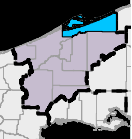


Legend

	FUTURE LANDUSE BOUNDARY		IND-PLNIP		REC-RECREATIONAL PUBLIC ACTIVE
	COM-COMMERCIAL		INST-PUBLIC		REC-RECREATIONAL PUBLIC ACTIVE
	COM-COMMUNITY COMMERCIAL		MU-MIXED USE DISTRICT 5		RH-RES 15
	COM-NEIGHBORHOOD COMMERCIAL		MU-MIXED USE DISTRICT 7		RL-LOW DENSITY RESIDENTIAL
	CONS-RECREATIONAL PUBLIC PASSIVE		MU-REDEVELOPMENT MU		RL-RES 4
	IND-INDUSTRIAL		PD-DR1		RL-RES 6
					RW-MEDIUM DENSITY RESIDENTIAL



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District 5

US 1 Corridor Planning Study
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Brevard County, Florida
Financial Project ID: 433604-1-12-01
Federal Project No. n/a

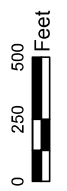
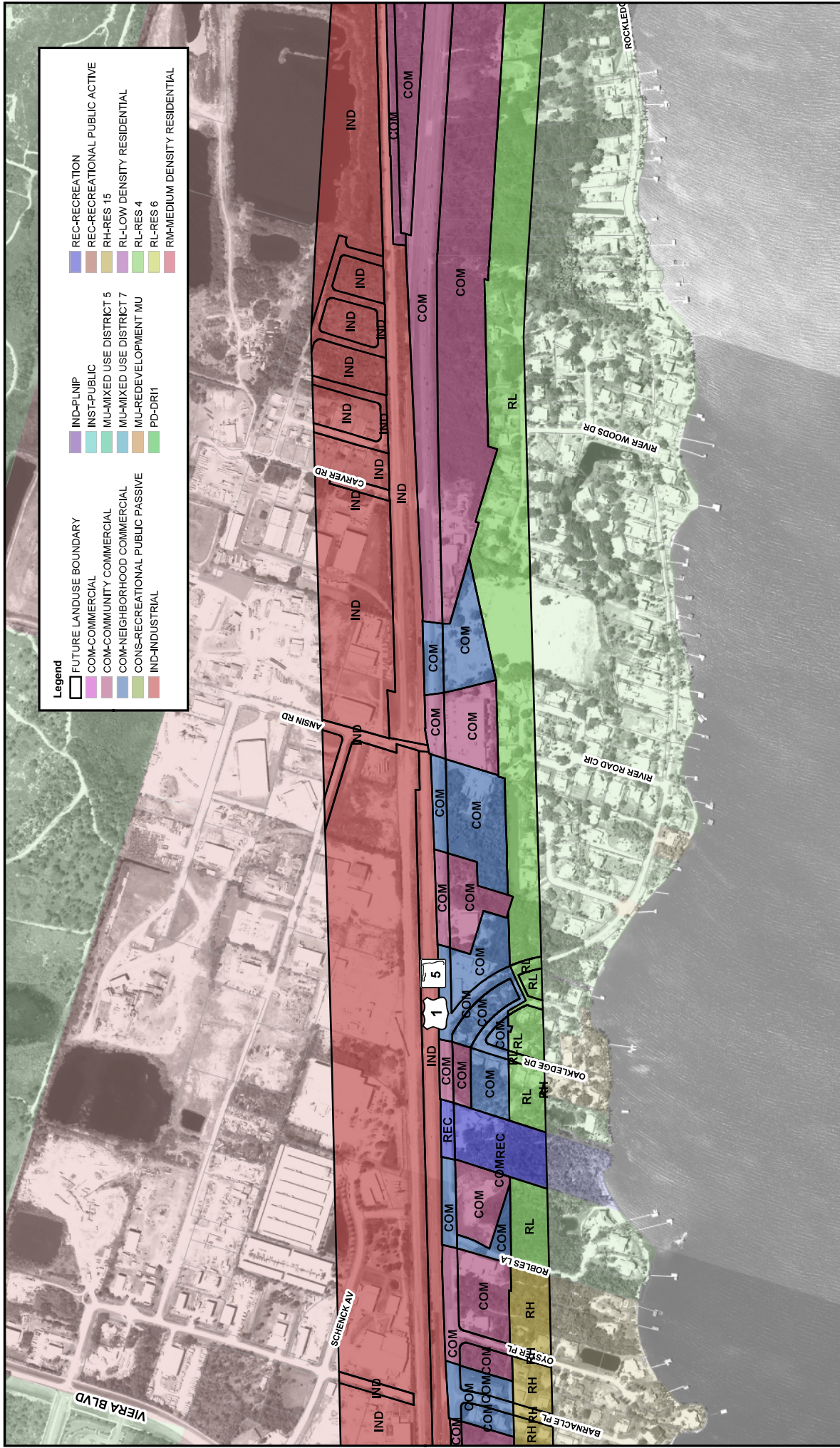
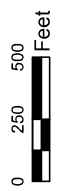
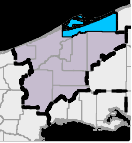


FIGURE 3
FUTURE LAND USE



Legend

	FUTURE LANDUSE BOUNDARY		IND-PLNIP		REC-RECREATION
	COM-COMMERCIAL		INST-PUBLIC		REC-RECREATIONAL PUBLIC ACTIVE
	COM-COMMUNITY COMMERCIAL		MU-MIXED USE DISTRICT 5		RH-RES 15
	COM-NEIGHBORHOOD COMMERCIAL		MU-MIXED USE DISTRICT 7		RL-LOW DENSITY RESIDENTIAL
	CONS-RECREATIONAL PUBLIC PASSIVE		MU-REDEVELOPMENT MU		RL-RES 4
	IND-INDUSTRIAL		PD-DR11		RL-RES 6
					RM-MEDIUM DENSITY RESIDENTIAL



