus stop location within the Study Area. All bus stops are located in areas where there is existing sidewalk. However, all stops lack landing pads which provide a connection from the sidewalk to the bus doors. Landing pads are especially helpful for wheelchair users and the elderly that have difficulty navigating the grass buffer when entering / exiting the bus.

After review of the average household income and no car household maps there is an opportunity to identify potential areas along the corridor that would benefit from providing or upgrading the existing transit amenities and / or service. This may also involve upgrades to the existing bicycle and pedestrian network to serve these transit dependent neighborhoods.

### Existing Traffic Conditions

Analysis of the existing traffic volumes and LOS revealed that the traffic volumes are between 20%-50% of the maximum service volume on SR 406 within the Study Area. This provides a potential opportunity to reworking the existing roadway while keeping capacity issues to a minimum.

### Crash Analysis and Safety

There are two high crash segments located on the corridor within the Study Area; between South Lake Elementary School and I-95 interchange, and between US 1 Southbound and US 1 Northbound. These segments will be analyzed to determine any potential solutions to identified contributing factors of these crashes.



## 4.2 Problem Statement

Once the issues and opportunities were identified within the SR 406 Study Area, a clear understanding of the problem can be determined.

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

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

1. No designated bicycle facilities are present within the study area.
2. Inconsistent lane widths.
3. Properties with multiple & unused driveways.
4. Multiple full access medians that do not provide adequate storage for the left turn refuge.
5. Large transit dependent community that is currently underserved.
6. Minimal bus stop accommodations provided (lack of shelters and ADA accommodations).
7. Lack of ADA accommodations on pedestrian facilities.
8. Lack of pedestrian crossing opportunities.
9. Desire by local stakeholders to enhance aesthetics.
10. Desire by city for gateway feature(s) entering Downtown Titusville.

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

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

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

The primary issue on SR 406 within the Study Area is the inconsistency in roadway geometry, inadequate bicycle and pedestrian facilities, and limited ADA accommodations.

### Problem Definition

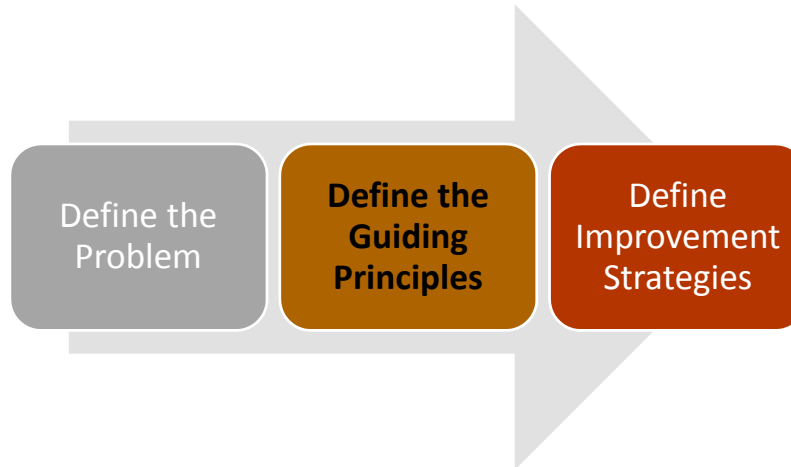
How can multimodal safety and mobility be enhanced within the study area? How can non-vehicular traffic be accommodated through design? How can economic development goals of the community be supported through transportation improvements?



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### 4.3 Guiding Principles

Guiding principles for SR 406 were established based on findings from the Existing and Future Condition Summaries and input from the local stakeholders. The guiding principles address the corridor vision, major users and desired role of the corridor.



#### *Corridor vision:*

The vision for the SR 406 Corridor is to create a regional and local facility that can serve all modes of traffic and provide a gateway into the City of Titusville.

#### *Major users:*

Local Residents, Business Patrons, Commuters, Transit, Recreational, Freight

Emerging users: Cyclist and Pedestrians

#### *Desired role:*

A multimodal regional and local connector to provide a gateway into the City of Titusville.

#### *Guiding principles:*

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

1. Safety
2. Bicycle & Pedestrian Mobility
3. Design Consistency
4. Aesthetics
5. Transit



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#### 4.4 Purpose and Need

After the guiding principles were identified for the corridor, the purpose and needs statement was established. The statement was built on the defined problem and guided by the principles previously identified.

*Purpose statement:*

To provide improved multimodal mobility, with consistent roadway design that will enhance safety and connectivity while supporting economic and community development goals.

*Needs statement:*

Enhancing multimodal mobility is necessary to shift emphasis to non-vehicular modes that have been traditionally underserved in this corridor. Observations of the existing corridor characteristics reveal the following supporting data:

- Sporadic / underutilized on-street parking
- Inconsistent lane widths
- Properties with multiple & unused driveways
- Multiple full access medians that do not provide adequate storage for left turn refuge
- Large transit dependent community
- Minimal bus stop accommodations provided (lack of shelters, ADA issues)
- Lack of ADA accommodations
- Lack of bicycle facilities
- Lack of pedestrian crossing opportunities
- Desire by local stakeholders to enhance aesthetics
- Desire by City for gateway feature(s) entering Downtown Titusville

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#### 4.5 Measures of Success

The measures of success were identified to evaluate the effectiveness of the solutions needed for the study area. These are based on the guiding principles and the purpose and need developed for this study. Table 9 presents the measures of success associated with each objective of the planning study. The measures of success, developed based on the agreed upon goals and objectives, will be utilized to define the specific improvement strategies.



**Table 9: Measures of Success**

Guiding Principle	Objective	Measure
<b>Safety</b>	Provide better pedestrian / vehicle separation	Reduction in locations with sidewalk located at edge of curb
	Improve pedestrian crossings	Decrease in number of pedestrian mid-block crossings
		Upgraded pedestrian crossings to be obvious to vehicles
<b>Bicycle &amp; Pedestrian Mobility</b>	Assess ADA compliance / Identify needs	Increase in number of pedestrians using facilities
	Enhance pedestrian facilities	Pedestrian facilities to comply with ADA standards
		Elimination of gaps in sidewalks
	Provide bicycle facilities	Provide neighborhood sidewalk connectivity
	Leverage planned trail facilities	Connect existing bike lanes to planned trail
<b>Design Consistency</b>	Provide consistent typical sections	Connect local facilities to planned trail / trailheads
	Provide Access Management conformity	Provide consistent lane widths
		Increase level of compliance with access management standards
<b>Aesthetics</b>	Identify opportunity for improved planning (aesthetic features and maintenance)	Provide consistent median treatments
	Gain consensus on corridor branding	Establish partnerships between City and business owners
<b>Transit</b>	Provide improved bus stop facilities	Gateway feature and themed signage
	Accommodate mode choice / transfer	Upgrade bus stops to meet ADA standards
		Provide shelters / benches at bus stops
		Provide bike racks at bus stops
		Ensure pedestrian facilities connect to bus stops

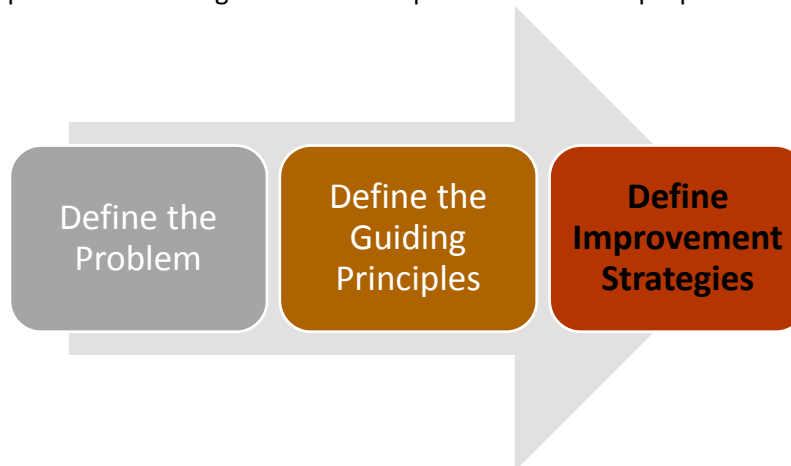




# 5

## Alternatives Development – Supporting the SR 406 Vision

Once a clear understanding of the problem and guiding principles were established for the SR 406 Corridor Planning Study, improvement strategies were developed to address the purpose and need of the corridor.



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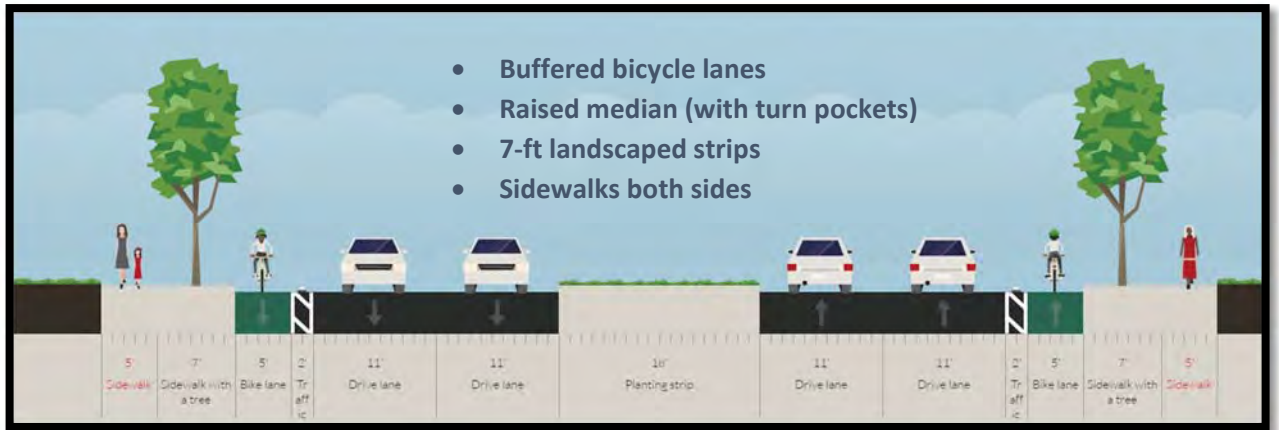
### 5.1 Improvement Strategies - Initial Brainstorming

Initial brainstorming for improvement strategies included corridor wide improvements and spot improvements. Typical sections were utilized to determine potential corridor wide improvements that meet the purpose and need for the corridor. More specific improvement strategies, such as intersection modifications or pedestrian crossings, were designated as spot improvements. The study team, along with local stakeholders, initially identified a wide range of improvement strategies to be evaluated further for feasibility prior to recommendation. The following preliminary improvement strategies include the following:

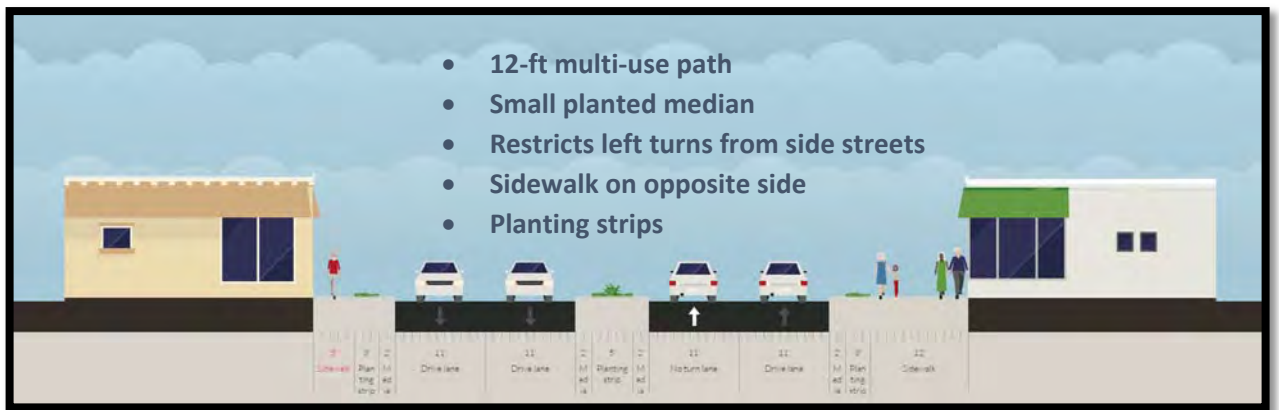


Corridor wide improvements

- Typical section for I-95 to Dixie Avenue segment: 4-lane divided with bicycle lanes

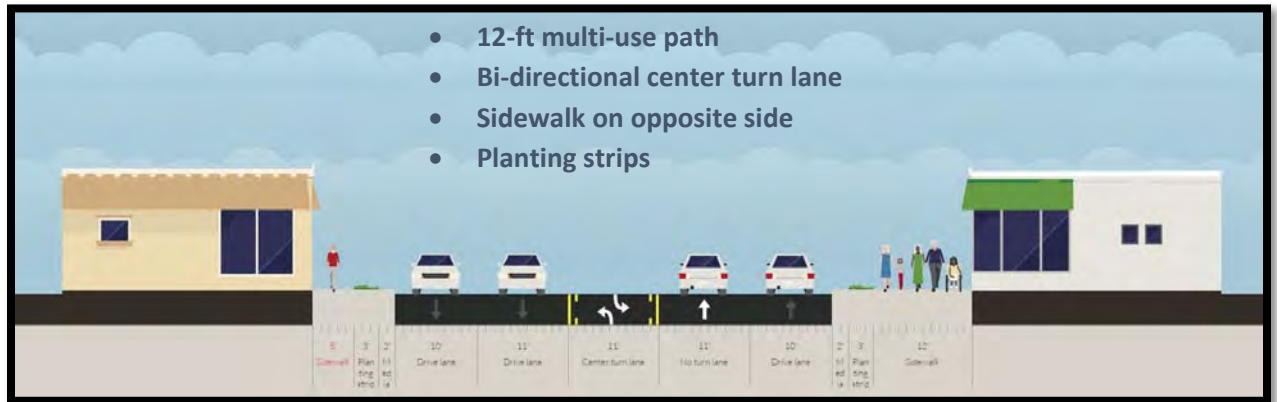


- Typical section for I-95 to Dixie Avenue segment: 4-lane divided with multi-use path

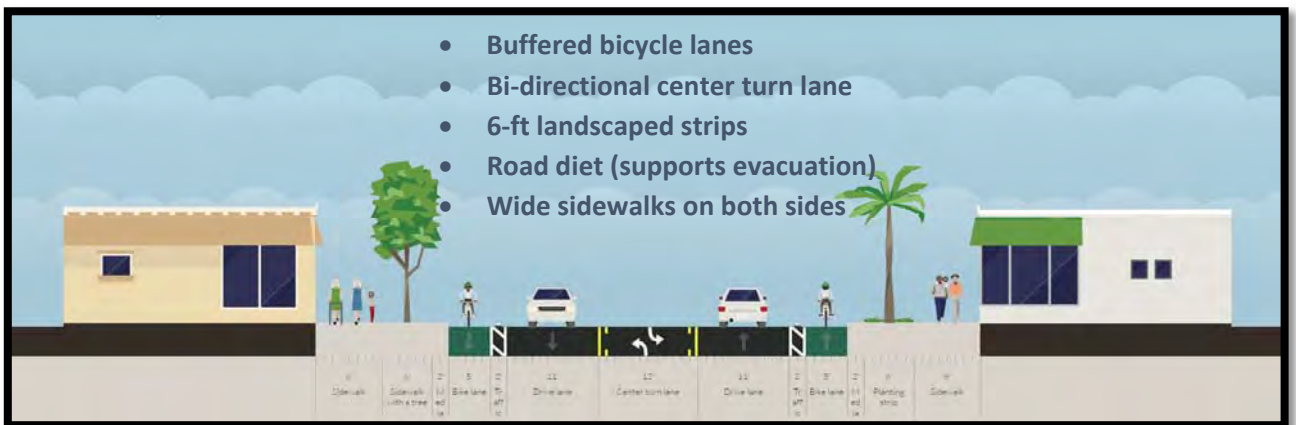




- Typical section for Dixie Avenue to US 1 segment: 4-lane with bi-directional center turn lane & multi-use path

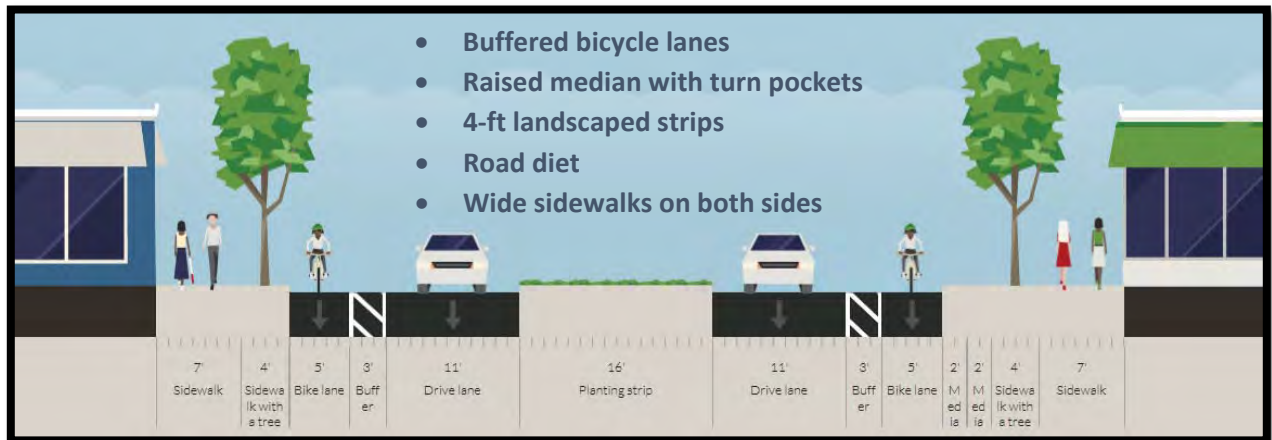


- Typical section for Dixie Avenue to US 1 segment: 2-lane with bi-directional center turn lane & bicycle lanes





- Typical section for Dixie Avenue to US 1 segment: 2-lane divided with bicycle lanes



Additional typical sections developed by the study team and local stakeholders are included in PVT Meeting #2 Summary in Appendix A.

### Spot improvements

- Singleton Avenue roundabout
  - Removes the signal at Singleton Avenue
    - Improves safety with future conflict points
    - Enhances operation for future year traffic
  - Offers an opportunity to create City of Titusville gateway feature desired by the City
  - Serves as a traffic calming feature and helps keep lower speeds on the facility
- Pedestrian crossing accommodations
  - Provides safe crossing locations in areas of the corridor with large gaps in crosswalk crossings. Accommodations will have to:
    - Consider selecting strategic areas to maximize use
    - Provide adequate advance warning to alert drivers when the crosswalk is being utilized
- Bus pullouts / enhanced stop locations
  - Enhances existing bus stop features to include shelters and benches
  - Updates Bus Stop locations to current ADA standards
  - Utilizes existing right-of-way with repurposed typical sections
- Palm Avenue signal
  - Removes traffic signal that currently does not meet spacing requirements
  - Justified by low side street volumes that do not meet current signal warrant criteria
  - Decreases delay at US 1 one-way pair intersections
- US 1 roundabout
  - Removes two signals
    - Improves safety
    - Enhances operation for future year traffic



## 5.2 Recommended Improvement Strategies

Based on stakeholder and public input, the following improvement strategies are recommended for further study. These improvement strategies were developed to achieve the goals and objectives that were laid out previously in this report. Similar to the initial brainstorming, these strategies are broken into corridor and spot improvement strategies.

### Corridor Improvement Strategies

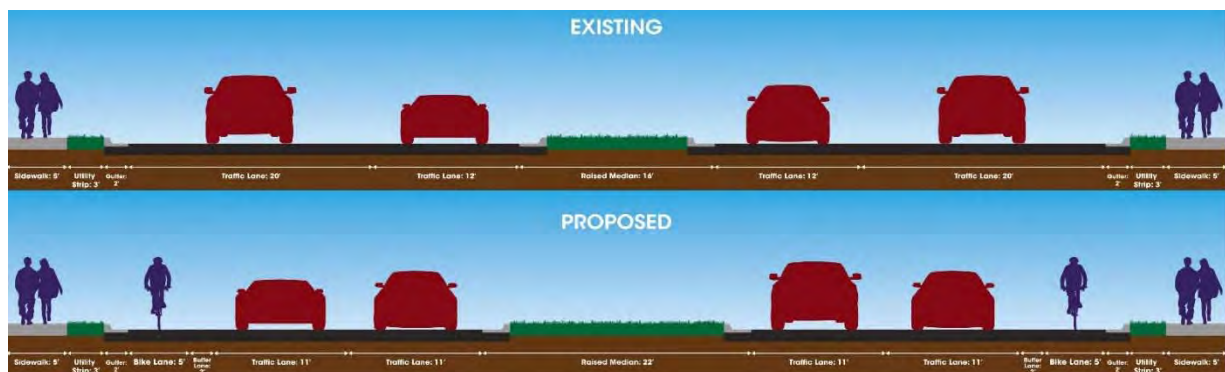
The corridor improvement strategies were broken down into three segments: From I-95 to Singleton Avenue, from Singleton Avenue to Dixie Avenue, and from Dixie Avenue to US 1. Within each segment there are one or more typical section recommendations identified.

#### From I-95 to Singleton Avenue

The existing roadway provides a 20 foot outside travel lane with underutilized, sporadic on-street parking throughout the segment. Stakeholder and study team input suggested that the on-street parking and additional pavement on the wide outside travel lane could be repurposed to the FDOT standard 7-foot buffered bike lane. Other typical section changes include updating the facility to current design standards by widening the median to the minimum 22 feet and reducing the travel lane widths to 11 feet. These typical section changes, illustrated in Figure 22, allow the existing curb to remain where it is, requiring only a resurfacing and striping with median work. A complete reconstruction of the roadway is not needed, making this improvement strategy a significant savings in construction cost.

The future traffic analysis confirmed that a road diet improvement strategy is feasible for this section, however it was determined that this portion of SR 406 serves as an important role in incident management during roadway closures along I-95. When I-95 experiences closures, traffic exits at the SR 406 interchange and continues east along SR 406 to Singleton Avenue detouring south to the SR 50 interchange, and vice versa. Therefore, the segment from I-95 to Singleton Avenue was identified as critical to maintain the existing 4-lane roadway capacity.

Figure 22: Corridor Improvements: I-95 to Singleton Avenue



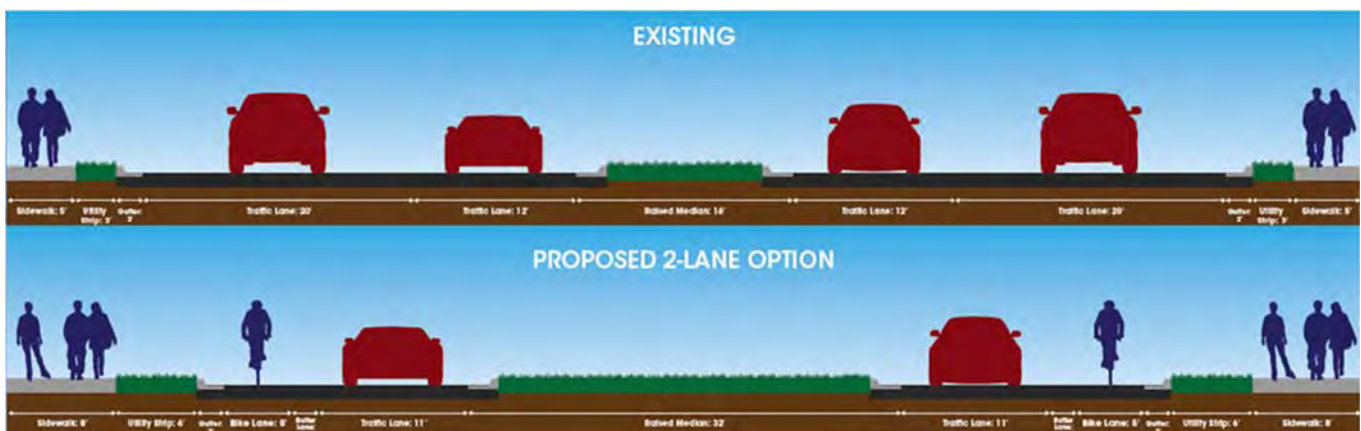


### Singleton Avenue to Dixie Avenue

This segment of SR 406 has two viable typical section options to move forward into the next study phase. This segment is very similar to the previous segment in right-of-way and existing roadway configuration. The two options vetted through local stakeholders and the public consists of a 4-lane option, similar to the typical section that was proposed in the previous segment, and a 2-lane lane option.

The 2-lane option, also commonly referred to as a Road Diet, reduces the number of lanes from four travel lanes to two. This significant change to the typical section, shown in Figure 23, includes widening the existing 16-foot center median to 32-feet, adding 7-foot buffered bike lanes, and increasing the sidewalk widths and planting strips. While a road diet is supported by future traffic analysis, these changes require moving the curbs and medians, making this a high cost option. Since the goals and objectives can be satisfied with the 4-lane option, the 2-lane option becomes less cost feasible.

**Figure 23: Corridor Improvements: Singleton Avenue to Dixie Avenue (Road Diet)**





*Dixie Avenue to US 1 Northbound*

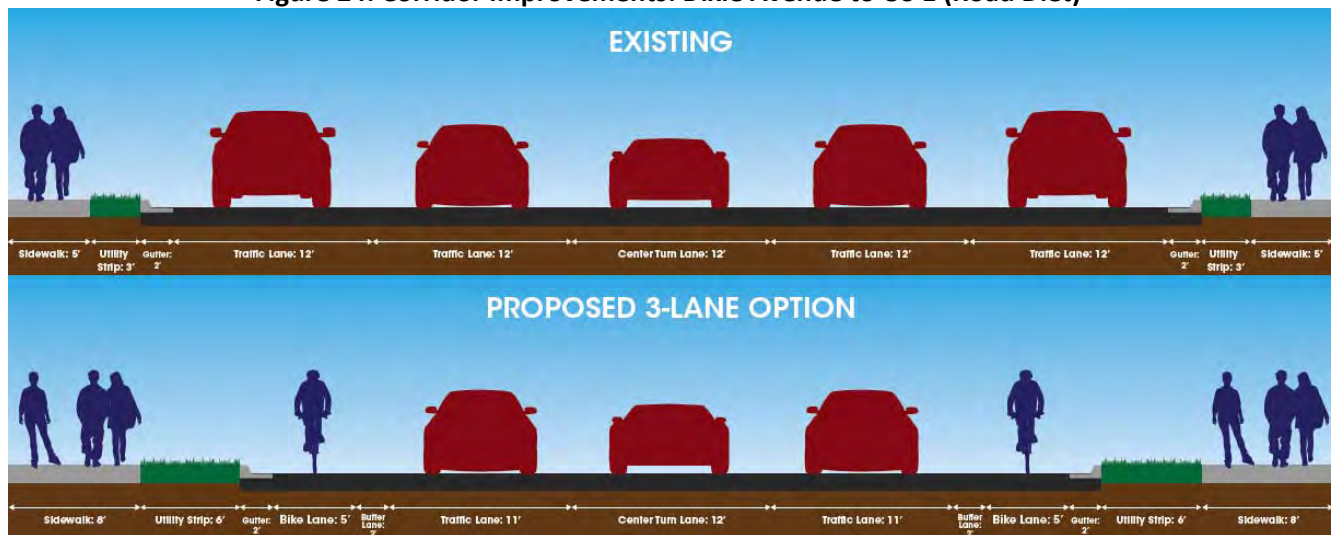
The segment of SR 406 between Dixie Avenue and US 1 Northbound differs from the previous segments with tighter (80 feet) right-of-way and denser commercial land use. With these constraints, widening the existing five lane typical section to provide bicycle lanes and planting strips became a high cost, less feasible option.

To determine if a road diet within this segment is a reasonable option, the *State Lane Elimination Guidance*, December 2014, was referenced. Future traffic analysis supports a road diet within this section as 3-lanes, with 2 travel lanes and a bidirectional center turn lane. Synchro reports showing traffic operations for a road diet improvement strategy are provided in Appendix B.

The road diet provides additional right-of-way for multimodal features including buffered bike lanes, widened sidewalks, planting strips, and improved bus stop facilities. This pedestrian and bicycle friendly typical section, Figure 24, supports the aesthetic character of the area desired by local stakeholders and the community. The road diet also encourages slower speeds, ultimately providing a safer corridor.

SR 406 serves as a designated evacuation route in the event of an emergency. In order to mitigate a road diet, the center turn lane can be used as a westbound only lane during evacuation.

**Figure 24: Corridor Improvements: Dixie Avenue to US 1 (Road Diet)**



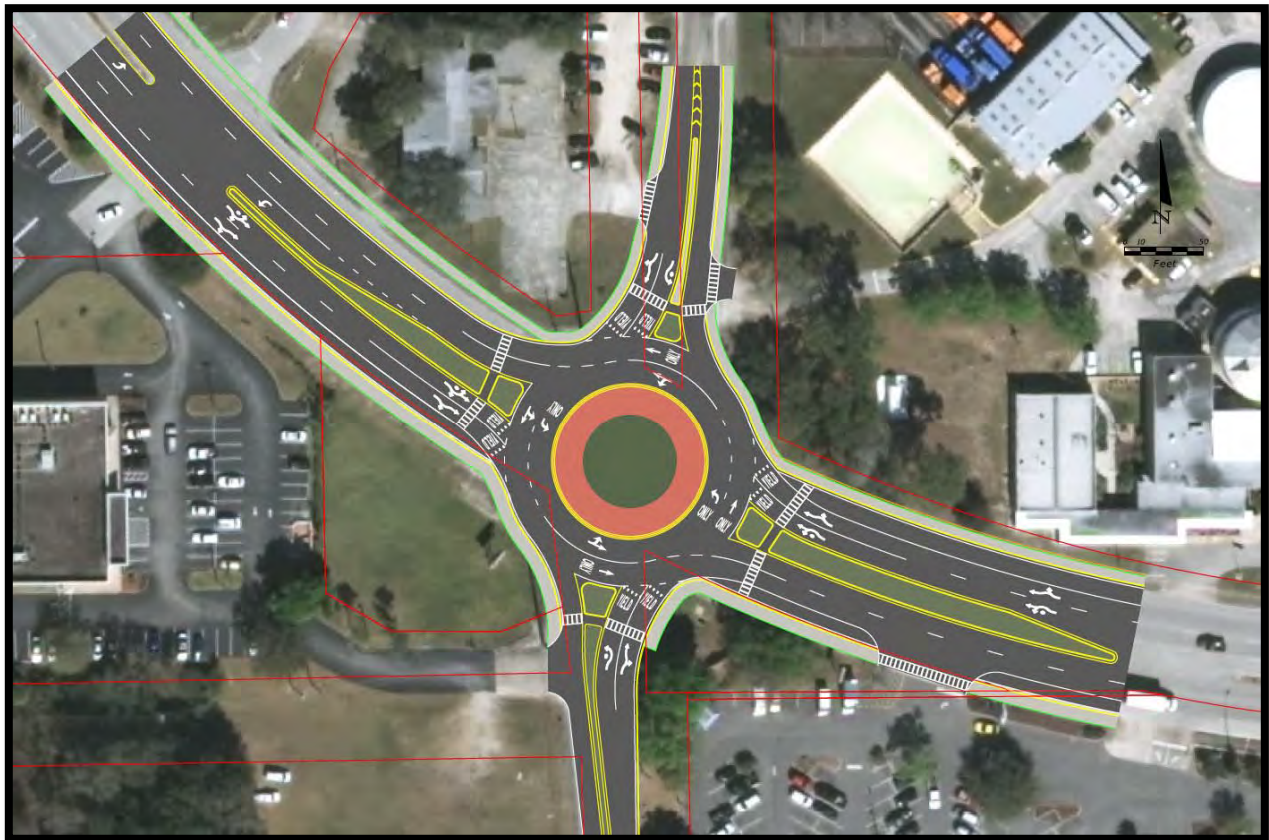
### 5.3 Spot Improvement Strategies

#### Singleton Avenue Intersection

A two lane roundabout, Figure 25, is proposed at the SR 406 and Singleton Avenue intersection. The addition of a roundabout will improve safety at the intersection and provides an opportunity for aesthetic treatments including gateway feature into the City of Titusville, as desired by local stakeholders. The impacts associated with the roundabout are anticipated to be low, with a need for approximately 600 square feet of right-of-way.

The two lane roundabout improves traffic operations in future conditions, however it is not compatible with the 2-lane typical section in the Singleton Avenue to Dixie Avenue segment.

**Figure 25: Singleton Avenue Roundabout Concept**







### Palm Avenue Intersection

The intersection at SR 406 and Palm Avenue is currently signalized and does not meet spacing requirements with the Hopkins Avenue signal east of the Palm Avenue intersection. At the request of local stakeholders and the public, this intersection was analyzed to determine if the signal could be removed. It was determined that a signal was not needed at Palm Avenue due to the low turn movement and side street volumes at the intersection. Therefore, removing the signal at Palm Avenue is recommended as a spot improvement strategy for the SR 406 corridor.

### Lemon Avenue to Indian River Avenue

The intersections at SR 406 and US 1 Southbound and US 1 Northbound have been meticulously developed with the 3-lane road diet typical section to provide a detailed concept of how traffic should be accommodated. The concept was extended to Indian River Avenue to demonstrate the concepts ability to be compatible with the Coast-to-Coast Trail – Titusville Gap concept. Figure 26 illustrates the concept plans for SR 406 from Lemon Avenue to Indian River Avenue.

This segment becomes a 3-lane typical section, with one eastbound travel lane, one westbound travel lane, and bidirectional center turn lane. The road diet allows for FDOT Standard 7-foot buffered bike lanes and room to add sidewalk where the sidewalk gap currently exists. This concept plan would fit within the existing right-of-way, while allowing the curbs to remain.



Figure 26: Lemon Avenue to Indian River Avenue Concept Plans





### Roundabout at US 1/SR 406 Intersection

US 1 currently intersects SR 406 with two signalized intersections accommodating the US 1 Northbound and US 1 Southbound one-way pairs. The intersections close proximity to each other creates safety concerns, as proven with high crash rates between the two signals. A roundabout incorporating both intersections, in the shape of a peanut or dogbone, was identified as a potential improvement strategy. The roundabout, shown in Figure 27, included one travel lane for both eastbound and westbound traffic and two travel lanes for both northbound and southbound traffic. The westbound right turn lane would be removed in this alternative.

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

**Figure 27: US 1 Intersection Roundabout Concept**





# 6

## Implementation Plan & Next Steps

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

---

### 6.1 Next Steps

The next step in the project development process is to move into the Concept Development Study Phase. This study phase will involve additional analysis and development of a full concept for the SR 406 corridor. The study will involve continued coordination with internal FDOT working groups, such as Traffic Ops and the Management Team, and local stakeholder and agencies. During the Concept Development Study Phase, a final alternative will be selected, and advanced to Design followed by ROW, if needed, and finally construction.

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### 6.2 Potential Interim Spot Improvements

The improvement strategies were evaluated to identify spot improvements with the potential to be implemented independently of the corridor wide improvements. The spot improvement recognized for immediate implementation is the removal of the Palm Avenue signal. This improvement strategy can be implemented prior to the corridor wide improvements based on available funding.

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### 6.3 Funding

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

# Appendix

## Appendix A – Comments and Coordination Summary



Florida Department of  
**TRANSPORTATION**

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# **SR 406 Corridor Planning Study**

Comments and Coordination Summary



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- Appendix B:** Public Involvement Plan
- Appendix C:** Study Mailing Notification List
- Appendix D:** Public Kick-off Meeting Summary
- Appendix E:** Public Alternatives Meeting Summary
- Appendix F:** Small Group Meetings Materials



# 1

## Introduction

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### 1.1 Overview of the Project

In January 2015, the Florida Department of Transportation began a Corridor Planning Study on State Road (SR) 406 (Garden Street) from South Lake Elementary School to US 1 (SR 5). This project was requested by the City of Titusville to coordinate the development of a future vision for the SR 406 corridor that will establish a multimodal approach to providing for future transportation needs. Figure 1 illustrates the Study Area.

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

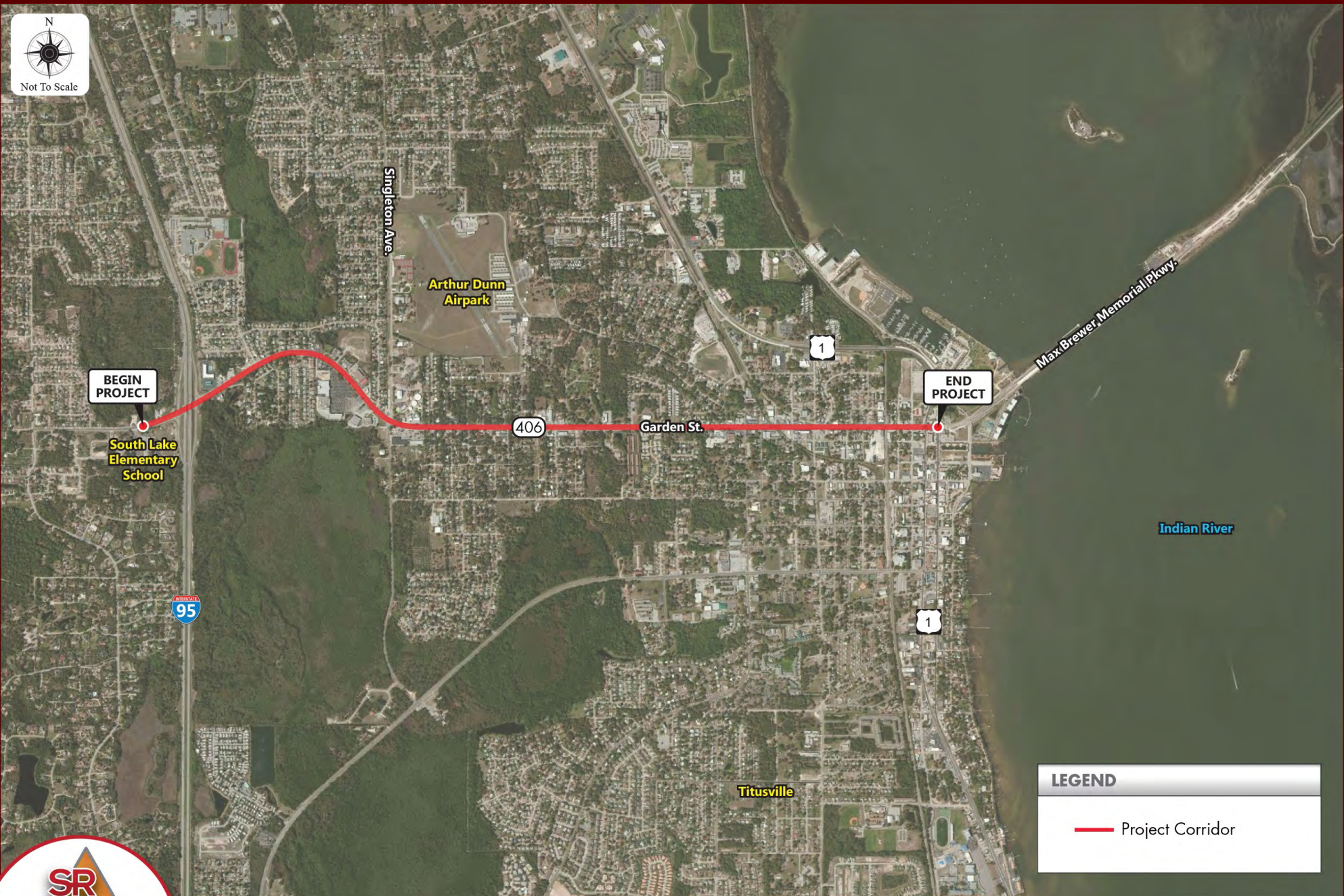
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### 1.2 Purpose of this Report

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

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





# SR 406 Corridor Planning Study

South Lake Elementary School to SR 5 (US 1)



**FIGURE 1**  
Study Area Location Map



# 2

## Summary of Study Outreach Efforts

---

### 2.1 Introduction

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

The goal with the outreach efforts performed during this study was to allow people living and working within the project study area, and other interested parties, to contribute to the decision-making process and to influence the choices that were made about the SR 406 corridor. The fundamental objectives were to ensure that the concerns and issues of those with a stake in the project were identified by giving stakeholders opportunities to review and comment on the findings of the study and that those concerns be addressed. A Public Involvement Plan (PIP) was developed to assist FDOT in developing a project that meets the needs of the community in addition to gaining greater acceptance and support of the project.

