Agenda Report

2725 Judge Fran Jamieson Way
Viera, FL 32940

Public Hearing

H.3. 4/2/2026

Subject:
Merritt Bidco SPV, LLC (Kim Rezanka) requests a zoning classification change from AU with a BSP to RU-2-15 and RU-2-30 with removal of BSP. (25Z00054) (Tax Account 2412106) (District 2)

Fiscal Impact:
None

Dept/Office:
Planning & Development

Requested Action:
It is requested that the Board of County Commissioners conduct a public hearing to consider a change of zoning classification from AU (Agricultural Residential) with a BSP (Binding Site Plan) to RU-2-15 (Medium-Density Multiple-Family Residential) and RU-2-30 (High-Density Multiple-Family Residential) with removal of BSP (Binding Site Plan).

Summary Explanation and Background:
The applicant is requesting to rezone the subject property from AU (Agricultural Residential) with a Binding Site Plan (BSP) to RU-2-15 (Medium-Density Multiple-Family Residential) with the removal of the BSP on an 11.24-acre parcel for the development of 222 units.

While Binding Site Plans are no longer a mechanism used by Brevard County, Section 62-1157(4), Brevard County Code of Ordinances, states that "existing binding site plans shall be treated as binding development plans insofar as they are consistent with the 1988 county comprehensive plan, as amended, and more restrictive ordinances of the county, and the plans shall continue to be binding on the applicant and his assigns, heirs and successors in title or possession of the lot, tract or parcel of land. . ."

The BSP on the property also includes the developed medical center property abutting the subject property. The BSP includes an access point on the north side of the medical center property, accessing N. Courtenay Pkwy. The second access point in the BSP is on the south side of the medical center property on Pioneer Rd. In addition, the BSP has a 50-foot-wide vegetative buffer along the northeast corner of the subject property, then south along the property line down to Pioneer Rd. The vegetative buffer includes ten (10) live oak trees, forty-three (43) slash pine trees, one-hundred eighty-one (181) Surinam cherry trees, and eighty (80) wax myrtle trees.

North of the subject parcel is one parcel, owned by Brevard County, 0.68 acres, BU-1 zoning with CC FLU designation and RU-1-11 zoning with NC FLU designation. In addition, there are four (4) parcels, approximately 0.19-0.25 acres each, developed with single-family detached dwellings in a platted subdivision, Villa de Palmas

with RU-1-11 zoning and RES 6 FLU designation. South of the subject parcel is one parcel, 4.46 acres, developed with a medical facility which is owned by the applicant for this rezoning, which has AU zoning with NC FLU designation. Another parcel, across Pioneer Road, 6.62 acres, developed with an assisted living facility that has BU-1 zoning with CC FLU designation. East of the subject property are nine (9) parcels, approximately 0.18-0.26 acres each, developed with single-family detached dwellings in Raintree by the Lake, a platted subdivision, which has RU-1-11 zoning with RES 6 FLU designation. West of the subject property is N. Courtenay Pkwy., a State-maintained roadway.

Concurrency analysis associated with a rezoning application is preliminary in nature and approval of the rezoning does not vest the applicant against the application of concurrency regulation associated with future applications (site plan/subdivision plan and building permits). The section of N. Courtenay Pkwy. from Pioneer Rd. to Southern Ramps of S.R. 528 has a current Maximum Allowed Volume (MAV) utilization at 87.56% capacity, with potential utilization increasing to 93.57% with the proposed development (about 48% of remaining capacity). Brevard County Code Section 62-602 (F)(6)(b), regarding maximum capacity allotment states: ". . . a site plan or subdivision shall be allotted no more than 25 percent of the remaining capacity of a facility . . . No more than one phase shall be approved for development until 50 percent of the residential lots or units or commercial projects approved for that phase have been sold or developed."

The applicant has supplied a Traffic Impact Study (TIS) prepared by Bowman Consulting Group and signed and sealed by a professional engineer (attached). Brevard County Public Works Traffic Engineering has reviewed this TIS and supplied comments (attached). Addendum #2, attached, summarizes these comments as it relates to this application.

The applicant has supplied a concept plan for illustrative purposes, attached. Please note that this concept plan is nonbinding and has not been reviewed for consistency with Brevard County Code.

On February 2, 2026, the applicant supplied a proposed Binding Development Plan (BDP). Proposed terms of the BDP include:

- During site plan permitting for the Property, Developer/Owner will permit and extend the west bound, right turn lane currently existing on Pioneer Road approximately three hundred (300) feet, from the turn lane's current eastern terminus, for a total length of 480 feet, to provide additional capacity for that turn lane. This turn lane will be constructed with proper authorization and permits from Brevard County and will be accepted by Brevard County for maintenance upon proper inspection. If the Property does not receive site plan approval for the intended use of an apartment complex, this condition shall become null and void.
- Developer/Owner will provide a one hundred (100) foot building setback from its east Property boundary, including 15-foot-wide landscaping buffer, disturbing the buffer only as necessary. Developer/Owner will work with NRMO to establish the buffer with similar types of plants and trees that currently exist, if the existing buffer cannot be maintained.
- Developer/Owner will maintain a fifty (50) foot landscape buffer along its north Property boundary for the land zoned RU-2-15, adjacent to the residentially developed property, preserving all protected trees.
- Developer/Owner will enter into a cross-access agreement with the adjacent Property Owner to its south, that abuts Pioneer Drive, to utilize the driveway that currently exists from the adjacent Property

to Pioneer Road, to minimize traffic conflict points onto Pioneer Road.

- Developer/Owner will enter into a Proportionate Fair Share Agreement, to address traffic capacity on N. Courtenay Parkway (SR3) with the County, if SR3 is determined to be deficient at time of site plan submittal.
- Developer/Owner intends to utilize landscape buffers, to the extent allowed by County Code, for usable common open space for use of tenants.

The Board may consider whether the request is consistent and compatible with the surrounding area. The Board may consider the impact of increased traffic to the surrounding area and whether measures, including the applicant's proposed BDP, would be appropriate and sufficient to mitigate potential traffic LOS impacts on the area.

On January 12, 2026, the Planning and Zoning Board heard the request, and the vote twice resulted in a 7:7 tie (one motion to recommend approval, the other to recommend denial).

On February 05, 2026, the Board of County Commissioners opened the public hearing on the request and continued the item to its April 2, 2026, Zoning meeting, with the Planning and Zoning Board to review the request at its March 16, 2026, meeting. The Board took this action because the applicant submitted new information for Board consideration that was not available to the Planning and Zoning Board, including a Traffic Impact Study (attached). Pursuant to Section 62-184(d)(2), "the applicant must submit any new evidence, not presented to the planning and zoning board, at least two weeks prior to the board of county commissioners meeting. Failure to do so may result in a continuation of the public hearing."

On March 16, 2026, the Planning and Zoning Board reheard the request, and the vote twice resulted in a 7:7 tie (one motion to recommend approval, the other to recommend denial).

Clerk to the Board Instructions:

Upon receipt of the resolution, please execute and return a copy to Planning and Development.

ADMINISTRATIVE POLICIES OF THE FUTURE LAND USE ELEMENT

Administrative Policies in the Future Land Use Element establish the expertise of staff with regard to zoning land use issues and set forth criteria when considering a rezoning action or request for Conditional Use Permit, as follows:

Administrative Policy 1

The Brevard County zoning official, planners and the Director of the Planning and Development, however designated, are recognized as expert witnesses for the purposes of Comprehensive Plan amendments as well as zoning, conditional use, special exception, and variance applications.

Administrative Policy 2

Upon Board request, members of the Brevard County planning and zoning staff shall be required to present written analysis and a recommendation, which shall constitute an expert opinion, on all applications for zoning, conditional uses, comprehensive plan amendments, vested rights, or other applications for development approval that come before the Board of County Commissioners for quasi-judicial review and action. The Board may table an item if additional time is required to obtain the analysis requested or to hire an expert witness if the Board deems such action appropriate. Staff input may include the following:

Criteria:

A. Staff shall analyze an application for consistency or compliance with comprehensive plan policies, zoning approval criteria and other applicable written standards.

B. Staff shall conduct site visits of property which are the subject of analysis and recommendation. As part of the site visit, the staff shall take a videotape or photographs where helpful to the analysis and conduct an inventory of surrounding existing uses. Aerial photographs shall also be used where they would aid in an understanding of the issues of the case.

C. In cases where staff analysis is required, both the applicant and the staff shall present proposed findings of fact for consideration by the Board.

D. For development applications where a specific use has not been proposed, the worst case adverse impacts of potential uses available under the applicable land use classification shall be evaluated by the staff.

Administrative Policy 3

Compatibility with existing or proposed land uses shall be a factor in determining where a rezoning or any application involving a specific proposed use is being considered. Compatibility shall be evaluated by considering the following factors, at a minimum:

Criteria:

A. Whether the proposed use(s) would have hours of operation, lighting, odor, noise levels, traffic, or site activity that would significantly diminish the enjoyment of, safety or quality of life in existing neighborhoods within the area which could foreseeably be affected by the proposed use.

B. Whether the proposed use(s) would cause a material reduction (five percent or more) in the value of existing abutting lands or approved development.

C. Whether the proposed use(s) is/are consistent with an emerging or existing pattern of surrounding development as determined through analysis of:

1. historical land use patterns;

2. actual development over the immediately preceding three years; and

3. development approved within the past three years but not yet constructed.

D. Whether the proposed use(s) would result in a material violation of relevant policies in any elements of the Comprehensive Plan.

Administrative Policy 4

Character of a neighborhood or area shall be a factor for consideration whenever a rezoning or any application involving a specific proposed use is reviewed. The character of the area must not be materially or adversely affected by the proposed rezoning or land use application. In evaluating the character of an area, the following factors shall be considered:

Criteria:

A. The proposed use must not materially and adversely impact an established residential neighborhood by introducing types of intensity of traffic (including but not limited to volume, time of day of traffic activity, type of vehicles, et cetera), parking, trip generation, commercial activity or industrial activity that is not already present within the identified boundaries of the neighborhood.

B. In determining whether an established residential neighborhood exists, the following factors must be present:

1. The area must have clearly established boundaries, such as roads, open spaces, rivers, lakes, lagoons, or similar features.

2. Sporadic or occasional neighborhood commercial uses shall not preclude the existence of an existing residential neighborhood, particularly if the commercial use is non-conforming or pre-dates the surrounding residential use.

3. An area shall be presumed not to be primarily residential but shall be deemed transitional where multiple commercial, industrial or other non-residential uses have been applied for and approved during the previous five (5) years.

Administrative Policy 5

In addition to the factors specified in Administrative Policies 2, 3, and 4, in reviewing a rezoning, conditional use permit or other application for development approval, the impact of the proposed use or uses on transportation facilities either serving the site or impacted by the

use(s) shall be considered. In evaluating whether substantial and adverse transportation impacts are likely to result if an application is approved, the staff shall consider the following:

Criteria:

A. Whether adopted levels of services will be compromised;

B. Whether the physical quality of the existing road system that will serve the proposed use(s) is sufficient to support the use(s) without significant deterioration;

C. Whether the surrounding existing road system is of sufficient width and construction quality to serve the proposed use(s) without the need for substantial public improvements;

D. Whether the surrounding existing road system is of such width and construction quality that the proposed use(s) would realistically pose a potential for material danger to public safety in the surrounding area;

E. Whether the proposed use(s) would be likely to result in such a material and adverse change in traffic capacity of a road or roads in the surrounding area such that either design capacities would be significantly exceeded or a de facto change in functional classification would result;

F. Whether the proposed use(s) would cause such material and adverse changes in the types of traffic that would be generated on the surrounding road system, that physical deterioration of the surrounding road system would be likely;

G. Whether projected traffic impacts of the proposed use(s) would materially and adversely impact the safety or welfare of residents in existing residential neighborhoods.

Administrative Policy 6

The use(s) proposed under the rezoning, conditional use or other application for development approval must be consistent with, (a), all written land development policies set forth in these administrative policies; and (b), the future land use element, coastal management element, conservation element, potable water element, sanitary sewer element, solid waste management element, capital improvements element, recreation and open space element, surface water element, and transportation elements of the comprehensive plan.

Administrative Policy 7

Proposed use(s) shall not cause or substantially aggravate any, (a), substantial drainage problem on surrounding properties; or (b), significant, adverse and unmitigatable impact on significant natural wetlands, water bodies or habitat for listed species.

Administrative Policy 8

These policies, the staff analysis based upon these policies, and the applicant's written analysis, if any, shall be incorporated into the record of every quasi-judicial review application for development approval presented to the Board including rezoning, conditional use permits, and vested rights determinations.

Section 62-1151(c) of the Code of Ordinances of Brevard County directs, "The planning and zoning board shall recommend to the board of county commissioners the denial or approval of each application for amendment to the official zoning maps based upon a consideration of the following factors:

(1) The character of the land use of the property surrounding the property being considered.

(2) The change in conditions of the land use of the property being considered and the surrounding property since the establishment of the current applicable zoning classification, special use or conditional use.

(3) The impact of the proposed zoning classification or conditional use on available and projected traffic patterns, water and sewer systems, other public facilities and utilities and the established character of the surrounding property.

(4) The compatibility of the proposed zoning classification or conditional use with existing land use plans for the affected area.

(5) The appropriateness of the proposed zoning classification or conditional use based upon a consideration of the applicable provisions and conditions contained in this article and other applicable laws, ordinances and regulations relating to zoning and land use regulations and based upon a consideration of the public health, safety and welfare.

The minutes of the planning and zoning board shall specify the reasons for the recommendation of approval or denial of each application."

CONDITIONAL USE PERMITS (CUPs)
In addition to the specific requirements for each Conditional Use Permit (CUP), Section 62-1901 provides that the following approval procedure and general standards of review are to be applied to all CUP requests, as applicable.

(b) Approval procedure. An application for a specific conditional use within the applicable zoning classification shall be submitted and considered in the same manner and according to the same procedure as an amendment to the official zoning map as specified in Section 62-1151. The approval of a conditional use shall authorize an additional use for the affected parcel of real property in addition to those permitted in the applicable zoning classification. The initial burden is on the applicant to demonstrate that all applicable standards and criteria are met. Applications which do not satisfy this burden cannot be approved. If the applicant meets its initial burden, then the Board has the burden to show, by substantial and competent evidence, that the applicant has failed to meet such standards and the request is adverse to the public interest. As part of the approval of the conditional use permit, the Board may prescribe appropriate and reasonable conditions and safeguards to reduce the impact of the proposed use on adjacent and nearby properties or the neighborhood. A nearby property, for the purpose of this section, is defined as any property which, because of the character of the proposed use, lies within the area which may be substantially and adversely impacted by such use. In stating grounds in

support of an application for a conditional use permit, it is necessary to show how the request fulfills both the general and specific standards for review. The applicant must show the effect the granting of the conditional use permit will have on adjacent and nearby properties, including, but not limited to traffic and pedestrian flow and safety, curb-cuts, off-street loading and parking, off-street pickup of passengers, odors, glare and noise, particulates, smoke, fumes, and other emissions, refuse and service areas, drainage, screening and buffering for protection of adjacent and nearby properties, and open space and economic impact on nearby properties. The applicant, at his discretion, may choose to present expert testimony where necessary to show the effect of granting the conditional use permit.

