



**Planning & Development Department**

2725 Judge Fran Jamieson Way  
Building A, Room 114  
Viera, Florida 32940

**BOARD OF COUNTY COMMISSIONERS**

**TO:** Naomi Adkins-Hicks – Support Services Manager Planning & Development  
**FROM:** Bridget Hiser – Cashier’s Office/Impact Fees Supervisor  
**DATE:** February 3, 2026  
**SUBJECT:** Summary of the City of Cape Canaveral Transportation Impact Fees Advisory Board

**Date:** 2-3-2026

**Time:** 9:00 am

**Location:** 2725 Judge Fran Jamieson Way Building A 2<sup>nd</sup> Floor Public Works Conference Room

**Attendees:**

Tim Carlisle, Capital Projects Director, Cape Canaveral

Connor Ford, Senior Planner, Cape Canaveral,

David Dickey, Development Services Director, Cocoa Beach

Marc Bernath, Public Works Director, Brevard County

Naomi Adkins-Hicks, Support Services Manager, Brevard County

Bridget Hiser, Central Cashiers/Impact Fees Supervisor, Brevard County

**Summary:**

The meeting was called to order.

Connor Ford Introduced the project details regarding Upgrading Stormwater system, sidewalks, pedways, Concrete curbing, milling and resurfacing, striping, solar LED pedway lighting, sewer pipes, vegetated islands and right of ways for Thurm Boulevard. The requested amount is \$964,000.00.

A motion to approve was made by Marc Bernath and Tim Carlisle was the second.

The funding request was unanimously approved to disburse the funds.

There was no further business, so the meeting was adjourned.



Cape Canaveral Balance Forward	\$	-	\$	8,326.18	\$	27,692.33	\$	36,842.16	\$	59,800.14	\$	85,226.43	\$	114,583.01	\$	120,872.99	\$	966,410.26		
[3243111,324] Cape Canaveral	\$	-	\$	8,333.20	\$	19,127.25	\$	621,346.00	\$	435,576.00	\$	442,890.66	\$	437,748.24	\$	-	\$	836,910.00	\$	-
[3612000] Pro Rata Interest	\$	-	\$	-	\$	302.02	\$	759.16	\$	581.10	\$	1,116.24	\$	4,847.83	\$	6,289.99	\$	8,825.70	\$	3,495.21
[5490000] Retained for Administration	\$	-	\$	(7.02)	\$	(63.12)	\$	(315.33)	\$	(214.12)	\$	(125.61)	\$	(254.49)	\$	-	\$	(198.44)	\$	-
Disbursed to Cape Canaveral	\$	-	\$	-	\$	-	\$	(612,640.00)	\$	(412,985.00)	\$	(418,455.00)	\$	(412,985.00)	\$	-	\$	-	\$	-
<b>Total</b>	\$	-	\$	8,326.18	\$	27,692.33	\$	36,842.16	\$	59,800.14	\$	85,226.43	\$	114,583.01	\$	120,872.99	\$	966,410.26	\$	969,905.47

**THURM BOULEVARD IMPROVEMENTS**  
**ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST**  
**60% DESIGN**  
**October 17, 2025**

**General Description of Work:** The proposed construction will reflect a streetscaping program for Thurm Blvd. from SR A1A to W. Central Blvd. Work includes demolition, street paving, drainage culverts, sidewalks, pedways, solar lighting, and supporting roadway elements. Work permits will include SJRWMD and minor FDOT (for SRA1A tie in). Note: This preliminary cost estimate is based on partially completed Thurm Blvd. plans. Due to recent experiences on W. Central, some additional soil probes will be needed for potential deeper organics, which may impact drainage systems. Also, agency permits may impact final drainage designs.