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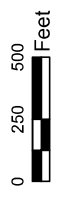
Sheet
 4 of 6

FIGURE 3
FUTURE LAND USE



Legend

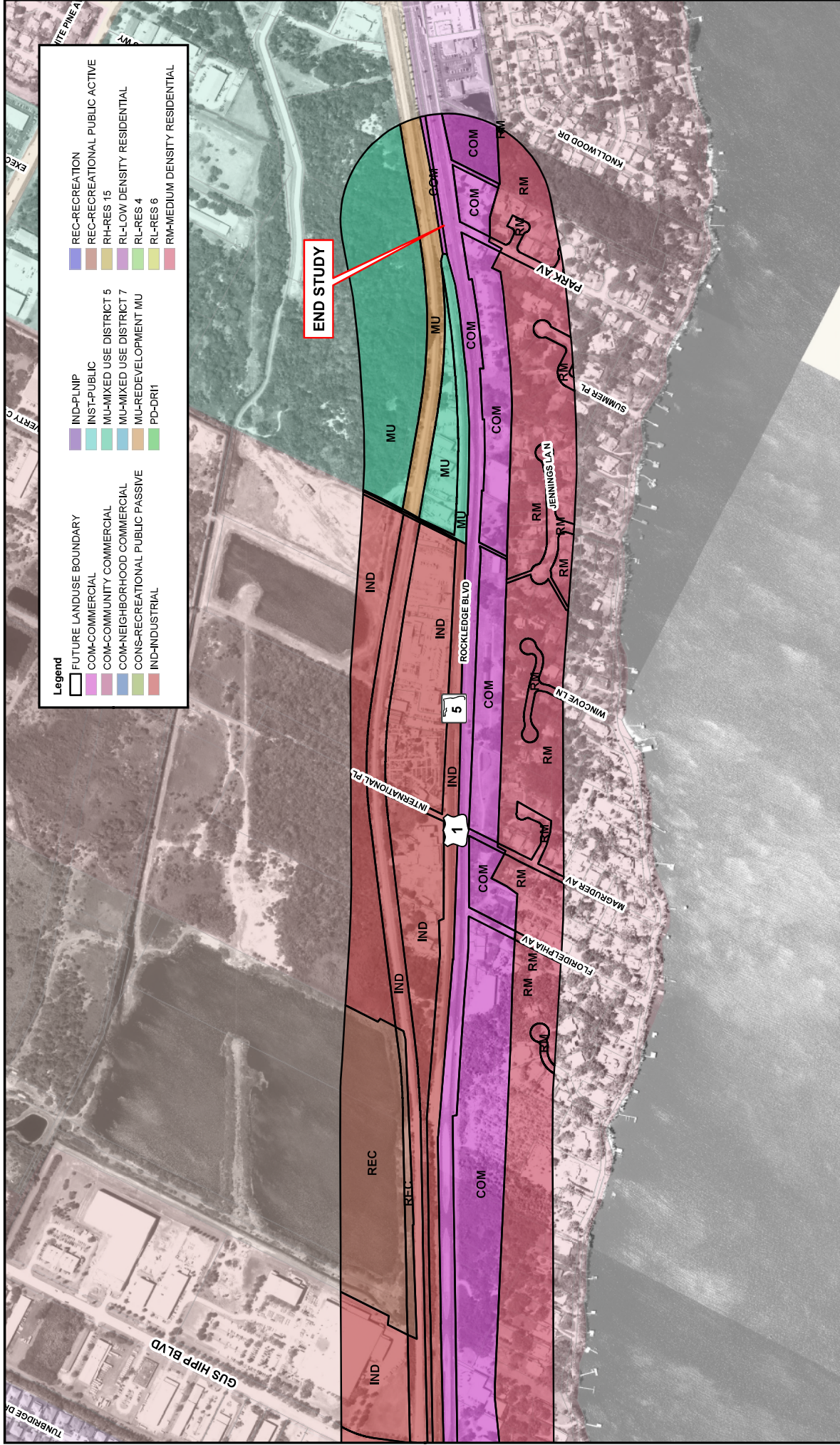
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	COM-COMMERCIAL		INST-PUBLIC		REC-RECREATIONAL PUBLIC ACTIVE
	COM-COMMUNITY COMMERCIAL		MU-MIXED USE DISTRICT 5		RH-RES 15
	COM-NEIGHBORHOOD COMMERCIAL		MU-MIXED USE DISTRICT 7		RL-LOW DENSITY RESIDENTIAL
	COMS-RECREATIONAL PUBLIC PASSIVE		MU-REDEVELOPMENT MU		RL-RES 4
	IND-INDUSTRIAL		PD-DR1		RL-RES 6
					RM-MEDIUM DENSITY RESIDENTIAL



US 1 Corridor Planning Study
 from Pineda Causeway (SR 404)
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 Brevard County, Florida
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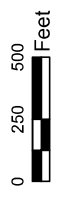
Florida Department of Transportation
 District 5