(c) General Standards of Review.

(1) The planning and zoning board and the board of county commissioners shall base the denial or approval of each application for a conditional use based upon a consideration of the factors specified in Section 62-1151(c) plus a determination whether an application meets the intent of this section.

a. The proposed conditional use will not result in a substantial and adverse impact on adjacent and nearby properties due to: (1), the number of persons anticipated to be using, residing or working under the conditional use; (2), noise, odor, particulates, smoke, fumes and other emissions, or other nuisance activities generated by the conditional use; or (3), the increase of traffic within the vicinity caused by the proposed conditional use.

b. The proposed use will be compatible with the character of adjacent and nearby properties with regard to use, function, operation, hours of operation, type and amount of traffic generated, building size and setback, and parking availability.

c. The proposed use will not cause a substantial diminution in value of abutting residential property. A substantial diminution shall be irrebuttably presumed to have occurred if abutting property suffers a 15% reduction in value as a result of the proposed conditional use. A reduction of 10% of the value of abutting property shall create a rebuttable presumption that a substantial diminution has occurred. The Board of County Commissioners carries the burden to show, as evidenced by either testimony from or an appraisal conducted by an M A I certified appraiser, that a substantial diminution in value would occur. The applicant may rebut the findings with his own expert witnesses.

(2) The following specific standards shall be considered, when applicable, in making a determination that the general standards specified in subsection (1) of this section are satisfied:

a. Ingress and egress to the property and proposed structures thereon, with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire and catastrophe, shall be: (1), adequate to serve the proposed use without burdening adjacent and nearby uses, and (2), built to applicable county standards, if any. Burdening adjacent and nearby uses means increasing existing traffic on the closest collector or arterial road by more than 20%, or 10% if the new traffic is primarily comprised of heavy vehicles, except where the affected road is at Level of Service A or B. New traffic generated by the proposed use shall not cause the adopted level of service for transportation on applicable roadways, as determined by applicable Brevard County standards, to be exceeded. Where the design of a public road to be used by the proposed use is physically inadequate to handle the numbers, types or weights of vehicles expected to be generated by the proposed use without damage to the road, the conditional use permit cannot be approved without a commitment to improve the road to a standard adequate to handle the proposed traffic, or to maintain the road through a maintenance bond or other means as required by the Board of County Commissioners.

b. The noise, glare, odor, particulates, smoke, fumes or other emissions from the conditional use shall not substantially interfere with the use or enjoyment of the adjacent and nearby property.

c. Noise levels for a conditional use are governed by Section 62-2271.

d. The proposed conditional use shall not cause the adopted level of service for solid waste disposal applicable to the property or area covered by such level of service, to be exceeded.

e. The proposed conditional use shall not cause the adopted level of service for potable water or wastewater applicable to the property or the area covered by such level of service, to be exceeded by the proposed use.

f. The proposed conditional use must have existing or proposed screening or buffering, with reference to type, dimensions and character to eliminate or reduce substantial, adverse nuisance, sight, or noise impacts on adjacent and nearby properties containing less intensive uses.

g. Proposed signs and exterior lighting shall not cause unreasonable glare or hazard to traffic safety, or interference with the use or enjoyment of adjacent and nearby properties.

h. Hours of operation of the proposed use shall be consistent with the use and enjoyment of the properties in the surrounding residential community, if any. For commercial and industrial uses adjacent to or near residential uses, the hours of operation shall not adversely affect the use and enjoyment of the residential character of the area.

i. The height of the proposed use shall be compatible with the character of the area, and the maximum height of any habitable structure shall be not more than 35 feet higher than the highest residence within 1,000 feet of the property line.

j. Off-street parking and loading areas, where required, shall not be created or maintained in a manner which adversely impacts or impairs the use and enjoyment of adjacent and nearby properties. For existing structures, the applicant shall provide competent, substantial evidence to demonstrate that actual or anticipated parking shall not be greater than that which is approved as part of the site pan under applicable county standards.

FACTORS TO CONSIDER FOR A REZONING REQUEST

Section 62-1151(c) sets forth factors to consider in connection with a rezoning request, as follows:

"The planning and zoning board shall recommend to the board of county commissioners the denial or approval of each application for amendment to the official zoning maps based upon a consideration of the following factors:

(1) The character of the land use of the property surrounding the property being considered.

(2) The change in conditions of the land use of the property being considered and the surrounding property since the establishment of the current applicable zoning classification, special use or conditional use.

(3) The impact of the proposed zoning classification or conditional use on available and projected traffic patterns, water and sewer systems, other public facilities and utilities and the established character of the surrounding property.

(4) The compatibility of the proposed zoning classification or conditional use with existing land use plans for the affected area.

(5) The appropriateness of the proposed zoning classification or conditional use based upon a consideration of the applicable provisions and conditions contained in this article and other applicable laws, ordinances and regulations relating to zoning and land use regulations and based upon a consideration of the public health, safety and welfare."

These staff comments contain references to zoning classifications found in the Brevard County Zoning Regulations, Chapter 62, Article VI, Code of Ordinances of Brevard County. These references include brief summaries of some of the characteristics of that zoning classification. Reference to each zoning classification shall be deemed to incorporate the full text of the section or sections defining and regulating that classification into the Zoning file and Public Record for that item.

These staff comments contain references to sections of the Code of Ordinances of Brevard County. Reference to each code section shall be deemed to incorporate this section into the Zoning file and Public Record for that item.

These staff comments contain references to Policies of the Brevard County Comprehensive Plan. Reference to each Policy shall be deemed to incorporate the entire Policy into the Zoning file and Public Record for that item.

These staff comments refer to previous zoning actions which are part of the Public Records of Brevard County, Florida. These records will be referred to by reference to the file number. Reference to zoning files are intended to make the entire contents of the cited file a part of the Zoning file and Public Record for that item.

DEFINITIONS OF CONCURRENCY TERMS

Maximum Acceptable Volume (MAV): Maximum acceptable daily volume that a roadway can carry at the adopted Level of Service (LOS).

Current Volume: Building permit related trips added to the latest TPO (Transportation Planning Organization) traffic counts.

Volume with Development (VOL W/DEV): Equals Current Volume plus trip generation projected for the proposed development.

Volume/Maximum Acceptable Volume (VOL/MAV): Equals the ratio of current traffic volume to the maximum acceptable roadway volume.

Volume/Maximum Acceptable Volume with Development (VOL/MAV W/DEV): Ratio of volume with development to the Maximum Acceptable Volume.

Acceptable Level of Service (CURRENT LOS): The Level of Service at which a roadway is currently operating.

Level of Service with Development (LOS W/DEV): The Level of Service that a proposed development may generate on a roadway.

BOARD OF COUNTY COMMISSIONERS

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STAFF COMMENTS
25Z00054

Merritt Bidco SPV, LLC

AU (Agricultural Residential) w/ Binding Site Plan (BSP) to RU-2-15 (Medium-Density Multiple-Family Residential) & RU-2-30 (High-Density-Multiple-Family Residential) w/ removal of BSP

Tax Account Number: 2412106
Parcel I.D.: 24-36-14-00-259
Location: Eastside of N. Courtenay Pkwy., approximately 400 ft. south of Via De La Reina (District 2)
Acreage: 11.24 acres

MIRA Board: 12/11/2025
Planning & Zoning Board: 01/12/2026
Board of County Commissioners: 02/05/2026

Consistency with Land Use Regulations

- Current zoning is consistent under the Future Land Use Designation, Section 62-1255.
- The proposed zoning and Future Land Use Designation is consistent per Section 62-1255.
- The proposal would maintain acceptable Levels of Service (LOS).

	CURRENT	PROPOSED
Zoning	AU	RU-2-30 & RU-2-15
Potential*	5 Single-family residences	222 Multiple-family residential units
Can be Considered under the Future Land Use Map	YES NC, RES 15	YES NC, RES 15

* Zoning potential for concurrency analysis purposes only, subject to applicable land development regulations.

Background and Purpose of Request

The applicant is requesting to rezone the subject property from AU (Agricultural Residential) with a Binding Site Plan (BSP) to RU-2-15 (Medium-Density Multiple-Family Residential) with the removal of the BSP on an 11.24-acre parcel for the development of 222 units.

The BSP on the property also includes the developed medical center property abutting the subject property. The BSP includes an access point on the north side of the medical center

property, accessing N. Courtenay Pkwy. The second access point in the BSP is on the south side of the medical center property on Pioneer Rd. In addition, the BSP has a 50-foot-wide vegetative buffer along the northeast corner of the subject property, then south along the property line down to Pioneer Rd. The BDP stipulates that the vegetative buffer shall include ten (10) live oak trees, forty-three (43) slash pine trees, one-hundred eighty-one (181) Surinam cherry trees, and eighty (80) wax myrtle trees.

The applicant is requesting 222 multi-family units calculated below:

- Approximately 7.64 acres at 15 units to the acre equals 114 units.
- Approximately 3.6 acres is NC with a density bonus to RES 30 which equals 108 units.
- The density bonus is based on FLU Policy 2.10, which states: Residential development is permissible in these commercial land use designations at a density of up to one category higher than the closest residentially designated area on the Future Land Use Map (FLUM) which is on the same side of the street.

Development on the site may be impacted by the following:

- Within approximately 660 feet of the site, there is a mapped eagle nest (#BE124).
- Relating to Natural Resources, Brevard County Code Sec. 65 3694(c)(6): For subdivisions and multi-family parcels greater than five acres in area, the preceding limitation of one dwelling unit per five (5) acres within wetlands may be applied as a maximum percentage limiting wetland impacts to not more than 1.8% of the total non-commercial and non-industrial acreage on a cumulative basis. **This means that residential development is allowed 1.8% max impacts (with mitigation for impacts).**
- Relating to traffic concurrency, Brevard County Code Section 62-602(F)(6) states: For site plans and subdivisions, the vesting provisions shall apply in the following circumstances: (a)(1): Road Capacity: The affected roads are operating or committed at a level equal to or less than 85 percent of the acceptable level of service. **Currently, the roadway is operating at 88% capacity, per the most recent Space Coast TPO traffic counts.**
- Also relating to traffic concurrency, Brevard County Code Section 62-602(F)(6)(b) states: The threshold capacity restrictions described in subsection (f)(6)a. of this section, a site plan or subdivision shall be allotted no more than 25 percent of the remaining capacity of a facility. Project size shall be determined utilizing the most restrictive of the facilities named in subsection (f)(6)a. of this section. No more than one phase shall be approved for development until 50 percent of the residential lots or units or commercial projects approved for that phase have been sold or developed. **The proposed development would utilize more than the allowable 25% of the remaining capacity.**
- Based on staff analysis, the above impacts could lead to a finding of concurrency deficiency at site plan as it is anticipated that the development will increase the roadway utilization by 6% bringing the roadway to 93.57% daily use, reduce operating times of construction, reduce the maximum density of the property, and phase development based on concurrency to ensure no reduction in the traffic level of service. A finding of deficiency may be the effect of preventing future development approval on the site and the surrounding area.

The information above regarding concurrency is preliminary, as outlined in Section 62-602(b)- "Preliminary evaluation prior to zoning action. For review of zoning applications, a preliminary concurrency evaluation shall be completed as part of the zoning review process to illustrate the relationship between the proposal and the availability of services and facilities for the planning and zoning board, the School Board of Brevard County, and the board of county commissioners. This review will be based on the information described in the zoning application. The results of this preliminary review are for the use of the county in its review of the zoning application and a school area impact analysis application." (See also Sec. 62-604(e)," For review of zoning applications, the preliminary concurrency evaluation shall be used for general information purposes only as part of the zoning review. Subsequent to the approval of a zoning application, a formal concurrency evaluation prior to site plan, subdivision plat or building permit approval shall be required.") Binding concurrency analysis will occur at the Subdivision/Site Plan stage of development.

Brevard County Utility Service Comments state: In the context of onsite sewage treatment and disposal systems, "Available" is defined in F.S. 381.0065 (2)(a) and the requirements to connect to an existing onsite sewage treatment and disposal system to central sewerage system are defined in F.S. 381.00655 (1)(a). Brevard County has the exclusive right to furnish the sewer service per Section 110-181 BCCO because this is within the Brevard County Utility Services Department Service Area. Please note that a Brevard County gravity main runs through this parcel. The existing Brevard County utilities that cross the property serve 2400 and 2404 N Courtenay. If parcel is developed, the Brevard County infrastructure must remain accessible. Brevard County Utilities Services Department will require a completed easement for the Brevard County sewer infrastructure on the parcel. The developer will be responsible for any improvements to the lift station needed if capacity is not sufficient for planned development.

The subject property's current configuration was recorded in DB RR, PG 282, which was before the establishment of the Brevard County Zoning Code in 1958.

The AU zoning is the original classification established on the subject property in 1958.

The subject property retains the original two (2) FLU designations, Neighborhood Commercial (NC) and Residential 15 (RES 15), established by the 1988 Brevard County Comprehensive Plan.

The current AU zoning classification encompasses lands devoted to agricultural pursuits and single-family residential development of spacious character on 2.5-acre lots, with a minimum lot width and depth of 150 feet. The AU classification also permits the raising/grazing of animals, fowl, and beekeeping.

The proposed RU-2-15 classification medium-density multiple-family residential zoning classifications encompass lands devoted to medium-density multifamily residential purposes, together with such accessory uses as may be necessary or are normally compatible with residential surroundings. RU-2-15 permits multiple-family residential uses or single-family residences at a density of up to 15 units per acre on 7,500 square foot lots.

The proposed RU-2-30 high-density multiple-family residential zoning classification encompasses lands devoted to multiple-family residential development, together with such accessory uses as may be necessary or are normally compatible with residential surroundings, permits high density multi-family residential development of up to 30 unit per acre. Multiple-family residential structures may be constructed on a minimum lot size of 10,000 square feet, with at least 100' of lot width and 100' of lot depth. Single-family residences are also permitted on minimum lot sizes of 7,500 square feet with at least 75' of lot width and 75' of lot depth.