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

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

Strategies used to gain community consensus were:

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

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



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## 2.2 Project Visioning Team

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

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

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

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

---

## 2.3 The Public Involvement Plan

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

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

A copy of the PIP is included in Appendix B.

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## 2.4 Study Mailing Notification List

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



## 2.5 Project Website

The project website, housed on FDOT’s CFL Roads site ([http://www.cflroads.com/project/436187-1/SR\\_406\\_Corridor\\_Planning\\_Study](http://www.cflroads.com/project/436187-1/SR_406_Corridor_Planning_Study)) was created as a “living” documentation of the study’s outreach activities and technical work. The site includes: the PIP, meeting materials and summaries, and project reports. As the materials were approved and finalized, the website was updated for easy public access. Website updates occurred throughout the study.

**436187-1 SR 406 Corridor Planning Study**

**About**

This corridor planning study is designed to evaluate multi-modal transportation improvements along an approximately three mile section of SR 406 (Garden Street) from South Lake Elementary (west of I-95) to US 1 in Brevard County, Florida. The corridor is located within the City of Titusville, and is a primary east-west route through the city; serving local traffic as well as many visitors.

This corridor will include a local trail system, the Space Coast Loop Trail Downtown Connector, which will connect the East Central Florida Regional Rail Trail (ECFRRT) to the Kennedy Space Center (KSC) Loop Trail via Downtown Titusville. The Space Coast Loop Trail Downtown Connector will complete the overall approximately 40-mile loop between Downtown Titusville, KSC, the Merritt Island Wildlife Refuge, and Northern Brevard County.

Based on input from agency partners, this study will involve a community-based evaluation to determine how best to meet the needs of current and future users, and to establish a long-term plan to guide evolution of the corridor that appropriately correlates the balance between land use and transportation planning.

**Project Files**

- Final SR 406 Existing Conditions Report
- Final SR 406 FUTURE CONDITIONS SUMMARY
- FINAL\_SR 406 Purpose and Need Summary
- Project Visioning Team Meeting Summary (03-30-2016)
- Project Visioning Team Meeting Summary (05-13-2015)
- Project Visioning Team Meeting Summary (10-06-2015)
- Public Involvement Plan. - updated (04-11-16)
- Public Meeting Base Map (02-25-2016)
- Public Meeting Brochure (02-25-2016)
- Public Meeting Brochure (07-29-2015)

**Project Details**

**Phase:** Planning  
**Work Type:** Traffic Study  
**County:** Brevard

**Estimated Costs**

**Contact Information**

**Project Manager:**  
Judy Pizzo  
(386) 943-5167  
[judy.pizzo@dot.state.fl.us](mailto:judy.pizzo@dot.state.fl.us)  
[Ask a Question](#)

**Last Updated**  
~ 4 months ago

## 2.6 Public Meetings

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



accordance to the FDOT public information process in coordination with District 5 Public Information Office, and following Section 120.525 of the Florida Sunshine Law.

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### 2.6.1 Public Kick-off Meeting

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

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

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### 2.6.2 Public Alternatives Meeting

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

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

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## 2.7 Small Group Meetings

A project kick-off meeting with local agency partners was held at the beginning of the study on January 28, 2015 at the City of Titusville City Hall Council Chambers. Attendees included members from the study team, SCTPO, and City of Titusville. A summary of the meeting including details of the discussions is provided in Appendix F.

Following the public alternatives meeting, the study team refined the improvement strategies based on comments received. The final study findings were presented to the City of Titusville City Council at its regular board meeting held on April 26, 2016, the SCTPO Board on May 12, 2016, and the Technical and Citizens Advisory Committees on May 9, 2016. During the presentations, attendees were given the opportunity to provide feedback. A copy of the update presentation is provided in Appendix F.



# 3

## Evaluation of the Public Involvement Plan

### 3.1 Evaluation of the Public Involvement Plan

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

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



Objectives	Measures for Success	Results
	Public input is captured, documented and responded (when necessary).	10 comments and 8 question cards were received during the public kickoff meeting. 5 comments were received during the public alternatives meeting. Comments received during the public meetings comment period were responded to in writing. Any email coordination during the study duration was documented.
Public with disabilities have access to project related information and stakeholders have the ability to participate fully in the public process.	All disabled persons that requested accommodations were satisfied with efforts made to accommodate their needs. 100% compliance is required.	The public meeting facilities were ADA compliant. The notices for public meetings included information for translation services.
Diversity of participation in the development of the public development and information process.	The representatives attending the public involvement meetings reflect the demographics for the area (age, race/ethnic, income, gender and employment).	Attendees at the public meetings comprised of all ages, races/ethnic groups, incomes, genders and employment statuses. The study area did not have a concentration of a specific group to target. All public meetings displayed Title VI information on notices, presentations, and with Title VI display boards. Title VI complaint forms along with the FDOT Title VI coordinators for both District and Department were available at both public meetings.
	The Project Visioning Team is comprised of similar demographics for the area (age, race/ethnic, income, gender and employment).	The Project Visioning Team comprised of different ages, races/ethnic groups, incomes, genders and employment statuses.
Ensure that the public information disseminated is clear, informative, timely, adequate and in plain language.	At a minimum 75% of the public meeting attendees agree that the information provided by FDOT was clear.	87.5% of surveyed participants during the public kickoff meeting agreed that the handouts were helpful and useful. 77.8% of surveyed participants during the public kickoff meeting agreed the presentation and meeting displays were clear and effective.
	90% of the affected parties feel that sufficient notice was provided at public meetings.	89.5% of surveyed participants during the public kickoff meeting were notified about the public meeting through one of the notification methods provided by the study team.



Objectives	Measures for Success	Results
	At a minimum 75% of the public meeting attendees agree that the public information and presentation was adequate.	66.7% of surveyed participants during the public kickoff meeting agreed that the overall public involvement process was positive and helpful.
Ensure that the public inquiries were responded to in a timely manner.	Responses to the public inquiries were made within two (2) business days from the date received.	Written comments received during the public meetings and public comment period (10 days) that followed the meeting were responded to within 30 days
	Responses to the public inquiries were made within one (1) business day from the date received.	Written comments received during the public meetings and public comment period (10 days) that followed the meeting were responded to within 30 days
Obtain resolutions of support for the City of Titusville and Brevard County	Receive local agency acceptance of what FDOT can and cannot do to improve the operations and safety of the corridor.	The final improvement strategies recommended for further study were presented to the City of Titusville City Council and SCTPO.
	Obtain support for the project by verbal or written communications received from local agencies. Surveys can be used to obtain feedback and will be sent after the alternatives and final deliverables.	Verbal support from both City of Titusville City Council and SCPTO were given during the update presentations.
	Receive executed resolutions of support from the City and County after the final deliverable.	

### 3.2 Public Involvement during the Next Phase of the Project

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



# **Appendix A**

## **Project Visioning Team**

### **Meeting Summaries**



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## MEETING SUMMARY

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**Meeting Date:** May 13, 2015 (Wednesday) **Time:** 10:30 am – 2:00 pm

**Project:** SR 406 Corridor Planning Study by FDOT

**Subject:** Project Visioning Team (PVT) Meeting #1

**Meeting Location:** City of Titusville Council Chambers  
555 S. Washington Avenue, Titusville, FL 32796

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### I. ATTENDEES:

Judy Pizzo – FDOT  
Greg Moore – VHB  
Kevin Freeman – VHB  
Nikki Doyle – VHB  
Dane Hamilton – VHB  
Lieutenant Chris Deloach – Titusville PD  
Georganna Gillette – SCTPO  
Patrick Ryan – SCAT  
Cathy Musselman – GTR  
Scott Nelson – SCAT  
Eddy Galindo – City of Titusville  
Troy Post – North Brevard Economic Development Zone  
Laurilee Thompson – Dixie Crossroads  
Brad Parrish – City of Titusville  
Jim Thomas – City of Titusville

### II. INTRODUCTIONS & OVERVIEW

The PVT meeting began with staff and PVT member introductions, a brief overview of the project goals, PVT responsibilities, and study area was given. There was a discussion on the study phases accompanied by a project schedule with some estimated dates for study milestones and key meetings. The PVT was given a meeting agenda, bus tour schedule, and PowerPoint handout. Following the brief introduction presentation, the PVT gathered at the study area existing conditions roll plot for discussion.

#### Open Discussion:

Lieutenant Chris Deloach stated that approximately 36% of Titusville crashes are in this area and he is interested in figuring out how we can improve this

Laurilee Thompson commented that the interchange is very dark and is not welcoming. The corridor needs a gateway from I-95 to show a more welcoming feel.

PVT group agreed that on-street parking is utilized on the east end, but not the west end.

The group also agreed the vision of the community is to be more bike friendly, especially with the upcoming trail and trail overpass.

Laurilee Thompson stated that the traffic on Singleton Avenue gets congested during peak hours, with the heavy residential areas trying to access SR 406 in the mornings.

Many PVT members suggested landscape is important in this area, especially in medians.

Laurilee Thompson identified a need to extend the median in front of Dixie Crossroads to restrict westbound left access. The turn is currently illegal, however drivers still negotiate the turn and cause crashes in front of property.

Questions on if a road diet would be applicable on this corridor were asked.

Judy Pizzo clarified that the group is here to gather all the input and ideas possible and she will present them and how they work to the Department. Then a decision will be made on what is best for the corridor. Traffic counts may or may not allow for a road diet, however every idea will be explored.

Georganna Gillette commented that any landscape will need to be maintained by the City.

### III. Bus Tour

The PVT left the City of Titusville on a SCAT bus and headed towards SR 406. The bus headed west on SR 406 and dropped off the PVT at Norwood Avenue. From this bus stop, the PVT group walked west, crossing Park Avenue and to the bus at the Exxon Station. This walking portion of the tour gave the PVT a close up look at where the upcoming trail overpass will be constructed later this year. Comments about this area were:

- There is a need for additional sidewalk
- This is a bike and transit dependent area
- This area does not have adequate pedestrian crossings
- There are too many businesses in this area for a median
- How will the trail navigate through the unsafe areas safely? Concerns that the trail will be a gateway to the undesirables, leaving trail users as victims.
  - There may be a need for police patrol in certain areas of the trail
- Will stormwater be considered as part of the trail overpass? Garden Street is a major stormwater contributor
  - Yes. We believe the plan is to go underground

The PVT boarded the bus at the Exxon Station, and continued to head west observing the lane widths, on-street parking, and users of the road. The group was dropped off at the bus stop on Garden Street and Hill Top Drive. This stop was located near a business with occupied on-street parking. The group then walked west for 0.2 miles to the Wendy's. The PVT group was able to compare the future Singleton Avenue improvements to the existing, as part of this walking tour. Comments about this walking segment include:

- The outside lane is very wide
- There is a need to extend the southbound left turn lane at Singleton Avenue
- The median access east and west of the intersection will be closed
- The project is a safety project that was strongly encouraged due to the high crash rate
- The crashes are mostly due to visibility and running red lights

- The project will likely greatly improve crash rates in this area
- Hotspots for accidents on this corridor include Singleton Avenue and the US 1 intersections

The PVT boarded the bus at the Wendy's and headed west to South Lake Elementary School which is now North Area Adult Education Center. The bus then turned around and headed east to observe the eastbound direction of SR 406. The PVT was dropped off at Fairglen Drive. Comments about this walking segment include:

- What is the purpose of this midblock crossing? Is it being used?
- Was the midblock crossing originally for the elementary school?
- The midblock crossing is located on the top of a hill, near an interstate
- Consider doing a count for use of this crossing
- On-street parking is not being used on this end
- Bike lane is needed here and would be preferred over the on-street parking
- It is a bigger, longer, more expensive project to plan for moving curbs, however the asphalt between the curb lines can be repurposed a lot quicker and with less expense

The PVT boarded the bus at Fairglen Drive and headed east to the eastern limit of the study, the US 1 intersections. The PVT alighted the bus and observed the two intersections before heading back to the City of Titusville Council Chambers. Comments made during this observation include:

- This area has high crash rates
- The signals could be coordinated to prevent red light running
- Signs are needed in this area to notify drivers of I-95 interchange
- Does Palm Avenue need a signal?
- Sidewalks are missing on segment, causing problems for ADA users
- Drivers are unaware of pedestrians
- Trail element may be tough to fit

#### **IV. CORRIDOR OVERVIEW & OPEN DISCUSSION OF ISSUES / NEEDS**

Following the bus tour, the PVT group was presented with an interactive presentation that included poll questions. The open discussion details and poll question results are the following:

##### **Comments:**

Community characteristics slide:

- Cathy Musselman- Since census shows 50% of residents have 1 or no vehicles, public transportation or bike lanes would be beneficial to this area. We should also identify a need for bike lanes going to the adult education center.
- Kevin Freeman- Right now there are paved shoulders near the adult education center that can be used by bikes, but there are no designated, striped bike lanes. We can look into adding them as part of this project. There is a separate study looking at the interchange that might be able to add bike lanes in this area as part of that project, if possible.

On-street parking poll question:

- Georganna Gillette- Some businesses use the on-street parking
- Brad Parrish- On today's bus tour, I noticed parking being utilized at the Hill Top Drive stop. My personal preference is to get rid of on-street parking on this corridor, but it may be considered as official parking for some of the businesses.

SCAT slide:

- Laurilee Thompson- Due to the loop system, you could potentially have to ride the whole bus route to get to where you need to go.
- Scott Nelson- Our routes are structured so that they are loop routes. The entire route goes 55 minutes. This route and route 3 were two of the last routes that ran from 7:30a to 5:30p, which was very difficult for commuters. With the changes of the route from 6:30a to 8:00p, the route is now more viable for use of commuters and there we have increased ridership. This route goes to the Searstown Mall transfer center.
- Pat Ryan- The change in hours allowing commuters to use the service has increased ridership. The way route 2 is structured, it covers the most territory it can possibly cover in an hour. The adult vocational center requested the bus route add a stop west of I-95, however we would not be able to fit it in and still meet our one hour route. We have told the adult vocational center we would not be able to accommodate an additional stop. Route 2 is stretch as far as it can go.
- Scott Nelson- There is not enough ridership to add a second bus. The Searstown Mall transfer center is temporary. We are currently working with Titusville landing on the Miracle City Mall redevelopment to have a transfer center there.

Transit accommodations poll question:

- Pat Ryan- I don't see increased frequency increasing ridership. The current boardings per hour are low.
- Scott Nelson- We save all comments and we look to address them. We are mindful of all requests and make adjustments where possible. We have seen requested adjustments in the past that were successful, however we have to accommodate where we feasibly can.
- Brad Parrish- What about adding an eastbound service?
- Pat Ryan- This would require another bus to go in the opposite direction. Ridership may not be there to support an additional bus.
- Scott Nelson- I recently found an earlier route 2 schedule that did a horseshoe route instead of a complete loop. That schedule took 1 hour and 40 minutes to accomplish. The decision was made to make it a closed loop which cut the time down to 55 minutes. The eastbound route was considered and was used, however the loop proved to be more efficient for users.
- Brad Parrish- what can you tell us about the ADA study?
- Scott Nelson- We asked for the study because we know a number of stops aren't accessible. We try to site stops near sidewalks, however there aren't many opportunities to do that. A bus stop inventory was taken to check ADA accessibility as well as amenities. This was presented to TPO and covered in the newspaper, where it turned into a big story. We are behind the study. We are now working to create partnerships and upgrade these identified bus stop

facilities. FDOT has worked to include us in their studies. SCAT has some money to improve, especially for shelters.

- Cathy Musselman- is transit authority currently in the works of improving bus stop facilities?
- Scott Nelson- The director negotiates facilities within City limits. For unincorporated areas, there is one company in charge of putting them up and we have experienced tough time about it. We can access money to do shelters, but bus pads and repairs fall on the municipalities.
- Pat Ryan- we are thankful that FDOT includes us in their studies. It is helping us get within compliance for a lot of our stops.
- Brad Parrish- there is a vendor we have selected that will select bus stops for shelters.
- Scott Nelson- You would have to speak more with the director, as he is in charge of negotiating this matter.

Trail overpass slide:

- Eddy Galindo- how will you discourage at grade crossing under pedestrian bridge?
- Greg Moore- There may be an opportunity to add vegetation that isn't friendly to walk through in the median.
- Georganna Gillette- Billy Hattaway mentioned taking out several pedestrian bridges because they are finding people aren't using them. With the ramps/stairs to access these bridges, pedestrians used the path of least resistance which was to cross the road.
- Greg Moore- The overpass will be a continuous alignment, which tends to work well. The trail users will not be required to use stairs or switchbacks, but would just continue on the trail at a safe incline.

Important goals poll question:

- Georganna Gillette- I think once the Singleton Improvements are done, the safety along this corridor will improve.
- Kevin Freeman- from speaking with Lt. Deloach, he mentioned the crash hotspots along this corridor are Singleton Avenue and the US 1 intersections. The remainder of the area is very low.
- Greg Moore- There are currently no capacity issues anticipated for this corridor
- Laurilee Thompson- The median near Dixie Crossroads needs to be extended to block the westbound left turn access. People are illegally negotiating the turn and it is very unsafe. Wrecks are always happening for cars trying to get in and out of the restaurant. There should also be a light at Dixie Avenue, this is a high crash area.

**Poll Question Results:**

- Who do you believe the main users of SR 406 are?
  - A. Freight – 0%
  - B. Commuters – 13%
  - C. Local Residents – 38%
  - D. Transit Users – 13%
  - E. Business Patrons – 25%
  - F. Pedestrian/Bicyclists – 0%
  - G. Other – 13%
- What is the existing role for SR 406?
  - A. A connection to I-95 – 21%
  - B. A gateway to the Titusville community – 21%
  - C. A bicycle and pedestrian corridor – 0%
  - D. An access to the Merritt Island Wildlife Refuge/Canaveral Sea Shore – 21%
  - E. A mixed use commercial corridor – 36%
- Is the on-street parking on SR 406 needed?
  - A. Yes – 0%
  - B. Yes, but could be removed in some places – 33%
  - C. No – 75%
- What is your assessment on the existing bus service?
  - A. The corridor needs more frequent bus service – 0%
  - B. Eastbound service is needed – 17%
  - C. The bus service is too frequent, less frequency is needed – 83%
- What is your assessment of the sidewalks within the SR 406 corridor?
  - A. The sidewalks are sufficient as is – 9%
  - B. The sidewalks are too close to the roadway – 45%
  - C. The sidewalks are too narrow – 0%
  - D. There are not enough locations to cross SR 406 – 45%
- What is your assessment of the bicycle facilities within the SR 406 corridor?
  - A. The corridor needs more bicycle facilities – 100%
  - B. The bicycle facilities are sufficient – 0%
  - C. There are too many bicycle facilities, remove some – 0%
- Please rank the goals for the US 1 Corridor in order of importance, with the first being the highest priority:
  - A. Improve Safety – 21%
  - B. Support Economic Development – 26%
  - C. Improve Pedestrian/Bicycle Mobility – 25%
  - D. Improve Transit Service and/or Facilities – 12%
  - E. Decreased Congestion – 8%
  - F. Speed Management – 8%
  - G. Other – 0%

- What should the future vision of SR 406 include?
  - A. Multimodal design (better accommodate non-vehicular traffic) – 26%
  - B. Enhanced aesthetics – 21%
  - C. Corridor branding for the community – 21%
  - D. Support economic development – 21%
  - E. Encourage transit use – 11%
  - F. Other – 0%

**V. ADJOURN**

The PVT meeting was closed with contact information and details of how to access the project website for more information.

**VI. Photos**



**Attachments:**

- Sign in sheet
- Meeting agenda
- Bus tour schedule
- Powerpoint presentation
- Survey



**ACTION ITEMS:**

<b>Task</b>	<b>Responsible Person(s)</b>	<b>Date Added</b>	<b>Date to be Completed</b>	<b>Description</b>	<b>Comments</b>
1	PVT members	5/13/15		Provide answered survey	
2	Study Team	5/13/15		Upload Existing Conditions Report to cflroads	
3	Georganna Gillette	5/13/15		Provide plans for Singleton Avenue project	
4	Georganna Gillette	5/13/15		Provide ITS Master Plans	



SR 406 Corridor Planning Study by FDOT

FM Nos. 435627-1-12-01

Wednesday, May 13, 2015

10:30 am – 2:30 pm

City of Titusville – City Hall | Council Chambers



NAME	Agency or Firm / Role	E-MAIL ADDRESS
Lj. Greis Deloach	Titusville PD	greis.deloach@titusville.com
Georganna Gillette	SCTPO	georganna.gillette@brevardcount.us
Patrick Ryan	SCAT	pat.ryan@brevardcount.us
Cathy Musselman	GTR	Cathy@greatertitusville.com
Scott Nelson	SCAT	scott.nelson@brevardcount.us
Eddy Galindo	Titusville planning	Eddy.Galindo@titusville.com
Troy Post	NBSD2	troy.post@brevardcount.us
Laurile Thompson	Business owner	laurilethompson@aol.com
Brad Parrish	Titusville Planning	bradley.parrish@titusville.com
Jim Thomas	CM office	jim.thomas@titusville.com



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## MEETING AGENDA

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**Meeting Date:** Wednesday, May 13, 2015 **Time:** 10:30 am

**Project:** SR 406 Corridor Planning Study

**Subject:** Project Visioning Team Meeting #1

**Meeting Location:** City of Titusville Council Chambers  
555 S. Washington Avenue, Titusville, FL 32796

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**I. INTRODUCTIONS**

- FDOT Study Team & Agency Staff
- Key contacts
- Project Background
- Corridor Planning Study Process Overview & Product

**II. SR 406 WALKING/BUS TOUR**

**III. LUNCH**

**IV. CORRIDOR OVERVIEW**

- Existing Conditions
- Identified Issues & Opportunities
- Guiding Principle Survey Poll Questions

**V. OPEN DISCUSSION OF ISSUES / NEEDS**

**VI. ISSUES AND OPPORTUNITIES SURVEY**

**VII. NEXT STEPS**

**VIII. ADJOURNMENT (APPROXIMATELY 2:30 PM)**



## BUS TOUR SCHEDULE

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**Meeting Date:** Wednesday, May 13, 2015 **Time:** 11:15 am

**Project:** SR 406 Corridor Planning Study

**Subject:** Project Visioning Team Meeting #1

**Starting Location:** City of Titusville Council Chambers  
555 S. Washington Avenue, Titusville, FL 32796

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- I. **Board bus at City of Titusville (11:15am)**
- II. **Alight bus @ SR 406 and Norwood Avenue (11:25 am)**
  - Walk to Park Avenue (0.2 mile)
  - Observe pedestrian facility, crosswalks, and bus stop facilities west of Park Avenue
- III. **Board bus @ SR 406 Exxon Station near Park Avenue (11:40 am)**
  - Observe typical section and on-street parking usage
- IV. **Alight bus @ SR 406 Garden Street/Hill Top Drive Bus Stop (11:45 am)**
  - Walk to Wendy's (0.2 mile)
  - Observe bus stop facility, lane widths, pedestrian facilities, and crosswalks
- V. **Board bus @ Wendy's (12:00 pm)**
  - Observe typical section change near interchange and use of on-street parking
- VI. **Bus turn around at Boardwalk Way**
- VII. **Alight bus @ SR 406 Shell Station (12:10 pm)**
  - Walk to Fairglen Drive (0.2 mile)
  - Observe designated crosswalk, pedestrian facilities, on-street parking, and median treatments
- VIII. **Board bus @ SR 406 and Fairglen Drive (12:25 pm)**
- IX. **Alight bus @ SR 406 CVS Pharmacy between US 1 southbound and northbound (12:35 pm)**
  - Observe two intersections
- X. **Board bus @ SR 406 CVS Pharmacy between US 1 southbound and northbound (12:45 pm)**
- XI. **End tour at City of Titusville (12:50 pm)**



# #1 Project Visioning Team Meeting

FM #: 436187-1-12-01

SR 406 Corridor Planning Study

May 13, 2015

FM #: 436187-1-12-01

## Meeting Agenda

- Introductions
  - FDOT study team & agency staff
  - Key contacts
  - Project background
  - Corridor Planning Study Process overview & product
- SR 406 walking/bus tour
- Corridor overview
  - Existing Conditions
  - Identified Issues & Opportunities
  - Guiding Principles Survey Poll Questions
- Open discussion of issues/needs
- Issues & opportunities survey



Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## Project Visioning Team Overview

- PVT Responsibilities
  - Three (3) meetings during key project milestones
  - Identify stakeholders that need to be engaged
  - Provide input on the planning process
  - Identify multi-modal transportation improvements
  - Share your local knowledge and history




Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## Project Background and Goals



Project requested by the City of Titusville to coordinate the development of a future vision for SR 406 that establishes a <b>multimodal approach</b> to providing for future transportation needs.
Community-based evaluation to determine how best to meet the <b>needs of current and future users</b> .
Establish a long-term plan to guide evolution of the corridor that appropriately correlates the <b>balance between land use and transportation planning</b> .



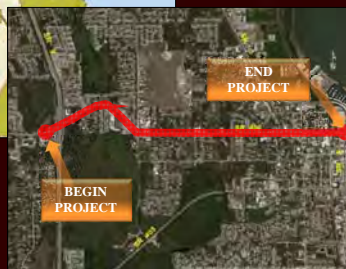
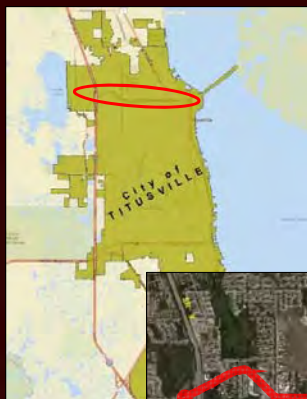
Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## Study Area

- South Lake Elementary School to US 1 (SR 5)
- 2.87 miles
- Urban character, 4-lane divided section
- Primarily residential and commercial development



Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## Project Approach

- 18 month schedule ("living document")
- Planning phases:

Define the Problem	Define the Purpose and Need	Define and Select Alternative(s)
<ul style="list-style-type: none"> <li>• Jan-May 2015</li> <li>• Public Involvement Plan</li> <li>• <i>Existing Conditions Summary</i></li> <li>• <b>PVT Meeting #1</b> ★</li> </ul>	<ul style="list-style-type: none"> <li>• Mar-Oct 2015</li> <li>• Future needs assessment</li> <li>• <i>Future Conditions Summary</i></li> <li>• <b>PVT Meeting #2</b></li> <li>• Public Kick-off Workshop</li> <li>• <i>Purpose and Needs Summary</i></li> </ul>	<ul style="list-style-type: none"> <li>• Sep-Jul 2016</li> <li>• Alternatives brain storming</li> <li>• <b>PVT Meeting #3</b></li> <li>• Alternatives Development Public Workshop</li> <li>• <b>PVT Meeting #4</b></li> <li>• <i>Alternatives and Strategies Report</i></li> </ul>



Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## Corridor Planning Study Schedule

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



Project Visioning Team Meeting #1



FM #: 436187-1-12-01

# Understanding the SR 406 Corridor



Project Visioning Team Meeting #1





FM #: 436187-1-12-01

## Existing Conditions: Population Characteristics

Population Characteristics	Study Area Data
Total Population	3,535
Population Density (Persons per Acre)	3.04
Total Households	1,422
Average Household Size	2.44
Household Density (Households per Acre)	1.39
Median Age	45
Population Over 65	17.7%
Male	46.5%
Female	53.5%

Socioeconomic Characteristics	Study Area Data
Median Household Income	\$40,907
Households Below Poverty Level	24.3%
Total Housing Units	1,822
Owner-Occupied	47.2%
Renter-Occupied	30.8%
Vacant	22.0%
Households with No Vehicle	11.2%
Households with 1 Vehicle	38.4%
Total Population	3,535
White	75.4%
Hispanic or Latino	4.7%
Not Hispanic or Latino	70.7%
Black of African American	20.8%
Asian	0.0%
Other	3.8%

Transit-dependent population-

- Households below poverty level 24%
- No car household >10%
- Vacant and renters 50%



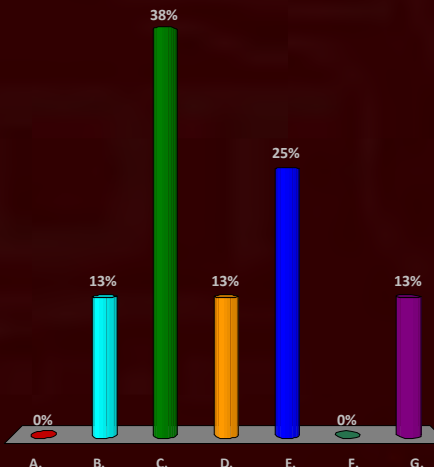
Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## Who do you believe the main users of SR 406 are?

- A. Freight
- B. Commuters
- C. Local Residents
- D. Transit Users
- E. Business Patrons
- F. Pedestrian/Bicyclists
- G. Other



Multiple responses allowed



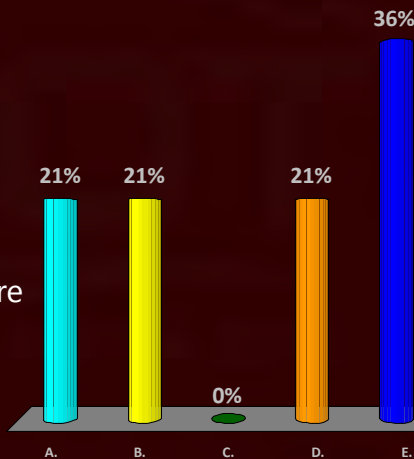
Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## What is the existing role for SR 406?

- A. A connection to I-95
- B. A gateway to the Titusville community
- C. A bicycle and pedestrian corridor
- D. An access to the Merritt Island Wildlife Refuge/Canaveral Sea Shore
- E. A mixed use commercial corridor



Multiple responses allowed



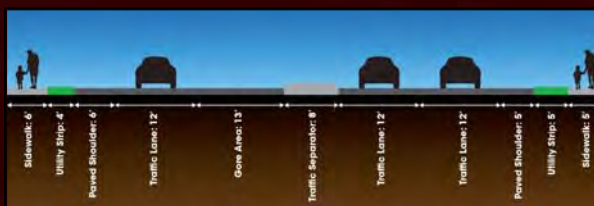
Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## Existing Conditions: Typical Sections

- Three-lane , two eastbound and one westbound, from South Lake Elementary School to I-95
  - 6' and 5' sidewalks
  - 4' and 5' utility strips
  - 12' travel lanes
  - 13' gore area westbound
  - Concrete median



- Four lane divided from I-95 to Dixie Avenue



- 5' sidewalks
- 3' and 2' utility strips
- 12' inside travel lanes
- 20' outside travel lanes (sporadic on-street parking)
- Raised grass median



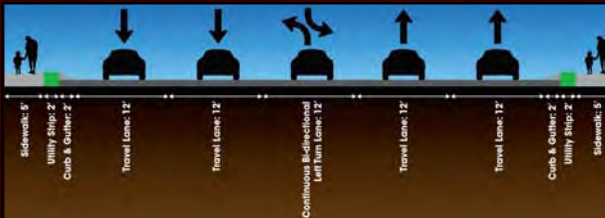
Project Visioning Team Meeting #1



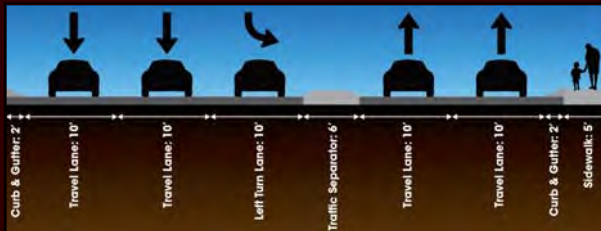
FM #: 436187-1-12-01

## Existing Conditions: Typical Sections

- Five lane with center left turn lane from Dixie Avenue to US 1 Southbound
  - 5' sidewalks
  - 2' utility strips
  - 12' travel lanes
  - 12' center turn lane



- Four lane, with divided westbound left turn lane from US 1 Southbound to US 1 Northbound



- 5' sidewalk eastbound only
- No utility strip
- 10' travel lanes
- 10' left turn lane westbound left turn lane
- Traffic separator median



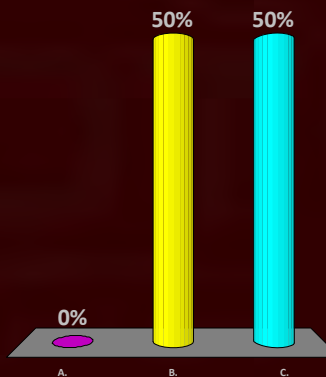
Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## Is the on-street parking on SR 406 needed?

- A. Yes
- B. Yes, but could be removed in some places
- C. No



Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## Existing Conditions: Transit

- One route in study area
- Route 2: Titusville circulator
  - Monday-Saturday
  - 60 minute service frequency
  - FY 2014 Annual Ridership: 81,647
  - Provides service in the westbound direction along SR 406 from Park Avenue to the Publix Shopping Center
- Bus stop accommodations limited to signs and in some cases benches



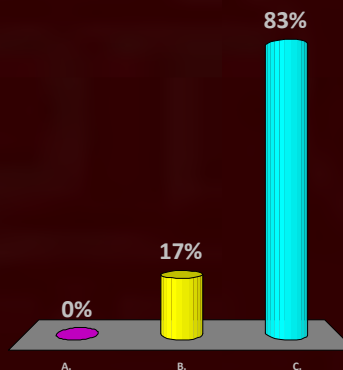
Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## What is your assessment on the existing bus service?

- A. The corridor needs more frequent bus service
- B. Eastbound service is needed
- C. The existing bus service frequency is sufficient



Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## Existing Conditions: Bike & Pedestrian



- Sidewalks provided on both sides of roadway for the majority of the study area with the exception of between S Hopkins Avenue and S Washington Avenue
- Bike facilities are present from just west of I-95 Southbound Ramps to just east of the I-95 Northbound Ramps. Paved shoulders are provided for a short segment between South Lake Elementary School and the start of the bike lanes
- Two designated mid-block crossings within the Study Area



Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## East Central Florida Regional Rail Trail



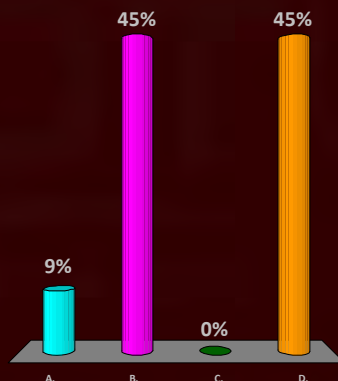
Project Visioning Team Meeting #1



FM #: 436187-1-12-01

### What is your assessment of the sidewalks within the SR 406 corridor?

- A. The sidewalks are sufficient as is
- B. The sidewalks are too close to the roadway
- C. The sidewalks are too narrow
- D. There are not enough locations to cross SR 406



Multiple responses allowed



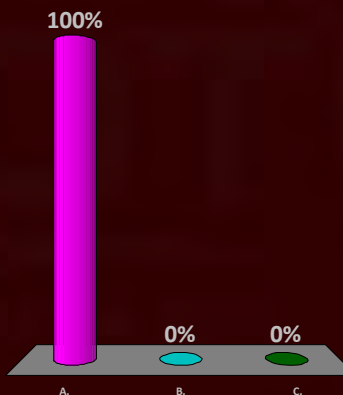
Project Visioning Team Meeting #1



FM #: 436187-1-12-01

### What is your assessment of the bicycle facilities within the SR 406 corridor?

- A. The corridor needs more bicycle facilities
- B. The bicycle facilities are sufficient
- C. There are too many bicycle facilities, remove some



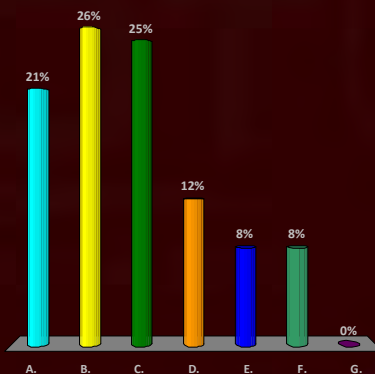
Project Visioning Team Meeting #1



FM #: 436187-1-12-01

Please rank in order of importance, with the first being the highest priority, what do you think the most important goals for SR 406:

- A. Improve Safety
- B. Support Economic Development
- C. Improve Pedestrian/Bicycle Mobility
- D. Improve Transit Service and/or facilities
- E. Decreased Congestion
- F. Speed Management
- G. Other



Multiple responses allowed



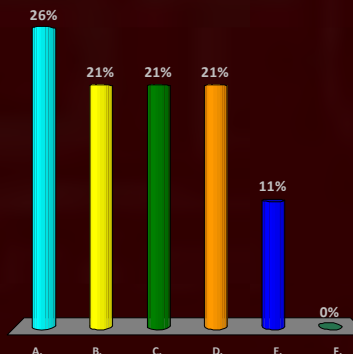
Project Visioning Team Meeting #1



FM #: 436187-1-12-01

What should the future vision of SR 406 include?

- A. Multimodal design (better accommodate non-vehicular traffic)
- B. Enhanced aesthetics
- C. Corridor branding for the community
- D. Support economic development
- E. Encourage transit use
- F. Other



Multiple responses allowed



Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## Issues & Opportunities

### Physical Features

- Inconsistent lane widths
- High number of driveway conflicts
- Multiple full access median
- Lacking adequate storage for left turn refuge from side streets within the median
- Sporadic, under utilized on-street parking
- No bicycle facilities
- Gap in sidewalk coverage on the north side of SR 406 from US 1 Northbound to US 1 Southbound

### Transit Service and Infrastructure

- Limited bus stop facility accommodations
- Transit-dependent communities present within Study Area

### Traffic Conditions

- Traffic volumes are between 20%-50% of the maximum service volume

### Safety

- ADA accommodations
- Two high crash segments



Project Visioning Team Meeting #1



FM #: 436187-1-12-01

## Questions/Comments?

Contact Us!

### Judy Pizzo, MS, GISP

Planning Project Manager  
Planning & Corridor Development  
FDOT District 5  
[Judy.pizzo@dot.state.fl.us](mailto:Judy.pizzo@dot.state.fl.us)  
386-943-5167

### Kevin Freeman, PE

Project Team Contact  
VHB  
[KFreeman@vhb.com](mailto:KFreeman@vhb.com)  
407-965-0500

Visit our website at [www.cflroads.com](http://www.cflroads.com)



Project Visioning Team Meeting #1









## MEETING SUMMARY

**Meeting Date:** October 6, 2015 (Tuesday) **Time:** 10:30 am – 2:00 pm

**Project:** US 1 & SR 406 Corridor Planning Studies by FDOT

**Subject:** Project Visioning Team (PVT) Meeting #2

**Meeting Location:** City of Titusville Council Chambers  
555 S. Washington Avenue, Titusville, FL 32796

### I. ATTENDEES:

Judy Pizzo	FDOT – Study Project Manager
Joel Marmie	FDOT – Coast to Coast Liaison
Patrick Ryan	SCAT
Scott Nelson	SCAT
Georganna Gillette	SCTPO
Mandy Lamoth	City of Titusville
Tim Ford	City of Titusville
Kwasence Ofosu	City of Titusville
Edyre McCall	City of Titusville
Brad Parrish	City of Titusville
Troy Post	North Brevard Economic Development Zone
Dan Mequern	Rails to Trails Mobility
Greg Moore	VHB (Study Team)
Kevin Freeman	VHB (Study Team)
Nikki Doyle	VHB (Study Team)
Melissa Gross	VHB (Study Team)

### II. INTRODUCTIONS & PRESENTATION

Judy Pizzo began the meeting by welcoming the attendees and brief introductions, followed by an agenda for the meeting and an explanation of what stage the corridor studies are currently in.