Legend

	FUTURE LAND USE BOUNDARY		REC-RECREATION
	COM-COMMERCIAL		REC-RECREATIONAL PUBLIC ACTIVE
	COM-COMMUNITY COMMERCIAL		RH-RES 15
	COM-NEIGHBORHOOD COMMERCIAL		RI-LOW DENSITY RESIDENTIAL
	COM-RECREATIONAL PUBLIC PASSIVE		RI-RES 4
	IND-INDUSTRIAL		RI-RES 6
	IND-PLNIP		RM-MEDIUM DENSITY RESIDENTIAL
	IND-PUBLIC		
	MU-MIXED USE DISTRICT 5		
	MU-MIXED USE DISTRICT 7		
	MU-REDEVELOPMENT MU		
	PD-DR1		



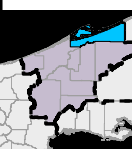
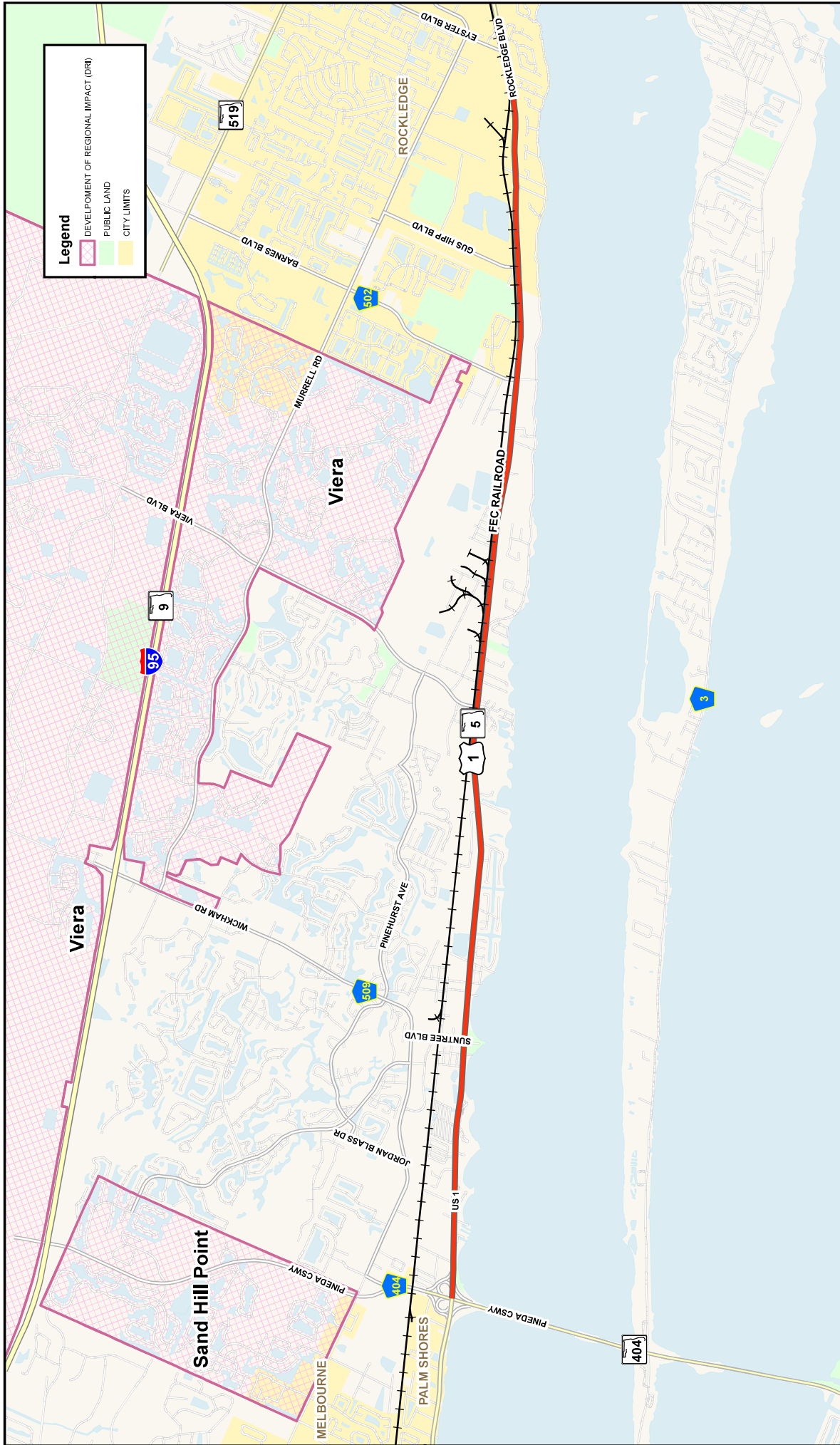
US 1 Corridor Planning Study
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 Brevard County, Florida
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FIGURE 3
FUTURE LAND USE

5.2. Planned Development

There are two Developments of Regional Impact (DRI)'s identified by the Central Florida GIS (CFGIS) DRI Plus interactive mapping application within the surrounding project limits, shown in **Figure 4**. The status of Sandhill Point, which is located west of Wickham Road, east of Turtle Mound and I-95, and just south of the Pineda Causeway Extension, is listed as withdrawn. The Viera DRI is located on both sides of Wickham Road, west of I-95 and is listed with an approved status. Construction has already begun for the Viera DRI.