The subject parcel is located on the east side of N. Courtenay Pkwy., approximately 400 ft. south of Via De La Reina, a county-maintained road.

As of November 25, 2025, there are no current active code enforcement actions on the subject property.

Surrounding Area

	Existing Land Use	**Zoning**	**Future Land Use**
North	Vacant land, single-family residence	BU-1, RU-1-11	CC, NC, RES 6
South	Medical facility, assisted living facility	AU, BU-1	NC, CC
East	Single-family residence	RU-1-11	RES 6
West	N. Courtenay Pkwy., Professional office building	BU-1	CC

North of the subject parcel is one parcel, owned by Brevard County, 0.68 acres, BU-1 zoning with CC FLU designation and RU-1-11 zoning with NC FLU designation. In addition, there are four (4) parcels, approximately 0.19-0.25 acres each, developed with single-family detached dwellings in a platted subdivision, Villa de Palmas with RU-1-11 zoning and RES 6 FLU designation.

South of the subject parcel is one parcel, 4.46 acres, developed with a medical facility which is owned by the applicant for this rezoning, which has AU zoning with NC FLU designation. Another parcel, across Pioneer Road, 6.62 acres, developed with an assisted living facility that has BU-1 zoning with CC FLU designation.

East of the subject property are nine (9) parcels, approximately 0.18-0.26 acres each, developed with single-family detached dwellings in Raintree by the Lake, a platted subdivision, which has RU-1-11 zoning with RES 6 FLU designation.

West of the subject property is N. Courtenay Pkwy., a State-maintained roadway. A property improved with a professional office building and zoned BU-1 with a CC FLU is located directly west of the subject property across N. Courtenay Parkway.

AU zoning classification encompasses lands devoted to agricultural pursuits and single-family residential development of spacious character on 2.5 acre lots, with a minimum lot width and depth of 150 feet. The minimum house size in AU is 750 square feet. The AU classification also permits the raising/grazing of animals, fowl, and beekeeping.

RU-1-11 classification encompasses lands devoted to single-family residential development of spacious character, together with such accessory uses as may be necessary or are normally compatible with residential surroundings on minimum 7,500 square foot lots, with a minimum width and depth of 75 feet. The minimum house size is 1,100 square feet. RU-1-11 does not permit horses, barns or horticulture

BU-1 classification allows retail commercial land uses on minimum 7,500 square foot lots. The BU-1 classification does not permit warehousing or wholesaling.

Future Land Use

The subject property's AU zoning classification is consistent with the NC and RES 15 Future Land Use designation provided on the FLUM series contained within Chapter XI – Future Land Use Element of Brevard County's Comprehensive Plan. The applicant's request for RU-2-15 zoning classification can be considered consistent under the existing Future Land Use.

FLUE Policy 1.2- Public Facilities and Service Requirements
Minimum public facilities and services requirements should increase as residential density allowances become higher. The following criteria shall serve as guidelines for approving new residential land use designations:
Criteria:

A. Adequate roadways, solid waste disposal, drainage and recreation facilities to serve the needs of associated development shall be available concurrent with development in all residential land use designations.

The proposed development is anticipated to create a deficiency in LOS, other than a potential traffic concurrency issue due to the roadway being at 88% MAV utilization currently.

The proposed development will be required to connect to Brevard County sewer system.

B. Fire and police protection and emergency medical services to serve the needs of associated development shall be available concurrent with development in all residential land use designations in accordance with policies set forth in the 'Service Delivery, Concurrency and Growth' section of this Future Land Use Element.

No issues are anticipated with regards to fire and emergency medical services.

C. In the Residential 30, Residential 15, Residential 10, Residential 6 and Residential 4 land use designations, centralized potable water and wastewater treatment shall be available concurrent with the impact of the development.

The proposed development will connect to Brevard County sewer via a force main that runs along N. Courtenay Pkwy. There is also a gravity main that runs through the subject property. Brevard County Utilities will provide the sewer service to the property.

The proposed development is within the service area for City of Cocoa Utilities to provide the potable water service.

D. Where public water service is available, residential development proposals with densities greater than four units per acre shall be required to connect to a centralized sewer system.

The density of the proposed is a maximum of thirty (30) and fifteen (15) units per acre and will require a connection to a centralized sewer system.

FLUE Policy 2.10- Residential Development in Neighborhood Commercial and Community Commercial Land Use Designations

Residential development or the integration of residential development with commercial development shall be permitted in the Neighborhood Commercial and Community Commercial land use designations, provided that the scale and intensity of the residential/mixed use development is compatible with abutting residential development and areas designated for residential use on the Future Land Use Map. Residential development is permissible in these commercial land use designations at density of up to one category higher than the closest residentially designated area on the Future Land Use Map (FLUM) which is on the same side of the street. Increases in density beyond this allowance may be considered through a public hearing. In the CHHA, however, residential development is strictly limited to the density of the closest residentially designated area on the FLUM that is on the same side of the street. Such residential development, as described above, shall be allowed to utilize the following characteristics:

Criteria:

A. Residential uses within Neighborhood Commercial and Community Commercial designations shall be encouraged to utilize neo-traditional neighborhood development techniques, such as narrower road rights-of-way, mid-block pedestrian pass-throughs, alleys, smaller lot sizes, on-street parking, reduced lot line setbacks and public transit facilities.

The owner proposes to develop a vacant, undeveloped parcel with medium and high-density multi-family residential units. The development is proposed to have

walkable areas for pedestrian accessibility to the on-site amenities. A Space Coast Area Transit (SCAT) bus stop is located directly adjacent to the proposed development across N. Courtenay Parkway.

B. Residential density bonuses as set forth in Policy 11.2 may be considered in addition to the bonus stated in the above policy within Neighborhood Commercial and Community Commercial designations as an incentive for redevelopment and regentrification if the proposed development will address serious incompatibility with existing land uses, is adequately buffered from other uses, is located along major transportation corridors, and meets the concurrency requirements of this Comprehensive Plan.

The property is located adjacent to N. Courtenay Pkwy., classified as an urban principal arterial road by the SCTPO.

As the property is placed under contiguous ownership and is to be developed with internal connectivity, it can be considered to be on the same side of the road.

The Board should evaluate the compatibility of this application within the context of Administrative Policies 2 – 8 of the Future Land Use Element.

Analysis of Administrative Policy #3 - Compatibility between this site and the existing or proposed land uses in the area:

Compatibility shall be evaluated by considering the following factors, at a minimum:

Criteria:

A. Whether the proposed use(s) would have hours of operation, lighting, odor, noise levels, traffic, or site activity that would significantly diminish the enjoyment of, safety or quality of life in existing neighborhoods within the area which could foreseeably be affected by the proposed use.

The corridor currently operates at 88% capacity, and the proposed development is anticipated to increase the traffic to a level of 93.57% of daily capacity. Specific concurrency issues will be addressed at the time of site plan review. This is only a preliminary review and is subject to change.

Development would need to meet performance standards set forth in code sections 62-2251 through 62-2272 and will be reviewed at the site plan review stage.

B. Whether the proposed use(s) would cause a material reduction (five per cent or more) in the value of existing abutting lands or approved development.

Only a certified MAI (Master Appraiser Institute) appraisal can determine if a material reduction has or will occur due to the proposed request.

C. Whether the proposed use(s) is/are consistent with an emerging or existing pattern of surrounding development as determined through an analysis of:

1. historical land use patterns;

The proposed use is not consistent with the existing pattern of surrounding development, which is characterized as single-family residential to the east, a medical facility to the west, and an assisted living facility to the south. The proposed development could be considered a transition from the high intensity uses along N. Courtenay Pkwy. and the low intensity uses to the east which is the platted single-family residential subdivision.

There are five (5) FLU designations: Community Commercial (CC), Neighborhood Commercial (NC), Residential 15 (RES 15), Residential 6 (RES 6) and Residential 4 (RES 4) within a 0.5-mile radius of the subject property. RES 6 is the prominent FLU in the surrounding area on the east side of N. Courtenay Pkwy.

There are eleven (11) zoning classifications within a 0.5-mile radius of the subject property: RU-2-15, IN(L), BU-1, RU-1-11, RU-1-7, BU-2, EA, AU, RU-2-10, PUD, and BU-1-A zoning classifications. RU-1-11 is the predominant zoning on the east side of N. Courtenay Pkwy.

2. actual development over the immediately preceding three years; and

There have been three new developments within 0.5 miles of the subject property within the last three years. Three (3) developments have been on commercial properties with a bank, a car wash, and an assisted living facility.

3. development approved within the past three years but not yet constructed.

There has not been any approved development within this area in the preceding three (3) years that has yet to be constructed. However, there was one zoning action:

- **25AA00030: Administrative approval on 06/23/2025 for one premise consumption of beer and wine, 2COP, for unit #31.**

D. Whether the proposed use(s) would result in a material violation of relevant policies in any elements of the Comprehensive Plan.

The Board may consider whether the proposed development results in a material violation based on Administrative Policy 5.

Analysis of Administrative Policy #4 - Character of a neighborhood or area.

Character of a neighborhood or area shall be a factor for consideration whenever a rezoning or any application involving a specific proposed use is reviewed. The character of the area must

not be materially or adversely affected by the proposed rezoning or land use application. In evaluating the character of an area, the following factors shall be considered:

Criteria:

A. The proposed use must not materially and adversely impact an established residential neighborhood by introducing types or intensity of traffic (including but not limited to volume, time of day of traffic activity, type of vehicles, etc.), parking, trip generation, commercial activity or industrial activity that is not already present within the identified boundaries of the neighborhood.

   Based on preliminary concurrency with the proposed development, MAV utilization is shown to increase by 6.01%. The corridor is anticipated to operate at 93.57% of capacity daily. This has the potential to cause traffic impacts that could adversely impact the established residential areas, agricultural lands, and a residential subdivision by introducing types or intensity of traffic, parking, or trip generation. This is not an introduction of commercial activity within the identified boundaries of a neighborhood.

B. In determining whether an established residential neighborhood exists, the following factors must be present:

   1. The area must have clearly established boundaries, such as roads, open spaces, rivers, lakes, lagoons, or similar features.

      The subject property is in a highly developed area with a mixture of commercial and residential properties. There are a couple of subdivisions in the area as well. There are clearly established boundaries such as roads, canals, lakes, open spaces, or similar features.

   2. Sporadic or occasional neighborhood commercial uses shall not preclude the existence of an existing residential neighborhood, particularly if the commercial use is non-conforming or pre-dates the surrounding residential use.

      The surrounding is considered a mixed area with residential and commercial uses. The proposed use would not preclude the existence of the existing residential neighborhood.

   3. An area shall be presumed not to be primarily residential but shall be deemed transitional where multiple commercial, industrial, or other non-residential uses have been applied for and approved during the previous five (5) years.

      This area is presumed to be predominantly residential. However, there are commercial uses within the area of the subject property, along with large lot undeveloped properties.

Administrative Policy #5 - Transportation facilities either serving the site or impacted by the use(s)

In addition to the factors specified in Administrative Policies 2, 3, and 4, in reviewing a rezoning, conditional use permit or other application for development approval, the impact of the proposed use or uses on transportation facilities either serving the site or impacted by the use(s) shall be considered. In evaluating whether substantial and adverse transportation impacts are likely to result if an application is approved, the staff shall consider the following criteria:

Criteria:

A. Whether adopted levels of service will be compromised;

Current traffic counts provided by SCTPO for this section of N. Courtenay Pkwy. from Pioneer Rd. to S. Ramps (S.R.528), indicates the roadway is operating at 87.56% capacity. Approval of the rezoning request for 222 units has the potential to increase roadway MAV utilization by 6.01%. The corridor is anticipated to operate at 93.57% of capacity daily.

B. Whether the physical quality of the existing road system that will serve the proposed use(s) is sufficient to support the use(s) without significant deterioration;

Has not been evaluated at this time.

C. Whether the surrounding existing road system is of sufficient width and construction quality to serve the proposed use(s) without the need for substantial public improvements;

Has not been evaluated at this time.

D. Whether the surrounding existing road system is of such width and construction quality that the proposed use(s) would realistically pose a potential for material danger to public safety in the surrounding area;

Has not been evaluated at this time.

E. Whether the proposed use(s) would be likely to result in such a material and adverse change in traffic capacity of a road or roads in the surrounding area such that either design capacities would be significantly exceeded or a de facto change in functional classification would result;

The proposed development has the potential to cause traffic capacity issues that potentially could impact design capabilities or a de facto change in functional classification.

F. Whether the proposed use(s) would cause such material and adverse changes in the types of traffic that would be generated on the surrounding road system, that physical deterioration of the surrounding road system would be likely;

The proposed development has the potential to produce 2,308 trips daily. The physical deterioration of the surrounding roadway has not been evaluated at this time.

G. Whether projected traffic impacts of the proposed use(s) would materially and adversely impact the safety or welfare of residents in existing residential neighborhoods.

This development has the potential to cause traffic impacts that could adversely impact the safety or welfare of residents in the existing surrounding residential neighborhoods.

Analysis of Administrative Policy #7

Proposed use(s) shall not cause or substantially aggravate any (a) Substantial drainage problem on surrounding properties; or (b) significant, adverse and unmitigable impact on significant natural wetlands, water bodies or habitat for listed species.

The subject parcel contains mapped National Wetlands Inventory (NWI) and St. Johns River Water Management District (SJRWMD) wetlands and hydric soils. For subdivisions and multi-family parcels greater than five acres in area, the preceding limitation of one dwelling unit per five (5) acres within wetlands may be applied as a maximum percentage limiting wetland impacts to not more than 1.8% of the total non-commercial and non-industrial acreage on a cumulative basis as set forth in Sec. 65 3694(c)(6). The entire property is mapped within the Indian River Lagoon Nitrogen Reduction Overlay. Approximately within 660 feet of the site there is a mapped eagle nest (#BE124).

Please refer to all comments provided by the Natural Resource Management Department at the end of this report.

Preliminary Concurrency

The closest concurrency management segment to the subject property is N. Courtenay Pkwy. (S.R. 3) between Pioneer Road and S. Ramps (S.R. 528), which has a Maximum Acceptable Volume (MAV) of 38,430 trips per day, a Level of Service (LOS) of D, and currently operates at 87.56% of capacity daily. The maximum development potential from the proposed rezoning increases the percentage of MAV utilization by 6.01%. The corridor is anticipated to operate at 93.57% of capacity daily.