ITEM	UNIT	EST QTY	UNIT PRICE	TOTAL PRICE
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**STREETSCAPING**

**PART A -- GENERAL CONSTRUCTION OPERATIONS**

MOBILIZATION	LS	1	\$ 200,000.00	\$ 200,000.00
EROSION CONTROL	LS	1	\$ 25,000.00	\$ 25,000.00
M.O.T.	LS	1	\$ 15,000.00	\$ 15,000.00
LAYOUT, AS-BUILT SURVEYS	LS	1	\$ 25,000.00	\$ 25,000.00

**SUBTOTAL PART A** **\$ 265,000.00**

**PART B -- DEMOLITION**

SAW-CUT & REMOVE EXISTING ASPHALT PAVEMENT	SY	10,306	\$ 4.50	\$ 46,376.06
SAW-CUT & REMOVE EXISTING CONCRETE CURB	LF	2,190	\$ 7.00	\$ 15,330.00
SAW-CUT & REMOVE EXISTING SIDEWALK	SY	1,760	\$ 8.00	\$ 14,083.68
REMOVE EXISTING 12x15 RCP	LF	114	\$ 25.00	\$ 2,841.75
REMOVE EXISTING MITERED ENDS	EA	5	\$ 30.00	\$ 150.00
REMOVE EXISTING CATCH BASINS	EA	3	\$ 700.00	\$ 2,100.00
REMOVE EXISTING PALM TREES (14)	LS	1	\$ 20,000.00	\$ 20,000.00

**SUBTOTAL PART B** **\$ 100,881.49**

**PART C -- PAVING, DRAINAGE, UTILITIES & EARTHWORK**

2" TYPE SP-12.5 ASPHALTIC CONCRETE (FINE MIX)	TN	480	\$ 185.00	\$ 88,800.00
8" BASE COURSE WITH SURFACE PRIME	SY	8,300	\$ 30.00	\$ 249,000.00
8" STABILIZED SUBGRADE	SY	8,300	\$ 30.00	\$ 249,000.00
8' CONCRETE PEDWAY	SY	3,100	\$ 75.00	\$ 232,500.00
8" BASE COURSE WITH SURFACE PRIME (PEDWAY)	SY	3,500	\$ 47.00	\$ 164,500.00
1.5" MILL REPLACE (SP12 ASPHALT)	SY	4,400	\$ 3.00	\$ 13,200.00
DROP CURB	LF	310	\$ 50.00	\$ 15,500.00
MODIFIED TYPE "F" CURB	LF	850	\$ 60.00	\$ 51,000.00
TYPE "F" CURB	LF	6,420	\$ 50.00	\$ 321,000.00
5' CONCRETE SIDEWALK	SY	831	\$ 60.00	\$ 49,873.13
8" SIDEWALK BASE (5' SIDEWALK)	SY	914	\$ 45.00	\$ 41,145.33
HANDICAP MATS	EA	16	\$ 1,100.00	\$ 17,600.00
DEWATERING	LS	1	\$ 15,000.00	\$ 15,000.00
18" HDPE STORM SEWER	LF	250	\$ 140.00	\$ 35,000.00
24" HDPE STORM SEWER	LF	109	\$ 150.00	\$ 16,350.00