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FIGURE 4
PLANNED DEVELOPMENTS

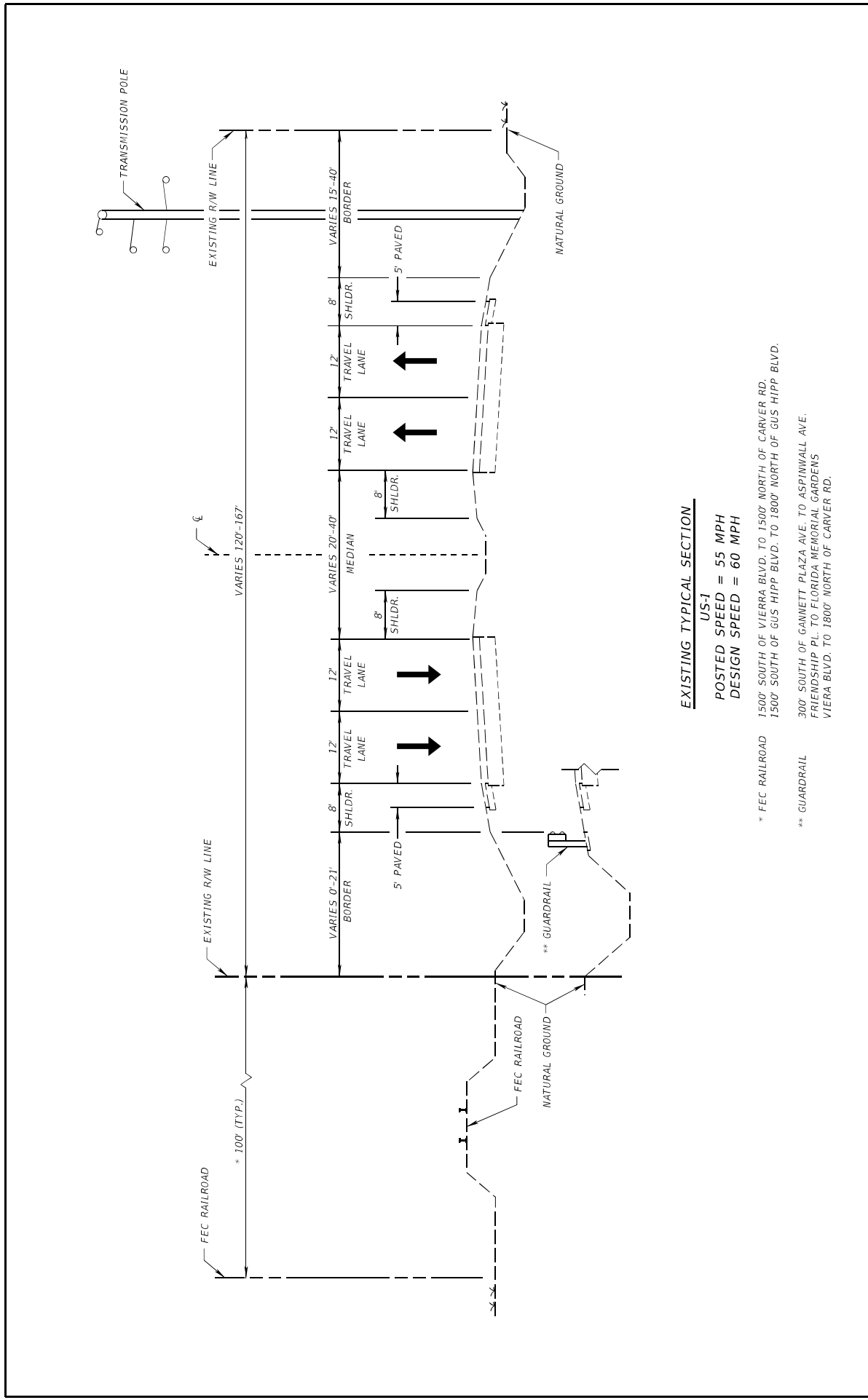
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6. Summary of Existing Facility

6.1. Right of Way and Existing Typical Section

The existing typical section, shown in **Figure 5**, consists of a four-lane divided rural roadway centered within 120 to 167 feet of right of way. The median width varies from 20 to 40 feet throughout the corridor and the travel lanes are 12-feet wide. There are eight-foot unpaved inside shoulders and eight-foot outside shoulders with 5-foot paved provided on both edges of pavement. Bicycles are accommodated on the 5-foot paved outside shoulder; however, keyhole lanes are intermittently present. Pedestrian features (sidewalks) are not present. The stormwater sheet flows across the roadway and is collected in open drainage swales and is conveyed to the various outfalls. There is an overhead electric transmission line located along the right (east) side of the roadway through the majority of the project. Along the left side (west), guardrail is intermittently present to protect against steep slopes associated with the drainage ditches. In addition, the Florida East Coast Railroad parallels the left side from south of Viera Boulevard to Carver Road and again around Gus Hipp Boulevard. The posted speed is 55 mph.



EXISTING TYPICAL SECTION

US-1
 POSTED SPEED = 55 MPH
 DESIGN SPEED = 60 MPH

- * FEC RAILROAD 1500' SOUTH OF VIERRA BLVD. TO 1500' NORTH OF CARVER RD.
 1500' SOUTH OF GUS HIPPI BLVD. TO 1800' NORTH OF GUS HIPPI BLVD.
- ** GUARDRAIL 300' SOUTH OF GAMWETT PLAZA AVE. TO ASPINWALL AVE.
 FRIENDSHIP PL. TO FLORIDA MEMORIAL GARDENS
 VIERRA BLVD. TO 1800' NORTH OF CARVER RD.

REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA	
DATE	DESCRIPTION	NAME	PE NO.	ROAD NO.	DEPARTMENT OF TRANSPORTATION
		Kevin Joseph Lannarone, PE <td>PE No. 71527 <td>US 1 <td> </td></td></td>	PE No. 71527 <td>US 1 <td> </td></td>	US 1 <td> </td>	
		Inwood Consulting Engineers, Inc. <td>3000 Dover Drive, Suite 200 <td></td> <td> </td></td>	3000 Dover Drive, Suite 200 <td></td> <td> </td>		
			Orlando, Florida 32837 <td></td> <td> </td>		
			Certificate of Authorization No. 7074 <td></td> <td> </td>		
				US 1 <td>DEPARTMENT OF TRANSPORTATION</td>	DEPARTMENT OF TRANSPORTATION
				BREVARD <td>DEPARTMENT OF TRANSPORTATION</td>	DEPARTMENT OF TRANSPORTATION
				4336041-12-01 <td>DEPARTMENT OF TRANSPORTATION</td>	DEPARTMENT OF TRANSPORTATION
					FINANCIAL PROJECT ID

**FIGURE 5
 EXISTING TYPICAL SECTION**

6.2. Multi-modal / Bicycle and Pedestrian Features

The sole bicycle and pedestrian feature present along the corridor are the 5-foot-wide paved shoulders on the both the northbound and southbound lanes.

6.3. Functional Classification / Facility Type

According to the Straight-Line Diagrams, provided in **Appendix B**, this segment of US 1 is an urban principal arterial. The speed limit is generally 55 mph; however, the segment of US 1 from Pineda Causeway (SR 404) to Portofino Bay is 50 mph.

6.4. Access Classification

According to the Straight-Line Diagrams, provided in **Appendix B**, this segment of US 1 is an access classification 3. As defined in 14-97.004(1), F.A.C, Access Class 3 roadways are controlled access facilities where direct access to abutting land is controlled to maximize the operation of the through traffic movement. The land adjacent to these roadways is generally not extensively developed and/or the probability of significant land use change exists. These roadways are distinguished by existing or planned restrictive medians.

Consistent with Florida Administrative Code Chapter 14-97, the FDOT classifies all state roadways using a seven-tiered access classification system that 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 access classification system assigns standards for the spacing of driveway connections, median openings, and signals.

The existing access classification for the study corridor along US 1 from SR 404 to Park Avenue is defined as Access Class 3. This Access Class is defined as roadways with speed limits greater than 45 mph, this classification requires 1,320 feet spacing for directional median openings and ½ mile or 2,640 feet spacing for signals and full median openings.

An inventory of existing median opening and signal spacing has been documented utilizing Google Earth and FDOT Straight Line Diagrams. **Table 1** and **Figure 6** provides details of the existing spacing along the corridor and the spacing requirements for Access Class 3.

Based on the existing access management classification there is only one area that meets the minimum median opening spacing criteria. This is between the two directional medians associated with the US 1 and Pineda interchange.

US 1 Corridor Planning
 From south of SR 404/Pineda Causeway to Park Avenue
 Last Update: 2/21/19
 Access Management