There is the potential to have concurrency issues related to traffic at the site plan stage due to Brevard County Code Section 62-602:

- (F)(6) states for site plans and subdivisions, the vesting provisions shall apply in the following circumstances: (a)(1): Road Capacity: The affected roads are operating or committed at a level equal to or less than 85 percent of the acceptable level of service.
- (F)(6)(b) Maximum capacity allotment: The threshold capacity restrictions described in subsection (f)(6)a. of this section, a site plan or subdivision shall be allotted no more than

25 percent of the remaining capacity of a facility. Project size shall be determined utilizing the most restrictive of the facilities named in subsection (f)(6)a. of this section. No more than one phase shall be approved for development until 50 percent of the residential lots or units or commercial projects approved for that phase have been sold or developed.

Staff analysis has determined that a reduction of the proposed development, for example, to 130 multi-family units, would increase the MAV utilization by 3.01%. The corridor would be anticipated to operate at 90.57% of capacity daily. Reduction of units may be a consideration by the Board, and such a reduction would meet the requirement that restricts utilization of no more than 25% of the remaining roadway capacity.

School concurrency information provided from the Brevard County School Board has determined that Lewis Carroll Elementary School, Thomas Jefferson Middle School and Merritt Island Senior High School are projected to have capacity for the projected and potential students from the development.

Potable water is provided by the City of Cocoa Utilities. Centralized sewer will be provided by Brevard County Utilities.

Summary of Mapped Resources and Noteworthy Land Use Issues:

- Wetlands and Hydric Soils
- Indian River Lagoon Nitrogen Reduction Septic Overlay
- Protected and Specimen Trees
- Protected Species

For Board Consideration

The Board should consider whether the proposed request is consistent and compatible with the surrounding area.

The Board may consider the impact of increased traffic to the surrounding area and whether measures (such as a BDP) would be appropriate and sufficient to mitigate potential traffic LOS impacts to the area.

The section of N. Courtenay Pkwy. from Pioneer Rd. to Southern Ramps of S.R. 528 has a current MAV utilization at 87.56% capacity, with a potential utilization increasing to 93.57% with the proposed development. Brevard County Code Section 62-602 (F)(6)(b), regarding maximum capacity allotment states: The threshold capacity restrictions described in subsection (f)(6)a of this section, a site plan or subdivision shall be allotted no more than 25 percent of the remaining capacity of a facility. Project size shall be determined utilizing the most restrictive of the facilities named in subsection (f)(6)a of this section. No more than one phase shall be approved for development until 50 percent of the residential lots or units or commercial projects approved for that phase have been sold or developed.

The Board should also evaluate the application based on Administrative Policy 5: In

addition to the factors specified in Administrative Policies 2, 3, and 4, in reviewing a rezoning, conditional use permit or other application for development approval, the impact of the proposed use or uses on transportation facilities either serving the site or impacted by the use(s) shall be considered. In evaluating whether substantial and adverse transportation impacts are likely to result if an application is approved, the staff shall consider the factors in Administrative Policy 5 which are based on staff preliminary concurrency evaluation.

NATURAL RESOURCES MANAGEMENT DEPARTMENT
Zoning Review & Summary
Item No. 25Z00054

Applicant: Kimberly Rezanka (Owner: Merritt Bidco SPV LLC)
Zoning Request: AU to RU-2-15 with removal of BDP
Note: to develop 222 mf units (in MIRA)
Zoning Hearing: 01/12/2026; **BCC Hearing**: 02/05/2026
Tax ID No.: 2412106

- This is a preliminary review based on best available data maps reviewed by the Natural Resources Management Department (NRM) and does not include a site inspection to verify the accuracy of the mapped information.
- In that the rezoning process is not the appropriate venue for site plan review, specific site designs submitted with the rezoning request will be deemed conceptual. Board comments relative to specific site design do not provide vested rights or waivers from Federal, State or County regulations.
- **This review does not guarantee whether the proposed use, specific site design, or development of the property can be permitted under current Federal, State, or County Regulations.**

Summary of Mapped Resources and Noteworthy Land Use Issues:

- Wetlands and Hydric Soils
- Indian River Lagoon Nitrogen Reduction Septic Overlay
- Protected and Specimen Trees
- Protected Species

Land Use Comments:

Wetlands and Hydric Soils
A portion of the subject parcel contains mapped National Wetlands Inventory (NWI) and St. Johns River Water Management District (SJRWMD) wetlands and hydric soils (Myakka sand, depressional; and Anclote sand); indicators that wetlands may be present on the property. **A wetland delineation will be required prior to any land clearing activities, site plan design, or building permit submittal.**

Per Section 62-3694(c)(1), residential land uses within wetlands shall be limited to not more than one (1) dwelling unit per five (5) acres unless strict application of this policy renders a legally established parcel as of September 9, 1988, which is less than five (5) acres, as unbuildable. **For subdivisions and multi-family parcels greater than five acres in area, the preceding limitation of one dwelling unit per five (5) acres within wetlands may be applied as a maximum percentage limiting wetland impacts to not more than 1.8% of the total non-commercial and non-industrial acreage on a cumulative basis as set forth in Sec. 65 3694(c)(6)**. Any permitted wetland impacts must meet the requirements of Section 62-3694(e) including avoidance of impacts and will require no net loss mitigation in Brevard

County in accordance with Section 62-3696. **The applicant is encouraged to contact NRM at 321-633-2016 prior to any plan or permit submittal.**

Indian River Lagoon Nitrogen Reduction Septic Overlay
The entire property is mapped within the Indian River Lagoon Nitrogen Reduction Overlay. Per Chapter 46, Article II, Division IV - Nitrogen Reduction Overlay, if adequate sewer for the development is not available, then the use of an alternative septic system, designed to provide at least 65% total nitrogen reduction through multi-stage treatment processes, shall be required. NRM requires a Septic Maintenance Notice be filed with the Brevard Clerk of Courts.

Protected and Specimen Trees
Protected and Specimen trees likely exist on the parcel. The applicant shall perform a tree survey prior to any site plan design in order to incorporate valuable vegetative communities or robust trees into the design. Per Article XIII, Division 2, entitled Land Clearing, Landscaping, and Tree Protection, Section 62-4341(18), Specimen and Protected Trees shall be preserved or relocated on site to the Greatest Extent Feasible. Greatest Extent Feasible shall include, but not be limited to, relocation of roads, buildings, ponds, increasing building height to reduce building footprint or reducing Vehicular Use Areas. The applicant is advised to refer to Article XIII, Division 2, entitled Land Clearing, Landscaping, and Tree Protection, for specific requirements for preservation and canopy coverage requirements. **Applicant should contact NRM at 321-633-2016 prior to performing any land clearing activities.**

Protected Species
Federally and/or state protected species may be present on the property. Specifically, there is a mapped eagle nest (#BE124) within 660 feet of the site. The applicant should obtain any necessary permits or clearance letters from the U.S. Fish and Wildlife Service at 352-406-6780 prior to any plan, permit submittal, or development activity, including land clearing.

BOARD OF COUNTY COMMISSIONERS

Planning and Development Department
2725 Judge Fran Jamieson Way
Building A, Room
114 Viera,
Florida 32940
(321)633-2070 Phone / (321)633-2074 Fax
https://www.brevardfl.gov/PlanningDev

March 24, 2026

Addendum Number 2 - 25Z00054 Merritt Bidco SPV, LLC

Since the Board last saw this item on February 5, 2026. The applicant has submitted a revised Traffic Impact Study which was also reviewed by the Planning and Zoning Board. Applicant traffic analysis, provided by Bowman Engineering, in the March 5, 2026 Traffic Impact study states: The results of the analysis presented in this report, with the inclusion of the proposed improvements, the development of the proposed residential project is not anticipated to adversely impact the surrounding roadway network. Alternative 2 is identified as the preferred access configuration based on safety, queuing, and operational considerations. Alternative 2 - Left-in/ Right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.

Brevard County Traffic Operations has provided the following analysis based on the traffic study provided by Bowman Engineering on March 5, 2026. Brevard County Traffic Operations staff has completed its review of the Rangewater TIA and confirmed that there are no outstanding comments. Our previous concern regarding the driveway configuration still stands, and there are two roadway segments for which the project will use greater than 25% of the remaining capacity. The segments are both on N. Courtenay Parkway, and the segment IDs are 152 and 155.

Based on the Brevard County Traffic Operations staff comments, the board should consider whether the criteria under Administrative Policy 5, regarding transportation facilities, would be substantially and adversely impacted creating a further deficiency in the Level of Service (LOS) in the surrounding area or on site if the rezoning were to be approved.

BOARD OF COUNTY COMMISSIONERS

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Addendum 25Z00054 Merritt Bidco SPV, LLC

This addendum is provided to address comments and statements made during the Planning and Zoning Board public hearing and to clarify staff's analysis regarding traffic concurrency, transportation impacts, Comprehensive Plan consistency, and applicable zoning approval criteria for the subject rezoning request. The applicant's representative, Kim Rezanka, stated during the hearing that she does not believe traffic concerns are an issue that can be considered at this stage. However, these concerns are applicable under Administrative Policies 3 and 4, which address neighborhood and area impacts. Administrative Policy 5 further requires that, when reviewing a rezoning request, the impacts of the proposed use on transportation facilities be considered, including adopted levels of service, roadway capacity and construction quality, public safety, and whether projected traffic would materially and adversely affect surrounding residential neighborhoods. At the time of rezoning, no traffic study or transportation analysis has been submitted to demonstrate compliance with these criteria (nor is one required as part of this application). Therefore, staff defers to the Board for this determination.

The applicant stated a willingness to provide proportionate fair-share contributions and to extend Pioneer Road, including extending or improving the northbound turn lane, and to complete any transportation improvements required by the County. Staff notes that while such statements indicate a willingness to address future impacts, no formal commitment, proportionate fair-share agreement, or traffic mitigation plan has been submitted for review at the rezoning stage. The applicant provided a concept plan for illustrative purposes only. Staff notes that the concept plan is non-binding and has not been reviewed for compliance with the Land Development Regulations. As this request is not for a Planned Unit Development, which allows for conditions of approval, there is no mechanism to establish conditions as part of the Board's approval of this rezoning request, nor is there a Preliminary Development Plan (as opposed to a nonbinding conceptual plan).

The applicant stated a willingness to provide a fifty (50) foot setback along the northern property boundary to remain undisturbed, as well as a one hundred (100) foot buffer along the eastern boundary, including a fifteen (15) foot landscaped buffer combined with storm water retention ponds and vegetation, to preserve tree canopy adjacent to nearby residences and provide separation from parking areas and a proposed single-story clubhouse. While these buffering concepts may address compatibility concerns, any such commitments would need to be memorialized through enforceable conditions, such as a Binding Development Plan, in order to be binding and tracked through subsequent development review.

The proposed development includes three-story residential buildings with primary access from North Courtenay Parkway. The applicant cited Housing Element Objective 4 of the Comprehensive Plan, which encourages providing adequate lands for residential uses and a variety of housing types. Staff notes, however, that Policy 4.1 under Objective 4 also requires that residential development occur where public facilities and services are available at adopted levels of service. Based on staff's analysis, the affected roadway operating at approximately 88 percent capacity exceeds the 85 percent threshold identified in Section 62-602 and raises concerns regarding the availability of transportation facilities at adopted levels of service, which is inconsistent with Policy 4.1(B).

Pursuant to Administrative Policy 2, staff is required to analyze rezoning applications for consistency with Comprehensive Plan policies, zoning approval criteria, and other applicable written standards. Based on the policies cited above, staff notes that traffic, roadway capacity, and drainage impacts are applicable considerations at the rezoning stage, even if detailed engineering analysis would occur during later phases of development review. The Board may consider memorializing any commitments offered by the applicant

regarding traffic mitigation, roadway improvements, buffering, or proportionate fair-share contributions through an enforceable mechanism such as a Binding Development Plan in order to ensure consistency with applicable policies and allow for effective review and enforcement during subsequent development approvals. Alternatively, the applicant could submit a request for a Planned Unit Development, which would allow consistency with the Comprehensive Plan while allowing clustering where appropriate. Such a PUD application would also allow the applicant the opportunity to demonstrate consistency with policies referenced above through the approval of the associated Preliminary Development Plan (PDP), and give the Board the opportunity to condition approval based on circumstances in the area. It should be noted, however, that this would be a distinct application from the one at hand, and would require a new application and new review.

Zoning & Future Land Use Map



Future Land Use

Parcel Property

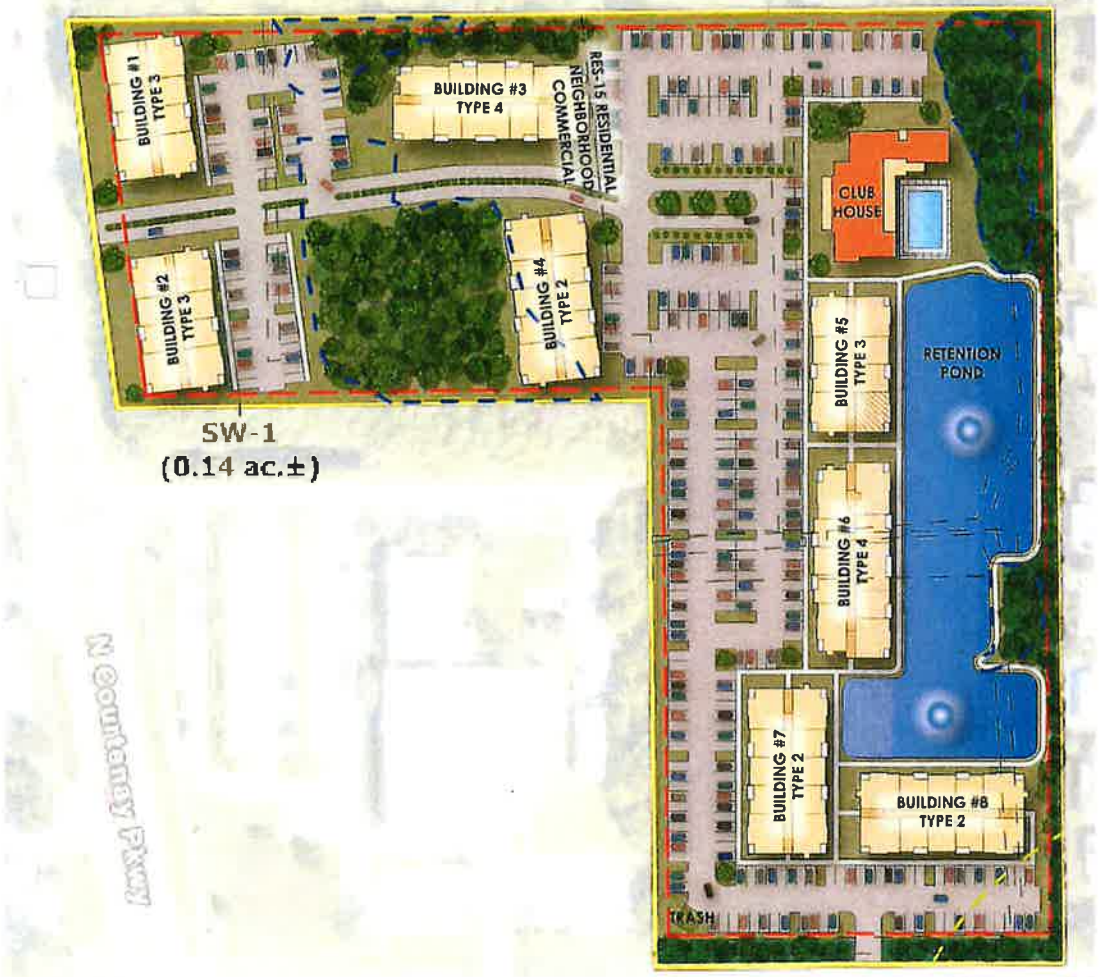
1:4,514

0 0.0375 0.075 0.15 mi

0 0.05 0.1 0.2 km

Esri Community Maps Contributors, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS | Brevard County Property Appraiser Office |

ArcGIS Web AppBuilder



PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

BUILDING TYPE 2:
Building 4
3 Stories
30 Units

BUILDING TYPE 3:
Buildings 1- 2
3 Stories
24 Units/EA

BUILDING TYPE 4:
Building 3
3 Stories
30 Units

ZONE 2: Residential
7.581 acres
113 units max

BUILDING TYPE 2:
Buildings 7-8
3 Stories
30 Units/EA

BUILDING TYPE 3:
Building 5
3 Stories
23 Units

BUILDING TYPE 4:
Building 6
3 Stories
30 Units

TOTAL: 222 Units

AMENITY: 6,500 S.F.