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ITEM	UNIT	EST QTY	UNIT PRICE	TOTAL PRICE
36" HDPE STORM SEWER	LF	1,855	\$ 250.00	\$ 463,750.00
42" HDPE STORM SEWER	LF	275	\$ 300.00	\$ 82,500.00
6' STORM DRAIN MANHOLE	EA	1	\$ 9,000.00	\$ 9,000.00
TYPE 4 CURB INLET	EA	1	\$ 12,000.00	\$ 12,000.00
TYPE "C" INLET	EA	7	\$ 7,000.00	\$ 49,000.00
TYPE "C" INLET (WITH J BOTTOM)	EA	8	\$ 12,000.00	\$ 96,000.00
MES TO POND	EA	5	\$ 8,600.00	\$ 43,000.00
FORCE MAIN REPLACEMENT	LF	800	\$300	\$ 240,000.00
INSTALL CITY PROVIDED SOLAR LIGHTS	EA	20	\$ 900.00	\$ 18,000.00
SIGNAGE AND PAVEMENT MARKING	LS	1	\$ 20,000.00	\$ 20,000.00
PROVIDE, HAUL, PLACE, COMPACT & ROUGH GRADE FILL, PEDWAY, DRAINAGE BACKFILL	CY	15,000	\$ 20.00	\$ 300,000.00
FINAL GRADING OF ROAD RIGHT-OF-WAY	SY	8,600	\$ 4.00	\$ 34,400.00
<b>SUBTOTAL PART C</b>				<b>\$ 2,927,118.47</b>
<b>PART D -- IRRIGATION</b>				
2" CONDUIT (INSTALL ONLY) ROAD SLEEVES (10)	LS	1	\$ 20,000.00	\$ 20,000.00
<b>SUBTOTAL PART D</b>				<b>\$ 20,000.00</b>
<b>PART E -- LANDSCAPING</b>				
SMALL TREES, SHRUBS (INCL. PLANTINGS, FERTILIZATION, AND INTIAL WATERING.	LS	1	\$ 50,000.00	\$ 50,000.00
SOD WITHIN RIGHT-OF-WAY, WITHIN MEDIANS, AND PARKBEHIND SIDEWALK	SY	2700	\$ 12.00	\$ 32,400.00
<b>SUBTOTAL PART E</b>				<b>\$ 82,400.00</b>
<b>PART F -- ADDITIONAL STORMWATER IMPROVEMENTS</b>				
STORMWATER POND EXPANSION FOR REQUIRED ADDITIONAL TREATMENT	CY	4800	\$ 20.00	\$ 96,000.00
DEWATERING	LS	1	\$ 20,000.00	\$ 20,000.00
<b>SUBTOTAL PART F</b>				<b>\$ 96,000.00</b>
<b>STREETSCAPING TOTAL (PARTS A-E)</b>				<b>\$ 3,491,399.95</b>
<b>10% CONTINGENCY</b>				<b>\$ 349,140.00</b>
<b>TOTAL</b>				<b>\$ 3,840,539.95</b>



## Technical Memorandum

**To:** Tim Carlisle, Capital Projects Director  
**From:** Chris Fagerstrom, PE  
**Reviewed by:** David King, PE  
**Date:** 10/17/2025  
**Subject:** Thurm Boulevard Improvements

### Introduction and Background

The City of Cape Canaveral has contracted with Mead & Hunt to design improvement for Thurm Boulevard. Thurm Boulevard will be improved along its 0.64-mile length between State Road A1A (S.R. A1A) and Central Boulevard. As part of the 60% design effort, M&H completed a StormWise 1D model of existing conditions and proposed conditions including the new piping and structures along Thurm Blvd and the pond expansion in Manatee Park.

The model verified that the size of the proposed pipes and pond are adequately sized and will not be surcharged during a 25-year 24-hour storm event. Furthermore, the pond was sized to ensure that the system meets the stormwater quality requirements of SJRWMD and provide stormwater quality treatment for runoff from Thurm Blvd.

Additionally, the model was used to evaluate if the proposed drainage system could be extended further east to collect the runoff that currently flows to Manatee Bay untreated. The discussion and recommendations are presented below

### Stormwater Model

A StormWise model was developed to explore how the proposed project would affect the Pre vs Post attenuation for the mean-annual storm event. The model uses the Mean High High Water (MHHW) level (1.1ft, NAVD88) tide conditions from the nearby Trident Pier in Port Canaveral as the fixed boundary condition for both the existing and proposed models. Soils were obtained from the NRCS Web Soil Survey (WSS) and pervious and impervious calculations were obtained from the construction plans.

### Existing Conditions Model

The existing conditions model includes the Manatee Park basin (Basin PRE MTP-1), the existing pond (Node, POND MTP-1) and the outfall to the Banana River from the existing pond (Node OF MTP) as shown in **Figure 1**.

**Proposed Conditions Model**

The proposed conditions model includes the Manatee Park basin (Basin POST MTP-1) as well as 3 additional basins along Thurm Blvd (Basins POST MTP-2 through 4), the updated pond (Node POND MTP-1) and the same outfall to the Banana River (Node OF MTP), as shown in Figure 2.