The US 1 focus session, presented by Melissa Gross, began with a look at the Coast to Coast Trails project. Initially, the PVT presented the entire Coast to Coast trail as a reference, and then a more detailed look at the trail gap in Titusville from the south end of the East Central Florida Regional Rail Trail to the Max Brewer Bridge. The PVT members were invited to gather around printed maps and mark potential connection routes and provide comments on the planned trail and its features. A preliminary idea from the study team was presented and discussed among the group. A summary of the open discussion is provided in the next section of this summary.

Following the brief discussion on the Coast to Coast trail gap, the US 1 focus session was continued with a reminder of the guiding principles and goals & objectives previously

identified by the study team, PVT, and public. Next, the study team shared some initial alternative strategies for the US 1 study corridor. Those alternatives included:

- Corridor wide improvements
  - Palm Avenue realignment
- Spot improvements
  - Grace Street roundabout
  - Rectangular Rapid Flashing Beacon at Julia Street
  - Use of markings in pavement to reduce signage

The SR 406 focus session was presented by Kevin Freeman, and began with a brief overview of the planned trail overpass and a reminder of the guiding principles and goals & objectives previously identified by the study team, PVT, and public. Next, the study team shared some initial alternative strategies for the SR 406 study corridor. Those alternatives included:

- Corridor wide improvements
  - Typical section improvements
- Spot improvements
  - Singleton Avenue roundabout
  - Pedestrian crossing accommodations
  - Bus pullouts / enhanced stop locations
  - ADA design considerations
  - Gateway feature
  - Palm Avenue signal

The typical section tool was presented with some design constraint tips prior to breaking out into open discussion on both corridors.

### III. OPEN DISCUSSION OF IMPROVEMENT STRATEGIES

#### Coast to Coast Gap

- City provided a map of potential trail alternatives currently being considered, along with the location of the planned welcome center.
- General agreeance that utilizing Main Street to Indian River Avenue would be the most logical trail route. The City could plan to tie into the Coast to Coast trail to provide access to the welcome center.
- SCAT is adding a route that will travel north on Indian River Avenue and then left to travel east on Broad Street.
- Suggestion to connect trail to downtown welcome center.
- There were questions as to the potential of creating a trail head at the end of the trail overpass near Canaveral Avenue.

#### US 1 Study Corridor

- Many PVT members were in favor of the roundabout at Grace Street, for the purpose of:
  - Improved mobility for bicycles and pedestrians
  - Removal of the traffic signal
  - Improved traffic flow
  - Potential for a gateway feature
- The potential roundabout at Grace Street may be difficult for transit use because

the SCAT route currently travels from Hopkins Avenue, then east on Grace Street, and north on US 1. There was a concern by SCAT about the bus being able to merge and make the left turn around the roundabout.

- There is already a project to install RRFBs at Julia Street by FDOT. The equipment is on order and installation is anticipated within the next several months.
- Suggestion to have all midblock crosswalks consistently to the north or south of the cross streets to provide user predictability.
- Suggestion to look into a solution for the SR 406 and US 1 intersections. (Roundabout or Diverging Diamond Interchange).

#### SR 406 Study Corridor

- PVT members were generally in favor of the potential roundabout at Singleton Avenue for the following reasons:
  - Improved intersection operations
  - Improved pedestrian movement
  - Potential to provide a gateway feature to the City
- It was suggested to look at the Publix entrance to see if a signal is warranted.
- Suggestion to remove on street parking and replace with bike lanes.
- Suggestion to look at access management along the segment from I-95 to Singleton Avenue due to the high number of angle and left turn crashes.
- SCAT expressed the difficulty for transit merging into traffic from bus pullouts and that those features are not advisable.
- A new SCAT route is being added to the corridor on 10/10/2015 to serve the adult education center and SR 406 eastbound.
- Suggestion to provide a barrier in the median under the pedestrian overpass to prevent bicyclist and pedestrians from crossing SR 406 instead of using the overpass.
- Suggestion to add gateway feature on pedestrian overpass
- Drivers are cutting through Dixie and Park Avenue to get to US 1 Northbound
- Suggestion to install wayfinding signs to guide people to downtown area.

*Overview of Comments and Notes on Roll Plots:*

Coast to Coast Trail Gap

- Add Cross Walks.

US 1 Study Corridor

- Implement a cross walk on Brevard St. and Washington Ave.
- Implement a cross walk between Palmetto St. and Hopkins Ave.
- Implement a cross walk at Julia St. and Hopkins.
- Remove light on Garden Street.
- Consider roundabout on Garden Street.

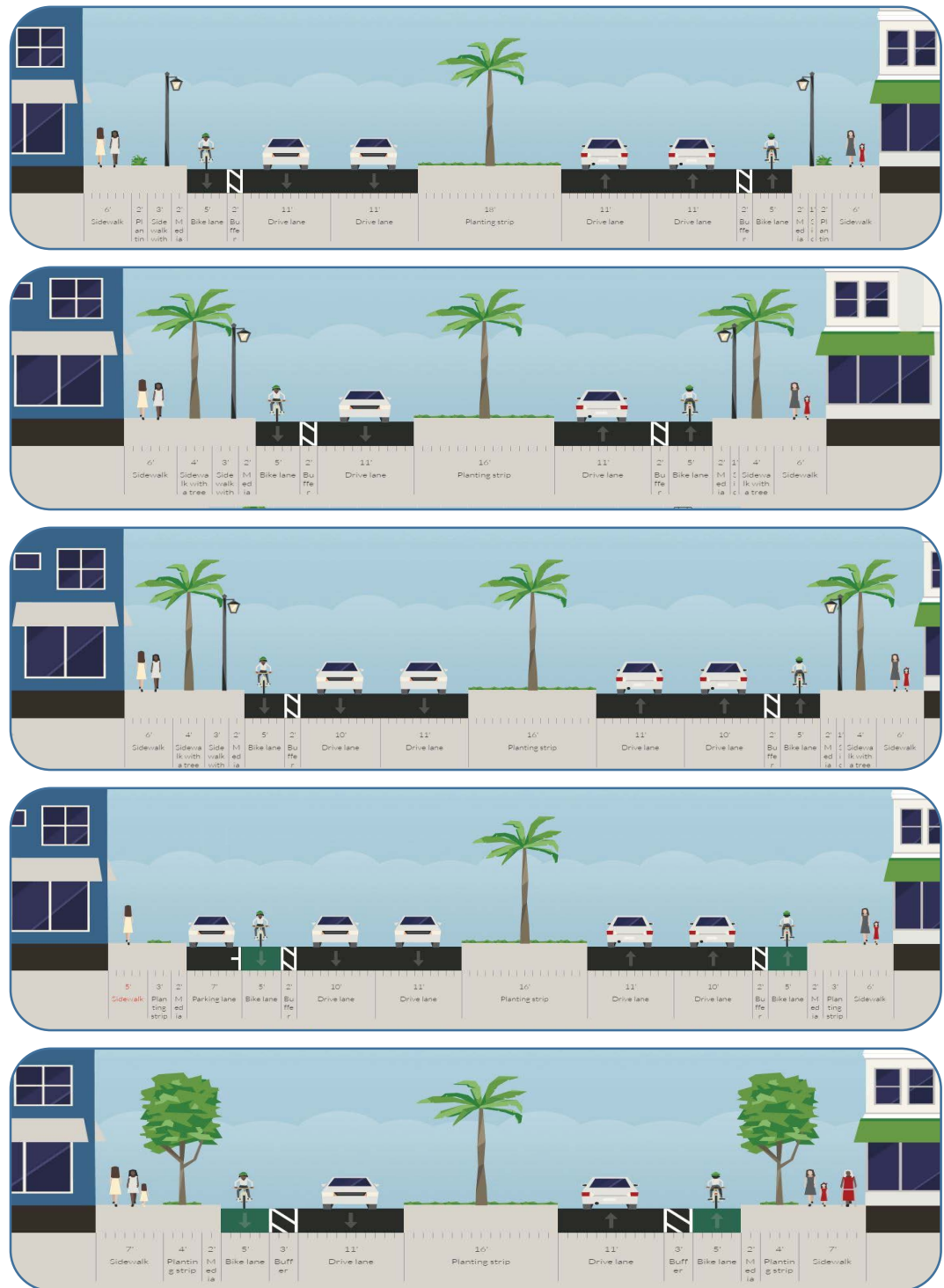
SR 406 Study Corridor

- Remove parking, and add bike lanes.
- Implement signaling to US 1.
- Remove road side parking.
- Implement U-turn signs for more control.
- Add a signal at the Publix.
- Add a roundabout on Dixie Ave.

*Typical Section Tool for SR 406*

The PVT discussed potential typical sections to fit in the 100' (from Interstate 95 to Dixie Avenue) and 80' (from Dixie Avenue to US 1) right of way sections of SR 406. The following

typical sections were created by the PVT participants:





#### IV. ADJOURN

Following the typical section tool activity, the PVT meeting ended. Please keep checking the CFLRoads website for new information.

#### ATTACHMENTS:

- Sign In Sheet
- PowerPoint Presentation

**ATTACHMENTS PROVIDED IN FULL SUMMARY ON  
CFLROADS**





## MEETING SUMMARY

**Meeting Date:** March 30, 2016 (Wednesday) **Time:** 9:00 am – 11:30 am

**Project:** US 1 / SR 406 / C2C Corridor Planning Studies by FDOT

**Subject:** Project Visioning Team (PVT) Meeting #3

**Meeting Location:** City of Titusville Council Chambers  
555 S. Washington Avenue, Titusville, FL 32796

### I. ATTENDEES:

Judy Pizzo	FDOT – Study Project Manager
Eddy Galindo	City of Titusville, Planning
Sean Stauffer	City of Titusville
Cathy Musselman	Greater Titusville Renaissance
Tim Ford	City of Titusville
Edyie McCall	City of Titusville
Georganna Gillette	Space Coast TPO
Scott Nelson	Space Coast Area Transit
Erin Sterk	Brevard County
Andy Holmes	Brevard County Police Works Department
Trevor Traphagen	C.O.T
Mark Wade	Twin Palms Motel
Harold McNally	Harbor Pointe HOA
John Evans	Resident
Greg Moore	VHB (Study Team)
Kevin Freeman	VHB (Study Team)
Nikki Doyle	VHB (Study Team)

### II. INTRODUCTIONS & PRESENTATION

Judy Pizzo opened the meeting by welcoming attendees and giving brief introductions. Materials provided to the PVT members included an agenda for the meeting, 11 x 17's of updated Coast to Coast Titusville Gap concept plans, the informational handout (outlining road diets and roundabouts) from the public alternatives meeting, and the trifold brochure with information on all three projects from the public alternatives meeting.

The US 1 focus session, presented by Greg Moore, began with an explanation that although the concepts look official, the focus of this planning study was to determine what ideas will move forward. The next phase, the concept development phase, will get into details and determine where things like driveways will be placed and could ultimately end up in a dismissal of an alternative from this study.

The SR 406 focus session was presented by Kevin Freeman, and began with a brief overview of the planned projects for the corridor and a reminder of the guiding principles

and goals & objectives previously identified by the study team, PVT, and public.

The C2C Trail focus session was presented by Greg Moore, and covered the proposed trail route and a walkthrough of the concept layout plans.

The presentation was held in an open format, where the PVT members could ask questions at any time. A summary of the open discussion is provided in the next section of this summary.

### III. OPEN DISCUSSION

#### US 1 Focus Session

- Property owners on Riverside Drive did not receive notices for the public meetings.
  - We recall that some property owners from Riverside Drive were present at the alternatives public meeting.
  - Follow-up after PVT meeting: Some of Riverside Drive was within the mail out coverage area map. 30 postcards were sent to Riverside Drive addresses for both public meetings.
- Twin Palms Motel did not receive a notice for the public meetings.
  - This parcel should have definitely been including in the mail out coverage area. We will check to see what happened.
  - Follow-up after PVT meeting: This parcel was included in the final mailing list and postcards were sent to the address listed on the Brevard County Property Appraisers site for both public meetings.
- How many deaths are on record at the Grace Street and US 1 intersection?
  - The purpose of the roundabout recommendation does not stem from a history of fatalities. The reason for the recommendation is to help slow traffic in this downtown corridor, give a sense of place and arrival to downtown Titusville, and the roundabout ultimately provides for a better flow of traffic at the intersection. Lower speeds through the intersection and design character of the roundabout is also more conducive for bicycle and pedestrians.
- Will City Council have input?
  - The Study team plans to present the results of these three studies to the Titusville City Council, as well as the Space Coast TPO prior to the close of the study.
  - The SCTPO selected these projects from a list of priorities and invited FDOT to evaluate the corridors. The next phase of the project involves a more-detailed concept development phase that will get more into the engineering details, produce cost estimates, and further determine if the project is feasible to be advanced to design. The Concept Development Study phase will continue the public engagement activities that were started with the subject efforts, and will include fully vetting any recommendations through the City Council.
- What are the plans for bike traffic?
  - The study team considered the opportunity to provide bike lanes along US 1. Existing on-street parking and other constraints represent a significant challenge, as well as the higher volumes of traffic through the corridor. Ultimately, the Study identified Indian River Avenue as the

preferred parallel alternate route to facilitate north/south bicycle travel within the corridor.

- There are no plans to improve Indian River Avenue for additional vehicular traffic or to encourage traffic to use it as an alternative to US 1. The focus on Indian River, and the potential need to improve this corridor to better-support bicycle travel were relayed to the City of Titusville for their consideration.

#### SR 406 Focus Session

- With the resurfacing design in current year, it would have been ideal to align that effort with the improvements being recommended as part of this study. Unfortunately, this study wasn't far enough along for the lane reduction approach to be implemented with this near-term resurfacing project. However, the Department is aware of the viability of this approach and will consider it as part of future planning within the SR 406 (Garden Street) corridor.
- A participant indicated that the section from I-95 to Palm Avenue is generally bicycle compatible with the wide outside lanes. The section to the east where the right-of-way narrows in the vicinity of Dixie Crossroads does not offer the same character, and bicycle lanes would be a welcome addition there.
- The resurfacing will bring the existing roadway up to current standards, so there will likely be improvements to curb ramps and other features that address current issues.
- Both corridors currently have on-street parking, are there any thoughts on what will happen to those?
  - There is no plans to change the on-street parking along the US 1 corridor. The Department is considering improvement options for SR 406 that will repurpose the underutilized on-street parking along the corridor to standardize the travel lane widths and add bicycle lanes.
- Mast arms for the Singleton Avenue intersection improvements are going in this year, is there any way to stop it since this improvement may be better suited for the intersection?
  - The study team approached the FDOT project manager for the current Singleton Avenue intersection improvement, but could not stall the project due to the funding source and advanced stage of the design and planning for this to be implemented. The planned improvements to the signal are anticipated to improve both operations and safety. A future roundabout is also being strongly considered given the advantages it offers at this location with safety, access, and the potential to establish a gateway to Titusville from the west.
- Will peanut roundabout slow or calm NB traffic along US 1?
  - With operating speeds for a roundabout, the idea is that all 4 approaches will slow as vehicles yield to enter roundabout and continue through the roundabout at a lower speed. While traffic will be "calmed" or slowed on all approaches, the operational characteristics along US 1 are anticipated to perform better than the existing signalized intersections based on a future conditions evaluation of vehicle delay.
- How are roundabouts safer for bicycle, when there are no signals to stop traffic for bicycles to cross?
  - Roundabouts provide wide enough crosswalks for bicycles to share with pedestrians. The safety is improved by giving the pedestrians and

- bicyclists less conflict. With only one direction to look, the pedestrian/bicyclist has fewer drivers crossing to gain attention and the only focus is on flow of traffic at a time. Also, cars are directed to yield at the entry of a roundabout, providing more caution for the driver to crossing pedestrians/bicyclists.
- Bicyclists are also welcome to utilize the travel lanes within the roundabout, by sharing the road.
  - o If this downtown area decides on large waterfront developments in the future, will the proposed road diet make traffic bad?
  - o The Department would need to know what is coming and how much traffic will be generated. The future traffic was grown very conservatively using three different project methods.
  - o When considering the addition of the Winter Garden Trail, there is now an average of 55,000 visitors a month drawn by the trail. Would the road diet along Garden Street limit the City's potential for accommodating traffic from visitors?
    - The road diet improvement strategy is developed to allow lanes to be added back in if needed. If the city "outgrows" the diet, there is an opportunity to reintroduce additional travel lanes in the future.
    - Another consideration is that SR 406 used to be the primary ingress/egress roadway serving the Cape and operations at the Kennedy Space Center. Since then, alternate routes have been constructed and there are several other roads that now serve the Cape, whereas Garden Street now serves MINWR primarily. If the majority of visitor trips take place during the weekend, those trips will not have the same impacts to the network as if they were combined with weekday work trips in the area.

#### C2C Focus Session

- o The City was successful in getting the easement from FEC to make the connection between the north end of Canaveral Avenue and Main Street. Design is underway on the Downtown Titusville section of the trail and is being developed by City staff as an in-house project.
- o The First Baptist Church has remarked about the driveway / drop-off area just west of the Hopkins / Main Street intersection. The Church has desire to continue to utilize this access and will need to coordinate with the City and FDOT to assess whether or not it can be safely maintained. Consideration of an alternate access point may also be a discussion item.
- o With the construction of the pedestrian bridge over SR 406 anticipated to open in the next few weeks, the City has prioritized the design and construction of the Downtown sections of the trail to give trail users a way to get into downtown as soon as possible. The connection up to SR 406 along Indian River Avenue, and any specifics on the transition between the City's efforts and the required improvement on SR 406 have yet to be discussed in detail. The Department will be following up with the City to better-understand these specifics so that a logical transition can be identified.
- o FDOT Traffic ops preferred bringing track to a multiuse path on the north end of Indian River Avenue prior to reaching SR 406.
- o The crossing at SR 406 will need a lot of good signage to explain who needs to go where. Also need signage to explain the need to cross Main Street to access the

- cycle path.
- The City is currently working on a city-wide way finding initiative that can incorporate trail signage on city signs.
  - The Study team indicated that they will provide a contact at the DEP Office of Greenways and Trails to support coordination of specifics on signage.
- Did you consider having the cycle track on Main Street down the center of the roadway?
  - Yes. This option posed issues with the signal phases, because the track would be in conflict with left turns in both directions.
  - Cyclists would also lose ease of access to properties adjacent to the cycle track.
  - The City will have the option of adding planter boxes or other aesthetic treatments to the concrete separator.
- Can we end rail easement closer to rail road crossing, since the crossing at Dummitt Avenue is confusing?
  - FEC instructed to use as little of FEC as possible in order to maximize the usable remainder of that property as part of the negotiation for specifics of the easement. There is still an opportunity to utilize a portion of the existing Dummitt Avenue north of Main Street to develop a workable transition area.
- It was mentioned that the trail layout and design considerations should bear in mind that many trail users will be pedestrians rather than bicycles or others.

#### IV. ADJOURN

Following the presentation, the PVT meeting ended. Please keep checking the CFLRoads website for new information.

#### ATTACHMENTS:

- Sign In Sheets
- Meeting Agenda
- PowerPoint Presentation
- Updated Coast to Coast Titusville Gap Concept Plans





**US 1, SR 406, and Coast to Coast Trail Gap Corridor Planning Studies by FDOT**

FM Nos. 436187-1 (US 1), 435627-1 (SR 406) and 436187-2 (Coast to Coast)

March 30, 2016

9:00 am – 11:30 am

City of Titusville – City Hall | Council Chambers, 2<sup>nd</sup> Floor

**PVT Meeting #3**

NAME	Agency or Firm / Role	E-MAIL ADDRESS (if we don't already have it)
Sean Stauffer	City of Titusville	Sean.Stauffer@titusville.com
Edyie McCall	City of Tallahassee	edyie.mccall@titusville.com
Georganna Gillette	Space Coast TPO	georganna.gillette@ <sup>brevardcounty.</sup> us
Scott Nelson	Space Coast Area Transit	scott.nelson@brevardcounty.us
ERIN STERK	Brevard County	erin.sterk@brevardcounty.us



US 1, SR 406, and Coast to Coast Trail Gap Corridor Planning Studies by FDOT

FM Nos. 436187-1 (US 1), 435627-1 (SR 406) and 436187-2 (Coast to Coast)

March 30, 2016

9:00 am – 11:30 am

City of Titusville – City Hall | Council Chambers, 2<sup>nd</sup> Floor

PVT Meeting #3

NAME	Agency or Firm / Role	E-MAIL ADDRESS (if we don't already have it)
TIM FORD	CITY OF TITUSVILLE	YOU HAVE IT.
TREVOR TRAPHAGEN	C.O.T.	
MARK WADE	Twin Palms Motel	Indianriverpark@aol.com
Harold McNally	Harbor Pointe HOA	innovat@roadrunner.com
John Swans	Resident	johnswanspa@yahoo.com
ANDY HOLMES	BREVARD COUNTY Public Works Dept.	Andrew.Holmes@BrevardCounty.us





## PROJECT VISIONING MEETING #3 AGENDA

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**Meeting Date:** March 30, 2016 **Time:** 9:00 am to 11:30 am

**Project:** US 1, SR 406, and Coast-to-Coast Corridor Planning Studies

**Subject:** Project Visioning Team Meeting #3

**Meeting Location:** City of Titusville – City Hall  
500 S. Washington Avenue, Titusville, FL 32796

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- I. **US 1 Focus Session**
  - Goals & Objectives Review
  - Stakeholder Input Review
  - Potential Improvement Strategies
    - US 1/Grace Street Roundabout
    - Pedestrian crossing locations & revisions
  - Public Alternatives Meeting Feedback
- II. **SR 406 Focus Session**
  - Goals & Objectives Review
  - Stakeholder Input Review
  - Planned Improvements
  - Potential Improvement Strategies
    - Corridor Typical Sections
      1. Road Diet
      2. Addition of Bike Lanes
    - Singleton Avenue Roundabout
    - Removal of Palm Avenue Signal
    - US 1/ SR 406 Roundabout
  - Public Alternatives Meeting Feedback
- III. **Coast to Coast Focus Session**
  - Goals & Objectives Review
  - Stakeholder Input Review
  - Trail Concept Plans
  - Public Alternatives Meeting Feedback
- IV. **Next Steps**



# Project Visioning Team Meeting #3



March 30, 2016

# Meeting Agenda

## ➤ US 1 Focus Session

- Goals & Objectives Review
- Stakeholder Input Review
- Public Alternatives Meeting Feedback
- Proposed Improvement Strategies

## ➤ SR 406 Focus Session

- Planned Improvements
- Goals & Objectives Review
- Stakeholder Input Review
- Public Alternatives Meeting Feedback
- Proposed Improvement Strategies

## ➤ Coast to Coast Trail Gap Focus Session

- Goals & Objectives Review
- Stakeholder Input Review
- Public Alternatives Meeting Feedback
- Trail Concept Plans

## ➤ Next Steps



# Corridor Planning Study Process

## Define the problem

- Stakeholder outreach
- Collect data
- Identify issues & opportunities

## Define the purpose and need

- Stakeholder & public outreach
- Future needs assessment
- Define guiding principles, purpose and need, and measures of success

## Define and select alternatives

- Stakeholder & public outreach
- Alternatives brain storming & compare
- Select alternatives and determine next phase
- Identify funding options

## Study Outcome

Establish future vision and viable improvement strategies.



CORRIDOR PLANNING STUDY

CORRIDOR PLANNING STUDY

**US1**

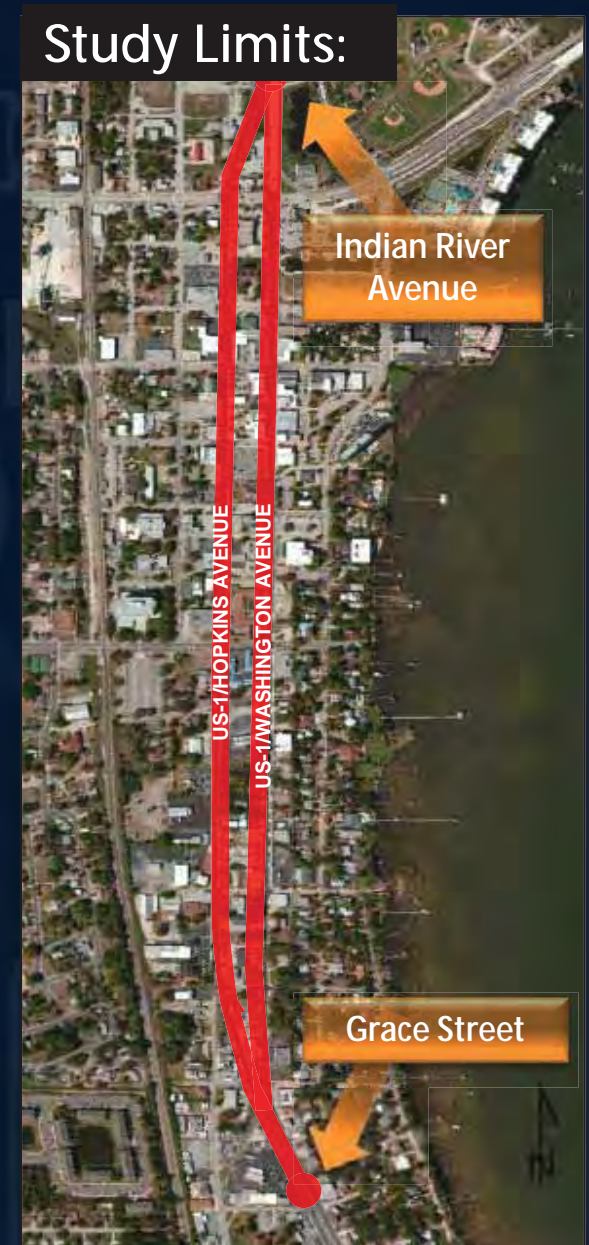


# US 1 Focus Session

FM #: 435627-1-12-01

# Goals & Objectives Identified

Guiding Principles	Goals & Objectives
Safety	Provide better pedestrian / vehicle separation
	Improve pedestrian crossings
Pedestrian Mobility	Improve midblock crossing technology
	Provide bicycle facilities
Economic Development	Support community atmosphere
Transit	Provide improved bus stop facilities
	Provide for bicycle use



# Previous Stakeholder Input

Desired improvement elements include the following:

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



# Alternatives Public Meeting Feedback

## **Add bike lanes on US 1**

Will there be training on how to use a roundabout?

Add a stop sign on Indian River to slow down speeding drivers

**What will the right-of-way impacts be with the Grace Street roundabout?**

Removing lights and replacing with roundabouts will make corridor dangerous for other modes

Add light at Julia Street to stop drivers from speeding to catch green light at SR 406

**Will roundabout slow down traffic?**

A bike path is needed along US 1

**How do we make pedestrians feel more comfortable along US 1?**

Law enforcement should issue tickets for RRFB violators



# Proposed Improvement Strategies

- Crosswalk Enhancements
- Pavement Markings
- Grace Street Intersection Improvements
  - Roundabout



# US 1 Spot Improvement: Downtown Gateway Roundabout & Benefits

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



# US 1 Spot Improvement: Crosswalk Consistency



## Legend

 Proposed Crosswalk Location

 Coast to Coast Trail

 Signalized Intersection

- Consistent pedestrian crosswalk treatments on side streets
- Continuous crosswalk locations across one-way pairs



# SR 406 Focus Session

FM #: 436187-1-12-01

# SR 406 Planned Improvements

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



# Goals & Objectives Identified

Study Limits:



Guiding Principles	Goals & Objectives
Safety	Provide better pedestrian / vehicle separation
	Improve pedestrian crossings
	Assess ADA compliance / Identify needs
Bike / Pedestrian Mobility	Enhance pedestrian facilities
	Provide bicycle facilities
	Leverage planned trail facilities
Design Consistency	Provide consistent typical sections
	Provide access management conformity
Aesthetics	Identify opportunity for improved planning (aesthetic features and maintenance)
	Gain consensus on corridor branding
Transit	Provide improved bus stop facilities
	Provide for bicycle use

# Previous Stakeholder Input

Desired improvement elements include the following:

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



# Alternatives Public Meeting Feedback

How will bikes use roundabouts?

**Two lanes are needed during shuttle launches**

Singleton roundabout looks dangerous for nearby driveways

**Provide a bi-directional turn lane in the 4 lane option**

Add sign for 3 foot law **Pave bike lanes green for better visibility**

How will access work with elongated roundabout? Prefers two lanes with  
**Existing bike conflicts happen between Dixie and US 1** grassed median

Add more bike lane  
symbols closer than the  
minimum standards

**Close median  
opening in front of  
Dixie Crossroads**

Have you analyzed road  
rage incidents or driver  
personality?

**There is heavy congestion on Clarewood Boulevard  
during high school start and end times**

Is there a landscaping budget?



# Proposed Improvement Strategies

## Corridor Improvements:

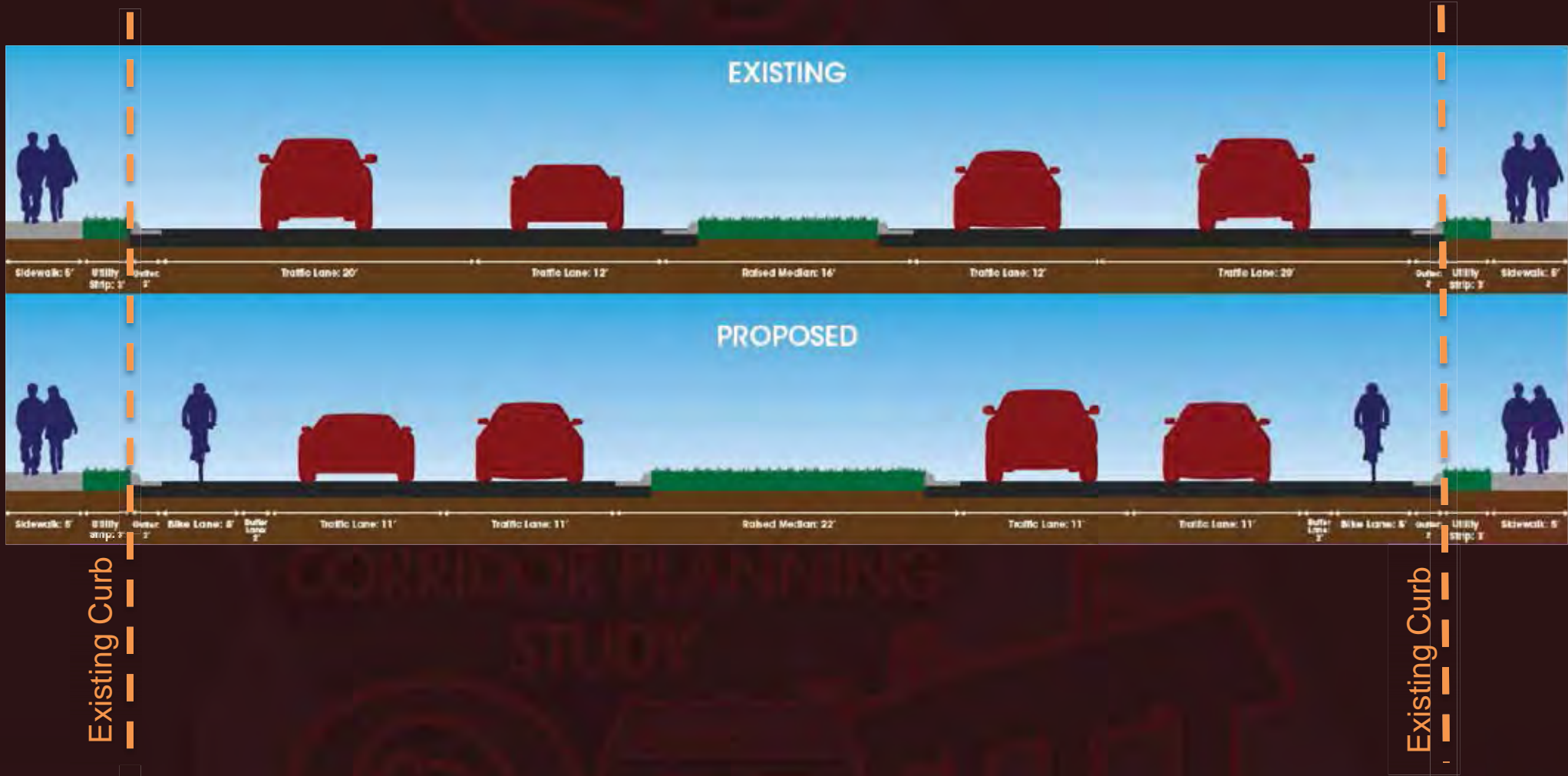
- Addition of Bike Lanes
- Road Diet

## Spot Improvements:

- Singleton Avenue Roundabout
- Removal of Palm Ave Signal
- SR 406/US 1 Roundabout



# Corridor Improvements: I-95 to Singleton Avenue



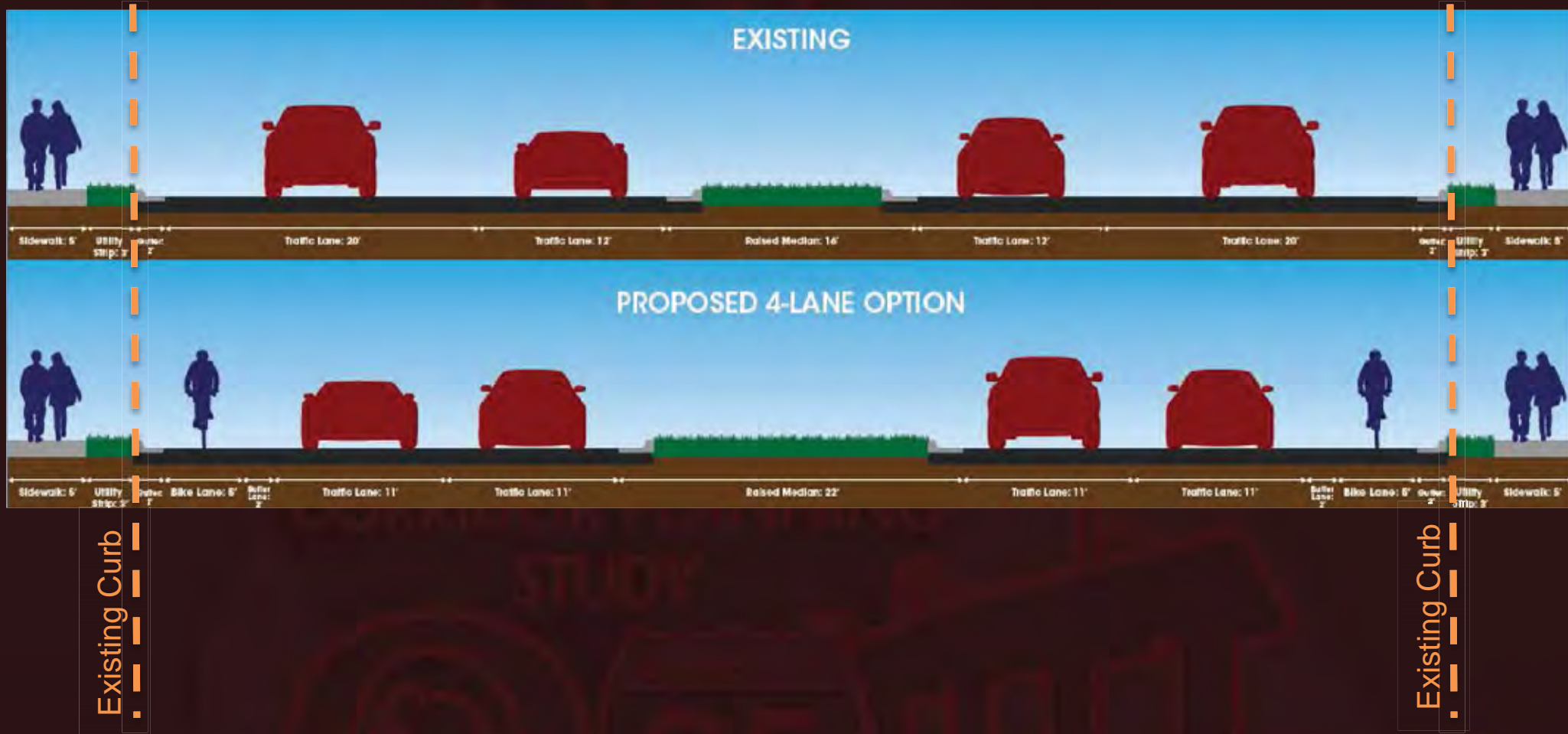
# SR 406 Spot Improvements: Singleton Ave

## Roundabout

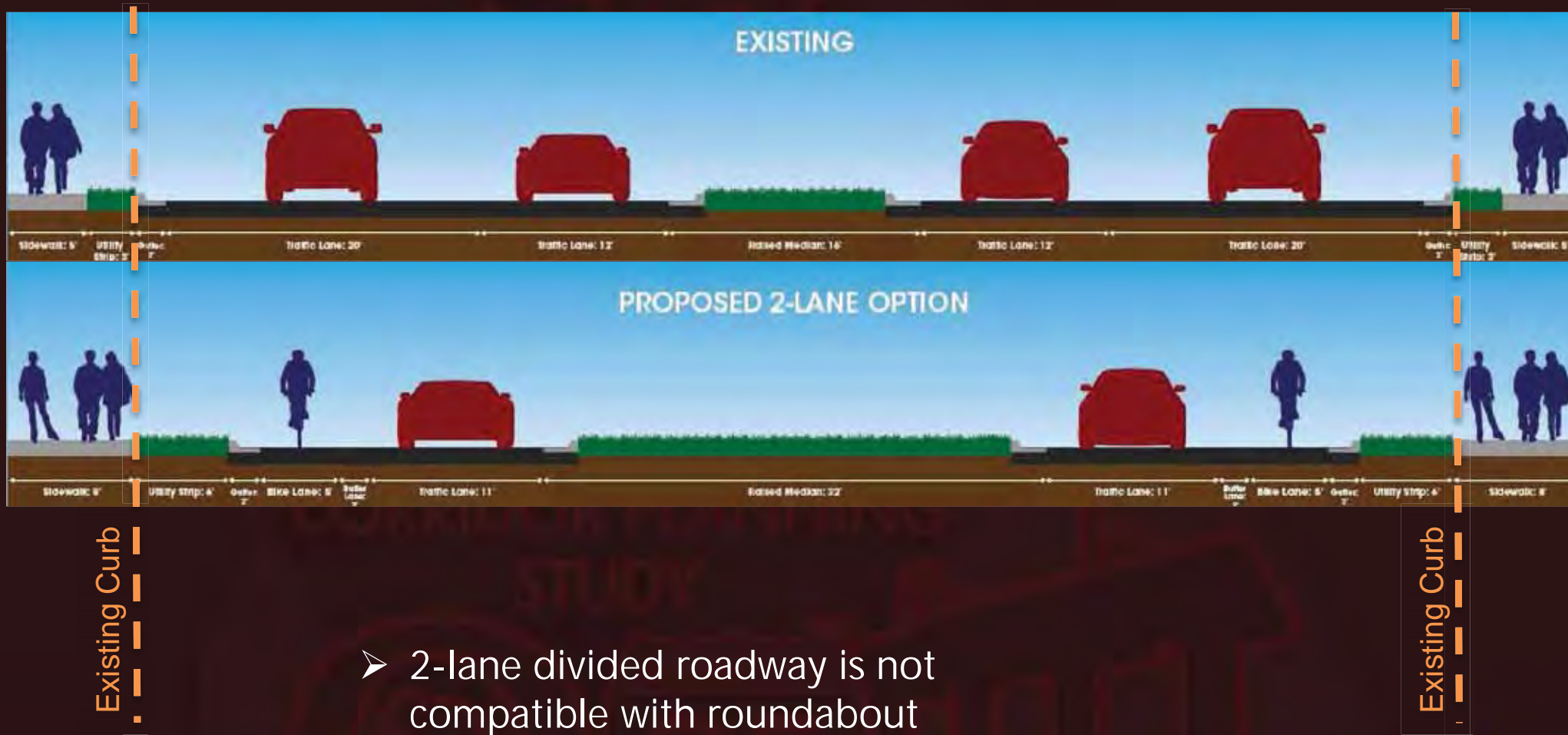
- Approximate Right-of-Way needed: 600 square feet
- 2040 PM Future Conditions Delay / LOS
  - No-Build: 29.9 / C
  - Roundabout: 15.5 / C
- Can be utilized as a gateway feature into the City of Titusville
- Approximate Cost: \$1.8 million (R/W, Design, Construction)