PARKING:

TOTAL: 396 Spaces
(1.78 Spaces/Unit)

PRESERVED GREEN SPACE

TOP FLOOR VIEWING PLATFORM

N

0 50 100 200

November 18, 2025

0000.00

1 Density Study - Option 1
Scale: 1"=100'-0"

Plan

Merritt Island

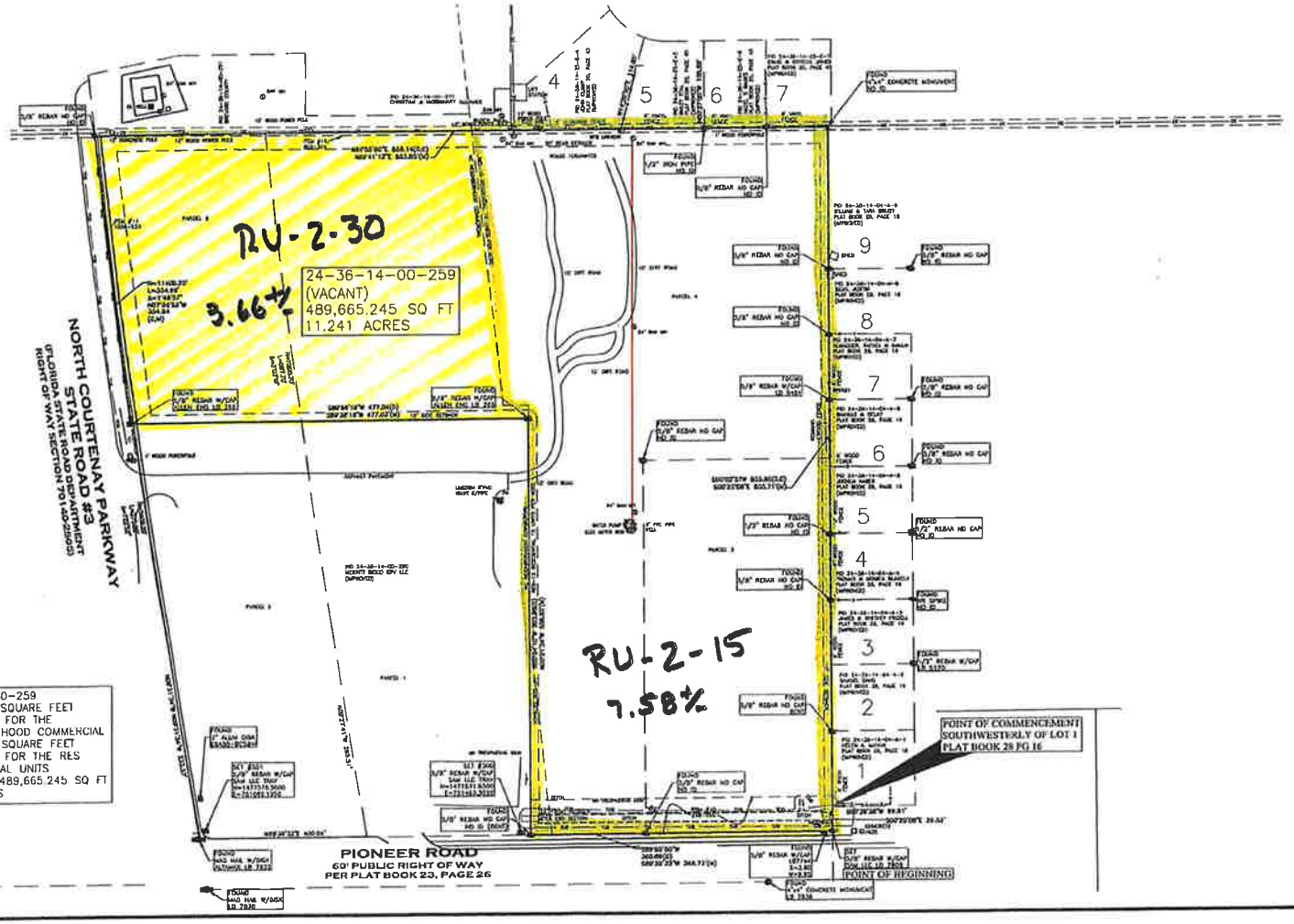
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MAP SHOWING

ALTA/NSPS BOUNDARY SURVEY

OF

BEING A PORTION OF SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, OF BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIPTION IN OFFICIAL RECORDS BOOK 10286, PAGE 665.



24-36-14-00-259
159,427.894 SQUARE FEET
3.659 ACRES FOR THE
NC NEIGHBORHOOD COMMERCIAL
330,237.351 SQUARE FEET
7.581 ACRES FOR THE RES
15-RESIDENTIAL UNITS
TOTAL AREA=489,665.245 SQ FT
11.241 ACRES

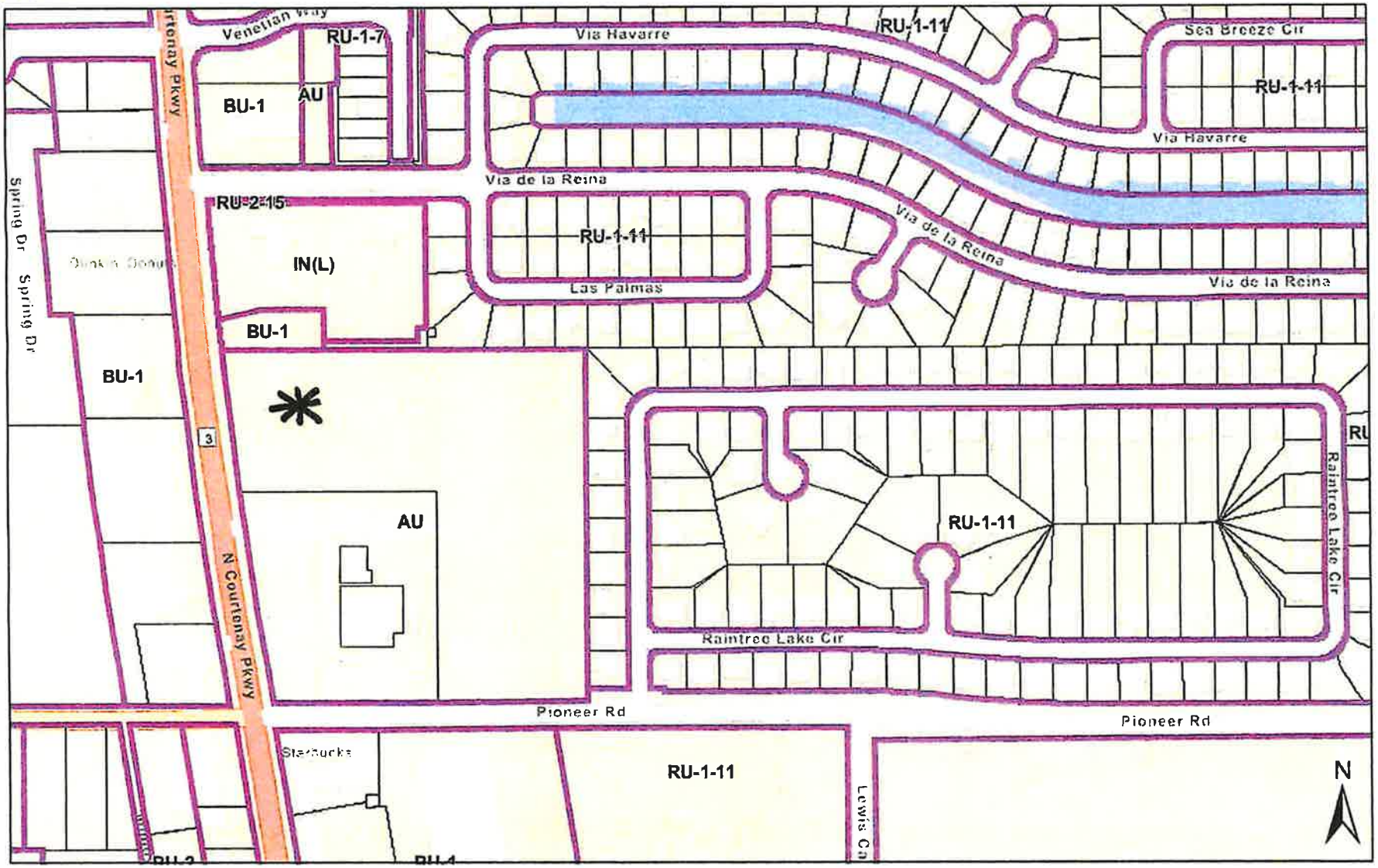
SAI
SURVEYING AND MAPPING, LLC.

ALTA/NSPS BOUNDARY SURVEY

PROPERTY ADDRESS: NORTH COUNTENAY
PARKWAY, MERRITT ISLAND
PARCEL ID: 24-36-14-00-259

GRAPHIC SCALE

Zoning & Future Land Use Map



Zoning

Parcel Property

1:4,514

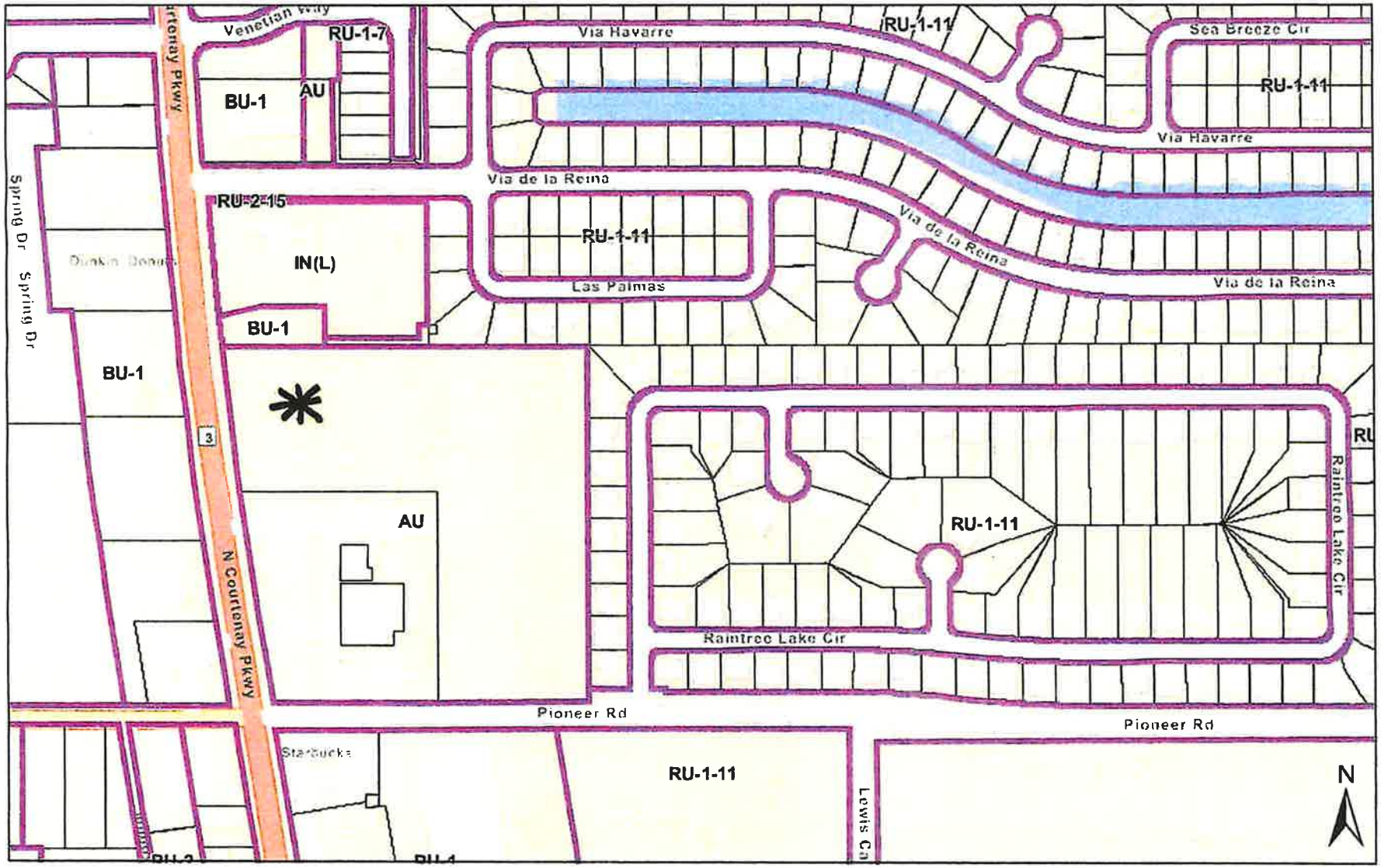
0 0.0375 0.075 0.15 mi

0 0.05 0.1 0.2 km

Esri Community Maps Contributors, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS | Brevard County Property Appraiser Office |