Table 1
Existing Access Management

										Rule 14-97			
										Access Class	Signal	Full	Directional
										3	2,640	2,640	1,320
Median Opening #	Approach Station	Distance From Previous Opening	Median Opening Type	Signal	East Side Road/Connection	West Side Road/Connection	Intersecting Access Type	Directional Openings	Full Openings	Existing Access Class	Posted Speed		
								Distance from Previous Opening	Meets Std or % Deviation	Distance from Previous Opening	Meets Std or % Deviation	Distance from Previous Opening	Meets Std or % Deviation
1	499+32	-	NB Directional		Roberts Rd	n/a	Public Side Street	423	67.95%				
2	503+55	423	NB Directional	EB SR 404 off ramp	n/a	SR ramp	SR ramp	1,347	Meets				
3	517+02	1347	NB Directional	EB SR 404 on ramp	n/a	SR ramp	SR ramp	638	75.83%	638	75.83%		
4	523+40	638	Full	Otter Creek Ln	Freedom Boat Club Drive	Public Side Street/Business	Public Side Street/Business	1410	46.59%	1410	46.59%		
5	537+50	1410	Full	Shoff Ln and Unsigned road	Waterway motel driveway	Public Side Street	Public Side Street	898	65.98%	898	65.98%		
6	546+48	898	Full	Allen Hill Ave	Portofino Lane	Public Side Street	Public Side Street	1267	52.01%	1267	52.01%		
7	559+15	1267	Full	Anderson Way	Private Driveway	Business/Driveway	Business/Driveway	639	75.80%	639	75.80%		
8	565+54	639	Full	Pineda Country Store	Private Driveway	Business/Driveway	Business/Driveway	1087	58.83%	1087	58.83%		
9	576+41	1087	Full	Americana Blvd	Still Point Dr	Public Side Street	Public Side Street	744	71.82%	744	71.82%		
10	583+85	744	Full	Americana Cir	n/a	n/a	n/a	911	65.49%	911	65.49%		
11	592+96	911	Full	Gannett Plaza Ave	n/a	n/a	n/a	563	78.67%	563	78.67%		
12	598+59	563	Full	Gannett Plaza Ave	Private Driveway	Public Side Street/Driveway	Public Side Street/Driveway	454	65.61%	454	65.61%		
13	603+33	454	NB Directional	Aspenhall Ave	Pineda Inn Parking Lot	Public Side Street/Business	Public Side Street/Business	507	61.59%	507	61.59%		
14	608+20	507	Full Signal	Suntree Blvd	Suntree Blvd	Public Side Street	Public Side Street						
15	612+77	457	Full	n/a	n/a	n/a	n/a	457	61.48%	457	61.48%		
16	622+94	1017	Full	Health First Health Plans Parking Lot	n/a	Business	Business	1017	72.61%	1017	72.61%		
17	630+17	723	Full	Friendship Pl	n/a	Public Side Street	Public Side Street	723	51.82%	723	51.82%		
18	642+89	1772	Full	642+89	Bosun Ct	Public Side Street	Public Side Street	1642	37.80%	1642	37.80%		
19	659+31	1642	Full	n/a	Helmsman Pl	Public Side Street	Public Side Street	1801	31.78%	1801	31.78%		
20	677+32	1801	Full	n/a	Compass Dr	Public Side Street	Public Side Street	1842	30.23%	1842	30.23%		
21	695+74	1842	Full	Florida Memorial Gardens Entrance	n/a	Business	Business	954	63.86%	954	63.86%		
22	705+28	954	Full	n/a	Alamo Mexican Kitchen	Business	Business	1025	61.17%	1025	61.17%		
23	715+63	1025	Full	n/a	Morgan Financial	Business	Business	681	62.84%	681	62.84%		
24	725+34	681	Full	n/a	Unsigned road	n/a	n/a	927	64.89%	927	64.89%		
25	734+61	927	Full Signal	Viera Blvd	River Way	Public Side Street	Public Side Street	950	64.02%	950	64.02%		
26	744+11	950	Full	n/a	Barnacle Pl	Public Side Street	Public Side Street	1943	70.49%	1943	70.49%		
27	763+54	1943	Full	n/a	Rockledge Dr	Public Side Street	Public Side Street	779	62.50%	779	62.50%		
28	771+33	779	Full	n/a	n/a	n/a	n/a	630	76.14%	630	76.14%		
29	781+23	990	Full	Ansln Rd	Goodwill	Public Side Street/Business	Public Side Street/Business	700	20.19%	700	20.19%		
30	787+53	630	Full	n/a	US 1 Golf Center	Business	Business	1985	24.81%	1985	24.81%		
31	794+53	700	Full	Carver Rd	American Top Team Rockledge	Public Side Street/Business	Public Side Street/Business	1066	59.62%	1066	59.62%		
32	815+60	2107	Full	n/a	n/a	n/a	n/a	1289	51.17%	1289	51.17%		
33	835+45	1985	Full	Barkingham Palace	McIver Ln	Public Side Street/Business	Public Side Street/Business	1060	59.85%	1060	59.85%		
34	846+11	1066	Full	n/a	n/a	n/a	n/a	956	63.79%	956	63.79%		
35	859+00	1289	Full Signal	Barnes Blvd	Coquina Rd	Public Side Streets	Public Side Streets	825	66.06%	825	66.06%		
36	869+60	1060	Full	Abandoned Lot	Harvey's	Business	Business	524	80.15%	524	80.15%		
37	879+16	956	Full	n/a	n/a	n/a	n/a	660	75.00%	660	75.00%		
38	887+41	825	Full	n/a	Blinds of All Kinds	Business	Business	616	76.44%	616	76.44%		
39	896+37	896	Full	n/a	Unmarked Driveway	Private Driveway	Private Driveway	598	77.35%	598	77.35%		
40	901+61	524	Full	Gus Hipp Blvd	Indian River Furniture	Public Side Street/Business	Public Side Street/Business	586	77.80%	586	77.80%		
41	908+21	660	Full	n/a	n/a	n/a	n/a	410	83.23%	410	83.23%		
42	914+37	616	Full	n/a	n/a	n/a	n/a	611	76.86%	611	76.86%		
43	920+59	622	Full	n/a	n/a	n/a	n/a	504	80.91%	504	80.91%		
44	926+57	598	Full	n/a	Grimaldi Candies	Business	Business	435	83.52%	435	83.52%		
45	932+43	586	Full	Abandoned Lot	Florida Ave	Public Side Street	Public Side Street	715	72.92%	715	72.92%		
46	936+93	410	Full	Closed Packing Plant	Magruder Ave	Public Side Street	Public Side Street	529	79.96%	529	79.96%		
47	942+84	611	Full	Rockledge Gardens	n/a	Business	Business	369	86.02%	369	86.02%		
48	947+88	504	Full	Botlers Exchange	n/a	Business	Business						
49	952+33	435	Full	Harbor Auto Restoration	Focus Salon Suites	Business	Business						
50	959+48	715	Full	Curb Pro	n/a	Business	Business						
51	964+77	529	Full	AA Snowbird Auto Sales and Services	Dr. Vinay K Kumar	Business	Business						
52	968+46	369	Full	n/a	AA Snowbird Auto Sales and Services	Public Side Street	Public Side Street						