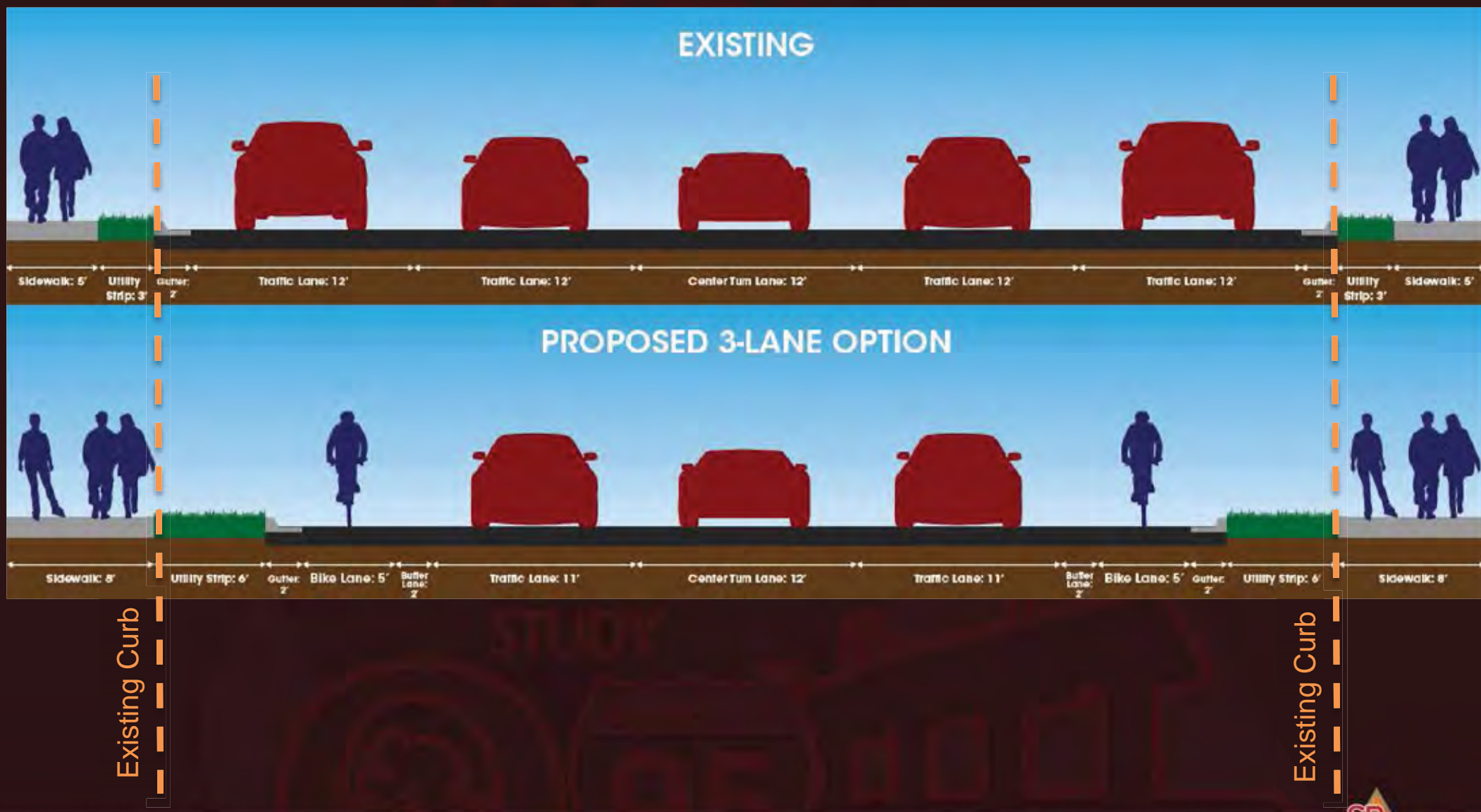
# Corridor Improvements: Singleton Avenue to Dixie Avenue



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



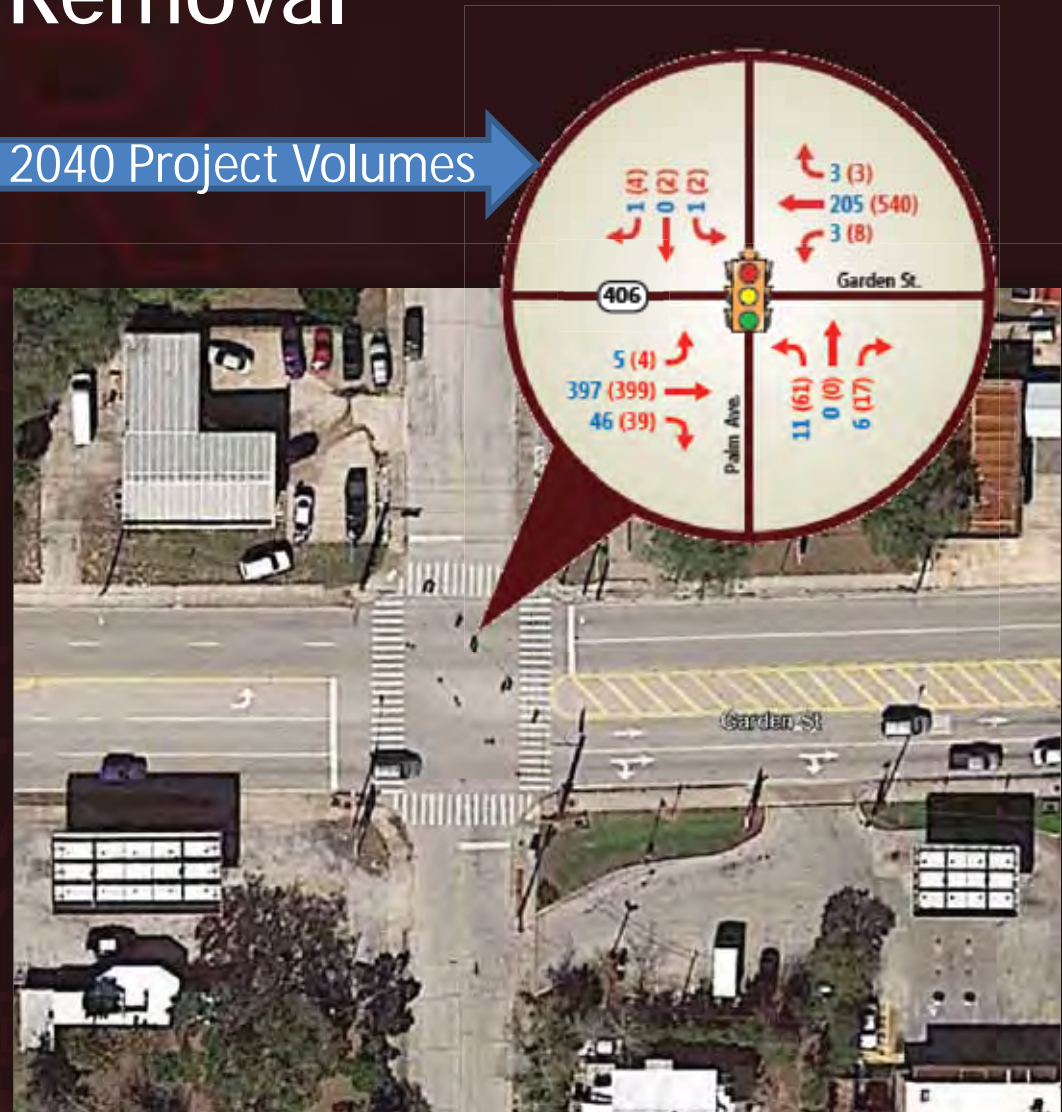
# Corridor Improvements: Dixie Ave to US 1 (Road Diet)



# SR 406 Spot Improvements: Palm Avenue Signal Removal

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

2040 Project Volumes



# East End Corridor Improvements: Lemon Avenue to Max Brewer Bridge

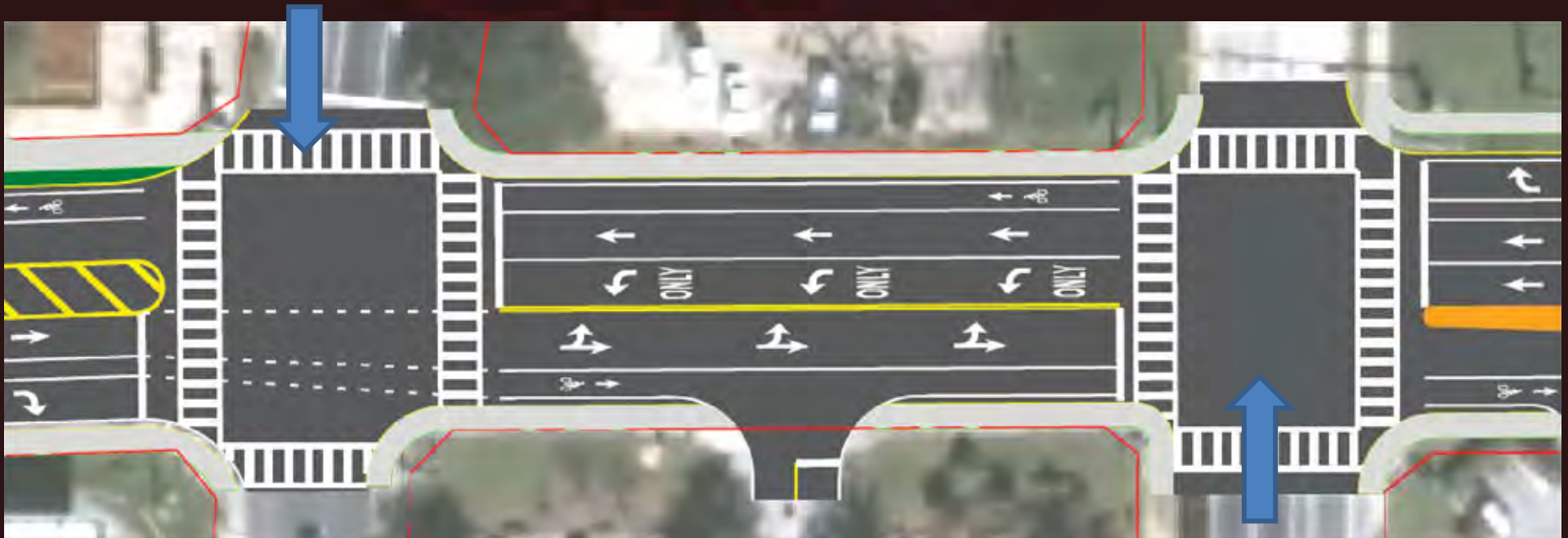
## Special Detail Area

- Road Diet w/Enhanced 3-lane typical section
- SR 406 strategy is compatible with Coast-to-Coast Concept (shown)





# SR 406 Spot Improvements: Intersections with US 1 One-Way Pair



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





# Coast To Coast Connector Focus Session

FM #: 436187-2

# Goals & Objective Overview

## Goals:

- Provide for all trail users
- Consistency with adjacent sections / Overall C2C
- Minimize impacts to existing facilities

## Objective:

Close the gap of the Coast-to-Coast Trail in Titusville



# Previous Stakeholder Input

Desired concept elements include the following:

- Provide connection to City's Welcome Center
- Utilize Main Street to Indian River Avenue for trail
- Avoid new SCAT route on Broad Street
- Potential trail head near Canaveral Avenue
- Add crosswalks



# Alternatives Public Meeting Feedback

The trail will improve the area

## **Utilize Broad Street instead of Main Street**

Continue cycle track for  
one more block west of RR  
crossing

First Baptist Church  
driveway needs to  
remain open

## **Install a crosswalk at the first intersection coming off of Max Brewer Bridge**

End ECFRRT at SR 406 instead

# Trail Route

- FEC abandoned railroad alignment
- Main Street to Indian River Ave
- Indian River Ave to SR 406
- Indian River to the entrance to Sand Point Park



# Concept Plans Walkthrough





# Trail Concept Plans



# Trail Concept Plans



# Trail Concept Plans



# Trail Concept Plans



# Trail Concept Plans



# Next Steps - Project Development Process

*Concept  
Development*

*Design*

*Right-of-Way  
(if needed)*

*Construction*

Timing is dependent on available funding.

# Questions/Comments?

Contact Us!

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Planning & Corridor  
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SR 406 and Coast-to-Coast Study

Contact

VHB

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407-839-4006

Visit our website at [www.cflroads.com](http://www.cflroads.com)

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

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BREVARD	436187-2

**COAST TO COAST CONNECTOR  
SPACE COAST TRAIL**

SHEET NO.
SP-1





REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



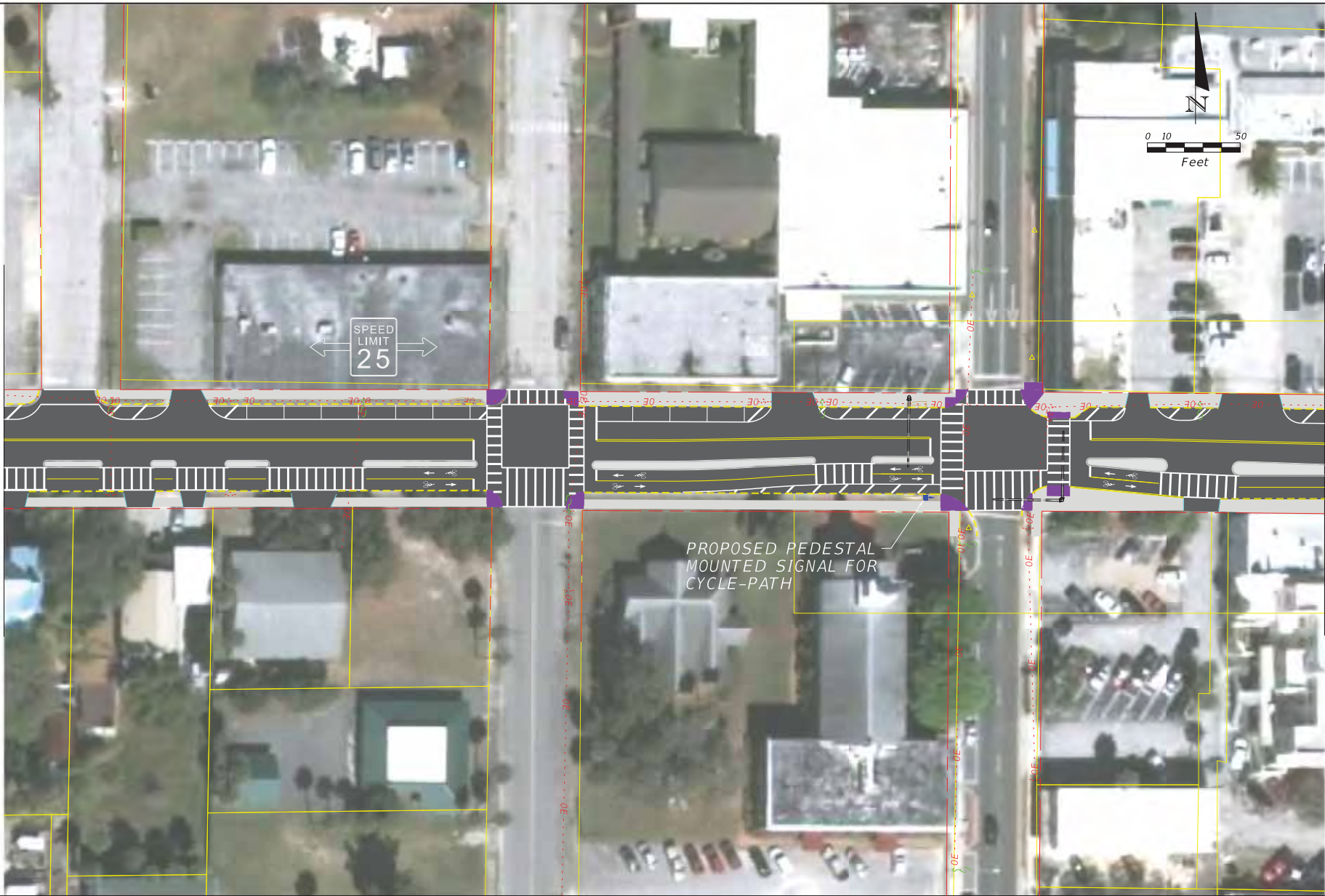
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BREVARD	436187-2

**COAST TO COAST CONNECTOR  
SPACE COAST TRAIL**

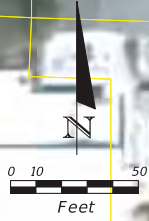
SHEET NO.
SP-2

MATCHLINE SEE SHEET SP-2

MATCHLINE SEE SHEET SP-4



SPEED LIMIT 25



PROPOSED PEDESTAL MOUNTED SIGNAL FOR CYCLE-PATH

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BREVARD	436187-2

**COAST TO COAST CONNECTOR  
SPACE COAST TRAIL**

SHEET NO.  
SP-3

MATCHLINE SEE SHEET S-5

PROPOSED DRIVEWAY  
MODIFICATION



SPEED  
LIMIT  
25

MATCHLINE SEE SHEET S-3

PROPOSED PEDESTAL  
MOUNTED SIGNAL FOR  
CYCLE-PATH

PROPOSED DRIVEWAY  
CLOSURE



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BREVARD	436187-2

COAST TO COAST CONNECTOR  
SPACE COAST TRAIL

SHEET NO.
SP-4



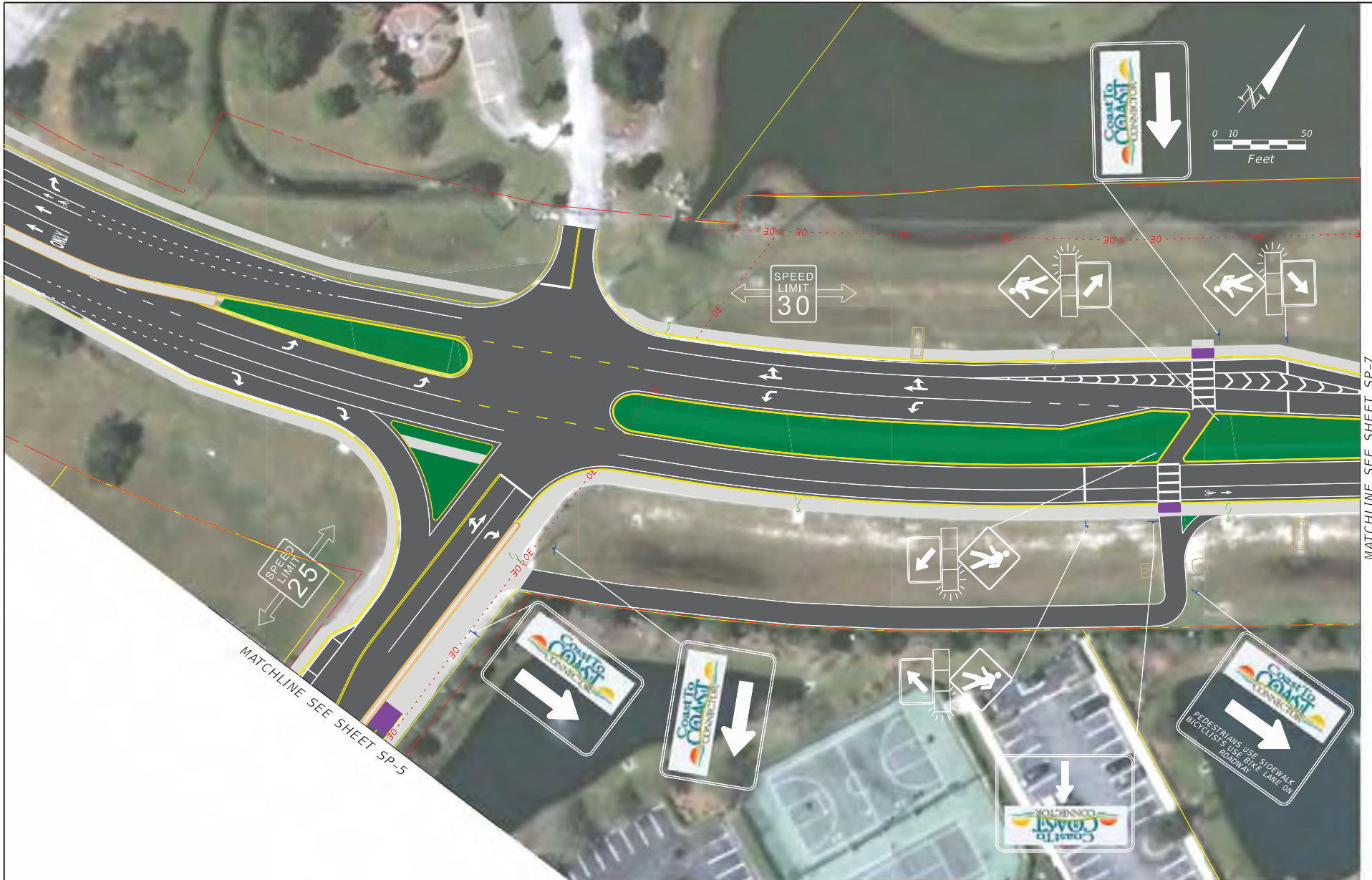
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	BREVARD	436187-2

**COAST TO COAST CONNECTOR  
SPACE COAST TRAIL**

SHEET NO.
SP-5



MATCHLINE SEE SHEET SP-7

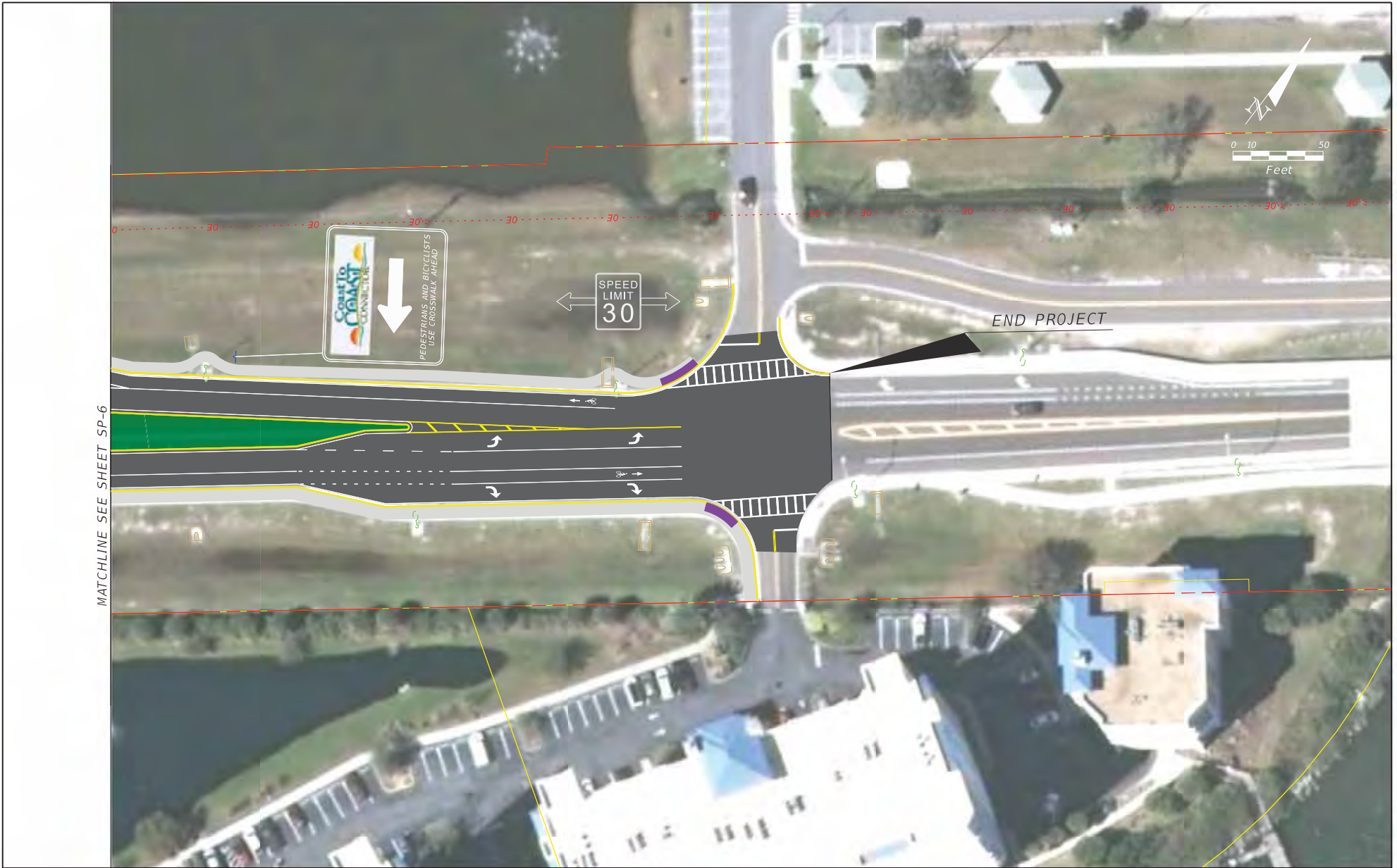
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
406	BREVARD	436187-2

**COAST TO COAST CONNECTOR**  
**SPACE COAST TRAIL**

SHEET NO.
SP-6



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
406	BREVARD	436187-2

**COAST TO COAST CONNECTOR**  
**SPACE COAST TRAIL**

SHEET NO.
SP-7

# **Appendix B**

## **Public Involvement Plan**



## Public Involvement Program

### SR 406 (Garden Street) Corridor Planning Study

From West of I-95 to East of US 1

MP 0.082 to MP 2.949

Project FM No.: 435627-1-12-01

Section Number: 70002 000

Contract Number: C-14547

Prepared for

Florida Department of Transportation – District 5

Submitted by:

Greg Moore, PE

  
\_\_\_\_\_  
VHB, Inc.

Date:

3/9/2015

Approved by:

Judy Pizzo

  
\_\_\_\_\_  
Planning Project Manager  
FDOT District 5

Date:

3.10.2015





## Document Control

Created: 1/26/2015 PIP created  
Revision: 5/22/2015 Revisions per FDOT comments  
Revision: 7/7/2015 Revisions per FDOT comments  
Revision: 9/16/2015 Revisions to PVT and Public Kickoff Meeting information  
Revision: 4/6/2016 Revisions to PVT and Public Alternatives Meeting information



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## INTRODUCTION

### DESCRIPTION OF PROJECT

Contract No.	C-14547
Financial Project ID No.:	243811-1-12-09
Project Limits	SR 406 (Garden Street) From West of I-95 to East of US 1
County:	Brevard (within the City of Titusville)
Project Length:	2.87 miles
Project Schedule:	18 months
Project FM No.:	436187-1-12-01

**PROJECT INTRODUCTION AND BACKGROUND** – This project has been requested by the City of Titusville to coordinate the development of a future vision for the SR 406 corridor that will establish a multimodal approach to providing for future transportation needs. This study will involve a community-based evaluation to determine how best to meet the needs of current and future users, and to establish a long-term plan to guide evolution of the corridor that appropriately correlates the balance between land use and transportation planning. This project will be coordinated with local and regional agency partners, such as the Space Coast Transportation Planning Organization (SCTPO), Brevard County, the City of Titusville, Space Coast Area Transit (SCAT), Titusville Community Redevelopment Area (CRA), Florida East Coast (FEC) Railway, and potentially Flagler Development Corporation to develop potential solutions that establish a more multimodal urban environment utilizing a context-sensitive approach.

Collaboration between this project and the concurrent US 1 Corridor Planning Study will be ongoing throughout the project. A segment of the SR 406 study area overlaps the US 1 study area and is anticipated to have many of the same stakeholders. In an effort to maximize public input without creating meeting fatigue, one Public Involvement Kick-off Workshop will be held for both studies, some stakeholder interviews may be combined, and the field review of both study areas in one trip.

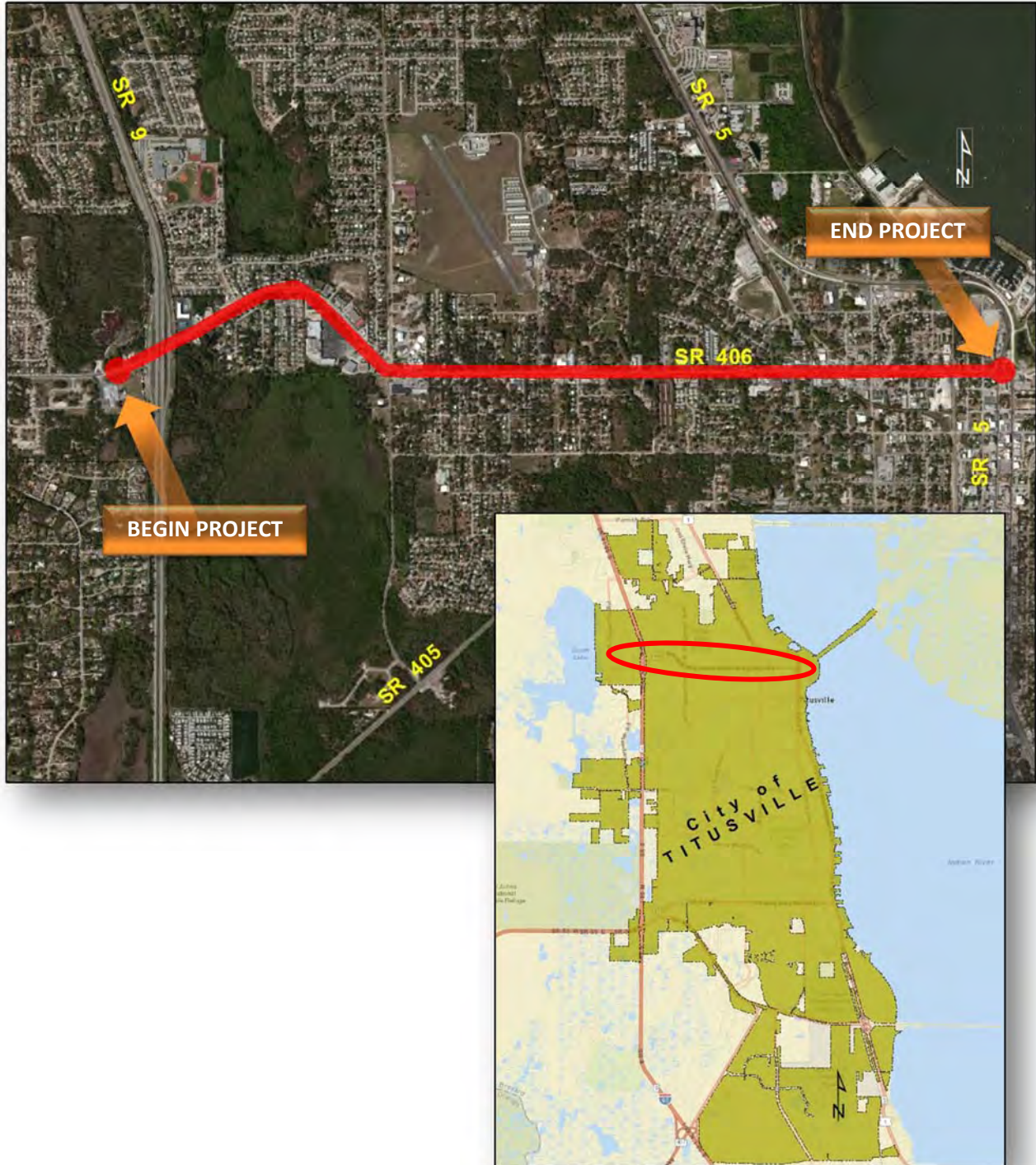
**CORRIDOR PLANNING STUDY PURPOSE** – A Corridor Planning Study is a high-level evaluation of safety, environmental and geometric concerns along a transportation corridor where needs, possible improvement options and planning level cost estimates are identified. The purpose of the study is to develop a multimodal design-driven vision, rather than a model-driven vision to



determine how best to meet the needs of the current and future end users of the corridor, and to establish a long-term plan to guide evolution of the corridor. Multimodal corridor projects are seen as essential to network efficiency, safety, and livability within the context of future transportation needs.



### Project Location Map





**PROJECT GOALS** – The result of the Corridor Planning Study will be a *Corridor Alternatives and Strategies Report* that identifies a series of goals and objectives to enhance the multimodal characteristics of the corridor. Furthermore, this project will integrate Context Sensitive Solution (CSS) principles within the transportation planning process assisting the City of Titusville and Brevard County in reaching their multimodal transportation goals by encouraging the consideration of land use, transportation and infrastructure needs in an integrated manner, in accordance with FDOT’s Transportation Design for Livable Communities (TDLC) policy. This will be done in an environment that encourages input and buy-in from stakeholders and internal FDOT staff such as the context-sensitive solutions team, project development, traffic operations, design, and maintenance. The implementation plan developed as part of this project will include long-term strategies and policies/procedures that guide future development within the corridor, as well as specific improvements that can be advanced near term through local agency participation and/or by FDOT as resurfacing, restoration and rehabilitation (3R), safety enhancements or push-button projects.

The efforts to be undertaken by FDOT are anticipated to involve a collaborative effort with key agency stakeholders, and will include establishment of a Project Visioning Team (discussed on page 4) to actively seek input into the planning process and to promote a heightened awareness of context-sensitive design issues.

## PUBLIC INVOLVEMENT PROCEDURES

**PURPOSE OF THE PUBLIC INVOLVEMENT PROGRAM** – Successful public involvement is about building credibility, understanding and consensus. This requires a process that is characterized by technical competence, integrity, and good listening. These principles will create the framework for the SR 406 Corridor Planning Study public involvement strategy.

Activities implemented as part of this PIP will allow people living and working within the project study area, and other interested parties, to contribute to the decision-making process and to influence the choices that will be made about the SR 406 corridor. The fundamental objectives of the PIP are to ensure that the concerns and issues of those with a stake in the project are identified; that stakeholders are given opportunities to review and comment on the findings of the alternatives; and that stakeholder concerns are addressed. The PIP effort will assist FDOT in developing a project that meets the needs of the community in addition to gaining greater acceptance and support of the project.

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

- Include project stakeholders early and continuously in the project process and include their input to define the initial alternatives;



- Make technical and other project information readily available;
- Provide open access to the decision-making process;
- Maintain regular communication with the project stakeholders to achieve community buy-in.

Public involvement efforts will seek to identify and involve key stakeholders; to listen to ideas and concerns; and to document and incorporate input received during the study process. Strategies to gain community consensus are:

- Early and continuous involvement of stakeholders;
- Reasonable availability of technical and other project information;
- Collaborative input on alternative improvements for the study are and the criteria against which they will be measured and evaluated; and
- Open access to the decision-making process.

**TEAM ORGANIZATION AND COORDINATION** – To ensure an all-inclusive public involvement process, a Project Visioning Team (PVT) team will support and participate in the study process and will consist of:

- **Project Management Team:** The Project Partners consist of TDOT, Brevard County, Space Coast Transportation Planning Organization (TPO), City of Titusville, and Space Coast Area Transit. This group will meet to discuss key milestones of the study.
- **Project Partners:** The Project Management Team (PMT) will be involved in the daily management, work tasks and technical assistance, and will meet at key milestones of the study. The PMT will be composed of the FDOT District Five project manager and key agency staff, and the Consultant Team.
- **Consultant Team:** The Consultant Team will conduct day-to-day study activities and manage the study schedule and budget. FDOT will provide technical data and internal reviews.

**PUBLIC INVOLVEMENT OPPORTUNITIES** – A Corridor Planning Study represents the ideal opportunity to engage local and regional project stakeholders in the identification of issues, establishment of planning goals, and project visioning leading to the identification of potential improvement alternatives. Collaboration with the public and project stakeholders to seek input into the development of the *Corridor Alternatives and Strategies Report* is an essential part of this project.

**DEPARTMENT AND STAKEHOLDER KICK-OFF MEETING:** An agency kick-off meeting was held on Wednesday, January 28, 2015 with the Department, the City of Titusville, Brevard County, and Space Coast TPO. The purpose of this meeting was as follows:



- Introduce study team members and agency stakeholders;
- Discuss the project background, purpose and need;
- Review project schedule;
- Discuss any know issues or details about the corridor;
- Choose the project branding.

**FIELD REVIEW:** A field review was held during the first PVT meeting on Wednesday, May 13, 2015. Attendees included the City of Titusville, Brevard County, the Department as well as the local agency and development partners along the SR 406 corridor. The field review utilized SCAT's existing route on SR 406, with the goal of visiting good examples of projects, redevelopment sites, planned projects, and transportation issues that are relevant to the planning process. The majority of the tour was be conducted on foot or by SCAT bus to various sites on the corridor to provide a range of case studies that show examples of successful development projects and lessons learned.

**PROJECT VISIONING TEAM:** Beginning the consensus-building process at the planning stage, stakeholder interviews were be utilized to identify the specific agency staff and other interested parties that wished to actively participate as part of a Project Visioning Team to assist and guide the planning process throughout the study in the development of a multi-modal planning approach. The Project Visioning Team consists of approximately 11 members and includes representatives from the following:

- Florida Department of Transportation
- Space Coast TPO (Technical Advisory Committee, Citizens Advisory Committee, Bicycle, Trails, & Pedestrian Advisory Committee)
- City of Titusville
- SCAT
- Titusville Police Department
- North Brevard Economic Development Zone
- Dixie Crossroads
- Greater Titusville Renaissance

The Project Visioning Team met three (3) times during the Corridor Planning Study. To the extent that active local residents, businesses, or property owners wish to become engaged as stakeholders in the process, this opportunity was also provided at the public kickoff and public alternatives meetings.

**PUBLIC MEETINGS:** Two (2) public meetings (Public Involvement Kick-off Workshop and Alternative Development Public Workshop) were held to solicit input from any and all interested parties that wish to actively engage in the planning process.





The Public Involvement Kick-off Workshop was held on Wednesday, July 29<sup>th</sup>, 2015, and was a combined effort with the US 1 Corridor Planning Study being conducted simultaneously, in which a portion of the project study areas of both studies overlap. The format of the workshop included a brief presentation to review the study process, review existing conditions and key project issues, and to highlight samples of similar projects and /or planning techniques being considered as part of this corridor planning study. The public was presented with key project contacts and ways that they can get involved.