Figure 1: Existing Conditions StormWise Model Schematic

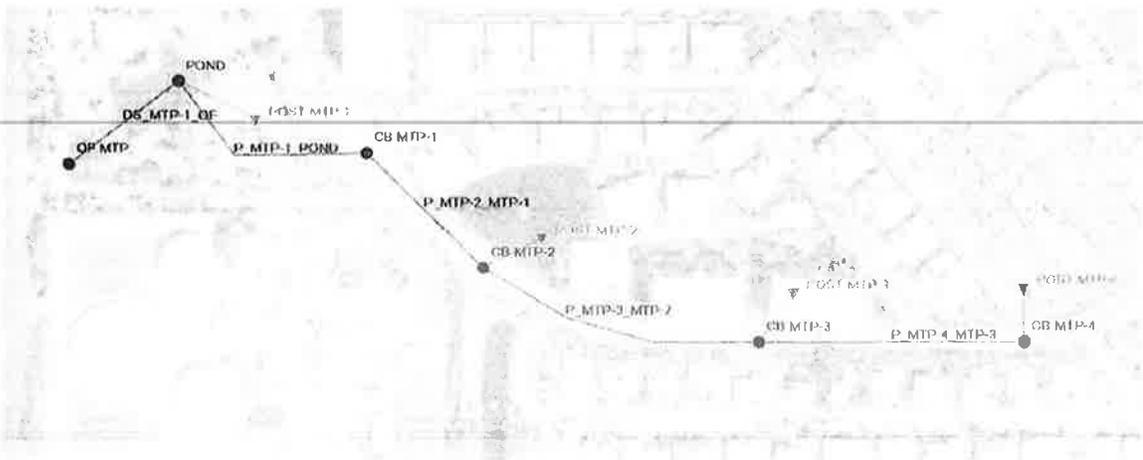


Figure 2: Proposed Conditions StormWise Model Schematic

**Results**

The results show that the peak flow rate is lower in the proposed conditions model than in the existing conditions for both the mean-annual and 25-year storm event as shown in Table 1. Additionally, the results shown in Table 2 and Table 3 show that none of the pipes will surcharge in either storm condition that was modeled.

Table 1: StormWise Peak Flow Rate

Node	Scenario	Mean-Annual 24-Hour Peak Flow Rate (cfs)	25-year 24-Hour Peak Flow Rate (cfs)
OF MTP	Existing Conditions	0.55	11.79

Technical Memorandum

Tim Carlisle

May 19, 2025

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OF MTP	Proposed Conditions	0.48	11.06
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Table 2: StormWise Maximum Stage Results (Existing Conditions)

Node	Warning Stage (ft)	Mean-Annual 24-Hour Maximum Stage (ft)	25-year 24-Hour Maximum Stage (ft)
POND	3.80	3.17	3.91

Table 3: StormWise Maximum Stage Results (Proposed Conditions)

Node	Warning Stage (ft)	Mean-Annual 24-Hour Maximum Stage (ft)	25-year 24-Hour Maximum Stage (ft)
POND	3.80	2.72	3.79
CB MTP-1	5.82	2.72	3.79
CB MTP-2	4.58	2.72	3.80
CB MTP-3	3.93	2.72	3.80
CB MTP-4	4.00	2.72	3.80

### Manatee Bay Basin

The existing elevation of the catch basins in the Manatee Bay Basin are all below 3.0-feet. The maximum stage results showed that while under the mean-annual conditions the maximum stages were below 3.0-feet, in a 25-year storm the maximum stage was up to 3.80-feet. This means that although diverting the flows from the Manatee Bay Basin through Manatee Park pond would provide some water quality benefits, there is a risk that these nodes would be surcharged in a larger storm event. Therefore, connecting the new improvements to the existing system is not recommended.

### Additional Discussion

#### Hotel Turn Lane

Mead & Hunt is coordinating with Baugher Hotel group to site and design a turn lane into the proposed hotel complex. The Baugher Hotel Group is currently in the process of redesigning the Hotel's ingress and egress. They anticipate being done their conceptual design by the first week of November. Mead & Hunt is proposing that the turn lane design be incorporated into the current design as part of the 90% submittal.



# CITY OF CAPE CANAVERAL

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**To: Bridget Hiser and Naomi Adkins-Hicks, Brevard County**

**From: Connor Ford, Senior Planner, City of Cape Canaveral**

As the City of Cape Canaveral's Senior Planner and representative on the Transportation Impact Fee (TIF) Advisory Board, I certify that as it relates to the Thurm Boulevard request for \$964K, that TIF funds will not be spent on landscaping.

*C Ford*

**Connor Ford**

Senior Planner

[City of Cape Canaveral](http://www.capecanaveral.gov)