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



Figure 6

Existing Access Management

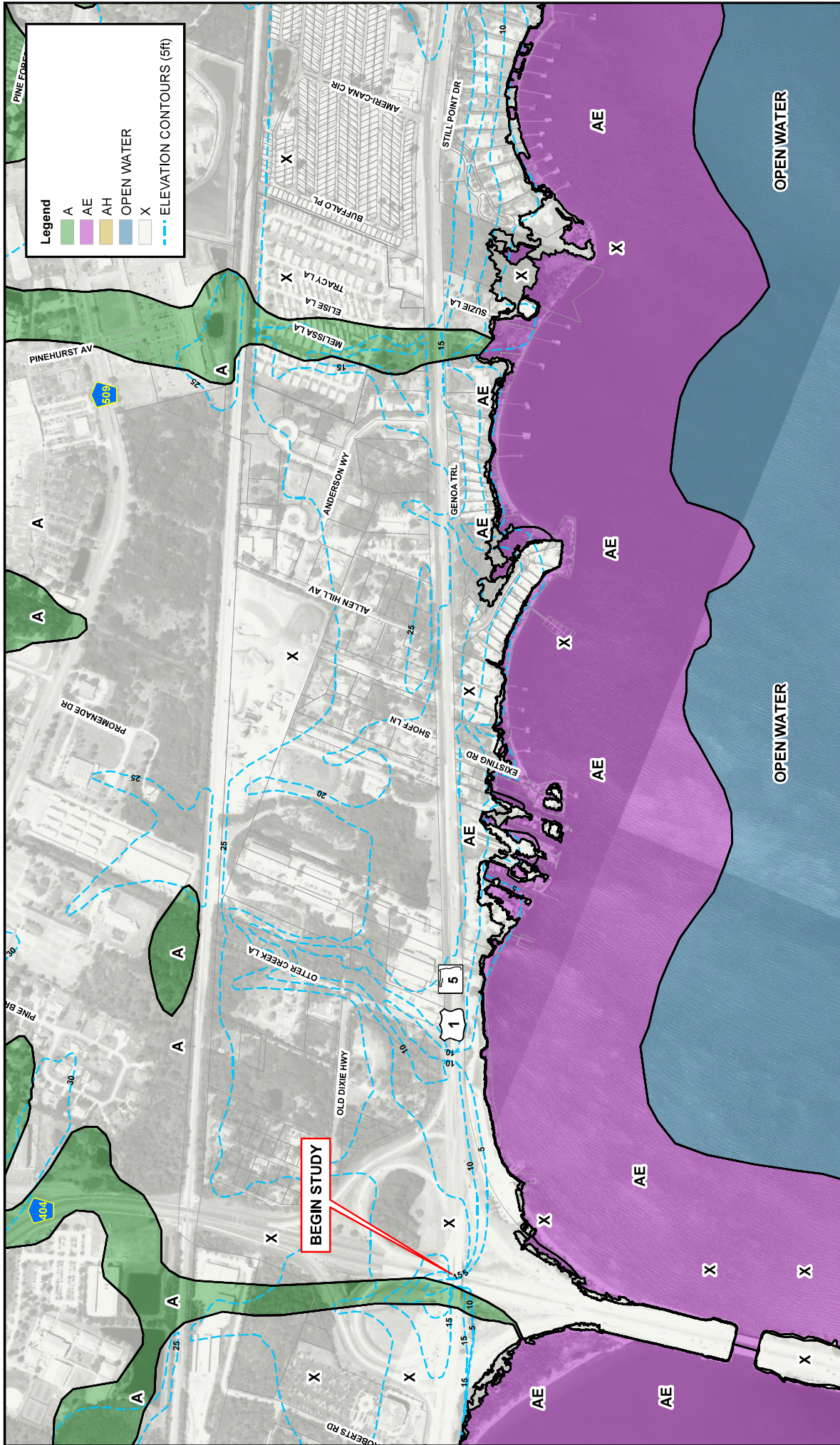
6.5. Drainage Features

This segment of US 1 is located within the Indian River Lagoon Watershed of the Saint Johns River Water Management District (SRWMD). It traverses Water Body Identification number (WBID) 2963C1 – Indian River Below 520 Causeway, for which there is a Nutrient total maximum daily load (TMDL) dated March 2009. Additionally, the corridor lies within the North Indian River Lagoon Basin Management Access Plan (BMAP) area, which was established in January 2013. Terrain is relatively flat, with roadway elevations ranging from 10 feet to 30 feet along the corridor. Within the area, elevations range from 0 feet along the Indian River (east of the project) to 65 feet to the west of the project. In the current condition, stormwater runoff is collected in roadside and median swales. The median swales flow to ditch bottom inlets (DBIs) that discharge to roadside swales. Currently, runoff from US-1 is not treated with the exception of the intersection at Barnes Boulevard. This intersection is permitted under ERP 102771-3 which included the construction of “Pond 1,” a 2-acre wet pond that discharges to adjacent wetlands. There are twenty-two cross drains beneath US-1, each cross-drain description and location are identified in **Table 2**. In general, stormwater collected in the ditches is eventually discharged to the Indian River via wetlands and lateral ditches. Three of the cross drains (CD-1, CD-18, and CD-20) convey water directly to the Indian River. The triple 60” reinforced concrete pipe (RCP) is the outfall for a large unnamed ditch that runs parallel to US-1, along the west side near Gus Hipp Boulevard. This ditch serves as the stormwater outfall for two-thirds of the City of Rockledge, and approximately 1520 feet of it may be impacted by US-1 improvements. There are Federal Emergency Management Agency (FEMA) Zone A and Zone AE floodplains present along the corridor with floodplain elevations ranging from 3 feet on the east side of US-1 to 21 feet on the west side, as depicted in **Figure 7**. Floodplain compensation may be necessary if floodplains are impacted. Field observation indicated that soils in the area are erosive and in several locations along the corridor there are exposed utility lines and broken storm sewer structures. Additionally, CD-10 was found to be fully submerged and may be blocked or undersized.