The Alternatives Development Public Workshop was held on February 25, 2016 to solicit input from the community for the implementation of the planning vision for the SR 406 (Garden Street) corridor. This open forum was utilized to reintroduce the study and present the information collected to date with regard to corridor operations, deficiencies, concerns, constraints, and opportunities, as well as to discuss and solicit input on the overall vision and scope of the study.

- The Consultant Team will prepare and / or provide the following materials for the previously mentioned public workshops:
- Agendas, handouts, and surveys.
- Graphics and presentation material.
- Contact information for interested attendees.
- Meeting equipment set-up and tear-down.
- Legal and / or display advertisements.
- Letters or emails for notification of elected and appointed officials, and other interested parties.
- News releases when applicable.
- Summary of meeting to be provided to FDOT after the meeting.
- Briefing and Debriefing FDOT staff.

All public involvement activities including comments received throughout the public meetings/workshops have been documented in a Comments and Coordination Package.

**Meeting Facilities Evaluation:** All three (3) project visioning team, the public kickoff, and the public alternatives meetings were held at the Titusville City Hall in the Council Chambers at 555 South Washington St., Titusville, Florida 32796. This meeting location was appropriate for the meeting purpose and format, and complied with the requirements of the Americans with Disabilities Act of 1990.

Special considerations were also be given to ensure the facility complies with the 2005 Jessica Lunsford Act.



**AGENCY/STAKEHOLDER COORDINATION (Space Coast TPO):** An update presentation will be given to the TPO Board, Committees, and Subcommittees listed previously on April 26, 2016.

**OTHER STRATEGIES EMPLOYED:**

- In accordance with Florida Statute (F.S.) 163.3181 (2), local city and county governments follow procedures providing for effective public participation in the process of developing and/or amending local government comprehensive plans.
- Periodic evaluation of the PIP to determine effectiveness of public involvement activities.
- Documentation of comments, commitments, community issues, and continual update of this document to be passed to design project manager to prepare the Community Awareness Plan (CAP).
- FDOT/TPO liaison will communicate the status of this project at all TPO committee meetings throughout the life of the project. Feedback received by the committee members will be documented in this plan. Any adverse responses from the committee will require review and response by the Project Visioning Team.
- Distribution of flyers to major employers, grocery stores, libraries, post office, transit vehicles, and restaurants in study area.

**IDENTIFICATION OF AFFECTED PUBLIC ENTITIES** – The PIP includes conducting a formal, comprehensive community inventory to develop a study area stakeholder database. A variety of resources will be used to compile the database to include key community members and leaders who can provide information about the community, local elected and appointed officials, local agencies, property owners, businesses owners and operators, chamber of commerce leaders, neighborhood homeowner’s association (HOA) presidents, religious leaders and school principals. A detailed list of the elected and appointed officials is provided in the *Appendix*. This list will be updated to reflect changes in inter-agency collaboration, or as other public agency stakeholders are identified.

**POTENTIAL CONTROVERSIES:** None at this time.

**PUBLIC NOTIFICATION** – The following techniques will be employed to notify the public of the Corridor Planning Study meetings and to facilitate an exchange of ideas and information about the project. The goal of early coordination is to incorporate community input prior to key decision points in the study. An effort will be made to solicit input from all who have an interest or stake in the proposed Corridor Planning Study. The opportunity will be provided to active local residents, businesses, or property owners whom wish to become engaged in the process.



**LEGAL/DISPLAY NEWSPAPER ADVERTISEMENTS** – In accordance with Section 120.525, F.S., the FDOT shall give notice of public meetings, hearings, and workshops by publication in the *Florida Administrative Register* and on the agency’s website not less than 7 days before the event. Legal/display newspaper advertisements will be published in the highest circulating newspaper in the area. Online media will be used as well, where possible. For public meetings, these advertisements shall be published a minimum of two (2) times, the first no more than 30 days prior and the second, 7 days prior to the date of the event. The advertisements will announce the date, time, location, and purpose of the Study’s public meetings/charrettes for the general public.

**INVITATIONAL AND INFORMATIONAL LETTERS** – Letters will be mailed or emailed, as appropriate, to jurisdictional agencies, elected, and appointed officials to provide information about the study and to announce public meetings two (2) weeks prior to the public meeting/workshop date. Although a public hearing is not anticipated for this project, the notification process would be followed as required by Florida. Press releases will be issued at the discretion of the FDOT Public Information Office, and may not be submitted to media outlets for all advertised events.

**DIRECT MAIL LIST** – The following will be contacted by direct mail in order to obtain input into the planning study process and/or to provide project information.

- All individuals owning and/or occupying property within the project study area. This includes all individuals owning and/or occupying property within 300 feet of the existing SR 406 (Garden Street) right-of-way (as required by Section 339.155, F.S.). This list will be compiled using the most current data available from the Brevard County Property Appraiser’s Office. Notification must be made at least 21 calendar days prior to date of the event.
- Local public officials, community service organizations, local and regional transportation officials, environmental agencies and special-interest groups for each city and county affected by the project.
- Individuals, public or private groups, organizations, agencies, or businesses that request to be placed on the mailing list.

**MEDIA RELEASES** – Media releases shall be prepared and submitted to the FDOT’s Project Manager and the FDOT’s Public Information Officer for publication 3 to 5 days prior to the meeting and the charrette. Local newspaper, television station and radio station information is provided in the *Appendix*.

**WEBSITE** – A public project website presenting useful information will be developed and maintained. The site will contain project products, meeting notices, and other



informational materials as appropriate. A method to provide comments on the project or ask the project manager a question will be provided. The public project website will be hosted on [www.cflroads.com](http://www.cflroads.com). In addition, a QR code will be generated and made available on any handout and/or mail-out material to allow the public the opportunity to have a direct link to specific project information on the website, making all material available to view and/or print.

**SOCIAL MEDIA** – Social media, such as Facebook and Twitter will be developed and maintained by FDOT. The study team will coordinate with FDOT and provide content materials for social media. The study team will also coordinate with the local agencies to post about upcoming public meetings.

**E-MAIL BLASTS AND LISTS** – E-mail blasts will be used to provide stakeholders and citizens information on the study and will be coordinated with the FDOT District Five Public Information Office. This may include the following:

- Stakeholder and PVT e-mail blasts will be sent to the stakeholders and PVT members identified through the stakeholder identification process and those who volunteered to participate in the PVT. These e-mail blast will be used to keep stakeholders up-to-date on the progress of the study and will announce new content on the website, PAG meetings, public meetings and other study developments.
- Citizen e-mail blasts will be sent to all individuals who have requested to be on the study e-mail list. Individuals may join the e-mail list by signing up through the study website or social media outlets, by attending a public workshop, or through communication with study team members.

**PERSONAL INTERACTION** – The telephone conversations, email exchanges, and face-to-face meetings that will take place during the course of the study will also provide a method for the timely exchange of relevant information about the study. These communications will be documented and retained in the project files.

**TITLE VI, VIII AND ADA COMPLIANCE** – To assure compliance with Title VI of the U.S. Civil Rights Act of 1964, as supplemented by Title VIII of the 1968 Civil Rights Act, as amended, if minority groups are identified as an element of the concerned public, the application and implementation of public involvement techniques will be fully described in the public involvement program record. In addition, coordination with the Florida Department of Transportation’s District 5 Title VI Coordinator will take place to ensure that all of the concerns are fully addressed to comply with Title VI, Title VIII, and the Americans with Disabilities Act (ADA) of 1990.



## STUDY SCHEDULE

Below is a tentative schedule for the major public involvement activities:

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

## PERFORMANCE MEASURES

In June of 2008, FDOT District 5 developed a performance based document that would ensure that all interested stakeholders have the open opportunity to participate in the transportation decision making process and that during the process, the public input is considered during all of the project development stages. As indicated in the *Performance Measures to Evaluate the Effectiveness of Public Involvement Activities in Florida* report, the following five (5) objectives should be considered during the project development and decision making process.

1. Provide equitable access to transportation decision-making.
2. Inform the public early, clearly and continuously.
3. Use a variety of methods to involve and engage the public.
4. Carefully consider public input in transportation decisions.
5. Obtain resolutions of support for the City of Titusville and Brevard County.

The following indicators or measures are used to assess the public acceptability, accessibility, sound decision-making process, educational explanation of issues, cost effectiveness of involvement, and in general public process outcome based on general feedback and comments received.



Objectives	Measures for Success	Results
Provide multiple opportunities for affected citizens and stakeholders to help define the transportation System through the public involvement process.	Public meetings were widely advertised in a timely manner with sufficient material for the public to be informed on the project.	
	Public meetings were conveniently located and the meeting times were acceptable to 75% of the invitees or participants.	
	Public input is captured, documented and responded (when necessary).	
Public with disabilities have access to project related information and stakeholders have the ability to participate fully in the public process.	All disabled persons that requested accommodations were satisfied with efforts made to accommodate their needs. 100% compliance is required.	
Diversity of participation in the development of the public development and information process.	The representatives attending the public involvement meetings reflect the demographics for the area (age, race/ethnic, income, gender and employment).	
	The Project Visioning Team is comprised of similar demographics for the area (age, race/ethnic, income, gender and employment).	
Ensure that the public information disseminated is clear, informative, timely, adequate and in plain language.	At a minimum 75% of the public meeting attendees agree that the information provided by FDOT was clear.	
	90% of the affected parties feel that sufficient notice was provided at public meetings.	
	At a minimum 75% of the public meeting attendees agree that the public information and presentation was adequate.	
Ensure that the public inquiries were responded to in a timely manner.	Responses to the public inquiries were made within two (2) business days from the date received.	
	Responses to the public inquiries were made within one (1) business day from the date received.	
Obtain resolutions of support for the City of	Receive local agency acceptance of what FDOT can and cannot do to improve the operations and safety of the corridor.	



Objectives	Measures for Success	Results
Titusville and Brevard County	Obtain support for the project by verbal or written communications received from local agencies. Surveys can be used to obtain feedback and will be sent after the alternatives and final deliverables.	
	Receive executed resolutions of support from the City and County after the final deliverable.	

The Public Involvement Program is considered a fluid document and will be updated throughout the study process as necessary.

# **APPENDIX**



## **STATE AGENCIES**

Florida Department of Transportation  
Central Environmental Management Office  
Department of Transportation  
605 Suwannee Street  
Tallahassee, FL 32399-0450

Florida Department of Environmental  
Protection (FDEP) – Central District  
3319 Maguire Blvd, Suite 232  
Orlando, Florida 32803-3767

Florida Department of Agriculture and  
Consumer Services  
Division of Administration  
507 S. Calhoun Street  
Tallahassee, FL 32399-0800

Florida Department of State – Division of  
Historical Resources  
500 S. Bronough Street  
Tallahassee, FL 32399-0250

Florida Fish and Wildlife Conservation  
Commission (FFWCC)  
Farris Bryant Building  
620 S. Meridian Street  
Tallahassee, FL 32399-1600

Florida Transportation Commission  
605 Suwannee Street, MS 9  
Tallahassee, FL 32399-0450

South Florida Water Management District  
3301 Gun Club Road  
West Palm Beach, FL 33406

St. Johns River Water Management District  
P.O. Box 1429  
Palatka, FL 32178-1429

## **REGIONAL AGENCIES**

East Central Florida Regional Planning Council  
309 Cranes Roost Blvd. Suite 2000  
Altamonte Springs, Florida 32701

## **STATE ELECTED OFFICIALS**

### **STATE SENATE**

State Senator DISTRICT 13  
Andy Gardiner  
1013 East Michigan Street  
Orlando, FL 32806

### **STATE HOUSE OF REPRESENTATIVES**

State Representative District 50  
Tom Goodson  
Suite 1C  
400 South Street  
Titusville, FL 32780-7610

## Local Elected & Appointed Officials and Local Agencies

### LOCAL ELECTED AND APPOINTED OFFICIALS

#### **BREVARD COUNTY**

2725 Judge Fran Jamieson Way  
Viera, FL 32940

#### COMMISSIONER DISTRICT 1\*

**Robin Fisher**

#### COMMISSIONER DISTRICT 2

Chuck Nelson

#### COMMISSIONER DISTRICT 3

Trudie Infantini

#### COMMISSIONER DISTRICT 4

Mary Bolin Lewis

#### COMMISSIONER DISTRICT 5

Andy Anderson

\*Project located within District

#### **CITY OF TITUSVILLE**

555 S. Washington Avenue  
Titusville, FL 32796

#### CITY COUNCIL

##### MAYOR

James H. Tulley, Jr

##### VICE MAYOR

Walt Johnson

##### COUNCIL MEMBER

Martha Long

##### COUNCIL MEMBER

Matt Barringer

##### COUNCIL MEMBER

Rita Pritchett

## **LOCAL AGENCIES**

### **SPACE COAST TRANSPORTATION**

#### **PLANNING ORGANIZATION**

##### **TECHNICAL ADVISORY COMMITTEE (TAC)**

Carol Holden  
2725 Judge Fran Jamieson Way,  
Melbourne, FL 32940

##### **CITIZENS' ADVISORY COMMITTEE (CAC)**

Carol Holden  
2725 Judge Fran Jamieson Way,  
Melbourne, FL 32940

##### **BICYCLE, PEDESTRIAN, & TRAILS**

##### **ADVISORY COMMITTEE (BPTAC)**

Carol Holden  
2725 Judge Fran Jamieson Way,  
Melbourne, FL 32940

##### **GOVERNING BOARD**

Carol Holden  
2725 Judge Fran Jamieson Way,  
Melbourne, FL 32940

### **BREVARD COUNTY**

#### **OFFICE OF EMERGENCY MANAGEMENT**

1746 Cedar Street  
Rockledge, Florida 32955

#### **FIRE/RESCUE HEADQUARTERS**

1040 South Florida Ave.  
Rockledge, FL 32955

#### **COUNTY MANAGER**

2725 Judge Fran Jamieson Way, Bldg. C  
Viera, FL 32940

#### **DIRECTOR OF PUBLIC WORKS**

2725 Judge Fran Jamieson Way  
Suite 201-A  
Melbourne, FL 3294

#### **DIRECTOR OF PLANNING**

2725 Judge Fran Jamieson Way, Bldg. A  
Viera, FL 32940

### **CITY OF TITUSVILLE**

#### **COMMUNITY DEVELOPMENT DIRECTOR**

Peggy Busacca

#### **PUBLIC WORKS ENGINEER**

Kevin Cook

#### **PLANNING MANAGER**

Brad Parrish

## **NEWS MEDIA CONTACTS**

### **PRINT**

Orlando Sentinel  
633 North Orange Avenue  
Orlando, FL 32801  
[www.orlandosentinel.com](http://www.orlandosentinel.com)  
407-420-5100

Florida Administrative Code, Register and Laws  
Florida Department of State  
R.A. Gray Building  
Mail Station 22  
Tallahassee, FL 32399-0250  
<https://www.flrules.org/>  
E-mail: [administrativecode@dos.state.fl.us](mailto:administrativecode@dos.state.fl.us)  
850-245-6270

### **TELEVISION (as required)**

WKMG TV Local 6 - CBS  
4466 North John Young Parkway  
Orlando, FL 32804  
407-521-1200

WFTV TV Channel 9 ABC  
490 E. South Street  
Orlando, FL 32801  
407-841-9000

WESH TV Channel 2 – NBC  
1021 North Wymore Road  
Winter Park, FL 32789  
407-645-2222

WOFL TV Channel 35 - FOX  
35 Skyline Drive  
Lake Mary, FL 32746  
407-644-3535

WUCF TV PBS  
12443 Research Parkway, Suite 301  
Orlando, FL 32826  
407-823-1300

## **RADIO**

WMFE FM 90.7 National Public Radio  
11510 East Colonial Drive  
Orlando, Florida 32817

WDBO FM 96.5  
4192 North John Young Parkway  
Orlando, FL 32804  
321-281-2000

WA1A FM 107.1  
1800 W. Hibiscus Blvd., Suite 138  
Melbourne, FL 32901

## **SOCIAL MEDIA**

FDOT Facebook page  
<https://www.facebook.com/FLDOT>

FDOT Twitter  
<https://twitter.com/MyFDOT>

# Appendix C

## Mailing List

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

# **Appendix D**

## **Public Kick-Off Meeting Summary**



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## MEETING SUMMARY

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**Meeting Date:** July 29, 2015 (Wednesday) **Time:** 5:30 PM – 7:30 PM

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

**Subject:** Public Kickoff Meeting

**Meeting Location:** City of Titusville- City Hall | Council Chambers, 2<sup>nd</sup> Floor  
555 S. Washington Avenue, Titusville, FL 32796

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### I. OVERVIEW:

The purpose of this memorandum is to provide an overview of the Public Kickoff Meeting conducted for the US 1 and State Road 406 Corridor Planning Studies.

The meeting was held on Wednesday, July 29, 2015 at the City of Titusville Council Chambers from 5:30 pm to 7:30 pm to seek input from the public, present and explain the purpose of the project and the study process.

### II. PUBLIC NOTICE:

The meeting was advertised in advanced through several methods including:

- Notification emails to approximately 43 state and local elected and appointed public officials and other agencies sent on July 1, 2015
- Direct mail notifications to approximately 2,470 property owners sent on July 2, 2015
- Legal advertisement in the July 3, 2015 and July 19, 2015 editions of the Florida Today
- July 20, 2015 edition of Florida Administration Register
- Press release to local media outlets on July 22, 2015

### III. FORMAT:

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

The presentation began at approximately 6:00 pm. The presentation was segmenting into three sessions:

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

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

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

#### **IV. ATTENDANCE**

Approximately 41 members of the public attended the meeting, along with 2 elected officials, 7 agency stakeholders, 1 FDOT staff member, and 6 members of the study team. Sign in sheets are included as Attachment A.

#### **V. DISPLAY/MATERIALS**

Informational materials available at the public meeting included a brochure with an overview of the two study corridors, a comment form with contact information, a question card, and a meeting agenda. Study related materials were also available for the public to review and included the approved Existing Conditions Summaries and Future Condition Summaries for both studies. Several visual aids were on display for review including a Welcome Board, a Title VI Board, a Regional Overview Board, a Why You Are Here Board, a SR 406 Issues & Opportunities Board, a US 1 Issues & Opportunities Board, a SR 406 Existing Conditions Banner, and a US 1 Existing Conditions Banner. A PowerPoint presentation was shown to the public during the formal presentation. A copy of the presentation slides, brochure, meeting agenda, and display materials are provided in Attachments B, C, D, and E, respectively. The PowerPoint presentation, meeting materials, and displays are posted on the CFLRoads web pages hosted by the FDOT in the days following the meeting. These sites are located at the addresses posted below:

- [http://www.cflroads.com/project/435627-1/US\\_1\\_Corridor\\_Planning\\_Study](http://www.cflroads.com/project/435627-1/US_1_Corridor_Planning_Study)
- [http://www.cflroads.com/project/436187-1/SR\\_406\\_Corridor\\_Planning\\_Study](http://www.cflroads.com/project/436187-1/SR_406_Corridor_Planning_Study)

## VI. SUMMARY OF PUBLIC COMMENTS AND QUESTIONS

A total of 10 comment forms and 8 question cards were received at the public meeting. No additional comments were received during the comment period that lasted until August 10, 2015.

Public comments were also taken during the meeting presentation, as an open forum. These comments were recorded to the best of the study team's ability. The following sections provide an overview of the public input received during the meeting and the public comment period that followed. Copies of the written comments and questions received are included in Attachment F. Notes from the verbal discussion are included in Attachment G.

### US 1 Comments

A summary of the written and verbal comments received for the Public Kickoff Meeting that are specific to US 1 are provided below.

- There are too many signs along the corridor, it is confusing and ineffective.
- The speed limits are too high, especially through the downtown area.
- Is this study coordinating with the project in the neighborhood at Indian River Ave and Riverside Drive?
- Are you considering the effect of changes to US 1 on the parallel roads?
- Request for a signal at US 1 and Julia St. The crosswalk is ineffective: need signal or no crossing. The signage is hard to see due to trees and no one notices the sign. Why does the signal at Julia St get denied? What can we do to get that signal back?
- No one pays attention to the school zone signs and speeds at Titusville High School.
- The intersection of St. John's and US 1 has a visual impairment when turning south onto US 1 from St. John's.
- Connect all sidewalks.
- Is there any thought of closing one lane of US 1 for pedestrian only?
- There are a lot of witnessed accidents along this corridor.
- At the "Stop for Pedestrians" signs, no one stops.



### SR 406 Comments

A summary of the written and verbal comments received for the Public Kickoff Meeting that are specific to SR 406 are provided below.

- There are issues at Dixie Cross Roads. There needs to be a left turn only sign from Dixie Cross Roads onto Garden Street. Extend the median to prevent left turn from westbound traffic. There needs to be a “No U-turn” for the eastbound at the end of the median.
- There needs to be landscaping along the properties of Garden street to hide dilapidated buildings. Perhaps palm trees in the medians.
- There needs to be smaller landscaping in the medians.
- There needs to be increased signage overall, but especially near I-95 to advertise the National Seashore, the Historic District, and Titusville as a whole.
- Make Garden Street a “Complete Street”. Put bike lanes.
- There are almost no pedestrians along SR 406.
- The traffic created by cars turning into businesses along 406 needs to be analyzed in further detail.
- Garden Street should be made 2 lanes instead of 4 lanes.
- SR 406 is a potential evacuation route for Titusville, and it would need more lanes to support it.
- The medians at Singleton should not be removed as planned. Who can we contact in regards to the Singleton intersection improvement?
- There needs to be a traffic light at Clarewood Blvd. There are backups in this area during school times.
- There needs to be a traffic light at Brown Ave in order to slow down Garden Street traffic.
- Why are we putting in the flyover Rail Trail over SR 406? It is not good. It leads into a high crime and drug problem area. A traffic light at Brown Avenue with a crosswalk is safer. People are misinterpreting what kind of trail it is. Is it worth the money? What are the safety factors to consider? How can we use the Rail Trail to promote downtown businesses?
- There needs to be a reduction in traffic speed in general along the corridor. Cars are moving too fast above the speed limit.
- There needs to be a traffic light at Palm Ave to slow down traffic.
- Midblock crossing is needed on top of the hill so drivers can see pedestrians, this is the safest way to cross Garden St.
- There needs to be improved lighting overall along the corridor.
- The sidewalks need to be moved away from the road. Will any water or sewer lines be relocated? What are the implications?
- Your poll doesn’t show that there isn’t any freight or large trucks on Garden Street. Publix, restaurants, fast food, auto parts stores, shopping stores, medical suppliers, banks, bars, convenience stores, gas.
- Why isn’t there funding to provide additional bus to service the east side of SR 406?
- The traffic noise along the corridor is too loud.

### Other Comments

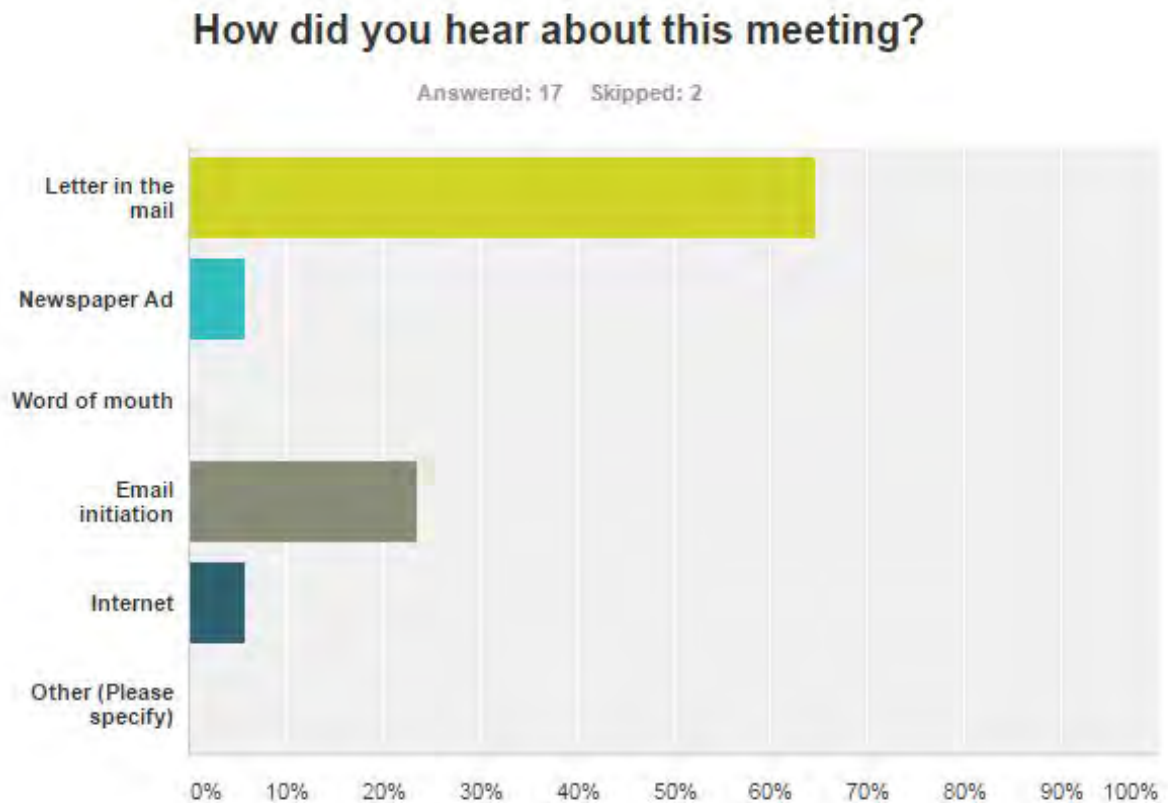
A summary of the written and verbal comments received for the Public Kickoff Meeting that are not specific to either corridor are provided below. Copies of the written comments and questions received are included in Attachment F. Notes from the verbal discussion are included in Attachment G.

- Neighbors threw the meeting postcard out – it looked like junk mail.
- The bus stops need cover and garbage cans.
- The speed limit should be reduced in the downtown area.
- Street parking needs to be eliminated along both corridors.
- The lights from turning north from US 1 to west Garden St (the light at US 1 south and Palm) needs to be synced.
- There needs to be additional downtown parking.
- There are frequent car accidents in downtown, and there is even more concern for safety with the Rail Trail on its way.
- There needs to be electric vehicle charging stations.
- The sidewalks need to be fixed.
- There are concerns with zoning. What is urban / mixed use needs to remain single family (residential) use.
- The Titusville Police needs to enforce the traffic laws more thoroughly.
- Please make communications regarding meetings more clear. The card we received said “Open House at 5:30 with a presentation at 6:00”. We would have arrived sooner if we knew the presentation would be starting at 5:30.
- There needs to be more aesthetic landscaping as a whole.
- Titusville is not bike friendly.
- If transit can get through the hurdles associated with funding, they can provide increased service.

## VII. MEETING EVALUATION SURVEY

A survey was developed and given to meeting attendees upon exit to record opinions about the logistics of the meeting. A total of 19 survey responses were received at the public meeting. The following provides an overview of the public input received from the survey. A copy of the survey results can be found in Attachment H.

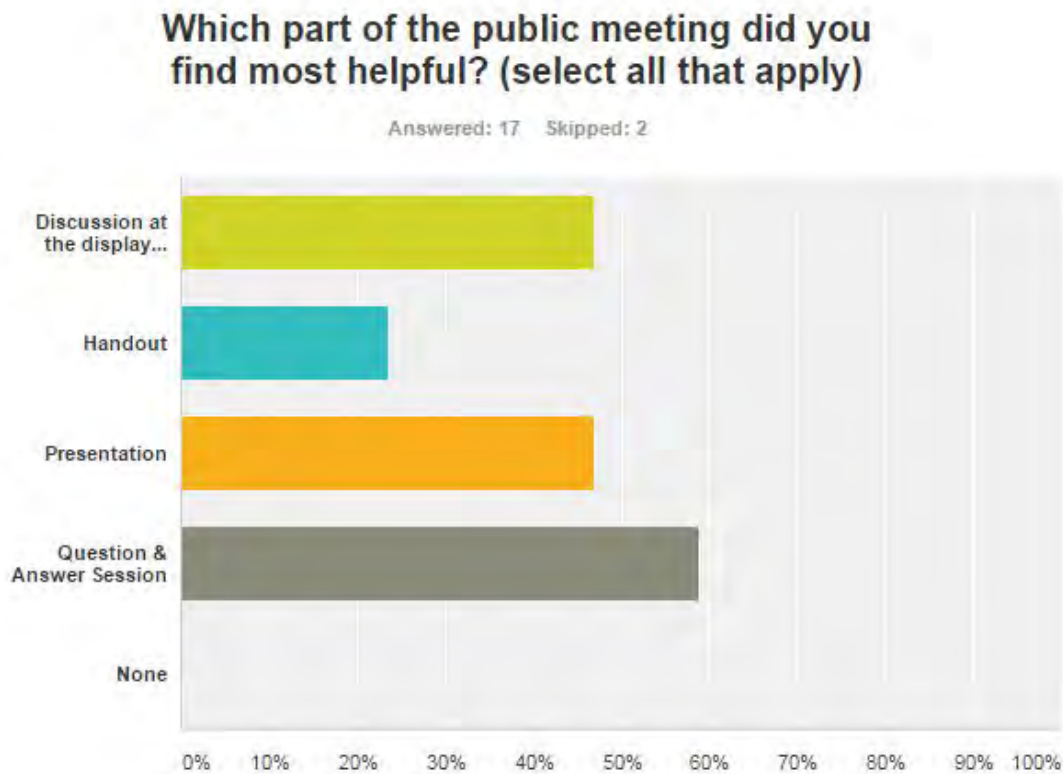
### Question 1: How did you hear about this meeting?



**Question 2: Please select the appropriate answer for each of the following statements.**

	Strongly Agree	Agree	Uncertain	Disagree	Strongly Disagree	Total
The meeting facilities were satisfactory.	61.11% 11	38.89% 7	0.00% 0	0.00% 0	0.00% 0	18
The handouts were helpful and useful.	50.00% 8	37.50% 6	12.50% 2	0.00% 0	0.00% 0	16
The presentation and meeting displays present the purpose and study process clearly and effectively.	55.56% 10	22.22% 4	16.67% 3	5.56% 1	0.00% 0	18
The overall public involvement process was positive and helpful	38.89% 7	27.78% 5	33.33% 6	0.00% 0	0.00% 0	18
I plan to attend future meetings for this project	50.00% 9	38.89% 7	11.11% 2	0.00% 0	0.00% 0	18

**Question 3: Which part of the public meeting did you find most helpful? (Select all that apply)**



**Question 4: Which part of the public meeting would you change and why? (Open ended)**

- Very well prepared and presented

**Question 5: Additional Comments (Open Ended)**

- Make pedestrian focused. Speak language of people. Language written is hard to understand. Objectives to be included up front. The reasons of the corridor study should be at first 5:30 open, accuracy of timing and presentation is required. Excellent support and team work before and after. Expensive brochure, where is the money spent? Printing great Maps where helpful?
- I thought it was a good presentation. I know you are providing us with the initial ideas and concerns and looking for feedback.
- Very encouraging for plans for area.

**Question 6: If you'd like to be added to our contact list for these projects, please fill out the following: (Contact Form)**

- 7 responses

**VIII. PHOTOS**



**IX. ATTACHMENTS**

- **A – Sign in sheets**
- **B – Presentation Slides**
- **C – Brochure**
- **D – Meeting agenda**
- **E – Display Materials**
- **F – Written Comment and Question Forms**
- **G – Verbal Discussion Notes**
- **H – Meeting Evaluation Survey Results**

END OF SUMMARY

*This summary was prepared by Dane Hamilton and Nikki Doyle, and are provided as a summary (not verbatim) for use by the project team. The comments do not reflect FDOT's concurrence. Please review and send comments, via e-mail: [ndoyle@vhb.com](mailto:ndoyle@vhb.com) so they can be finalized for the files.*

**ATTACHMENTS PROVIDED IN FULL SUMMARY ON  
CFLROADS**

# **Appendix E**

## **Alternatives Public Meeting Summary**





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## MEETING SUMMARY

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<b>Meeting Date:</b>	February 25, 2016 (Thursday)	<b>Time:</b> 5:30 PM – 7:30 PM
<b>Project:</b>	State Road (SR) 406 and US 1 Corridor Planning Studies and the Coast-to-Coast Titusville Connector Study by FDOT	
<b>Subject:</b>	Public Alternatives Meeting	
<b>Meeting Location:</b>	City of Titusville- City Hall   Council Chambers, 2 <sup>nd</sup> Floor 555 S. Washington Avenue, Titusville, FL 32796	

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### I. OVERVIEW:

The purpose of this meeting summary is to provide an overview of the public alternatives meeting conducted for the State Road (SR) 406 and US 1 Corridor Planning Studies and the Coast-to-Coast Titusville Connector Study by FDOT.

The meeting was held on Thursday, February 25, 2016 at the City of Titusville Council Chambers from 5:30 pm to 7:30 pm to present and explain the potential improvement strategies, seek public and agencies input, and allow interested people an opportunity to provide feedback and comments to the study team.

### II. PUBLIC NOTICE:

The meeting was advertised in advanced through several methods including:

- Notification emails to approximately 44 state and local elected and appointed public officials and other agencies sent on January 26, 2016
- Direct mail notifications to approximately 2,462 property owners adjacent to the study corridors mailed on January 29, 2016
- Legal advertisement in the January 31, 2016 and February 15, 2016 editions of the Florida Today
- January 17, 2016 edition of Florida Administration Register
- Press release to local media outlets on February 18, 2016

### III. FORMAT:

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

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

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

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

Following the presentation, the meeting returned to an open house format where the public could discuss the project with the study team. Members of the public were also encouraged to provide written comments and questions using the comment forms provided. A summary of the comments and questions received at the meeting and the public comment period that followed is included in Section VI of this summary.

#### **IV. ATTENDANCE**

Approximately 24 members of the public attended the meeting, along with 1 elected officials (Mayor Tulley), 7 agency stakeholders, and 7 FDOT and study team staff. Sign in sheets are included as Attachment A.

#### **V. DISPLAY/MATERIALS**

Informational materials available at the public meeting included a brochure with an overview of the three study corridors, a comment form with contact information, and a handout containing information on roundabouts and road diets. Study related materials were also available for the public to review and included the approved Existing Conditions Summaries, Future Condition Summaries, and Purpose and Need Summaries for both studies. Several visual aids were on display for review including Welcome Board, Title VI Board, Regional Overview Board, Coast-to-Coast Concept Banner, SR 406 Potential Improvement Strategies Board, SR 406 Typical Section Board for I-95 to Singleton Avenue, SR 406 Typical Section Board for Singleton Avenue to Dixie Avenue, SR 406 Typical Section Board for Dixie Avenue to US 1, and US 1 Potential Improvement Strategies Board. A PowerPoint presentation was shown to the public during the formal presentation. A copy of the presentation slides, brochure, handout, and display materials are provided in Attachments B, C, D, and E, respectively. The PowerPoint presentation, meeting materials, and displays are posted on the CFLRoads web pages hosted by the FDOT in the days following the meeting. The sites are located at the addresses posted below:

- [http://www.cflroads.com/project/435627-1/US\\_1\\_Corridor\\_Planning\\_Study](http://www.cflroads.com/project/435627-1/US_1_Corridor_Planning_Study)
- [http://www.cflroads.com/project/436187-1/SR\\_406\\_Corridor\\_Planning\\_Study](http://www.cflroads.com/project/436187-1/SR_406_Corridor_Planning_Study)
- [http://www.cflroads.com/project/436187-2/Coast-to-Coast\\_Trail\\_Titusville\\_Gap\\_Concept\\_Development\\_Study](http://www.cflroads.com/project/436187-2/Coast-to-Coast_Trail_Titusville_Gap_Concept_Development_Study)

## VI. SUMMARY OF PUBLIC COMMENTS AND QUESTIONS

A total of 5 comment forms were received at the public meeting. Two additional comments were received during the comment period held until March 7, 2016.

Public comments were also taken during the meeting presentation, as an open forum. These comments were recorded to the best of the study team's ability. The following sections provide an overview of the public input received during the meeting and the public comment period that followed.

### Written Comments

A brief summary of the written comments received for the public alternatives meeting are provided below. A copy of these comments are provided in Attachment F.

Comment 1 – Mr. Kirby: If a bike lane is not provided on the US 1 corridor, improve Indian River Road as the surface is in bad shape and causes flat tires and damage to rims. Too many driveways on SR 406, causes accidents for bicyclists when cars use bike lanes to decelerate before turning. Make sure there is enough room for cyclists to slow down before making 90 degree turn onto Canaveral Avenue.

Comment 2 – Mr. C Myjak: Need to end the project in the large grassy area. Considered building a rest station with bike racks and water for riders for the BSA Eagle project, if it were approved.

Comment 3 – Mr. M Myjak: Need to address bike lanes on US 1 to be connected to the connector and bike lanes should be paved in green asphalt to provide a visual cue to traffic and improve safety for cyclists.

Comment 4 – Mr. Rozenberger: Path along Broad Street instead of Main makes more sense as it has a wider ROW. The extra width could be utilized to provide bike racks. There are a lot of bike thieves in the area.

Comment 5 – Mr. Shoemaker: Impressed by the ideas but did not like that a mic and monitor were not used or the audience recognition.

Comment 6 – Mr. St. Louis: The elongated roundabout might cause congestion on SR 406 to back up to the railroad crossing west of US 1. The lane diet might further exacerbate the problem. The Grace Street roundabout appears to be an excellent idea. Please do not add speed bumps as it causes damage to vehicles with low clearances, such as sports cars. Visual effects, such as Gateway features and roundabouts to promote slower speeds is an excellent approach that is effective.

### US 1 Comments

A summary of the verbal comments received during the public alternatives meeting that are specific to US 1 are summarized below.

- Bike path is needed along US 1
- Are there a lot of right-of-way impacts anticipated with the Grace Street roundabout
  - This will need to be further evaluated during future phases
- Will there be training to use roundabout
  - There is a roundabout handout provided at tonight's meeting with instructions on how to use a roundabout
- Roundabouts work in Europe because there are different rules there
- If speeding through the corridor is not what was originally anticipated, is there a way to make it more comfortable for pedestrians
  - While we can't lower the posted speed any lower than it currently is, we hope that the potential improvement strategies recommended by this study will help pedestrians feel more comfortable along this corridor
- Julia Street RRFB is not currently serving its purpose, pedestrians still cannot be seen
  - The roundabout could potentially help with slowing down traffic as cars enter the downtown historic area from the south
- When drivers see the light at US 1 and Garden Street, they begin to speed up to catch the green, bringing the light at Julia Street back will fix that
  - As researched during this study, the Julia Street and US 1 northbound light is not warranted by volumes and therefore, will not be reinstalled
- To help prevent drivers from running RRFB signals and learn how to obey it, law enforcement should start issuing tickets to violators
- Witnessed people starting to stop at the RRFB, there has just been a learning curve for drivers to get adjusted to the new signal
- How will the roundabout slow down traffic
  - The operational speed of a roundabout is about 20mph, drivers naturally slow down because of the change in movement
- The elongated roundabout at US 1 and SR 406 will help slow down traffic, as a lot of people currently speed through to catch the green light
- Removing the US 1 lights and replacing with roundabouts will make the corridor dangerous for other modes
- Need bike lanes on US 1
- If you push bikes other ways or cars on other streets going down Indian River to speed down Indian River, add stop signs on Indian River.

#### SR 406 Comments

A summary of the verbal comments received during the public alternatives meeting that are specific to SR 406 are provided below.