ArcGIS Web AppBuilder

Zoning & Future Land Use Map



Zoning

Parcel Property

1:4,514

0 0.0375 0.075 0.15 mi

0 0.05 0.1 0.2 km

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Esri Community Maps Contributors, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS | Brevard County Property Appraiser Office |

ArcGIS Web AppBuilder

ALTA/NSPS LAND TITLE SURVEY

PROMINENCE ALTA PARCELS

PROPERTY ADDRESS: NORTH COURTENAY, MERRITT ISLAND, FL

PARCEL ID: 24-36-14-00-259

LEGAL DESCRIPTION PER TITLE

COMMITMENT NO NCS-1273368-ATL

EXHIBIT A

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF BREVARD, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

LEGAL DESCRIPTION "A" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT-OF-WAY OF SAID PIONEER ROAD FOR 383.86 FEET TO A POINT LYING 203.03 FEET EAST OF THE EAST RIGHT-OF-WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD; THENCE CONTINUE S 89° 55' 50" W FOR 203.03 FEET TO THE EASTERLY RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3; THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.87 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT, HAVING A RADIUS OF 11409.20 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE AND SAID EASTERLY RIGHT-OF-WAY LINE, THROUGH A CENTRAL ANGLE OF 03° 09' 41" FOR 629.52 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE FOR 201.58 FEET TO A POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE TO THE EAST WHOSE CENTER BEARS N 83° 55' 24" E FROM SAID POINT AND HAVING A RADIUS OF 11208.70 FEET, SAID CURVE IS CONCENTRIC WITH AND 200.50 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3; THENCE RUN SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03° 03' 18" FOR 597.71 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE RUN S 09° 07' 55" E PARALLEL WITH AND 200.50 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3, FOR 266.85 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION "B" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT OF WAY OF SAID PIONEER ROAD FOR 225.00 FEET TO A POINT LYING 541.89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD; THENCE RUN N 09° 07' 55" W PARALLEL WITH THE WEST LINE OF SAID RAINTREE BY THE LAKE FOR 452.08 FEET; THENCE RUN N 89° 55' 50" E FOR 225.00 FEET TO THE WEST LINE OF SAID RAINTREE BY THE LAKE; THENCE RUN S 09° 07' 55" E ALONG SAID WEST LINE FOR 452.08 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION "C" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT-OF-WAY OF SAID PIONEER ROAD FOR 225.00 FEET TO A POINT LYING 541.89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD SAID POINT BEING THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W ALONG SAID NORTH RIGHT OF WAY LINE FOR 338.86 FEET; THENCE RUN N 09° 07' 55" W PARALLEL WITH AND 200.5 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3 FOR 266.85 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT HAVING A RADIUS OF 11208.70 FEET, SAID CURVE BEING CONCENTRIC WITH AND 200.50 FEET EAST OF SAID EAST RIGHT OF WAY LINE; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE 03° 03' 18" FOR 597.71 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE FOR 684.55 FEET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF SAID RAINTREE BY THE LAKE; THENCE RUN S 09° 07' 55" W ALONG SAID WEST LINE FOR 403.82 FEET; THENCE RUN S 89° 55' 50" W FOR 225.00 FEET; THENCE RUN S 09° 07' 55" E FOR 452.08 FEET TO THE POINT OF BEGINNING

LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY:

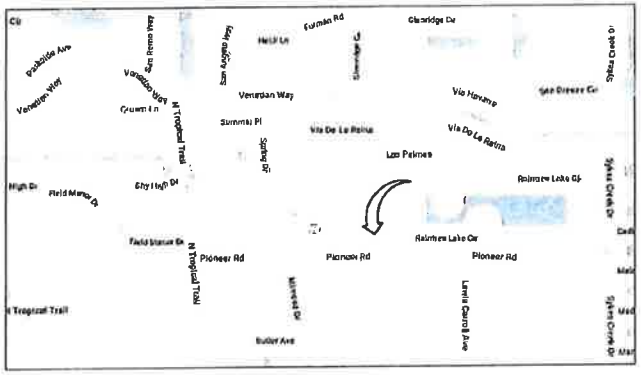
A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD (AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA) WITH THE WEST LINE OF RAINTREE-BY-THE-LAKE (AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 AT PAGE 16 OF SAID PUBLIC RECORDS) EXTENDED SOUTHERLY; THENCE RUN S 89° 55' 50" W ALONG SAID NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD FOR 366.86 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W FOR 400.00 FEET TO A POINT LYING ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 3, AS SHOWN ON FLORIDA STATE ROAD DEPARTMENT, RIGHT-OF-WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505; THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.87 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 11409.20 FEET; THENCE RUN NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 22' 52" FOR 275.03 FEET; THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE, RUN N 88° 26' 19" E FOR 477.04 FEET; THENCE RUN S 09° 04' 10" E FOR 503.98 FEET TO THE POINT OF BEGINNING

LEGAL DESCRIPTION PER SURVEYOR

COMMENCE AT THE SOUTHWESTERLY CORNER OF LOT 1 OF PLAT OF RAINTREE-BY-THE-LAKE, RECORDED AS PLAT BOOK 28, PAGE 16, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE S 00°25'08"E, A DISTANCE OF 28.52 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY OF PIONEER ROAD (80' PUBLIC RIGHT OF WAY, PER PLAT BOOK 23, PAGE 26), TO THE POINT OF BEGINNING;

THENCE BEARING S 89-30-32 W , ALONG THE NORTHERLY RIGHT OF WAY OF PIONEER ROAD, A DISTANCE OF 388.32 FEET TO A POINT, AT THE SOUTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 10034, PAGE 1588, AS SHOWN BY PLAT OF BOUNDARY SURVEY OF MERRITT MEDICAL CENTER CONDOMINIUM, PREPARED BY ALLEN ENGINEERING, INC, DATED APRIL 14, 1982, RECORDED IN OFFICIAL RECORD BOOK 2322 PAGE 2338; THENCE N 00°31'34 W, ALONG THE EASTERLY BOUNDARY OF OFFICIAL RECORDS BOOK 10034, PAGE 1588, A DISTANCE OF 504.83 FEET TO A POINT AT THE NORTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 10034, PAGE 1588; THENCE S89°28'16"W, ALONG THE NORTHERLY BOUNDARY LINE OF OFFICIAL RECORD BOOK 10034, PAGE 1588, A DISTANCE OF 472.63 FEET TO A POINT, TO ON THE WESTERLY RIGHT OF WAY OF NORTH COURTENAY PARKWAY, STATE ROAD #3; THENCE CONTINUING ALONG THE WESTERLY RIGHT OF WAY OF COURTENAY PARKWAY, ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 11409.20', A DELTA ANGLE OF 01° 48' 37", AN ARC DISTANCE OF 354.86 FEET AND WHOSE LONG CHORD BEARS N 07°-06-53 W A DISTANCE OF 354.84 FEET, TO A POINT AT THE SOUTHWESTERLY CORNER OF OFFICIAL RECORD BOOK 8852, PAGE 2481; THENCE BEARING N 82°41'12' E, ALONG THE SOUTHERLY BOUNDARY OF OFFICIAL RECORD BOOK 8852, PAGE 2481, A DISTANCE OF 833.83 FEET, TO THE SOUTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 8852, PAGE 2481, BEING THE NORTHWESTERLY CORNER OF LOT 8, PLAT OF RAINTREE-BY-THE-LAKE, RECORDED AS PLAT BOOK 28, PAGE 16, THENCE BEARING S 00°25'08" E, ALONG THE WESTERLY BOUNDARY PLAT OF RAINTREE-BY-THE-LAKE, RECORDED AS PLAT BOOK 28, PAGE 16, A DISTANCE OF 853.71FEET, TO THE POINT OF BEGINNING

THE ABOVE THE DESCRIPTION CONTAINS 483,885.845 SQUARE FEET, OR 11.341 ACRES.



VICINITY MAP

LEGEND (AS APPLICABLE)

- CONCRETE MONUMENT FOUND (AS NOTED)
- REBAR FOUND (AS NOTED)
- ELECTRIC METER
- REBAR SET
- WATER FAUCET
- SANITARY CLEANOUT
- MAG NAIL SET (LB 7906)
- SOLID IRON PIN SET (LB 7906)
- ADRIAL TARGET SET
- IRON MONUMENT FOUND (AS NOTED)
- IRON PIPE FOUND (AS NOTED)
- OTHER SURVEY MONUMENT FOUND (AS NOTED)
- BENCHMARK FOUND (AS NOTED)
- HYDRANT
- TRANSFORMER
- POLE
- SANITARY MANHOLE
- BOLLARD CONCRETE
- ELECTRIC TRANSFORMER
- AIR CONDITIONING UNIT
- FLAG POLE
- MAG NAIL SET
- SERVICE BOX CABLE
- PROPANE TANK
- CATCH BASIN
- WATER VALVE
- GUY WIRE ANCHOR
- GUY POLE
- MONITORING WELL
- IRR - WATER
- WATER METER
- CATCH BASIN
- STORM MANHOLE
- BENCHMARK FOUND
- SANITARY MANHOLE
- TREE (AS NOTED)
- WATER BACKFLOW PREVENTER
- LIGHT POLE
- WATER VALVE
- FIRE HYDRANT
- ELECTRIC PANEL
- WATER METER
- MAG NAIL FOUND
- POST / BOLLARD

ABBREVIATIONS

C	CALCULATED DISTANCE
CL	CENTERLINE
D	DEED DISTANCE
ID	IDENTIFICATION
LB	LICENSED BUSINESS
LLC	LIMITED LIABILITY COMPANY
M	MEASURED DISTANCE
MH	MANHOLE
PVC	POLYVINYL CHLORIDE
SAN	SANITARY
TOB	TOP OF BANK
WPB	WIRE PULL BOX

SURVEYOR'S NOTES (AS APPLICABLE)

1. HORIZONTAL LOCATIONS OF ALL ELEMENTS OF THIS DRAWING ARE RELATIVE TO THE FLORIDA STATE PLANE, EAST ZONE (US SURVEY FEET), LOCATION OF THE PRIMARY CONTROL NETWORK FOR THIS SITE (POINTS: 2300 AND 2301) WERE ESTABLISHED UTILIZING STANDARD GPS RTK PROTOCOLS AND BEST PRACTICE METHODS FOR MAXIMUM ACCURACY, IN CONJUNCTION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION FLORIDA PERMANENT REFERENCE NETWORK (FPRN) AND HAVE AN EXPECTED HORIZONTAL ACCURACY OF ±0.07'. LOCATIONS OF ALL TOPOGRAPHIC FEATURES SHOWN HEREON WERE ESTABLISHED UTILIZING A ROBOTIC TOTAL STATION AND ARE SURVEYED TRIGONOMETRICALLY WITH AN EXPECTED HORIZONTAL ACCURACY OF ±0.01'.
2. THIS SURVEY IS CONDUCTED ACCORDING TO THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS FOR TITLE INSURANCE PURPOSES, AUTHORIZED BY DFH ON 2/1/24 FOR THE USE OF SPECIFIED PARTIES.
3. ACCORDING TO FEMA MAPS, THE PROPERTY LIES WITHIN ZONE "X" (PANEL NO. 12009C0314H, DATED JANUARY 29, 2021). THE SURVEY DOES NOT DETERMINE FLOOD RISK, FOR FLOOD DETERMINATION, CONSULT THE LOCAL BUILDING DEPARTMENT OR FLOODPLAIN AGENCY.
4. NOTE THAT ADDITIONAL EASEMENTS AND/OR RESTRICTIONS NOT FOUND IN PUBLIC RECORDS MAY AFFECT THE PROPERTY.
5. NO INDEPENDENT SEARCH FOR EASEMENTS, ENCUMBRANCES, OR TITLE EVIDENCE WAS CONDUCTED BY THE SURVEYOR. INFORMATION IS BASED ON THE FIRST AMERICAN TITLE INSURANCE COMPANY'S ALTA TITLE COMMITMENT FOR TITLE INSURANCE, COMMITMENT NUMBER NCS-1273368-ATL, DATED 08/25/2025.
6. NO OBSERVED CEMETERIES OR BURIAL GROUNDS FOUND ON SUBJECT PARCEL, AT TIME OF SURVEY.
7. UNDERGROUND UTILITY LOCATIONS ARE BASED ON VISIBLE MARKERS AND DO NOT REPRESENT A COMPREHENSIVE SURVEY OF UNDERGROUND FEATURES.(A SERIES OF SEWER MANHOLES WERE LOCATED BY THIS SURVEY, NO EASEMENT FOUND)
8. THE MATHEMATICAL CLOSURE OF THE SURVEYED BOUNDARY EXCEEDS THE ACCURACY STANDARDS FOR AN URBAN CLASS SURVEY AS DEFINED BY ACSM AND ALTA.
9. THIS SURVEY IS PREPARED FOR THE NAMED ENTITIES AND IS NOT TRANSFERABLE. REPRODUCTION WITHOUT WRITTEN CONSENT FROM THE SIGNING SURVEYOR IS PROHIBITED.
10. THE WORD "CERTIFIED" EXPRESSES THE PROFESSIONAL OPINION OF THE SURVEYOR BASED ON KNOWLEDGE, INFORMATION, AND BELIEF, WITHOUT CONSTITUTING A GUARANTEE OR WARRANTY.
11. PRINTED DIMENSIONS ON THE MAP OF SURVEY TAKE PRECEDENCE OVER SCALED DIMENSIONS. SOME ITEMS MAY BE DRAWN OUT OF SCALE FOR CLARITY.
12. THERE ARE DIRT ROADS SHOWN ON THIS SURVEY. IT IS UNCLEAR WHO IS USING THEM, OR THEIR PURPOSE.
13. THE DATE OF SIGNATURE DOES NOT UPDATE THE DATE OF THE FIELD SURVEY, WHICH REPRESENTS CONDITIONS AT THE TIME OF SURVEY.
14. ZONING: AGRICULTURAL RESIDENTIAL AU ZONE. FRONT SETBACK OF 35 FEET. SIDE SETBACK OF 10 FEET AND A REAR SETBACK OF 50 FEET.
15. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
16. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
17. THE PUBLIC ACCESS POINT FOR THE SUBJECT PARCEL IS EITHER ON PIONEER ROAD OR NORTH COURTENAY PARKWAY.
18. THAT THE LAND DEPICTED IS THE SAME LAND DESCRIBED IN FIRST AMERICAN TITLE INSURANCE COMMITMENT NUMBER NCS- 1273368-ATL, WITH AN EFFECTIVE DATE OF AUGUST 3, 2025