Table 2
Summary of Existing Cross Drains

Cross Drain	Description	Milepost (per FDOT SLD – 0.000 located at SR 500)
CD-1	2 – 6’ x 5’ CBC	9.857
CD-2	1 – 5’ x 3’ CBC	10.658
CD-3	1 – 24” RCP	10.962
CD-4	1 – 42” RCP and 1 – 4’ x 3’ CBC (shared headwall)	11.291
CD-5	1 – 8’ x 5’ CBC	11.762
CD-6	1 – 4’ x 2’ CBC	12.022
CD-7	1 – 8’ x 3’ CBC	12.282

Cross Drain	Description	Milepost (per FDOT SLD – 0.000 located at SR 500)
CD-8	1 – 30" RCP	12.497
CD-9	1 – 24" RCP	12.609
CD-10	1 – 30" RCP	12.929
CD-11	1 – 30" RCP	13.270
CD-12	1 – 42" RCP	14.133
CD-13	1 – 36" RCP	14.575
CD-14	1 – 42" RCP	15.130
CD-15	1 – 6' x 4' CBC	15.348
CD-16	1 – 24" RCP	15.922
CD-17	1 – 30" RCP	16.366
CD-18	1 – 5' x 5' CBC	16.551
CD-19	1 – 30" RCP	16.830
CD-20	3 – 60" RCP	17.206
CD-21	1 – 2' x 2' CBC	N/A
CD-22	1 – 30" RCP	18.240

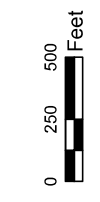


Legend

- A
- AE
- AH
- OPEN WATER
- X X
- ELEVATION CONTOURS (5ft)

Sheet
1 of 6

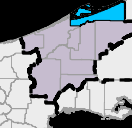
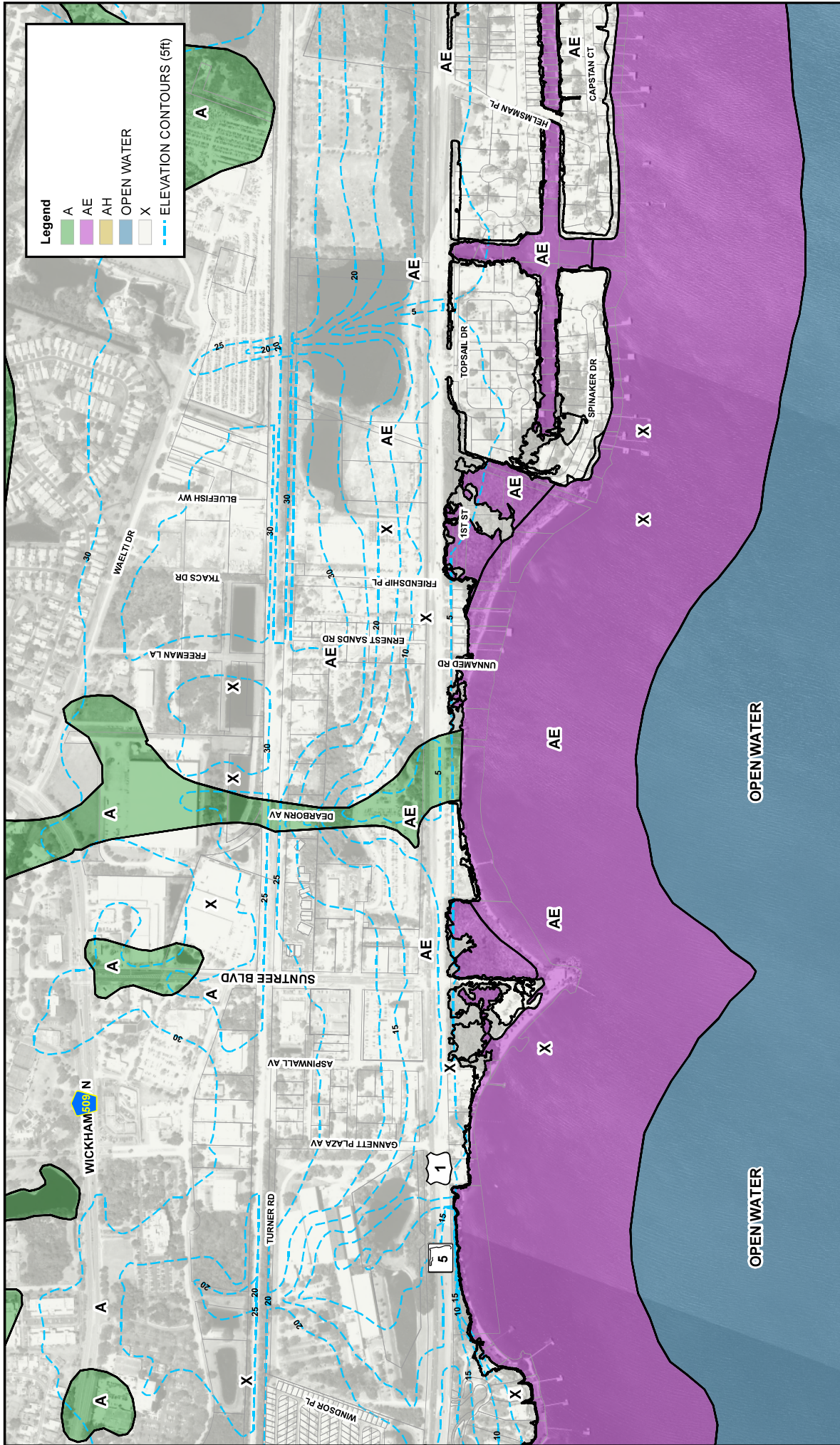
**FIGURE 7
FEMA FLOODPLAIN MAP**



US 1 Corridor Planning Study
 from Pineda Causeway (SR 404)
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 Brevard County, Florida
 Financial Project ID: 433604-1-12-01
 Federal Project No: n/a

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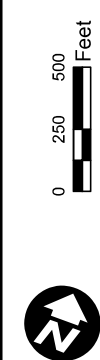


FIGURE 7
FEMA FLOODPLAIN MAP