- There is heavy congestion on Clarewood Boulevard during high school start and end times
- Singleton roundabout looks dangerous for nearby driveways
- In favor of two lane options to help out with businesses along SR 406
- Median opening in front of Dixie Crossroads is extremely dangerous, there should be a roundabout there
- The bike lanes should be paved green to provide better visibility
- Provide a bi-directional turn lane in the 4 lane option
  - Bi-directional turn lanes cause more conflict points, while raised medians provide access management to improve safety
- The Palm Avenue light helps stop people from speeding through the US 1 intersection
  - The road diet is anticipated to slow speeds
- Prefers two lanes with grassed median
- Add sign for 3 foot law
- Add more bike lanes symbols closer than the minimum
- Reducing the number of lanes increases road rage, the analysis does not count road rage incidents or driver personality
  - The goal of a road diet is to change the character of the corridor, and we hope that will improve speeds
- For walkers, a designated crosswalk does not change where a pedestrian will cross the road.
- Has DOT ever done a road diet
  - Edgewater Drive
- SR 406 does not have the character for a road diet
- Two lanes are needed during launches
  - Designing for number of lanes is not done according to special events such as launches, they are designed for daily peak hour traffic
- Peak hour traffic will not represent peak traffic during launches
  - The peak hour traffic does not fail under the road diet design
- The section of SR 406 from 95 to Dixie Avenue is currently comfortable for bike sharing with car on the 20' width
- When driving, it is difficult to make turns with bikes sharing the road
- The biggest issue for bikes is between Dixie Avenue and US 1
- With elongated roundabout on SR 406/US 1 northbound/US 1 southbound, how will drivers access CVS

- CVS would lose some access points, and the overall design would be difficult
- 7 11 traffic would not work with elongated roundabout or exiting KFC
  - This concept will have a lot to work out
- It is unsafe for vehicles existing KFC headed southbound on US 1 while someone is turning into 7 11 after speeding down the US 1 southbound curve further north
- Where are bike lanes on roundabouts
  - Bikes share pedestrian crosswalks at the roundabout, however a bike can stay in the road as a car if desired
- What is the budget for landscaping
  - FDOT budget is minimal, however the City may choose to add fund to install and maintain landscaping.

#### Coast-to-Coast Comments

A summary of the verbal comments received during the public alternatives meeting that are specific to Coast-to-Coast Titusville Trail Gap are provided below.

- The trail will improve area
- The First Baptist Church has a driveway on Main Street with parking and a drop off area that is used for funerals and weddings, this access cannot be closed off
  - The driveway will have an opening, the plan is not to cut off driveways and the concept will be adjusted
- Continue the cycle track for one more block west of the RR crossing on Main Street
  - This would require reconstruction of the road, impacting drainage, and would require right-of-way acquisition for a new sidewalk; making this option more time and cost
- Can the East Central Florida Regional Rail Trail (ECFRRT) end on SR 406
  - The project is already under construction, and the plan was to bring the trail more south to get through the downtown area before going back up to the Max Brewer Bridge
  - There will be ramps to get off and on at the SR 406 pedestrian bridge
- Should utilize Broad Street instead of Main Street
  - With the location of the ECFRRT endpoint and the donated FEC corridor leading directly to Main Street, it would involve utilizing another corridor to go back north towards Broad Street, when the trail can simply continue on Main Street to Indian River Avenue
- Can a crosswalk be installed at the first intersection coming off of the Max Brewer Bridge, as pedestrians use this location to cross already and will continue to use it regardless of any other crosswalks near by
  - The location is not ideal for a designated pedestrian crossing, however the study

team will look at ways to make this unmarked crossing safer

### Mayors Remarks

At the end of the presentation, Mayor Tulley was introduced to provide public verbal comment on the Coast-to-Coast Titusville Trail Gap. The Mayor's remarks are provided below.

- Keep positive about these improvements, because any improvement will be better than what is currently there
- There will always be someone that does not like the concepts, even ten years from now
- The City of Titusville is fortunate to have the Coast-to-Coast Trail end there
- There are a total of three trails that will run through Titusville, making the future of Titusville bright
- The parking on Julia Street will not be greatly affected by the welcome center, with a loss of around 6 parking spots
- Credits to Leigh Holt of the Space Coast Transportation Planning Organization for finding funding for these projects
- The large concrete culvers on north end of ECFRRT pedestrian overpass is for the Draa St. stormwater improvement project, not for the bridge

### **VII. PHOTOS**





#### **VIII. ATTACHMENTS**

- **A – Sign in sheets**
- **B – Notifications**
- **C – Presentation Slides**
- **D – Brochure**
- **E – Meeting agenda**
- **F – Display Materials**
- **G – Written Comment**

END OF SUMMARY

*This summary was prepared by Paula Ramirez and Nikki Doyle, and are provided as a summary (not verbatim) for use by the project team. The comments do not reflect FDOT's concurrence. Please review and send comments, via e-mail: [ndoyle@vhb.com](mailto:ndoyle@vhb.com) so they can be finalized for the files.*



**ATTACHMENTS PROVIDED IN FULL SUMMARY ON  
CFLROADS**

# **Appendix F**

## **Small Group Meetings**



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## MEETING SUMMARY

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

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

**Subject:** Initial Project Kick-off with Local Agency Partners

**Meeting Location:** City of Titusville – Council Chambers, 2<sup>nd</sup> Floor

---

### I. ATTENDEES:

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

### II. INTRODUCTIONS & OVERVIEW

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

### III. REVIEW OF INITIAL ACTIVITIES

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

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

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

#### **IV. OPEN DISCUSSION OF ISSUES / NEEDS**

General Comments:

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

#### **V. ADJOURN**

##### **ATTACHMENTS:**

- Action Items Log (to support meeting discussion)

**ACTION ITEMS:**

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

US 1 Stakeholder List:

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

SR 406 Stakeholder List:

Organization	Contact Name	Phone	Email
Schools			
Chamber of Commerce			
FEC			
Airport			



# Project Update



# Purpose of the Studies

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

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

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



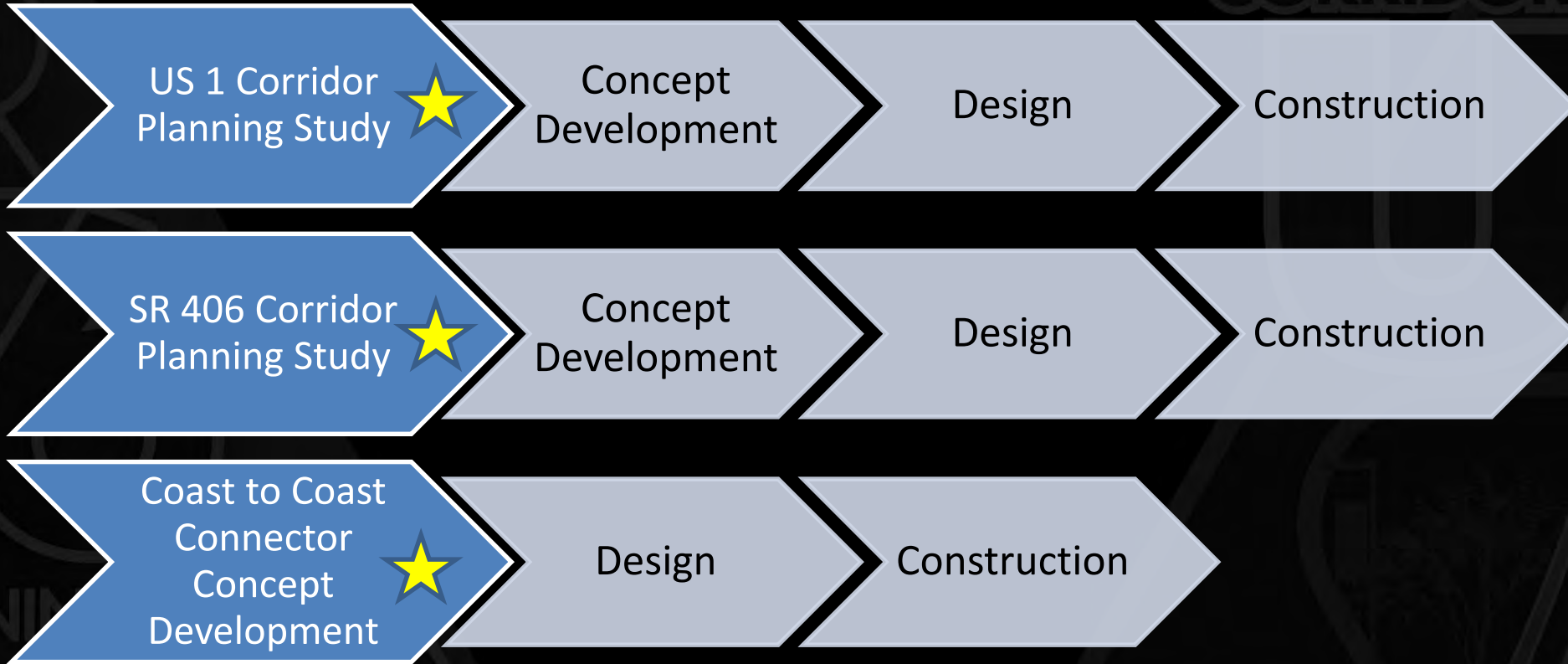
# Project Development Process





# Corridor Planning Study Process

CORRIDOR



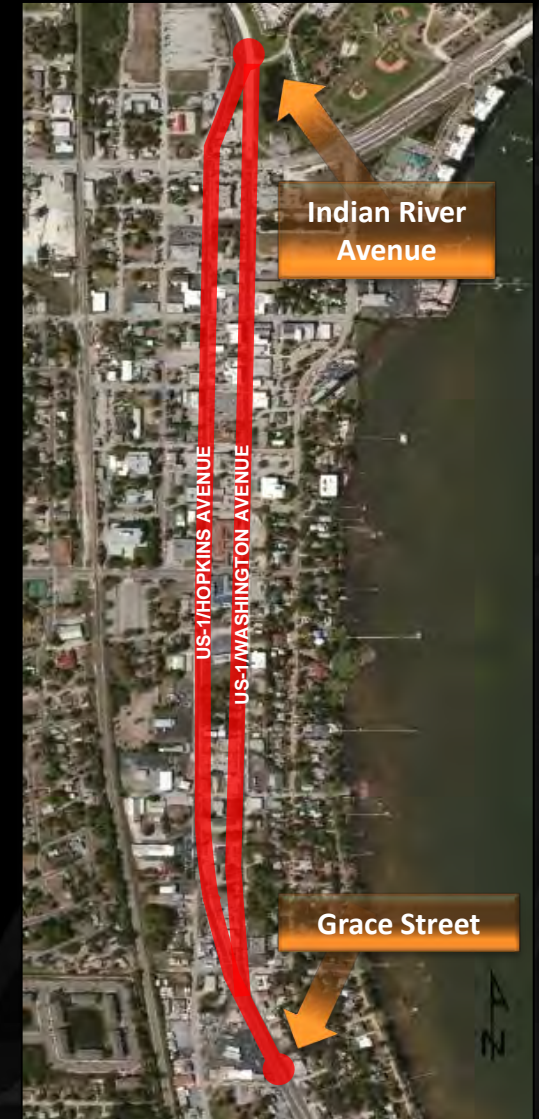
Project Update



# US 1 Corridor Planning Study Recommendations

Desired improvement elements include the following:

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



# US 1 Spot Improvement: Downtown Gateway Roundabout & Benefits


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




# US 1 Spot Improvement: Crosswalk Consistency



## Legend

 Proposed Crosswalk Location

 Coast to Coast Trail

 Signalized Intersection

- Consistent pedestrian crosswalk treatments on side streets
- Continuous crosswalk locations across one-way pairs

# SR 406 Corridor Planning Study Recommendations

Desired improvement elements include the following:

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

## Study Limits:



# SR 406 Planned Improvements



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

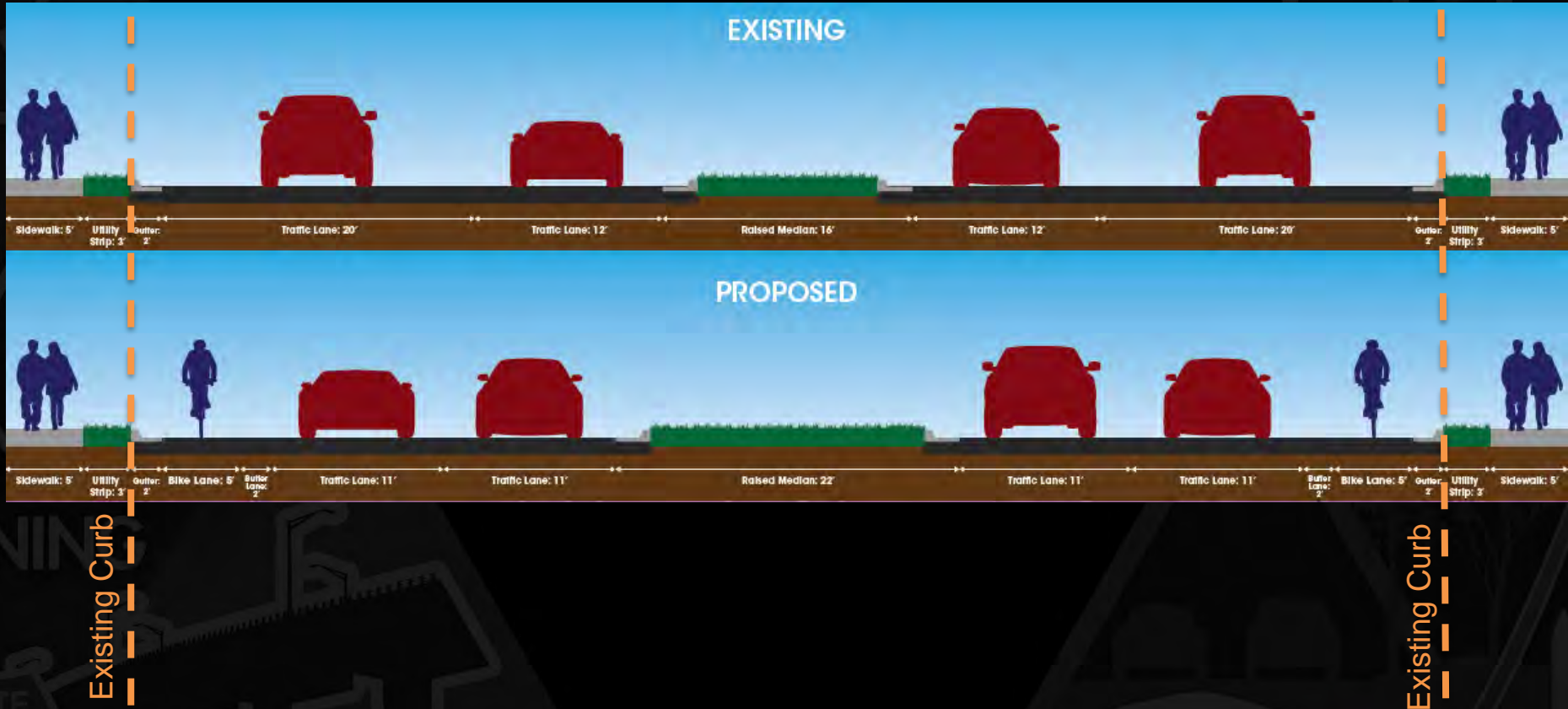


Project Update



# Corridor Improvements: I-95 to Singleton Avenue

CORRIDOR



Existing Curb

Existing Curb



## Project Update



# SR 406 Spot Improvements: Singleton Ave

## Roundabout

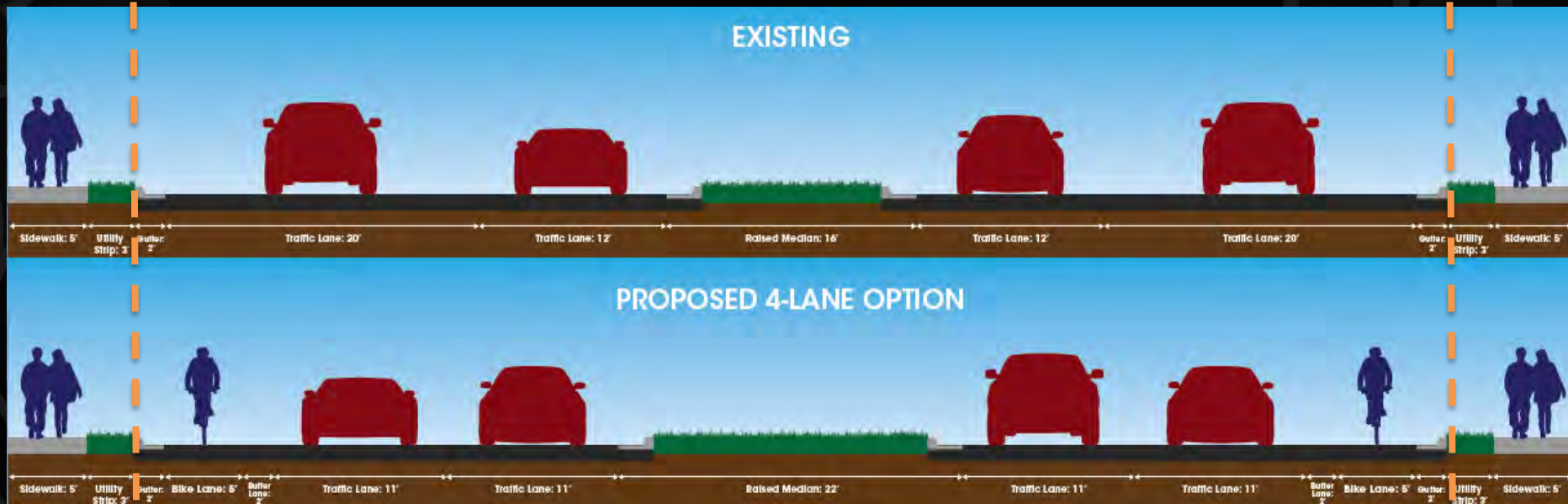
- Approximate Right-of-Way needed: 600 square feet
- 2040 PM Future Conditions Delay / LOS
  - No-Build: 29.9 / C
  - Roundabout: 15.5 / C
- Can be utilized as a gateway feature into the City of Titusville
- Approximate Cost: \$1.8 million (R/W, Design, Construction)





# Corridor Improvements: Singleton Avenue to Dixie Avenue

CORRIDOR



Existing Curb

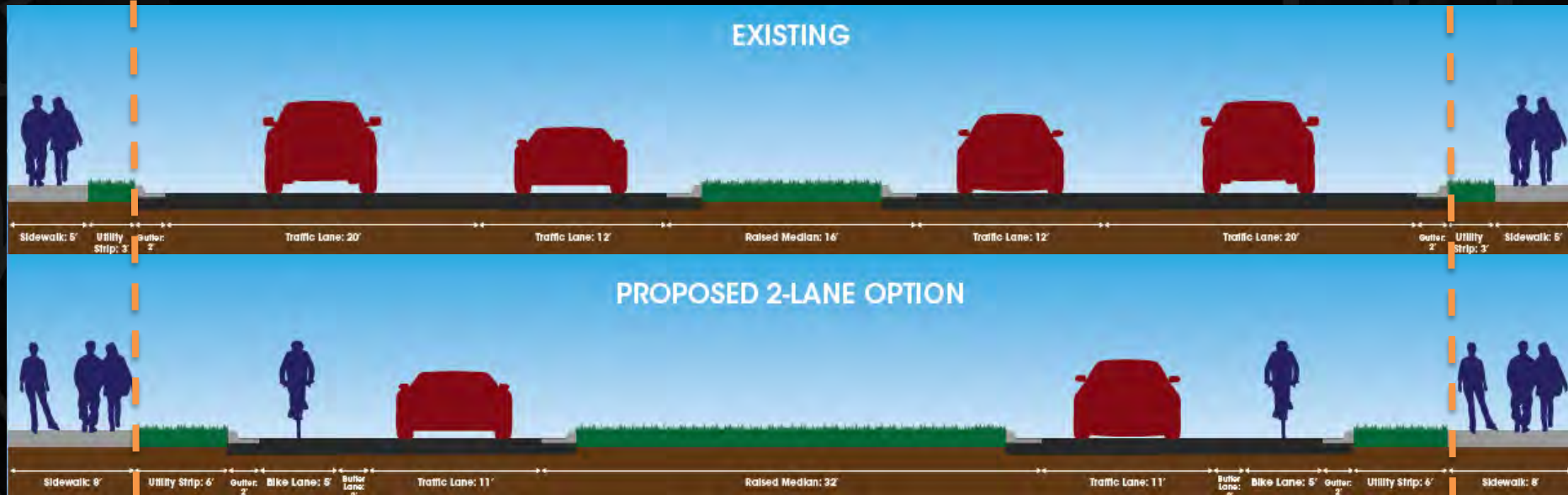
Existing Curb



## Project Update



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



Existing Curb

Existing Curb

➤ 2-lane divided roadway is not compatible with roundabout



Project Update



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

CORRIDOR

## EXISTING



## PROPOSED 3-LANE OPTION



Existing Curb

Existing Curb



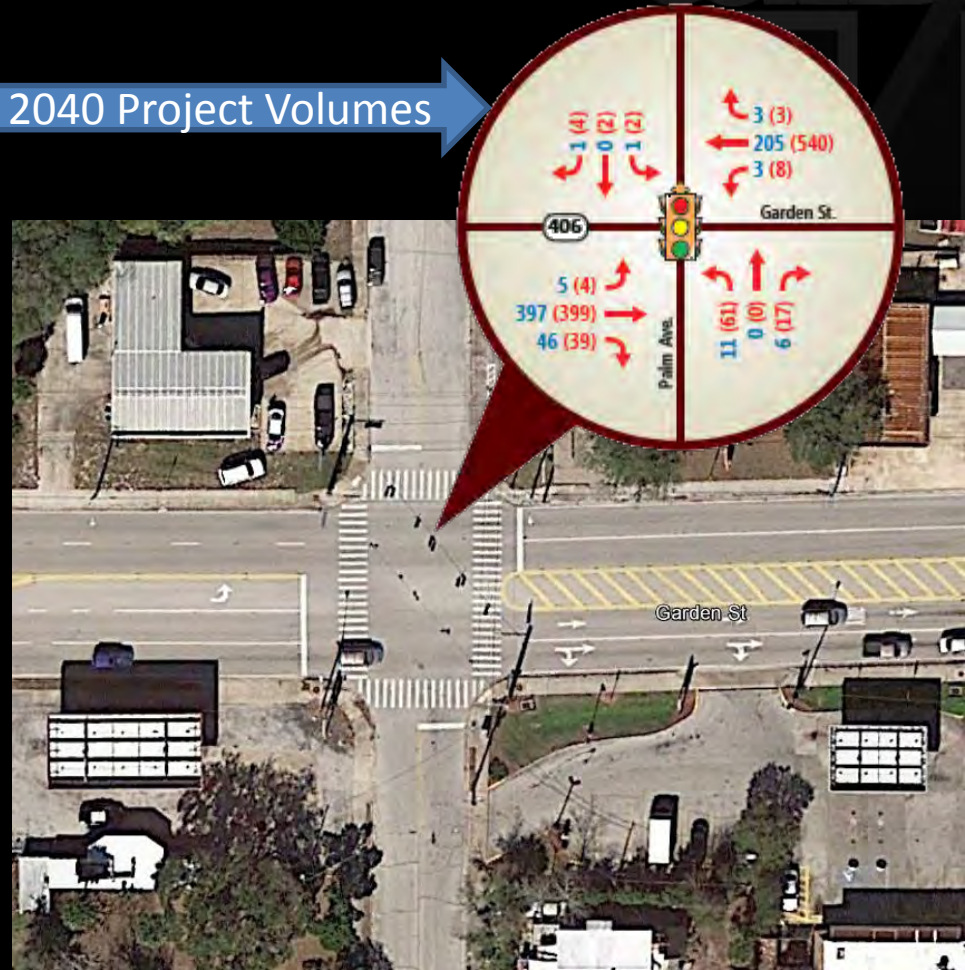
### Project Update



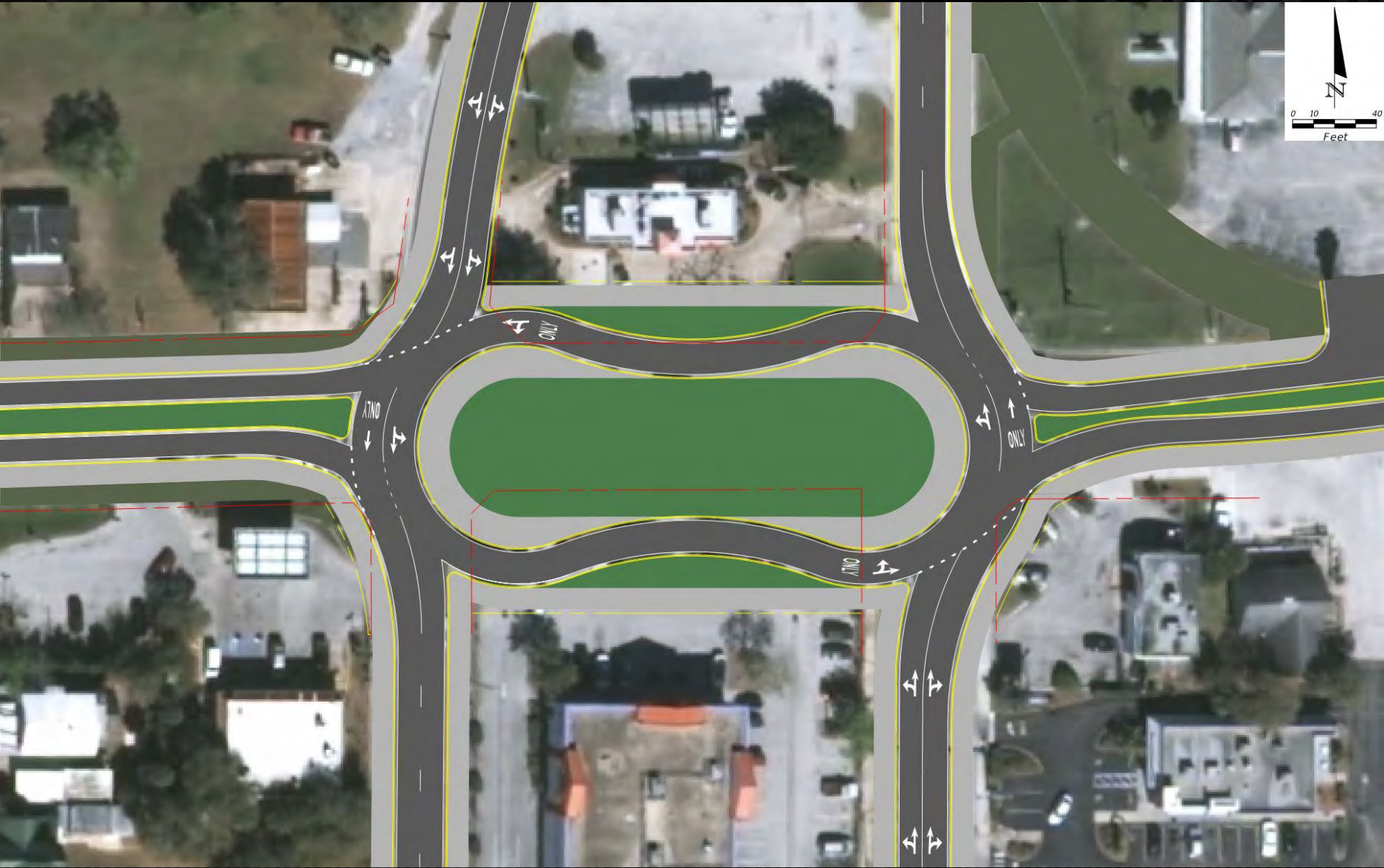
# SR 406 Spot Improvements: Palm Avenue Signal Removal

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

2040 Project Volumes

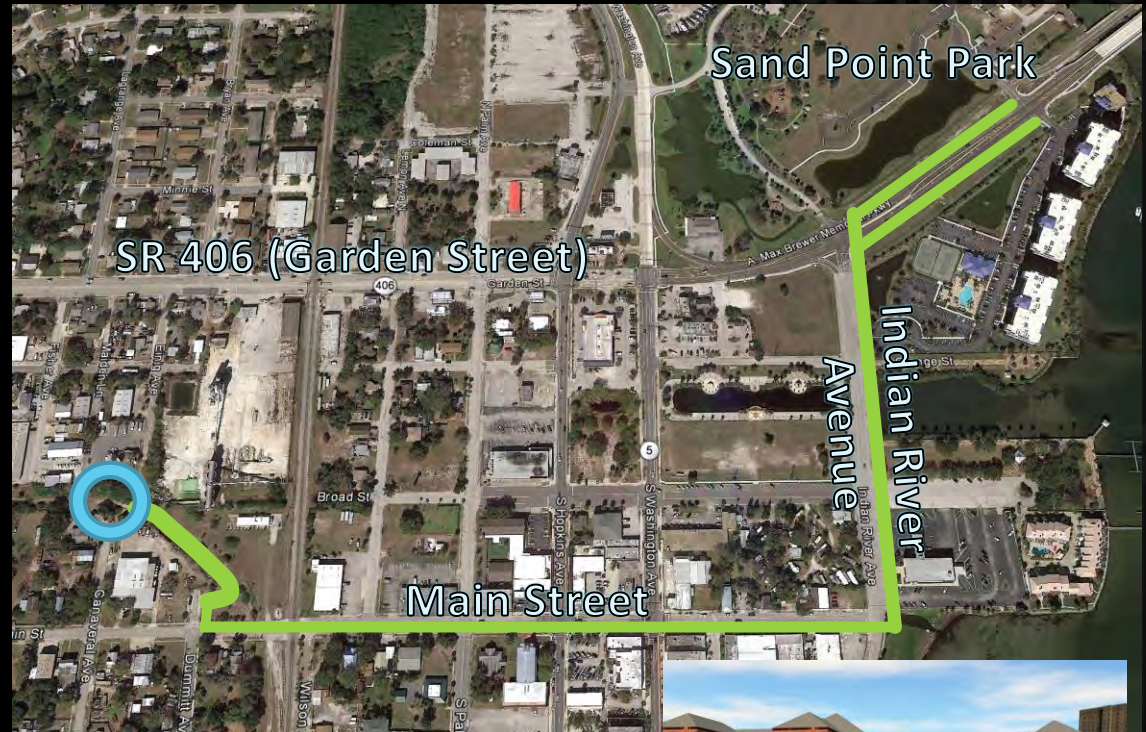


# SR 406 Spot Improvement: Roundabout at US 1/SR 406 Intersection



# Coast to Coast Trail Gap Concept

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



# Trail Concept Plans

CORRIDOR

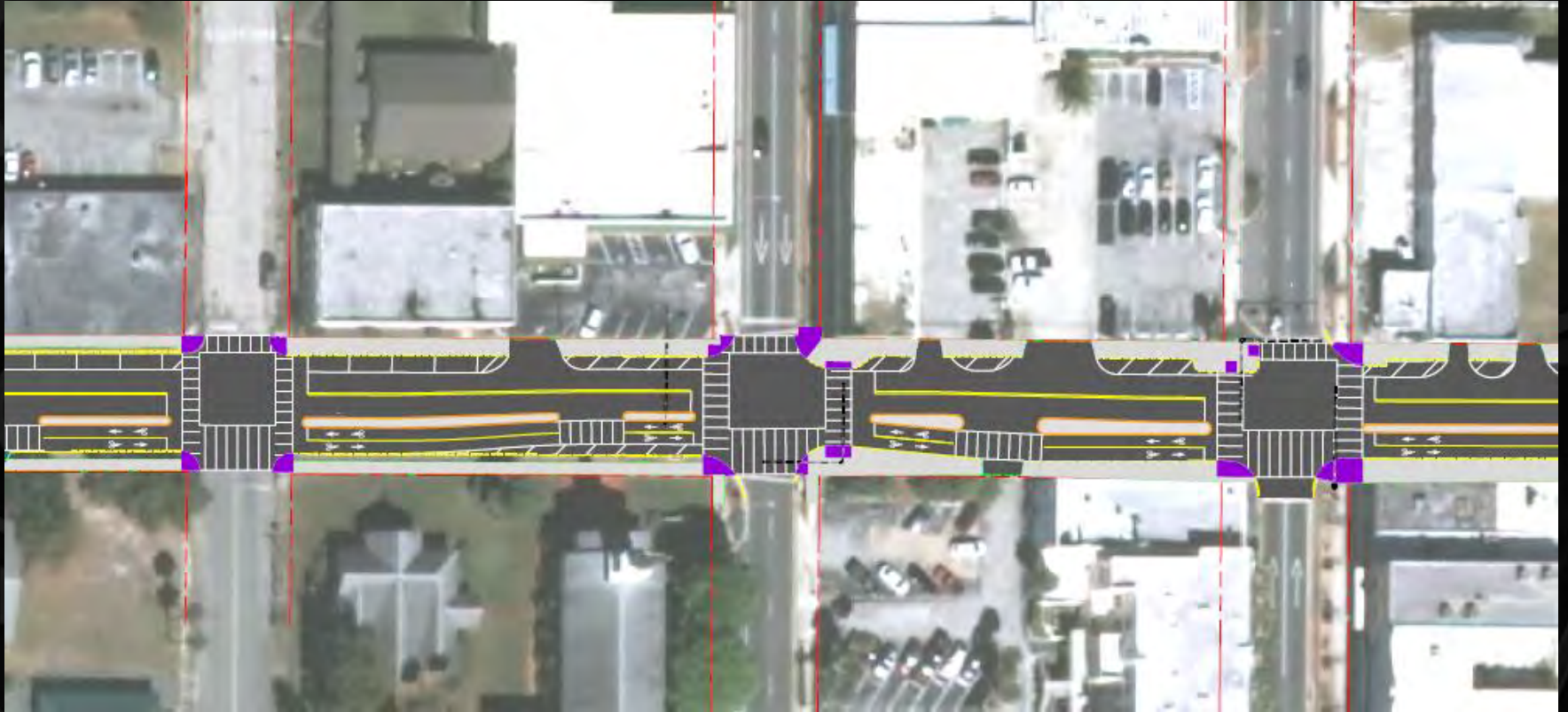


Project Update



# Trail Concept Plans

CORRIDOR



Project Update

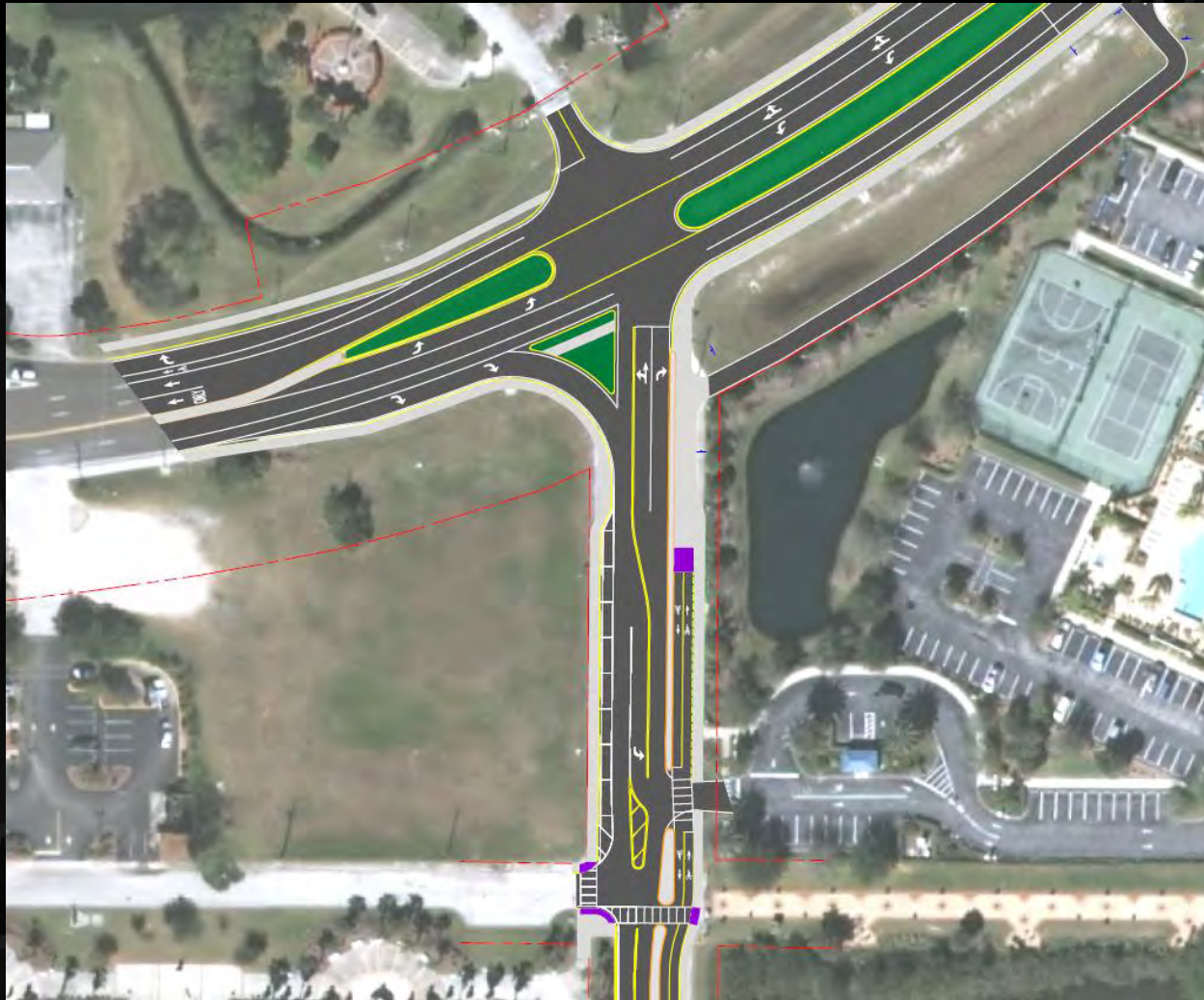




# Trail Concept Plans



# Trail Concept Plans



# Trail Concept Plans



# Questions/Comments?

Contact Us!