SCHEDULE B-II TITLE EXCEPTIONS

COMMITMENT NUMBER: NCS-1273368-ATL
EFFECTIVE AUGUST 03, 2025, 7:30
FIRST AMERICAN TITLE COMPANY
ADDRESS REFERENCE: NORTH COURTENAY PARKWAY, MERRITT ISLAND FLORIDA, 32953
TITLE EXCEPTIONS:
1-8 NOT A SURVEY MATTER.
10. EASEMENT FOR RIGHT-OF-WAY CREATED BY DEED RECORDED IN DEED BOOK 248, PAGE 203.(AFFECTS SUBJECT PARCEL)(PLOTTED)(BLANKET EASEMENT)
11. EASEMENT(S) GRANTED FROM COMMERCIAL EASEMENT CENTER, INC., A FLORIDA CORPORATION TO BREVARD COUNTY OF THE STATE OF FLORIDA, RECORDED IN BOOK 1234, PAGE 524 OF OFFICIAL RECORDS.(AFFECTS SUBJECT PARCEL)(PLOTTED)(BLANKET EASEMENT)
12. EASEMENT, GRANTED FROM INVESTMENT AMBULATORY CARE CENTER, INC. TO CITY OF COCOA, RECORDED IN BOOK 2695, PAGE 1008 OF OFFICIAL RECORDS, APPROXIMATE LOCATION OF EASEMENT IS AS SHOWN ON SURVEY.(AFFECTS TRACT)(NOT PLOTTED)
13. TERMS, PROVISIONS, RESTRICTIVE COVENANTS, CONDITIONS, RESERVATIONS, RIGHTS, DUTIES AND EASEMENTS CONTAINED IN THE DECLARATION OF CONDOMINIUM OF MERRITT MEDICAL CENTER II CONDOMINIUM, AND ANY EXHIBITS ANNEXED THERETO, RECORDED IN BOOK 2484, PAGE 4330 OF OFFICIAL RECORDS.(AFFECTS TRACT)(NOT PLOTTED)
14. EASEMENT GRANTED TO FLORIDA POWER & LIGHT COMPANY BY INSTRUMENT RECORDED IN BOOK 858, PAGE 304 OF OFFICIAL RECORDS.(AFFECTS SUBJECT PARCEL)(PLOTTED)(UTILITY EASEMENT)
15. NOT A SURVEY MATTER.

SURVEYORS CERTIFICATION:

MERRITT BIDCO SPV, LLC
FIRST AMERICAN TITLE INSURANCE COMPANY

THAT:
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 6(b), 8, 10A, 11(A), 13, 14, 16, 17, 18, AND [illegible] OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON 09/12/2025.
DATE OF PLAT OR MAP: 09/19/2025

JOHN S THOMAS
SAM LLC LICENSE BUSINESS [illegible]
FLORIDA REGISTERED PROFESSIONAL LAND SURVEYOR NO. 6223

SAM™
SURVEYING AND MAPPING, LLC.

ALTA/NSPS BOUNDARY SURVEY

PROPERTY ADDRESS: NORTH COUNTENAY PARKWAY, MERRITT ISLAND
PARCEL ID: 24-36-14-00-259

DRAWN BY	CHECKED BY
TSH	JST
JOB #	10251102745
FB #	1220
DATE OF SURVEY	09/12/2025

1 OF 2

RESOLUTION NO. Z -6584

On motion of Commissioner York , seconded by Commissioner Wickham , the following resolution was unanimously adopted:

WHEREAS, ALMA E. FIELD, TRUSTEE has/have applied for a change of classification from AU to RU-2-15 to ALL AU with a Conditional Use Permit for a Clinic and a Conditional Use Permit for a Hospital on property described as SEE ATTACHED LEGAL DESCRIPTION

Section 14 Township 24 S, Range 36 E, and,

WHEREAS, a public hearing of the Brevard County Planning and Zoning Board was advertised and held, as required by law, and after hearing all interested parties and considering the adjacent areas, the Planning and Zoning Board recommended that the application be *approved and,

WHEREAS, the Board, after considering said application and the Planning and Zoning Board's recommendation and hearing all interested parties and after due and proper consideration having been given to the matter, find that the application should be *approved , now therefore,

BE IT RESOLVED by the Board of County Commissioners of Brevard County, Florida, that the requested change of classification & CUP's be *approved and, that the zoning classification relating to the above described property be changed to AU and the Planning and Zoning Director is hereby directed to make this change on the official zoning maps of Brevard County, Florida.

BE IT FURTHER RESOLVED that this resolution shall become effective as of December 22, 1983.

BOARD OF COUNTY COMMISSIONERS
Brevard County, Florida

ATTEST: by VAL M. STEELE
Chairman

R. C. WINSTEAD, JR., Clerk

by D.C.

(SEAL)

I01

(Hearing - November 29, 1983)

*Approved subject to a Binding Site Plan showing access and a 50 ft. landscaped buffer

Z-85 (Rev. 2/78)

Z-6584

Wuesthoff Memorial Hospital

Post Office Box 6 | 110 Longwood Avenue | Rockledge, Florida 32955 | 305/636-2211

December 14, 1983

Mr. James Ford
Brevard County Director of Planning & Zoning
2575 N. Courtenay Parkway
Merritt Island, Florida 32952

Subject: Binding Site Plan - Wuesthoff Project
State Route 3 and Pioneer Road

Dear Mr. Ford:

Please consider the following information as part of the Binding Site Plan for Wuesthoff Hospital in its request for zoning modifications of the approximate fourteen (14) acres located east of State Route 3 and north of Courtenay Parkway.

1. No incineration facility has been planned for nor will it be included in that project.

2. In reference to a heliport, the hospital has not applied for and does not plan to apply for approval to establish a helipad at that facility.

3. As it relates to height considerations, the hospital does not plan, nor will they build, a facility higher than four (4) stories on the six (6) acres included in the Binding Site Plan for development for initial phases and will not build facilities on the remainder of the fourteen (14) plus or minus acres in excess of two (2) stories.

All other items that were previously stated in the Binding Site Plan remain accurate and are totally acceptable to Wuesthoff Hospital as firm commitments as it relates to that program.

I am hopeful that this will address the remaining issues that needed to be clarified in order for your office and the County Commissioners to feel that Wuesthoff is sincerly interested in compliance with reasonable requests and stipulations to be included as part of our Binding Site Plan.

I013

Z-6584

Should you need additional information, please bring this to my attention at your earliest convenience so that we might take the necessary steps to assure full information available to your office and the Commission prior to the next meeting on December 22, 1983. I remain,

Sincerely yours,

Robert O. Carman
President

ROC/sr

STATE OF FLORIDA
COUNTY OF BREVARD

SWORN TO AND SUBSCRIBED BEFORE ME this 14th day of December,

1983.

Sandra S. Reed
NOTARY PUBLIC

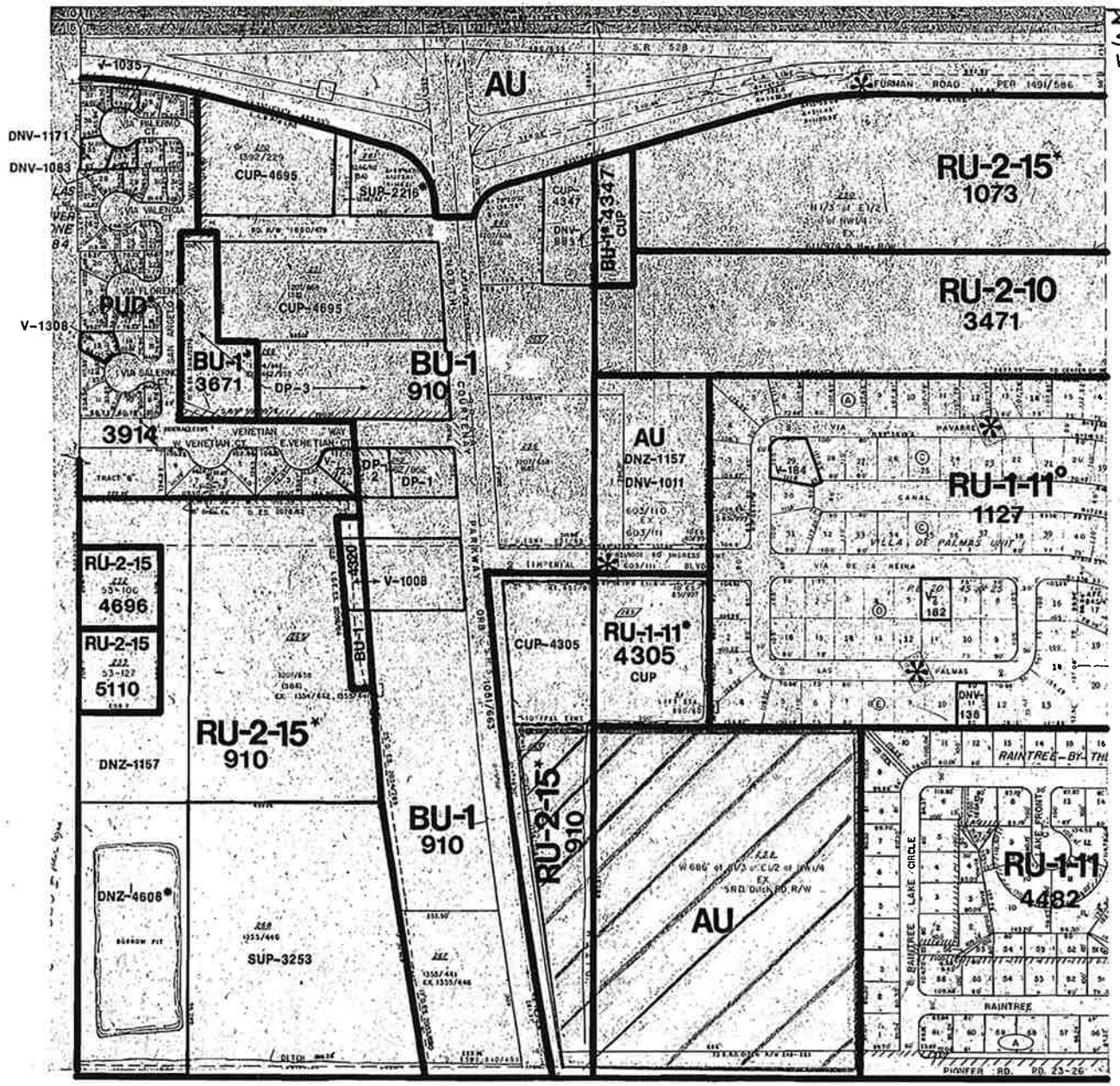
Notary Public, State of Florida at Large
My Commission Expires May 17, 1987
BONDED THRU AGENT'S NOTARY BROKERAGE

I014

Z-6584

NW 1/4 SECTION 14 TOWNSHIP 24 RANGE 36

(13) Joseph & Alma Field
AU & RU-2-15 to AU AU w/CUP's for Hospital & Clinic
Z-6584 Approved subj. to BSP showing access & 50 ft. landscaped buffer. * 73-13 ○ 2980



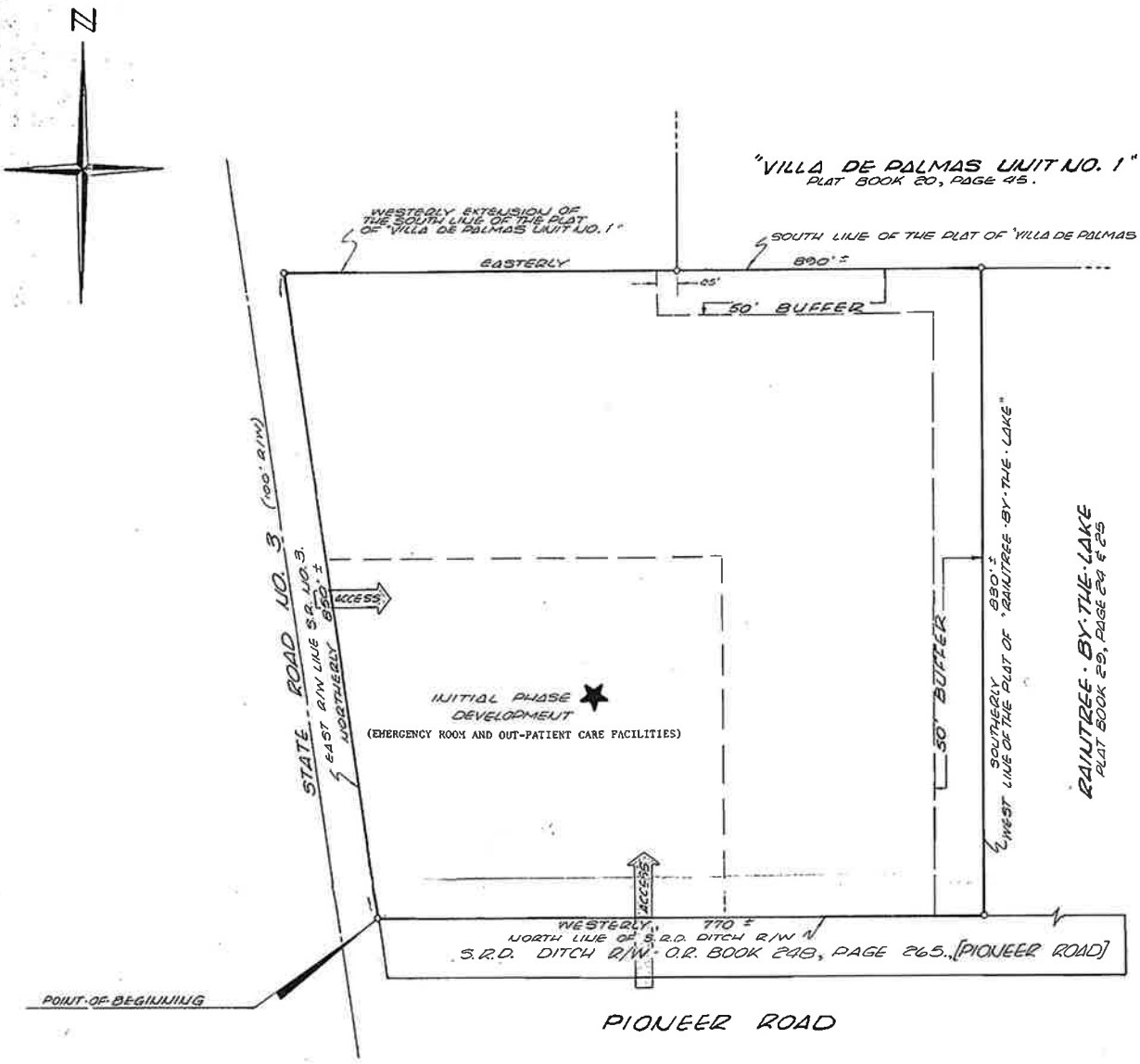
DEVELOPMENT PLAN INDEX

DP-1	S77-04-003
DP-2	S77-12-002
DP-3	S78-09-003

DNZ-2354
W.1/2 of N.W. 1/4
less exceptions

SCALE 1"=200'

m01
Z-6584



★ Additional related services and hospital beds will be considered for future phase development, depending on need of the Merritt Island community and receipt of approvals from regulatory agencies.