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Planning & Corridor  
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FDOT District 5

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SR 406 and Coast-to-Coast Study  
Contact

VHB

[KFreeman@vhb.com](mailto:KFreeman@vhb.com)

407-839-4006

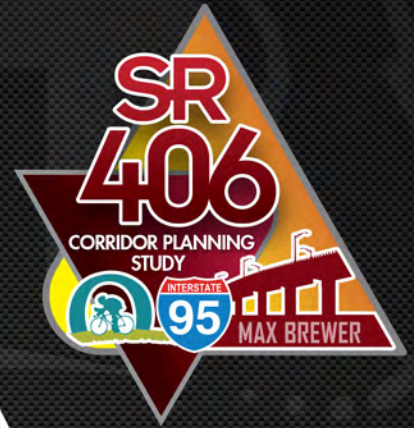
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[Jennifer.Smith2@dot.state.fl.us](mailto:Jennifer.Smith2@dot.state.fl.us)

# Appendix

## Appendix B – Future Conditions Technical Memorandum



# SR 406 CORRIDOR PLANNING STUDY

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



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# 1

## Introduction

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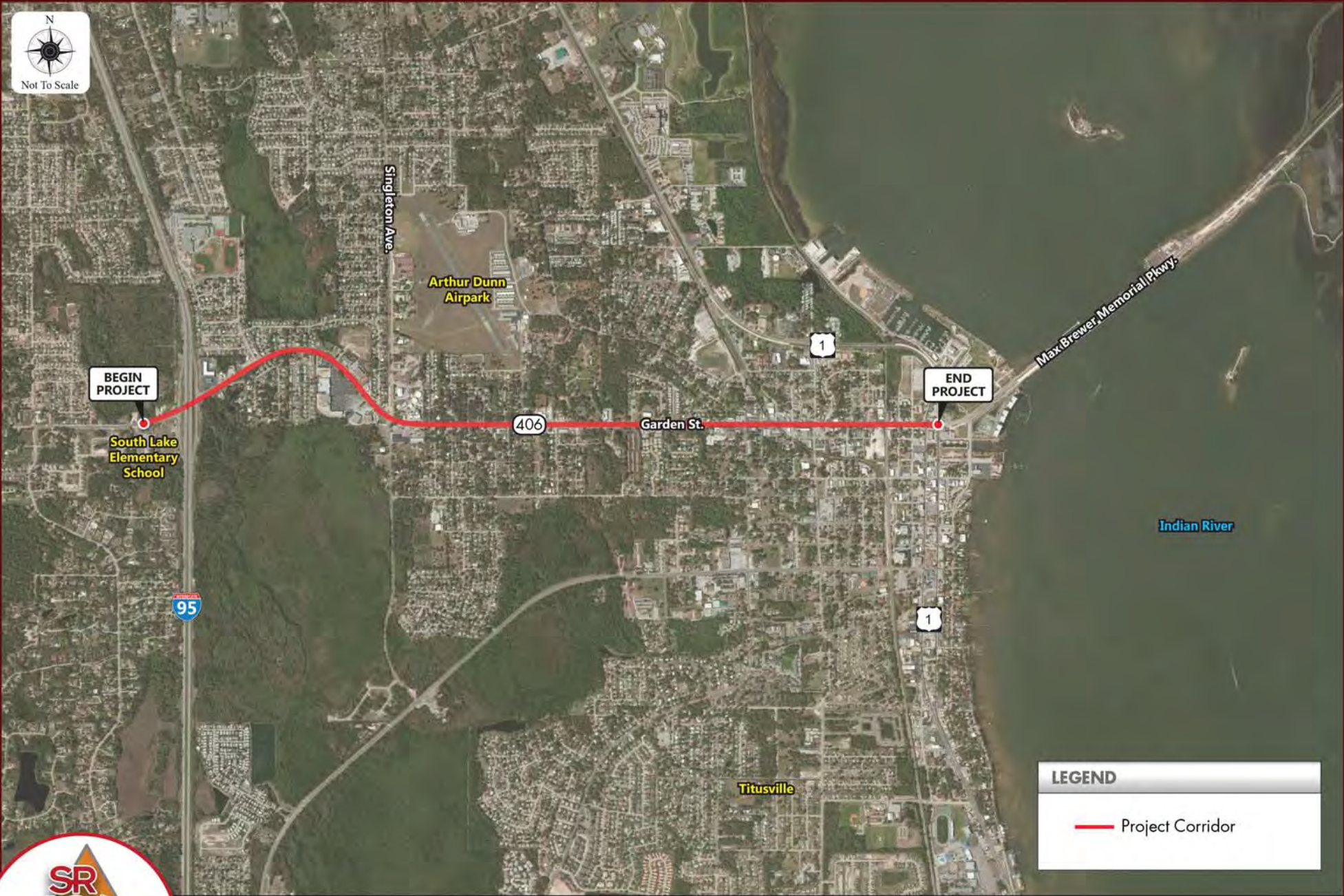
### 1.1 Purpose of Technical Memorandum

The purpose of this technical memorandum is to develop the projected future traffic demand on SR 406, and identify potential capacity deficiencies and additional needs for the corridor through 2040. This technical memorandum includes the methodology used to forecast future traffic conditions for SR 406 from South Lake Elementary School to US 1. The results of this analysis will be used to define the corridor needs and develop potential improvement alternatives.

---

### 1.2 Project Background and Purpose

This project has been requested by the Space Coast Transportation Planning Organization (SCTPO) in cooperation with the City of Titusville to coordinate the development of a future vision for the SR 406 corridor that will establish a multimodal approach to providing for future transportation needs. This study involves a community-based evaluation to determine how best to meet the needs of current and future users, and to establish a long-term plan to guide evolution of the corridor that appropriately correlates the balance between land use and transportation planning. Potential solutions will be developed to establish a more multimodal urban environment utilizing a context sensitive approach. Figure 1 illustrates the Study Area.



# SR 406 Corridor Planning Study

South Lake Elementary School to SR 5 (US 1)



FIGURE 1  
Study Area Location Map



# 2

## Existing Conditions

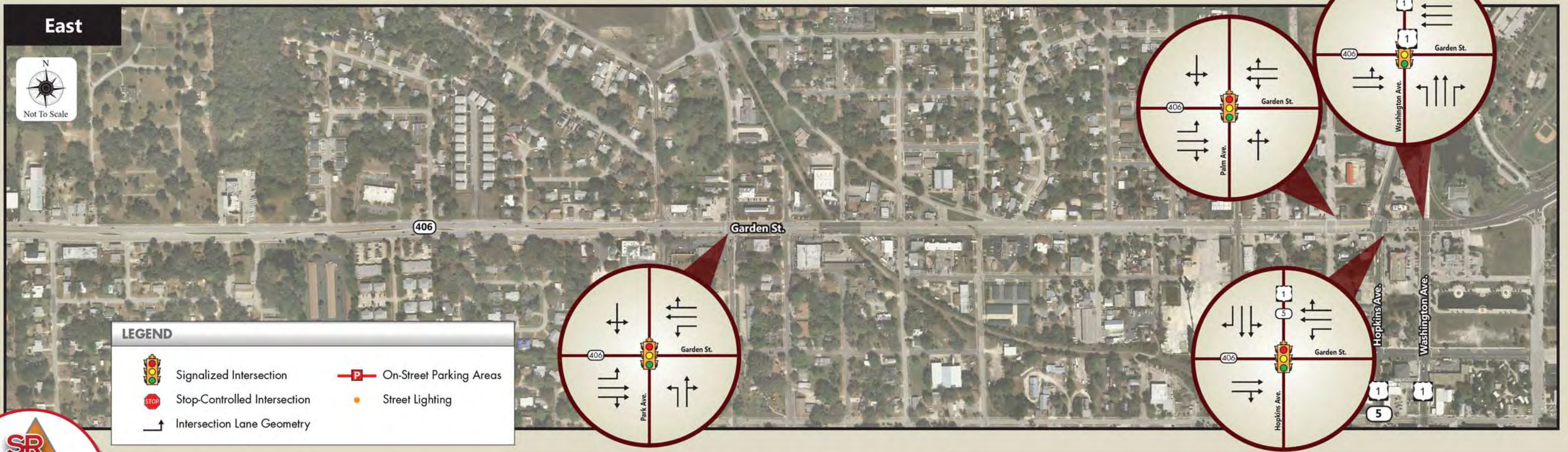
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### 2.1 Roadway and Intersection Characteristics






The SR 406 Study Area consists of an approximately 3 mile long segment spanning from South Lake Elementary School, just west of I-95 to US 1 within the City of Titusville in Brevard County, Florida. This corridor is classified as an “urban principal arterial other” and owned and maintained by the Florida Department of Transportation. The posted speed limit on SR 406 from South Lake Elementary School to east of Maiden Lane is 40 mph and transitions to 30 mph for the remainder of the corridor to US 1.

Figure 2 provides the year 2015 intersection geometry for all the following Study Area signalized intersections:

- SR 406 / I-95 Southbound Ramps
- SR 406 / I-95 Northbound Ramps
- SR 406 / Singleton Avenue
- SR 406 / Park Avenue
- SR 406 / Palm Avenue
- SR 406 / US 1 Southbound
- SR 406 / US 1 Northbound



**LEGEND**

-  Signalized Intersection
-  Stop-Controlled Intersection
-  Intersection Lane Geometry
-  On-Street Parking Areas
-  Street Lighting



**SR 406 Corridor Planning Study**  
South Lake Elementary School to SR 5 (US 1)



FIGURE 2  
Intersection Lane Geometry



---

## 2.2 Existing Volumes

The 24-hour bi-directional volume tube counts were conducted in February 2015 at the following locations:

- West of I-95
- West of Clarewood Boulevard
- East of Lemoine Avenue
- Between US 1 Northbound and US 1 Southbound

Weekday turning movement counts were collected at the following intersections for the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak hours:

- SR 406 / I-95 Southbound Ramp
- SR 406 / I-95 Northbound Ramp
- SR 406 / Singleton Avenue
- SR 406 / Park Avenue
- SR 406 / Palm Avenue
- SR 406 / US 1 Southbound
- SR 406 / US 1 Northbound

All traffic count data collected was adjusted utilized the latest (2013) FDOT axle (where applicable) and seasonal adjustment factors for Brevard County to provide 2015 annual average conditions. Existing traffic volumes are illustrated in Figure 3 and Figure 4.

---

## 2.3 Existing Operational Analysis

Existing 2015 operational analysis was conducted to determine the level-of-service (LOS) for the roadway segments and the Study Area intersections. Peak hour peak direction volumes along the different segments were compared against the latest Generalized Peak Hour Directional Service Volumes Tables from the 2012 FDOT Quality/Level of Service Handbook to obtain the arterial LOS. The LOS for the Study Area intersections were determined using the procedures as outlined in the Transportation Research Board's (TRB) – Highway Capacity Manual (HCM 2000) using Synchro Software (version 8.0).

---

### 2.3.1 Roadway Operational Analysis

According to FDOT, SR 406 in the Study Area is classified as an “urban principal arterial other” and has an adopted level of service “D”. The generalized peak hour directional service volumes for the LOS letters “A” through “F” were obtained from the 2012 FDOT Quality/Level of Service Handbook and compared with volumes collected from 24-Hour bi-directional tube counts after seasonal and axle adjustments were applied to create average annual daily traffic for SR 406 in the Study Area. A summary of the LOS analysis for the study roadways is included in Table 1.



**Table 1: Existing Roadway Level of Service**

Roadway/Segment	Daily		AM Peak		PM Peak	
	AADT	LOS	Volume	LOS	Volume	LOS
<b>SR 406</b>						
South Lake Elementary to I-95	6,203	C	307 (EB)	C	303 (WB)	C
I-95 to Singleton Avenue	12,686	C	538 (EB)	C	586 (WB)	C
Singleton Avenue to Einig Avenue	15,148	C	583 (EB)	C	808 (WB)	C
Einig Avenue to US 1 Southbound	15,148	D	583 (EB)	C	808 (WB)	D
US 1 Southbound to US 1 Northbound	8,004	C	324(WB)	C	529 (WB)	C

*2012 FDOT Quality/Level of Service Handbook Tables  
AM and PM Peak Volumes and LOS are based off of Peak Direction  
AADT = Data Collected \* Seasonal Factor (0.92) \* Axle Factor (0.99) (if need)*

As shown in Table 1, the SR 406 corridor currently operates within acceptable LOS standards. The existing arterial LOS conditions are illustrated in Figure 3.



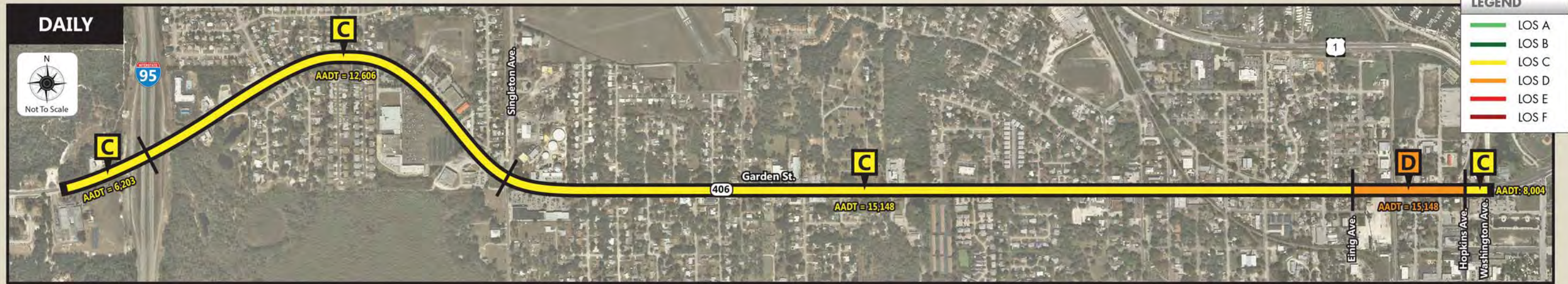
### 2.3.2 Intersection Operational Analysis

The year 2015 intersection level of service is obtained by applying the field TMCs to the existing intersection geometry. Existing signal timings were obtained from the City of Titusville and were utilized at all signalized intersections along the corridor. According to HCM 2000, for signalized intersections, and average control delay per vehicle from 55 seconds up to 80 seconds is considered to be a LOS E condition. Beyond 80 seconds is considered to be a LOS F condition. A summary of the LOS analysis for the study intersections is included in Table 2.

**Table 2: Existing Intersection Level of Service**

Intersection	Control	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
SR 406 / I-95 Southbound Ramps	Signalized	10.0	B	8.1	A
SR 406 / I-95 Northbound Ramps	Signalized	11.3	B	12.1	B
SR 406 / Singleton Avenue	Signalized	21.0	C	27.3	C
SR 406 / Park Avenue	Signalized	16.2	B	16.0	B
SR 406 / Palm Avenue	Signalized	2.2	A	4.4	A
SR 406 / US 1 Southbound	Signalized	10.4	B	12.0	B
SR 406 / US 1 Northbound	Signalized	8.6	A	9.7	A

As seen in Table 2, the SR 406 corridor currently operates under acceptable level of service conditions during the AM and PM peak hours. The existing intersection LOS conditions are graphically displayed in Figure 4.



**SR 406 Corridor Planning Study**  
 South Lake Elementary School to SR 5 (US 1)



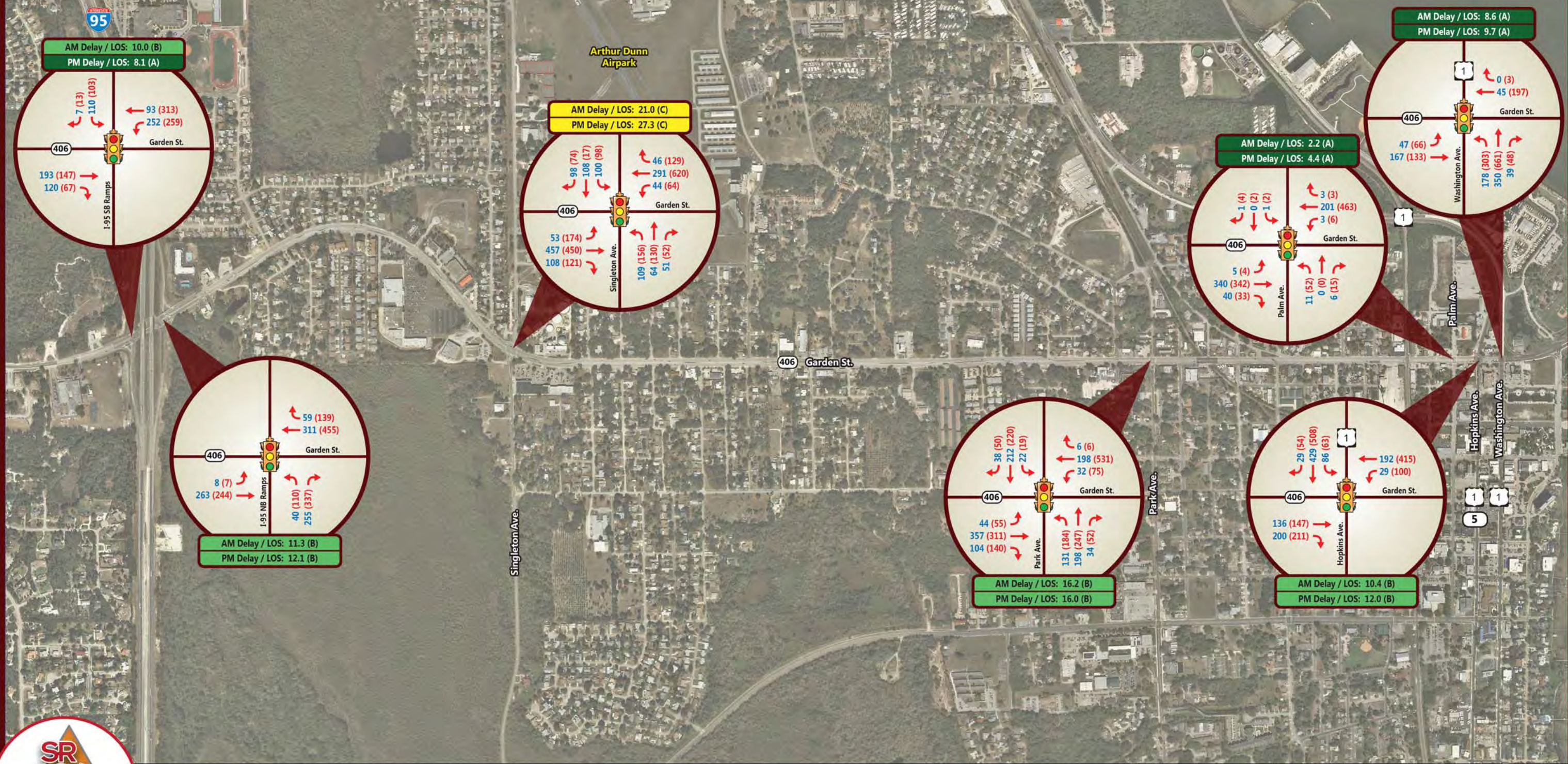
FIGURE 3  
 Existing 2015 Roadway Volumes & Operations





**LEGEND**

- LOS A (Green)
- LOS B (Light Green)
- LOS C (Yellow)
- LOS D (Orange)
- LOS E (Red)
- LOS F (Dark Red)
- Traffic Movement (Red Arrow)
- AM (PM) Traffic Volume (Blue/Red Arrow)
- Signalized Intersection (Traffic Light Icon)



**SR 406 Corridor Planning Study**  
 South Lake Elementary School to SR 5 (US 1)



FIGURE 4  
 Existing 2015 Intersection Volume and Operations



# 3

## 2040 Future Conditions

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### 3.1 Future Land Use

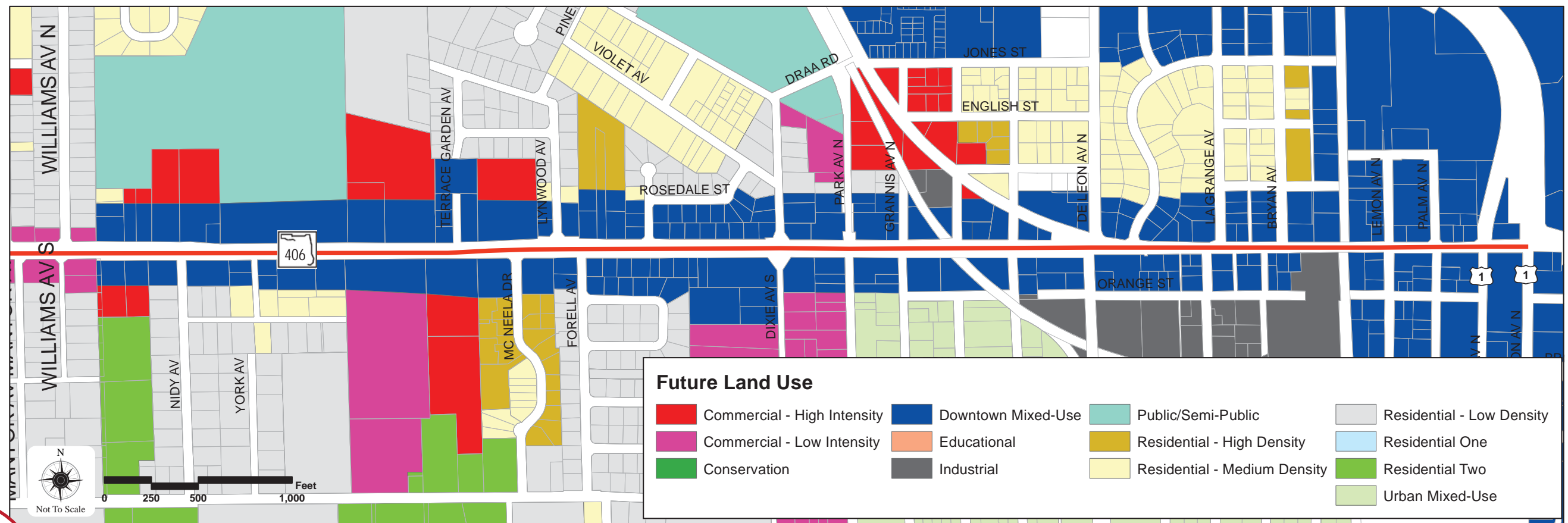
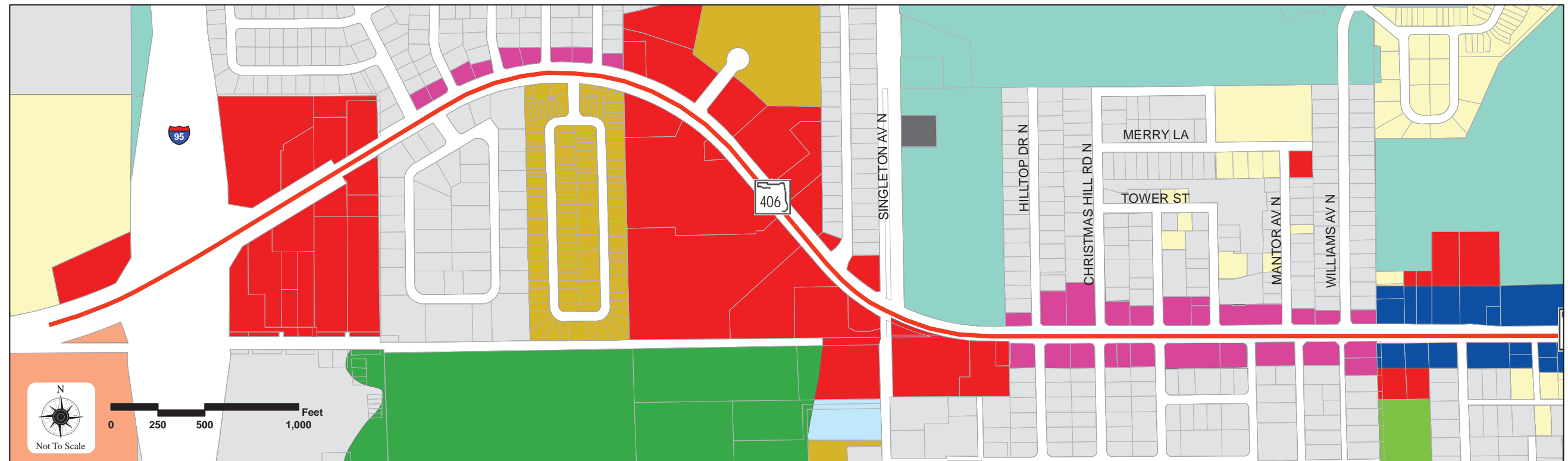
The Future Land Use (FLUs) assigned to the Study Area, Figure 5, are generally consistent with the existing land uses along, and adjacent to the corridor.

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

Moving to the western half of the western terminus of the Study Area, the primary land use transitions to commercial designations, with maximum intensities of 1.0 FAR. Commercial Low (C-L) and Commercial High (C-H) FLUs are adjacent to the Study Area. Both of these commercial FLUs have the same siting criteria, including locations along an arterial or collector, and compatibility with adjacent land uses, as well as the same maximum intensity; the difference however is the intended user. C-H areas can include automotive oriented businesses and service to provide commercial services to the community and region, while C-L areas are intended to be oriented towards neighborhood needs and convenience factors.

Other land use adjacent to the Study Area consist of Educational, Residential and Public, which includes airport.

The majority of the land that is near, but not adjacent to the Study Area is designated as residential. Most of the land is shown as Residential-Low, which allows a maximum of 5 dwelling units per acre. Neighborhoods of Residential-Medium, 10 dwelling units per acre, and Residential-High, 15 dwelling units per acre, also exist in close proximity to the Study Area.



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The land south of the eastern portion of the Study Area near the SR 406/US 1 intersections, is designated as Industrial and Urban Mixed-Use. The Industrial FLU provides for a maximum intensity of 1.0 FAR, and is intended to be master planned to share infrastructure and to be clustered in limited areas for the purpose of maximizing employment centers and convenient access. The Urban Mixed-Use FLU allows a maximum density of 15 dwelling units per acre and a maximum intensity of 1.0 FAR. This FLU was established to “focus private and public efforts on redevelopment of blighted structures and maintenance of the built environment” as well as to “encourage a mix of uses including but not limited to high density residential, retail, and public realm areas (pavilions, amphitheaters, and similar open gathering areas) that contain urban elements of increased density, intensity and height.”

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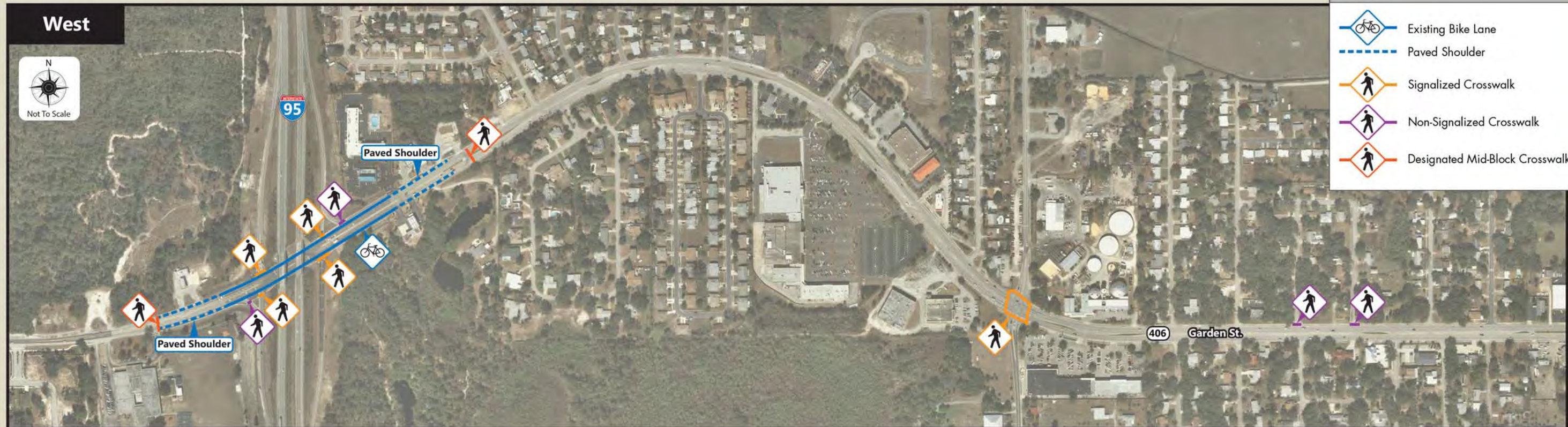
## 3.2 Planned Improvements

A list of planned improvements throughout the Study Area listed in various transportation plans are provided below. These plans are programmed for construction prior to FY 2040 and have been included in the future conditions assessment where appropriate.

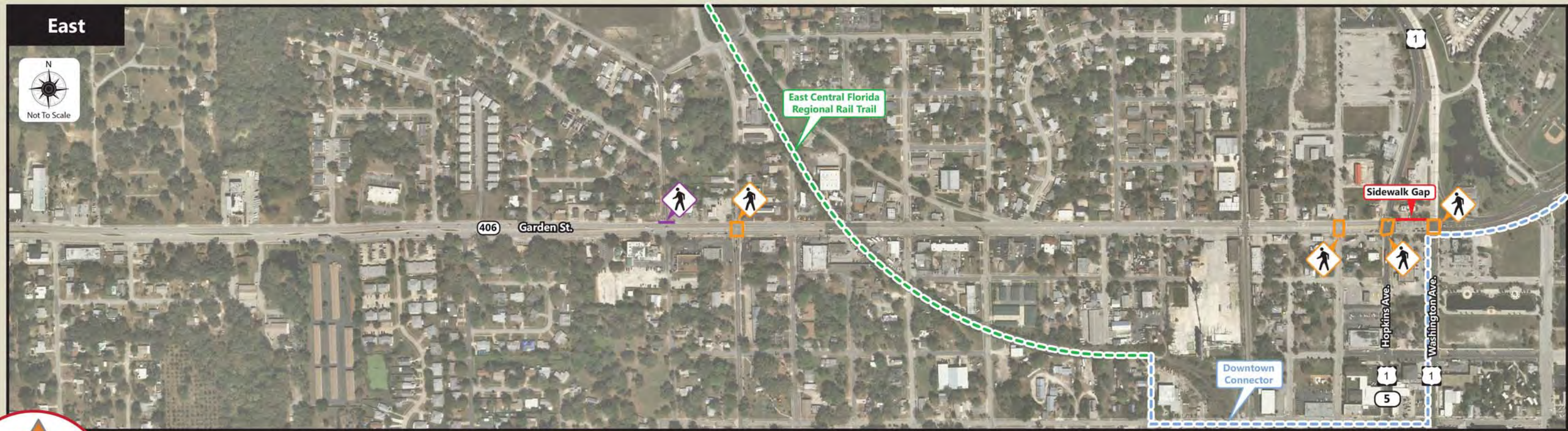
- Singleton Avenue Intersection Safety Improvement projects is schedule for construction in 2015. This project will extend the eastbound and westbound left-turn lanes from SR 406 onto Singleton Avenue and close two existing full median openings on either side of the intersection. Traffic signals and mast arms will be replaced, and new pedestrian ramps will be constructed on all four quadrants of the intersection.
- The FDOT Five Year Work Program identifies a resurfacing along SR 406 from Petty Circle to US 1 Northbound which is funded for construction FY 2018. This project provides an opportunity to repurpose/restripe the existing pavement if such a strategy is determined beneficial as part of the planning process.
- The SCTPO TIP identifies a trail overpass over SR 406, east of Park Avenue, as part of the East Central Florida Regional Rail Trail (ECRRRT). When completed, this segment will comprise a portion of both the Coast to Coast Trail and Space Coast Loop Trial networks. This overpass is funded for construction in FY 2018. This project presents the potential to allow local pedestrian and bicycle traffic to utilize the bridge.
- The FDOT Five Year Work Program identifies an extension of the left turn lanes and median modifications at Singleton Avenue intersection will start construction at the end of 2015.

The 2040 future conditions analysis assumes no additional improvements are made on the corridor, utilizing the intersection lane geometry provided in Figure 2. The signal timings were optimized under the assumption that signal timings will be regularly maintained through 2040. Figure 6 illustrates the location of the planned pedestrian overpass across SR 406.

West



East



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FIGURE 6  
 Existing Bike Lanes, Sidewalk Gaps,  
 Marked Crosswalks & Proposed Trails



### 3.3 Growth Projections and Assumptions

In order to determine an acceptable growth the SR 406 Study Area, traffic projections from various available sources were considered. This included the latest year Central Florida Regional Planning Model, Version 5.1 (CFRPM 5.1) released in 2012, FDOT historical Annual Average Daily Traffic (AADT) growth trends, and Brevard County population projections from the Bureau of Economic and Business Research (BEBR). A historic trends analysis, model growth analysis, and population projection was completed to reasonably determine the growth rate for this planning study. Table 3 presents the comparison of resulting growth rates.

**Table 3: Growth Rate Comparison**

<b>Growth Method</b>	<b>Growth Rate</b>
<b>Historic Trends Analysis</b>	-0.14%
<b>Model Growth Analysis</b>	-0.23%
<b>BEBR Growth Analysis</b>	
Brevard County Medium	0.85%
Brevard County High	1.54%
<b>Average Growth Rate</b>	0.51%

The historic growth rate and model growth rate were not used due to the negative value as illustrated in Table 3. Compared to these two negative growth rates, the BEBR medium and high growth rate are considered too high to utilize. It was observed that a more viable growth rate would be the sum of the BEBR medium growth rate and the model growth rate. Based on these observations, the selected growth rate was 0.62 percent (0.62%). This growth rate was applied to the 2015 existing volumes to develop the 2040 future roadway and intersection volumes for both AM and PM peak hours. The project future volumes are illustrated on Figure 7 and Figure 8.

### 3.4 2040 Future Operational Operations

Future 2040 operational analysis was conducted to determine the level-of-service (LOS) for the roadway segments and the Study Area intersections. The same methodology used for determining 2015 Existing LOS was applied to the 2040 Future scenario.



### 3.4.1 2040 Roadway Operations

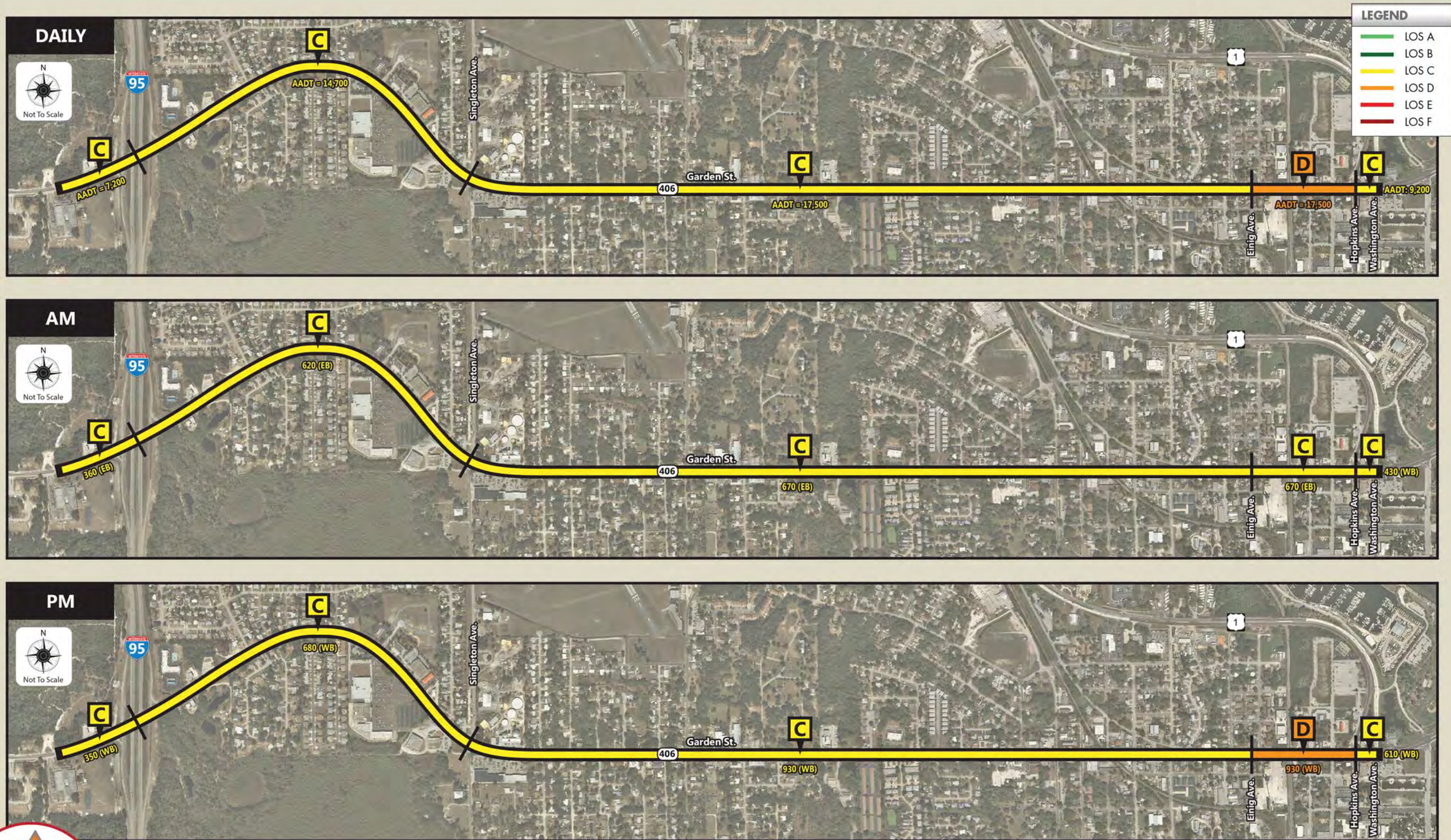
According to FDOT, the study corridor is classified as an “urban principal arterial other” and has an adopted LOS “D”. The generalized peak hour directional service volumes for the LOS letters “A” through “F” were obtained from Table 7 of the 2012 FDOT Quality/Level of Service Handbook and compared with projected 2040 volumes calculated using the 2015 existing volumes with the previously-identified 0.62% annual growth factor applied. The 2040 projected roadway operations are provided in Table 4 and Figure 7 for daily, AM peak hour, and PM peak hour.

**Table 4: 2040 Projected Roadway Level of Service**

Roadway/Segment	Daily		AM Peak		PM Peak	
	AADT	LOS	Volume	LOS	Volume	LOS
<b>SR 406</b>						
South Lake Elementary to I-95	7,200	C	360	C	350	C
I-95 to Singleton Avenue	15,000	C	620	C	680	C
Singleton Avenue to Einig Avenue	17,000	C	670	C	930	C
Einig Avenue to US 1 Southbound	17,000	D	670	C	930	D
US 1 Southbound to US 1 Northbound	9,200	C	430	C	610	C

*2012 FDOT Quality/Level of Service Handbook Tables  
AM and PM Peak Volumes and LOS are based off of Peak Direction  
AADT = Data Collected \* Seasonal Factor (0.92) \* Axle Factor (0.99) (if need)*

As shown in Table 4, the US 1 corridor is anticipated to operate within acceptable LOS standards based upon the future forecast developed for this evaluation. Anticipated roadway operations are illustrated in Figure 7.



**SR 406 Corridor Planning Study**  
 South Lake Elementary School to SR 5 (US 1)



FIGURE 7  
 Future 2040 Projected Roadway Volumes & Operations





### 3.4.2 2040 Intersection Operations

According to the HCM 2010, for signalized intersections, and average control delay per vehicle from 55 seconds up to 80 seconds is considered to be a LOS E condition. Beyond 80 seconds is considered to be a LOS F condition. A summary of the 2040 projected intersection operations for all study intersections is provided in Table 5 and Figure 8 for the AM and PM peak hours.

**Table 5: 2040 Projected Intersection Level of Service**

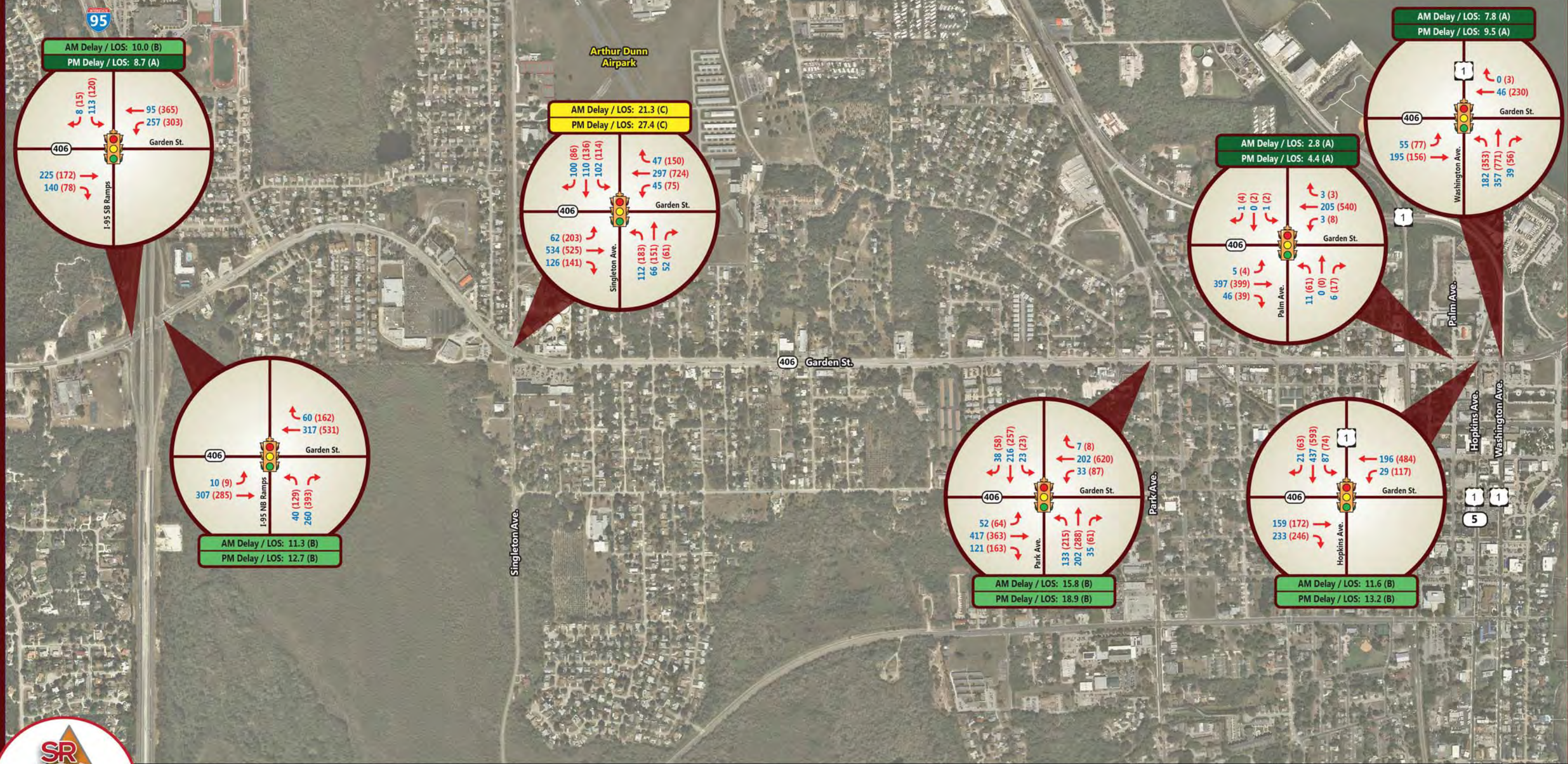
Intersection	Control	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
SR 406 / I-95 Southbound Ramps	Signalized	10.0	B	8.7	A
SR 406 / I-95 Northbound Ramps	Signalized	11.3	B	12.7	B
SR 406 / Singleton Avenue	Signalized	21.3	C	27.3	C
SR 406 / Park Avenue	Signalized	15.8	B	18.9	B
SR 406 / Palm Avenue	Signalized	2.8	A	4.4	A
SR 406 / US 1 Southbound	Signalized	11.6	B	13.2	B
SR 406 / US 1 Northbound	Signalized	7.8	A	9.5	A

As presented in Table 5 above, all of the signalized Study Area intersections are anticipated to operate at acceptable LOS levels in 2040. Unsignalized Study Area intersections are all anticipated to have mainline street operations meet LOS standards. The 2040 projected intersection operations are presented in Figure 8 for the AM and PM peak hours. Synchro reports are provided in the appendix that contain additional specifics on the operational assessment.



**LEGEND**

- LOS A (Green)
- LOS B (Light Green)
- LOS C (Yellow)
- LOS D (Orange)
- LOS E (Red)
- LOS F (Dark Red)
- Traffic Movement (Red Arrow)
- AM (PM) Traffic Volume (Blue Arrow)
- Signalized Intersection (Traffic Light Icon)



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South Lake Elementary School to SR 5 (US 1)



FIGURE 8  
Future 2040 Projected Intersection Volumes & Operations



# 4

## Summary

Based on analysis performed to determine the 2040 projected volumes and operations of SR 406 within the Study Area, there are no anticipated roadway capacity or intersection operational issues. The future traffic projections provide the potential to consider improvement alternatives that reduce the focus on vehicular modes and afford more options for other modes. Potential improvement alternatives may consider multimodal enhancements such as bicycle, pedestrian, and transit facilities to complement the planned East Central Florida Rail Trail and the existing facilities on the Max Brewer Bridge, as part of the Florida Coast to Coast Trail network.



# A

## Appendix A – Synchro Reports

2040 Future Traffic - AM Peak Hour  
1: I-95 SB Ramps & SR 406 (Garden St)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑					↘		↗
Volume (vph)	0	225	140	257	95	0	0	0	0	113	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0					5.0		5.0
Lane Util. Factor		0.95	1.00	1.00	1.00					1.00		1.00
Frbp, ped/bikes		1.00	1.00	1.00	1.00					1.00		1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3505	1583	1719	1863					1736		1583
Flt Permitted		1.00	1.00	0.49	1.00					0.95		1.00
Satd. Flow (perm)		3505	1583	880	1863					1736		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	245	152	279	103	0	0	0	0	123	0	9
RTOR Reduction (vph)	0	0	92	0	0	0	0	0	0	0	0	8
Lane Group Flow (vph)	0	245	60	279	103	0	0	0	0	123	0	1
Confl. Peds. (#/hr)												2
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	3%	2%	5%	2%	2%	2%	2%	2%	4%	2%	2%
Turn Type		NA	Perm	pm+pt	NA					Prot		Prot
Protected Phases		2		1	6					4		4
Permitted Phases			2	6								
Actuated Green, G (s)		21.4	21.4	35.3	29.0					9.0		9.0
Effective Green, g (s)		21.4	21.4	35.3	29.0					9.0		9.0
Actuated g/C Ratio		0.39	0.39	0.65	0.53					0.17		0.17
Clearance Time (s)		5.0	5.0	5.0	5.0					5.0		5.0
Vehicle Extension (s)		0.5	0.5	3.0	0.5					3.0		3.0
Lane Grp Cap (vph)		1381	623	709	994					287		262
v/s Ratio Prot		0.07		c0.06	0.06					c0.07		0.00
v/s Ratio Perm			0.04	c0.19								
v/c Ratio		0.18	0.10	0.39	0.10					0.43		0.01
Uniform Delay, d1		10.7	10.4	4.3	6.2					20.3		18.9
Progression Factor		1.00	1.00	1.41	0.54					1.00		1.00
Incremental Delay, d2		0.0	0.0	0.4	0.0					1.0		0.0
Delay (s)		10.7	10.4	6.4	3.4					21.4		18.9
Level of Service		B	B	A	A					C		B
Approach Delay (s)		10.6			5.6			0.0			21.2	
Approach LOS		B			A			A			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			10.0			HCM 2000 Level of Service					B	
HCM 2000 Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			54.3			Sum of lost time (s)					15.0	
Intersection Capacity Utilization			47.2%			ICU Level of Service					A	
Analysis Period (min)			15									
c Critical Lane Group												























2040 Future Traffic - AM Peak Hour  
2: I-95 NB Ramps & SR 406 (Garden St)






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	307	0	0	317	60	40	0	260	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0	5.0		5.0			
Lane Util. Factor	1.00	1.00			0.95	1.00	1.00		1.00			
Frbp, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1357	1863			3539	1583	1719		1568			
Flt Permitted	0.54	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	778	1863			3539	1583	1719		1568			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	334	0	0	345	65	43	0	283	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	30	0	0	236	0	0	0
Lane Group Flow (vph)	11	334	0	0	345	35	43	0	47	0	0	0
Confl. Peds. (#/hr)							3					
Heavy Vehicles (%)	33%	2%	2%	2%	2%	2%	5%	2%	3%	2%	2%	2%
Turn Type	pm+pt	NA			NA	Perm	Prot		Prot			
Protected Phases	5	2			6		8		8			
Permitted Phases	2					6						
Actuated Green, G (s)	22.7	21.4			29.0	29.0	9.0		9.0			
Effective Green, g (s)	22.7	21.4			29.0	29.0	9.0		9.0			
Actuated g/C Ratio	0.42	0.39			0.53	0.53	0.17		0.17			
Clearance Time (s)	5.0	5.0			5.0	5.0	5.0		5.0			
Vehicle Extension (s)	3.0	0.5			0.5	0.5	3.0		3.0			
Lane Grp Cap (vph)	339	734			1890	845	284		259			
v/s Ratio Prot	c0.00	c0.18			c0.10		0.03		c0.03			
v/s Ratio Perm	0.01					0.02						
v/c Ratio	0.03	0.46			0.18	0.04	0.15		0.18			
Uniform Delay, d1	9.3	12.1			6.5	6.0	19.4		19.5			
Progression Factor	0.76	0.73			1.00	1.00	1.00		1.00			
Incremental Delay, d2	0.0	0.2			0.0	0.0	0.2		0.3			
Delay (s)	7.1	9.1			6.5	6.0	19.6		19.8			
Level of Service	A	A			A	A	B		B			
Approach Delay (s)		9.0			6.5			19.8			0.0	
Approach LOS		A			A			B			A	

Intersection Summary


















HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	54.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	62	534	126	45	297	47	112	66	52	102	110	100
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1629	1676	1676	1644	1660	1676	1644	1658	1710	1644	1651	1710
Adj Flow Rate, veh/h	67	580	137	49	323	51	122	72	57	111	120	109
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	2	2	4	3	2	4	4	4	4	5	5
Cap, veh/h	401	1083	474	289	1048	474	296	188	149	375	169	154
Arrive On Green	0.05	0.34	0.34	0.04	0.33	0.33	0.08	0.22	0.22	0.07	0.21	0.21
Sat Flow, veh/h	1551	3185	1395	1566	3154	1425	1566	856	678	1566	796	723
Grp Volume(v), veh/h	67	580	137	49	323	51	122	0	129	111	0	229
Grp Sat Flow(s),veh/h/ln	1551	1593	1395	1566	1577	1425	1566	0	1534	1566	0	1519
Q Serve(g_s), s	2.1	10.9	5.3	1.5	5.6	1.8	4.4	0.0	5.3	4.0	0.0	10.3
Cycle Q Clear(g_c), s	2.1	10.9	5.3	1.5	5.6	1.8	4.4	0.0	5.3	4.0	0.0	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		0.48
Lane Grp Cap(c), veh/h	401	1083	474	289	1048	474	296	0	337	375	0	323
V/C Ratio(X)	0.17	0.54	0.29	0.17	0.31	0.11	0.41	0.00	0.38	0.30	0.00	0.71
Avail Cap(c_a), veh/h	427	1592	697	328	1577	712	319	0	684	388	0	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	19.7	17.9	15.7	18.4	17.1	20.9	0.0	24.6	20.5	0.0	27.0
Incr Delay (d2), s/veh	0.2	0.9	0.7	0.3	0.4	0.2	0.9	0.0	0.7	0.4	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.9	2.1	0.7	2.5	0.7	2.0	0.0	2.3	1.8	0.0	4.6
LnGrp Delay(d),s/veh	15.2	20.6	18.6	16.0	18.7	17.3	21.8	0.0	25.3	20.9	0.0	29.8
LnGrp LOS	B	C	B	B	B	B	C		C	C		C
Approach Vol, veh/h		784			423			251			340	
Approach Delay, s/veh		19.8			18.2			23.6			26.9	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	31.2	11.9	21.8	9.7	30.6	11.4	22.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	37.0	7.0	32.0	5.0	37.0	6.0	33.0				
Max Q Clear Time (g_c+I1), s	3.5	12.9	6.4	12.3	4.1	7.6	6.0	7.3				
Green Ext Time (p_c), s	0.0	12.3	0.0	2.0	0.0	13.7	0.0	2.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			21.3									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	52	417	121	33	202	7	133	202	35	23	216	38
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1845	1900	1863	1828	1900	1827	1863	1900	1900	1860	1900
Adj Flow Rate, veh/h	57	453	132	36	220	8	145	220	38	25	235	41
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	3	3	2	4	4	4	2	2	2	2	2
Cap, veh/h	452	772	223	300	1395	51	496	639	110	88	343	57
Arrive On Green	0.29	0.29	0.29	0.03	0.41	0.41	0.09	0.41	0.41	0.24	0.24	0.24
Sat Flow, veh/h	1122	2681	775	1774	3419	124	1740	1548	267	76	1450	241
Grp Volume(v), veh/h	57	295	290	36	111	117	145	0	258	301	0	0
Grp Sat Flow(s),veh/h/ln	1122	1752	1703	1774	1737	1806	1740	0	1815	1766	0	0
Q Serve(g_s), s	2.1	8.0	8.2	0.7	2.3	2.3	3.3	0.0	5.4	2.4	0.0	0.0
Cycle Q Clear(g_c), s	2.1	8.0	8.2	0.7	2.3	2.3	3.3	0.0	5.4	8.6	0.0	0.0
Prop In Lane	1.00		0.45	1.00		0.07	1.00		0.15	0.08		0.14
Lane Grp Cap(c), veh/h	452	505	490	300	709	737	496	0	750	487	0	0
V/C Ratio(X)	0.13	0.58	0.59	0.12	0.16	0.16	0.29	0.00	0.34	0.62	0.00	0.00
Avail Cap(c_a), veh/h	550	659	640	373	932	969	843	0	1462	820	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.9	17.0	17.1	12.9	10.5	10.5	12.5	0.0	11.2	19.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.3	1.4	0.3	0.1	0.1	0.2	0.0	0.2	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.0	4.0	0.4	1.1	1.2	1.6	0.0	2.8	4.4	0.0	0.0
LnGrp Delay(d),s/veh	15.1	18.3	18.4	13.1	10.6	10.6	12.8	0.0	11.4	20.5	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	B		B	C		
Approach Vol, veh/h		642			264			403			301	
Approach Delay, s/veh		18.1			10.9			11.9			20.5	
Approach LOS		B			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		27.8		28.1	6.7	21.1	9.9	18.2				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s		30.0		45.0	4.0	21.0	16.0	24.0				
Max Q Clear Time (g_c+I1), s		4.3		7.4	2.7	10.2	5.3	10.6				
Green Ext Time (p_c), s		6.3		3.1	0.0	4.2	0.2	2.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			15.8									
HCM 2010 LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	397	46	3	205	3	11	0	6	1	0	1
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1811	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	5	432	50	3	223	3	12	0	7	1	0	1
Adj No. of Lanes	1	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	5	5	5	2	2	2	2	2	2
Cap, veh/h	923	1911	220	143	2025	27	246	0	16	225	0	24
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.03	0.00	0.03	0.03	0.00	0.03
Sat Flow, veh/h	1150	3199	368	8	3389	45	929	0	542	811	0	811
Grp Volume(v), veh/h	5	238	244	120	0	109	19	0	0	2	0	0
Grp Sat Flow(s),veh/h/ln	1150	1770	1798	1803	0	1640	1471	0	0	1623	0	0
Q Serve(g_s), s	0.1	1.7	1.7	0.0	0.0	0.8	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	1.7	1.7	0.8	0.0	0.8	0.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.20	0.02		0.03	0.63		0.37	0.50		0.50
Lane Grp Cap(c), veh/h	923	1057	1074	1215	0	980	262	0	0	249	0	0
V/C Ratio(X)	0.01	0.23	0.23	0.10	0.00	0.11	0.07	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	1610	2115	2148	2269	0	1960	2290	0	0	2306	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.5	2.5	2.5	2.3	0.0	2.3	12.8	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.9	0.4	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	2.5	2.6	2.6	2.4	0.0	2.4	12.9	0.0	0.0	12.7	0.0	0.0
LnGrp LOS	A	A	A	A		A	B			B		
Approach Vol, veh/h		487			229			19				2
Approach Delay, s/veh		2.6			2.4			12.9				12.7
Approach LOS		A			A			B				B
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		5.8		21.0		5.8				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		32.0		38.0		32.0		38.0				
Max Q Clear Time (g_c+I1), s		3.7		2.0		2.8		2.3				
Green Ext Time (p_c), s		5.6		0.1		5.7		0.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			2.8									
HCM 2010 LOS			A									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	159	233	29	196	0	0	0	0	87	437	21
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1855	1900	1792	1810	0				1900	1854	1827
Adj Flow Rate, veh/h	0	173	253	32	213	0				95	475	23
Adj No. of Lanes	0	2	0	1	2	0				0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	3	3	6	5	0				4	2	4
Cap, veh/h	0	468	419	368	1487	0				184	974	500
Arrive On Green	0.00	0.27	0.27	0.04	0.43	0.00				0.32	0.32	0.32
Sat Flow, veh/h	0	1855	1577	1707	3529	0				571	3015	1549
Grp Volume(v), veh/h	0	173	253	32	213	0				304	266	23
Grp Sat Flow(s),veh/h/ln	0	1763	1577	1707	1719	0				1825	1761	1549
Q Serve(g_s), s	0.0	3.3	5.7	0.5	1.5	0.0				5.5	4.9	0.4
Cycle Q Clear(g_c), s	0.0	3.3	5.7	0.5	1.5	0.0				5.5	4.9	0.4
Prop In Lane	0.00		1.00	1.00		0.00				0.31		1.00
Lane Grp Cap(c), veh/h	0	468	419	368	1487	0				589	569	500
V/C Ratio(X)	0.00	0.37	0.60	0.09	0.14	0.00				0.52	0.47	0.05
Avail Cap(c_a), veh/h	0	819	733	542	2522	0				1116	1077	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.2	13.1	9.3	7.0	0.0				11.2	11.0	9.5
Incr Delay (d2), s/veh	0.0	0.5	1.4	0.1	0.0	0.0				0.8	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	2.6	0.2	0.7	0.0				2.9	2.5	0.2
LnGrp Delay(d),s/veh	0.0	12.7	14.5	9.4	7.1	0.0				12.1	11.8	9.6
LnGrp LOS		B	B	A	A					B	B	A
Approach Vol, veh/h		426			245						593	
Approach Delay, s/veh		13.8			7.4						11.8	
Approach LOS		B			A						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			6.8	15.9		18.2		22.7				
Change Period (Y+Rc), s			5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s			6.0	19.0		25.0		30.0				
Max Q Clear Time (g_c+I1), s			2.5	7.7		7.5		3.5				
Green Ext Time (p_c), s			0.0	3.1		3.9		4.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			11.6									
HCM 2010 LOS			B									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	195	0	0	46	0	182	357	39	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1825	0	0	1863	1863	1792	1827	1863			
Adj Flow Rate, veh/h	60	212	0	0	50	0	198	388	42			
Adj No. of Lanes	0	2	0	0	3	1	1	2	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	3	3	0	0	2	2	6	4	2			
Cap, veh/h	285	805	0	0	1471	458	687	1396	636			
Arrive On Green	0.29	0.29	0.00	0.00	0.29	0.00	0.40	0.40	0.40			
Sat Flow, veh/h	447	2868	0	0	5253	1583	1707	3471	1582			
Grp Volume(v), veh/h	150	122	0	0	50	0	198	388	42			
Grp Sat Flow(s),veh/h/ln	1654	1578	0	0	1695	1583	1707	1736	1582			
Q Serve(g_s), s	0.0	1.9	0.0	0.0	0.2	0.0	2.5	2.4	0.5			
Cycle Q Clear(g_c), s	2.1	1.9	0.0	0.0	0.2	0.0	2.5	2.4	0.5			
Prop In Lane	0.40		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	634	456	0	0	1471	458	687	1396	636			
V/C Ratio(X)	0.24	0.27	0.00	0.00	0.03	0.00	0.29	0.28	0.07			
Avail Cap(c_a), veh/h	1202	1022	0	0	3295	1026	1264	2571	1172			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	8.9	8.9	0.0	0.0	8.3	0.0	6.5	6.5	5.9			
Incr Delay (d2), s/veh	0.9	1.4	0.0	0.0	0.0	0.0	0.5	0.2	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	1.0	0.0	0.0	0.1	0.0	1.2	1.2	0.2			
LnGrp Delay(d),s/veh	9.8	10.3	0.0	0.0	8.3	0.0	7.0	6.7	6.0			
LnGrp LOS	A	B			A		A	A	A			
Approach Vol, veh/h		272			50			628				
Approach Delay, s/veh		10.0			8.3			6.8				
Approach LOS		B			A			A				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		18.0		14.4				14.4				
Change Period (Y+Rc), s		5.0		5.0				5.0				
Max Green Setting (Gmax), s		24.0		21.0				21.0				
Max Q Clear Time (g_c+I1), s		4.5		4.1				2.2				
Green Ext Time (p_c), s		6.0		5.2				5.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			7.8									
HCM 2010 LOS			A									

SR 406 Corridor Planning Study  
1: I-95 SB Ramps & SR 406 (Garden St)

2040 Future Traffic - PM Peak Hour

7/1/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑					↘		↗
Volume (vph)	0	172	78	303	365	0	0	0	0	120	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0					5.0		5.0
Lane Util. Factor		0.95	1.00	1.00	1.00					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1583	1770	1863					1770		1583
Flt Permitted		1.00	1.00	0.51	1.00					0.95		1.00
Satd. Flow (perm)		3539	1583	959	1863					1770		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	187	85	329	397	0	0	0	0	130	0	16
RTOR Reduction (vph)	0	0	53	0	0	0	0	0	0	0	0	13
Lane Group Flow (vph)	0	187	32	329	397	0	0	0	0	130	0	3
Turn Type		NA	Perm	pm+pt	NA					Prot		Prot
Protected Phases		2		1	6					4		4
Permitted Phases			2	6								
Actuated Green, G (s)		21.6	21.6	36.6	30.4					10.0		10.0
Effective Green, g (s)		21.6	21.6	36.6	30.4					10.0		10.0
Actuated g/C Ratio		0.38	0.38	0.65	0.54					0.18		0.18
Clearance Time (s)		5.0	5.0	5.0	5.0					5.0		5.0
Vehicle Extension (s)		0.5	0.5	3.0	0.5					3.0		3.0
Lane Grp Cap (vph)		1350	604	763	1000					312		279
v/s Ratio Prot		0.05		c0.08	0.21					c0.07		0.00
v/s Ratio Perm			0.02	c0.20								
v/c Ratio		0.14	0.05	0.43	0.40					0.42		0.01
Uniform Delay, d1		11.4	11.0	4.6	7.7					20.7		19.2
Progression Factor		1.00	1.00	1.18	0.57					1.00		1.00
Incremental Delay, d2		0.0	0.0	0.4	0.1					0.9		0.0
Delay (s)		11.4	11.1	5.9	4.5					21.6		19.2
Level of Service		B	B	A	A					C		B
Approach Delay (s)		11.3			5.1			0.0			21.4	
Approach LOS		B			A			A			C	

Intersection Summary

HCM 2000 Control Delay	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	56.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

SR 406 Corridor Planning Study  
2: I-95 NB Ramps & SR 406 (Garden St)

2040 Future Traffic - PM Peak Hour























7/1/2015







































Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↑↑	↗	↘		↗			
Volume (vph)	9	285	0	0	531	162	129	0	393	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0	5.0		5.0			
Lane Util. Factor	1.00	1.00			0.95	1.00	1.00		1.00			
Frbp, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1612	1863			3539	1583	1770		1583			
Flt Permitted	0.43	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	738	1863			3539	1583	1770		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	310	0	0	577	176	140	0	427	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	81	0	0	352	0	0	0
Lane Group Flow (vph)	10	310	0	0	577	95	140	0	75	0	0	0
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	12%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA			NA	Perm	Prot		Prot			
Protected Phases	5	2			6		8		8			
Permitted Phases	2					6						
Actuated Green, G (s)	22.8	21.6			30.4	30.4	10.0		10.0			
Effective Green, g (s)	22.8	21.6			30.4	30.4	10.0		10.0			
Actuated g/C Ratio	0.40	0.38			0.54	0.54	0.18		0.18			
Clearance Time (s)	5.0	5.0			5.0	5.0	5.0		5.0			
Vehicle Extension (s)	3.0	0.5			0.5	0.5	3.0		3.0			
Lane Grp Cap (vph)	315	710			1900	850	312		279			
v/s Ratio Prot	c0.00	c0.17			c0.16		c0.08		0.05			
v/s Ratio Perm	0.01					0.06						
v/c Ratio	0.03	0.44			0.30	0.11	0.45		0.27			
Uniform Delay, d1	10.2	13.0			7.2	6.4	20.8		20.1			
Progression Factor	0.87	0.84			1.00	1.00	1.00		1.00			
Incremental Delay, d2	0.0	0.2			0.0	0.0	1.0		0.5			
Delay (s)	8.8	11.1			7.3	6.5	21.9		20.7			
Level of Service	A	B			A	A	C		C			
Approach Delay (s)		11.0			7.1			21.0			0.0	
Approach LOS		B			A			C			A	

Intersection Summary

HCM 2000 Control Delay	12.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	56.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			













												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	203	525	141	75	724	150	183	151	61	114	136	86
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1676	1660	1676	1676	1676	1676	1676	1662	1710	1676	1676	1710
Adj Flow Rate, veh/h	221	571	153	82	787	163	199	164	66	124	148	93
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	1307	590	348	1134	507	233	227	92	243	194	122
Arrive On Green	0.11	0.41	0.41	0.05	0.36	0.36	0.06	0.20	0.20	0.06	0.20	0.20
Sat Flow, veh/h	1597	3154	1423	1597	3185	1423	1597	1128	454	1597	963	605
Grp Volume(v), veh/h	221	571	153	82	787	163	199	0	230	124	0	241
Grp Sat Flow(s),veh/h/ln	1597	1577	1423	1597	1593	1423	1597	0	1582	1597	0	1569
Q Serve(g_s), s	7.3	11.2	6.1	2.8	18.3	7.2	5.0	0.0	11.8	5.0	0.0	12.6
Cycle Q Clear(g_c), s	7.3	11.2	6.1	2.8	18.3	7.2	5.0	0.0	11.8	5.0	0.0	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.39
Lane Grp Cap(c), veh/h	332	1307	590	348	1134	507	233	0	319	243	0	316
V/C Ratio(X)	0.67	0.44	0.26	0.24	0.69	0.32	0.85	0.00	0.72	0.51	0.00	0.76
Avail Cap(c_a), veh/h	362	1418	640	361	1212	541	233	0	584	243	0	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	18.2	16.7	16.4	23.9	20.3	33.4	0.0	32.3	27.5	0.0	32.6
Incr Delay (d2), s/veh	4.1	0.5	0.5	0.3	2.2	0.8	25.2	0.0	3.1	1.8	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	4.9	2.5	1.3	8.3	3.0	4.2	0.0	5.4	0.7	0.0	5.8
LnGrp Delay(d),s/veh	21.6	18.7	17.2	16.7	26.1	21.1	58.6	0.0	35.4	29.2	0.0	36.4
LnGrp LOS	C	B	B	B	C	C	E		D	C		D
Approach Vol, veh/h		945			1032			429			365	
Approach Delay, s/veh		19.1			24.6			46.2			34.0	
Approach LOS		B			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	41.9	11.0	23.5	15.4	36.9	11.0	23.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	39.0	5.0	32.0	11.0	33.0	5.0	32.0				
Max Q Clear Time (g_c+I1), s	4.8	13.2	7.0	14.6	9.3	20.3	7.0	13.8				
Green Ext Time (p_c), s	0.0	18.9	0.0	2.6	0.1	10.5	0.0	2.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			27.3									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	64	363	163	87	620	8	215	288	61	23	257	58
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1848	1900	1900	1859	1900
Adj Flow Rate, veh/h	70	395	177	95	674	9	234	313	66	25	279	63
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	3	2	2	2
Cap, veh/h	290	608	269	293	1377	18	515	688	145	74	376	81
Arrive On Green	0.26	0.26	0.26	0.06	0.39	0.39	0.12	0.47	0.47	0.27	0.27	0.27
Sat Flow, veh/h	753	2384	1054	1774	3576	48	1774	1476	311	61	1387	300
Grp Volume(v), veh/h	70	292	280	95	333	350	234	0	379	367	0	0
Grp Sat Flow(s),veh/h/ln	753	1770	1669	1774	1770	1854	1774	0	1787	1747	0	0
Q Serve(g_s), s	5.2	9.9	10.1	2.5	9.6	9.6	5.9	0.0	9.7	4.1	0.0	0.0
Cycle Q Clear(g_c), s	6.1	9.9	10.1	2.5	9.6	9.6	5.9	0.0	9.7	12.9	0.0	0.0
Prop In Lane	1.00		0.63	1.00		0.03	1.00		0.17	0.07		0.17
Lane Grp Cap(c), veh/h	290	452	426	293	682	714	515	0	833	531	0	0
V/C Ratio(X)	0.24	0.65	0.66	0.32	0.49	0.49	0.45	0.00	0.45	0.69	0.00	0.00
Avail Cap(c_a), veh/h	321	526	496	300	763	799	722	0	1222	702	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.3	22.3	22.4	16.7	15.7	15.7	13.0	0.0	12.2	22.5	0.0	0.0
Incr Delay (d2), s/veh	0.5	2.5	2.8	0.9	0.7	0.6	0.5	0.0	0.3	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.1	5.0	1.3	4.8	5.0	2.9	0.0	4.8	6.4	0.0	0.0
LnGrp Delay(d),s/veh	21.8	24.8	25.3	17.6	16.3	16.3	13.4	0.0	12.5	24.0	0.0	0.0
LnGrp LOS	C	C	C	B	B	B	B		B	C		
Approach Vol, veh/h		642			778			613			367	
Approach Delay, s/veh		24.7			16.5			12.8			24.0	
Approach LOS		C			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		30.9		36.4	8.7	22.2	13.1	23.2				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s		29.0		46.0	4.0	20.0	16.0	25.0				
Max Q Clear Time (g_c+I1), s		11.6		11.7	4.5	12.1	7.9	14.9				
Green Ext Time (p_c), s		8.7		4.4	0.0	5.0	0.3	2.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				18.9								
HCM 2010 LOS				B								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	399	39	8	540	3	61	0	17	2	2	4
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1861	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	4	434	42	9	587	3	66	0	18	2	2	4
Adj No. of Lanes	1	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	620	1783	172	133	1920	10	345	0	34	184	62	92
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.11	0.00	0.11	0.11	0.11	0.11
Sat Flow, veh/h	823	3259	314	13	3510	18	1127	0	307	273	551	824
Grp Volume(v), veh/h	4	235	241	313	0	286	84	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	823	1768	1805	1849	0	1692	1434	0	0	1648	0	0
Q Serve(g_s), s	0.1	2.0	2.1	0.0	0.0	2.7	1.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	2.0	2.1	2.7	0.0	2.7	1.6	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		0.17	0.03		0.01	0.79		0.21	0.25		0.50
Lane Grp Cap(c), veh/h	620	967	988	1138	0	926	380	0	0	338	0	0
V/C Ratio(X)	0.01	0.24	0.24	0.28	0.00	0.31	0.22	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	1068	1929	1970	2122	0	1846	2062	0	0	2189	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.4	3.5	3.5	3.6	0.0	3.6	12.3	0.0	0.0	11.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.2	0.0	0.2	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	1.0	1.4	0.0	1.2	0.7	0.0	0.0	0.1	0.0	0.0
LnGrp Delay(d),s/veh	4.4	3.6	3.6	3.8	0.0	3.8	12.7	0.0	0.0	11.7	0.0	0.0
LnGrp LOS	A	A	A	A		A	B			B		
Approach Vol, veh/h		480			599			84				8
Approach Delay, s/veh		3.6			3.8			12.7				11.7
Approach LOS		A			A			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		8.3		21.0		8.3				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		32.0		38.0		32.0		38.0				
Max Q Clear Time (g_c+I1), s		4.8		2.1		4.7		3.6				
Green Ext Time (p_c), s		9.0		0.7		9.0		0.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			4.4									
HCM 2010 LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	172	246	117	484	0	0	0	0	74	593	63
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	187	267	127	526	0				80	645	68
Adj No. of Lanes	0	2	0	1	2	0				0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	493	440	444	1693	0				122	1037	506
Arrive On Green	0.00	0.28	0.28	0.10	0.48	0.00				0.32	0.32	0.32
Sat Flow, veh/h	0	1863	1580	1774	3632	0				381	3232	1579
Grp Volume(v), veh/h	0	187	267	127	526	0				387	338	68
Grp Sat Flow(s),veh/h/ln	0	1770	1580	1774	1770	0				1844	1770	1579
Q Serve(g_s), s	0.0	4.2	7.3	2.2	4.5	0.0				9.0	8.0	1.5
Cycle Q Clear(g_c), s	0.0	4.2	7.3	2.2	4.5	0.0				9.0	8.0	1.5
Prop In Lane	0.00		1.00	1.00		0.00				0.21		1.00
Lane Grp Cap(c), veh/h	0	493	440	444	1693	0				591	568	506
V/C Ratio(X)	0.00	0.38	0.61	0.29	0.31	0.00				0.65	0.60	0.13
Avail Cap(c_a), veh/h	0	675	603	481	2132	0				925	888	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	14.5	15.6	10.1	8.0	0.0				14.5	14.2	12.0
Incr Delay (d2), s/veh	0.0	0.5	1.4	0.4	0.1	0.0				1.5	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.1	3.4	1.1	2.2	0.0				4.8	4.0	0.7
LnGrp Delay(d),s/veh	0.0	15.0	17.0	10.4	8.1	0.0				16.0	15.4	12.2
LnGrp LOS		B	B	B	A					B	B	B
Approach Vol, veh/h		454			653						793	
Approach Delay, s/veh		16.1			8.5						15.4	
Approach LOS		B			A						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			10.0	18.9		21.0		28.8				
Change Period (Y+Rc), s			5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s			6.0	19.0		25.0		30.0				
Max Q Clear Time (g_c+I1), s			4.2	9.3		11.0		6.5				
Green Ext Time (p_c), s			0.0	4.4		4.8		7.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			13.2									
HCM 2010 LOS			B									

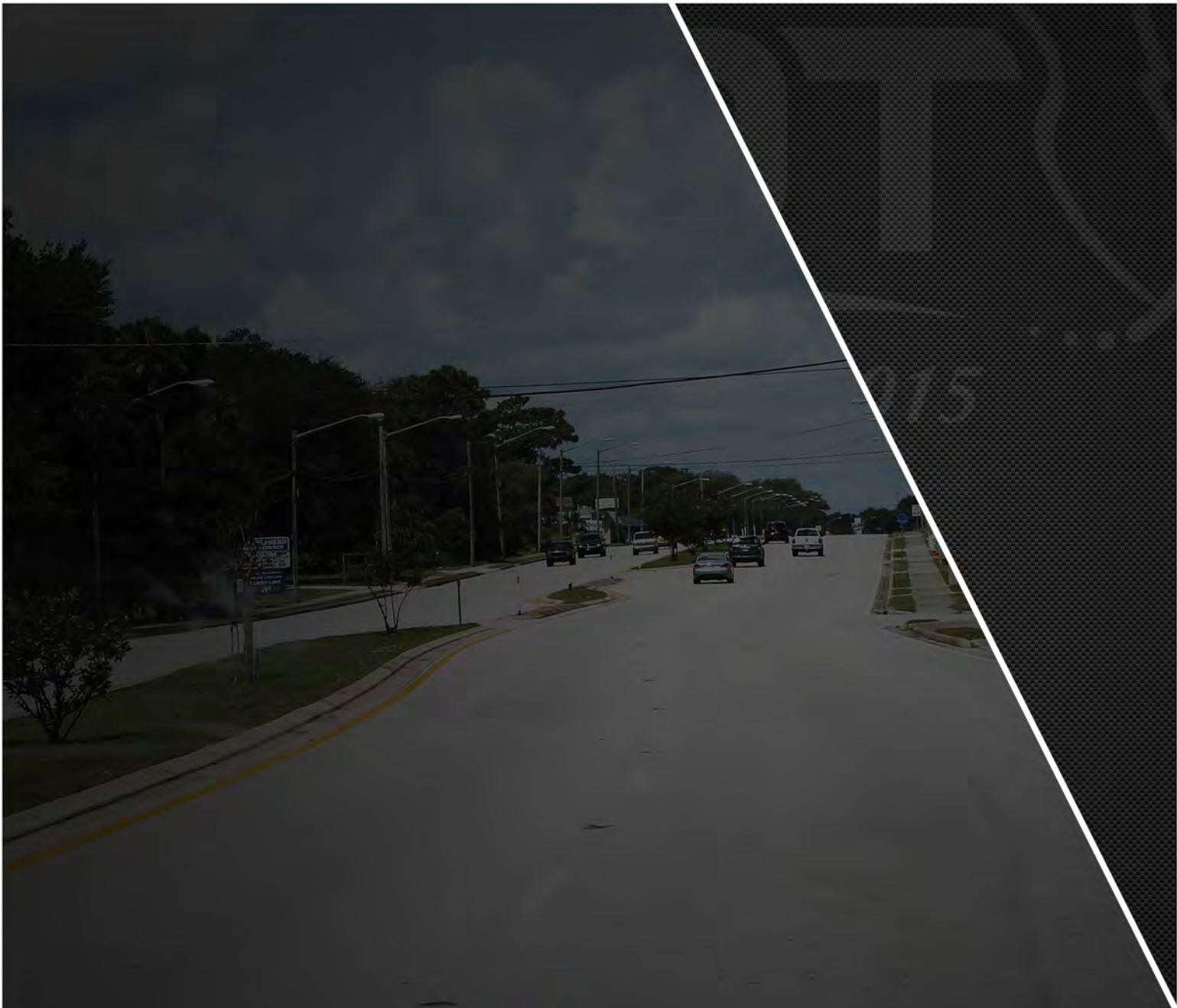
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↕↕↕	↗	↖	↕↕	↗			
Volume (veh/h)	77	156	0	0	230	3	353	771	56	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	84	170	0	0	250	0	384	838	61			
Adj No. of Lanes	0	2	0	0	3	1	1	2	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	360	689	0	0	1569	488	809	1615	720			
Arrive On Green	0.31	0.31	0.00	0.00	0.31	0.00	0.46	0.46	0.46			
Sat Flow, veh/h	723	2318	0	0	5253	1583	1774	3539	1579			
Grp Volume(v), veh/h	136	118	0	0	250	0	384	838	61			
Grp Sat Flow(s),veh/h/ln	1347	1610	0	0	1695	1583	1774	1770	1579			
Q Serve(g_s), s	1.6	2.3	0.0	0.0	1.5	0.0	6.4	7.2	0.9			
Cycle Q Clear(g_c), s	3.1	2.3	0.0	0.0	1.5	0.0	6.4	7.2	0.9			
Prop In Lane	0.62		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	552	497	0	0	1569	488	809	1615	720			
V/C Ratio(X)	0.25	0.24	0.00	0.00	0.16	0.00	0.47	0.52	0.08			
Avail Cap(c_a), veh/h	798	796	0	0	2513	782	1002	1999	892			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	11.1	11.0	0.0	0.0	10.7	0.0	8.0	8.2	6.5			
Incr Delay (d2), s/veh	1.1	1.1	0.0	0.0	0.2	0.0	0.9	0.6	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	1.2	0.0	0.0	0.7	0.0	3.3	3.6	0.4			
LnGrp Delay(d),s/veh	12.2	12.1	0.0	0.0	10.9	0.0	8.9	8.8	6.6			
LnGrp LOS	B	B			B		A	A	A			
Approach Vol, veh/h		254			250			1283				
Approach Delay, s/veh		12.2			10.9			8.7				
Approach LOS		B			B			A				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		24.4		18.1				18.1				
Change Period (Y+Rc), s		5.0		5.0				5.0				
Max Green Setting (Gmax), s		24.0		21.0				21.0				
Max Q Clear Time (g_c+I1), s		9.2		5.1				3.5				
Green Ext Time (p_c), s		10.2		7.8				8.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			9.5									
HCM 2010 LOS			A									



Florida Department of Transportation District 5

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