SURVEYOR'S DESCRIPTION:

A parcel of land lying in the Northwest ¼ of Section 14, Township 24 South, Range 36 East, Brevard County, Florida, lying East of the right-of-way of State Road No. 3 (a 100.00 foot right-of-way), South of the south line of the plat of "Villa de Palmas Unit No. 1" and its westerly extension of said south line as recorded in Plat Book 20, Page 45 of the Public Records of Brevard County, Florida, West of the plat of "Raintree-by-the-Lake" as recorded in Plat Book 29, Pages 24 and 25 of said Public Records, and North of the north line of an existing State Road Department ditch right-of-way as recorded in O.R. Book 248, Page 265 of said Public Records, said parcel being more fully described as follows:

Being at the intersection of the north line of said State Road Department ditch right-of-way with the easterly right-of-way line of State Road No. 3; thence Northerly, along said easterly right-of-way line, a distance of 850 feet, more or less, to an intersection with said westerly extension of the south line of the plat of "Villa de Palmas Unit No. 1"; thence Easterly, along said westerly extension and said south line, a distance of 890 feet, more or less, to an intersection with the west line of said plat of "Raintree-by-the-Lake"; thence Southerly, along said west line, a distance of 830 feet, more or less, to an intersection with the aforesaid north line of said State Road Department ditch right-of-way line; thence Westerly, along said north line, a distance of 770 feet, more or less, to the Point-of-Beginning.

Containing 15 acres, more or less, and being subject to any easements and/or rights-of-way of recorded and the findings of an accurate survey.

SURVEYOR'S NOTES:

1. The information shown depicts the Surveyor's Description hereon and is not intended to represent a boundary survey.
2. Title report not furnished.
3. Subject to easements and/or rights-of-ways of recorded.

NOTES

1. Height of building will not exceed 4 stories within 6 acre parcel encompassing initial phase of development.
2. Height of building will not exceed 2 stories outside of said 6 acre parcel.
3. No applications will be made for heliport.
4. No incinerator will be allowed anywhere on the property.

BINDING SITE PLAN

Pursuant to: Section 77
Reviewed by: GTR
Posted by: JPM
Date: 12/22/83

BUSSEN ENGINEERING GROUP INC. PH. NO. (305)453-0010
905 NORTH COURTENAY PARKWAY, MERRITT ISLAND, FLA., 32952

MEDICAL FACILITY
MERRITT ISLAND SITE
SEC. 14, TWP. 24 S., RG. 36 E.

Scale: 1"=100'	Drn. By: JAM	Sheet 1
Date: 11-7-83	Job No.: 256	
Brian J Bussen P.E. No. 19012		

REV. 12/21/83 JAM
REV. 11/16/83 JAM

m02
Z-6584

Z-6584

RESOLUTION NO. Z-10781(26)

On motion by Commissioner Pritchard, seconded by Commissioner Scarborough, the following resolution was adopted by a unanimous vote:

WHEREAS, at the direction of the Board of County Commissioners of Brevard County and pursuant to the provisions of Ordinance 99-43, adopted August 3, 1999, the following proposal was submitted:

Removal of Conditional Use Permit Z-6584 for Clinic & Hospital

on property owned by Weusthoff Memorial Hospital, Inc. and described as Section 14, Township 24, Range 36, Parcel 259; and

WHEREAS, a public hearing of the Brevard County Planning and Zoning Board was advertised and held, as required by law, and after hearing all interested parties and considering the adjacent areas, the Planning and Zoning Board recommended that the application be approved and,

WHEREAS, the Board, after considering said application and the Planning and Zoning Board's recommendation and hearing all interested parties and after due and proper consideration having been given to the matter, find that the application should be Denied, now therefore,

BE IT RESOLVED by the Board of County Commissioners of Brevard County, Florida, that the requested Removal of Conditional Use Permit Z-6584 for Clinic & Hospital be DENIED, and that the zoning classification relating to the above described property remain unchanged, and the Planning and Zoning Official or designee is hereby directed to make this change on the official zoning maps of Brevard County, Florida.

BE IT FURTHER RESOLVED that this resolution shall become effective as of March 6, 2003.

BOARD OF COUNTY COMMISSIONERS
Brevard County, Florida
As Approved by the Board on March 6, 2003.

ATTEST: Scott Ellis

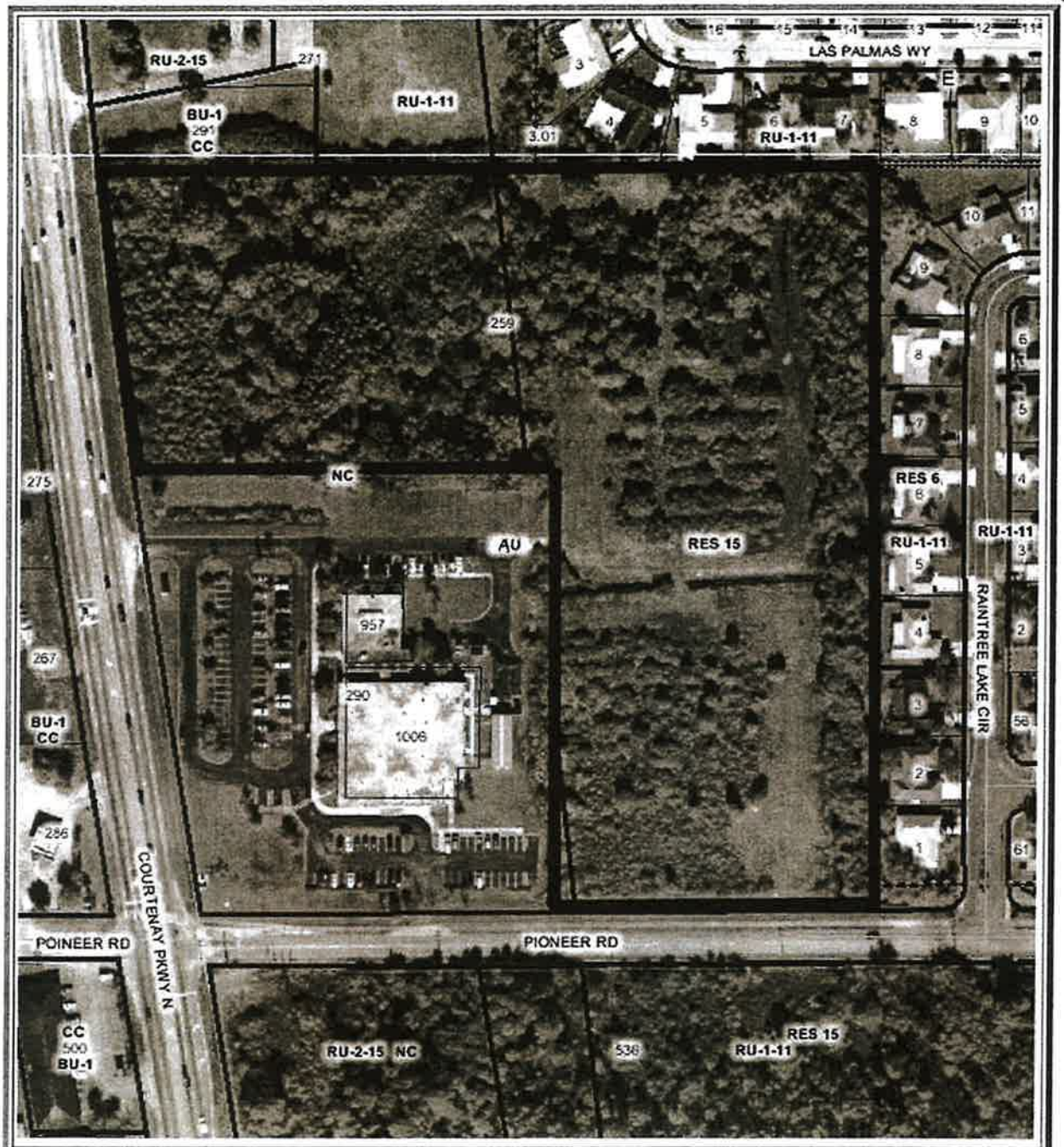
by JACKIE COLON
Chairperson

SCOTT ELLIS, CLERK

(SEAL) Z-10781 (26) Jackie Colon

(Hearing - February 10, 2003)

26



scale: 1"=2,110.78'
created: 1/22/2003

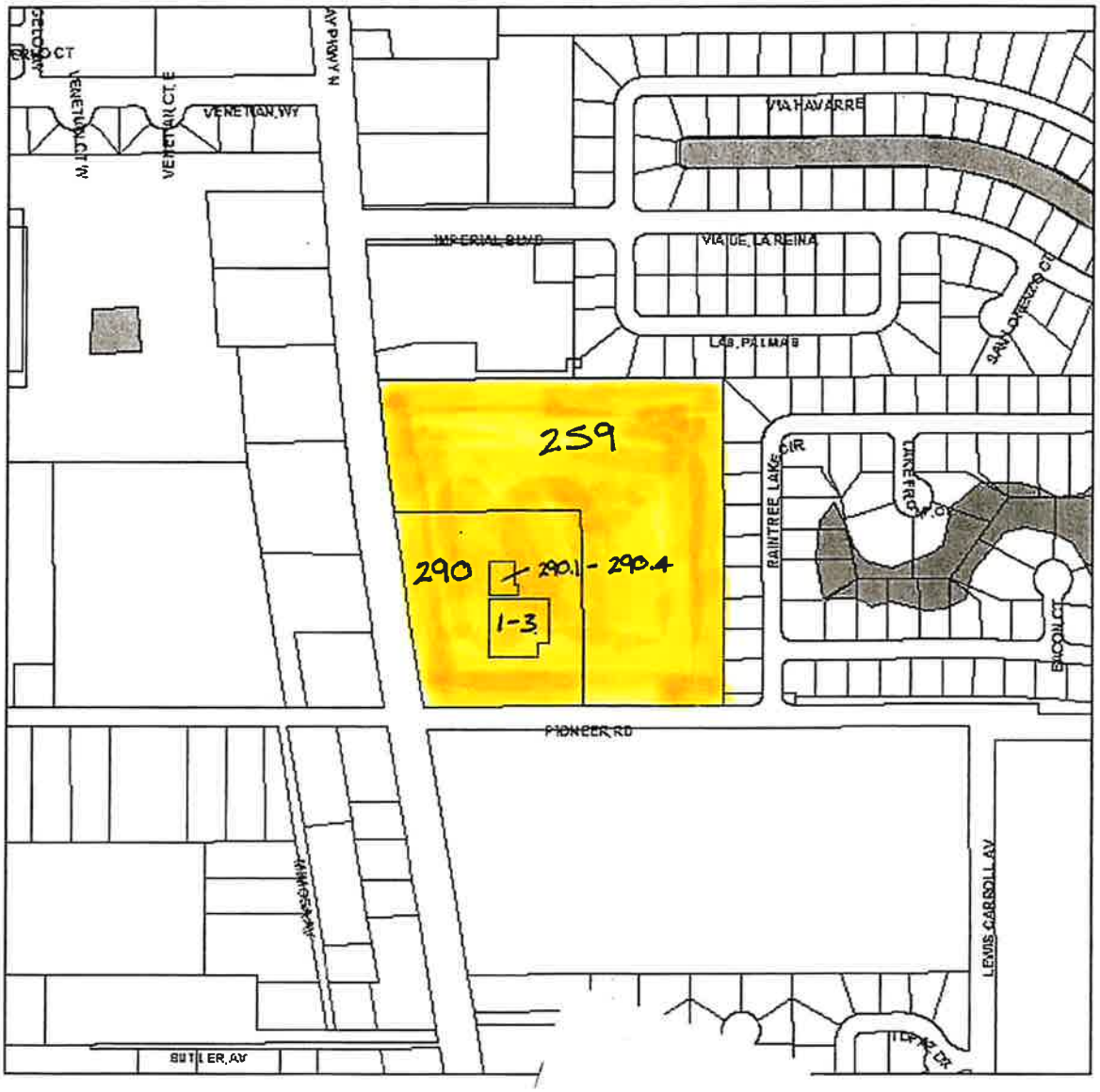
Z-6584
Clinic & Hospital

Z10781

Z10781

2

Jim Ford, CFA
Brevard County Property Appraiser - Map Search



259 only

Clinic & Hospital

Z10781

Z-6584 24-36-14 - #1 1-1-3-, 259, ~~290~~, ~~290.1 - 290.4~~

Jim Ford, C.F.A.
Property Appraiser
Brevard County, Fl

Property Research

General Parcel Information for 24-36-14-00-00259.0-0000.00

Parcel Id:	24-36-14-00-00259.0-0000.00	Map	**Millage Code:**	2200	**Exemption:**	**Use Code:**	9909
Property Address:						**Tax Account:**	2412106

Owner Information

Owner Name:	WUESTHOFF MEMORIAL HOSPITAL INC
Second Name:	
Third Name:	
Mailing Address:	P O BOX 565002
City, State, Zipcode:	ROCKLEDGE, FL 32956

Legal Description

PART OF S 1/2 OF NW 1/4 E OF ST RD 3 AS DESC IN ORB 2478 PGS 2258 2260 & 2262 EXC ORB 2656 PG 360PAR 279

Value Summary for 2002

Market Value:	$1,101,630
Agricultural Assessment:	$0
Assessed Value:	$1,101,630
Homestead Exemption:	$0
Other Exemptions:	$0
Taxable Value:	$1,101,630

Land Information

Acres:	11.24
Lots/Units:	0
Front Feet:	0
Depth:	0
Site Code:	370
Land Value:	$1,101,630

* This is the value established for ad valorem purposes in accordance with s.193.011(1) and (8), Florida Statutes. This value does not represent anticipated selling price for the property.

Sales Information

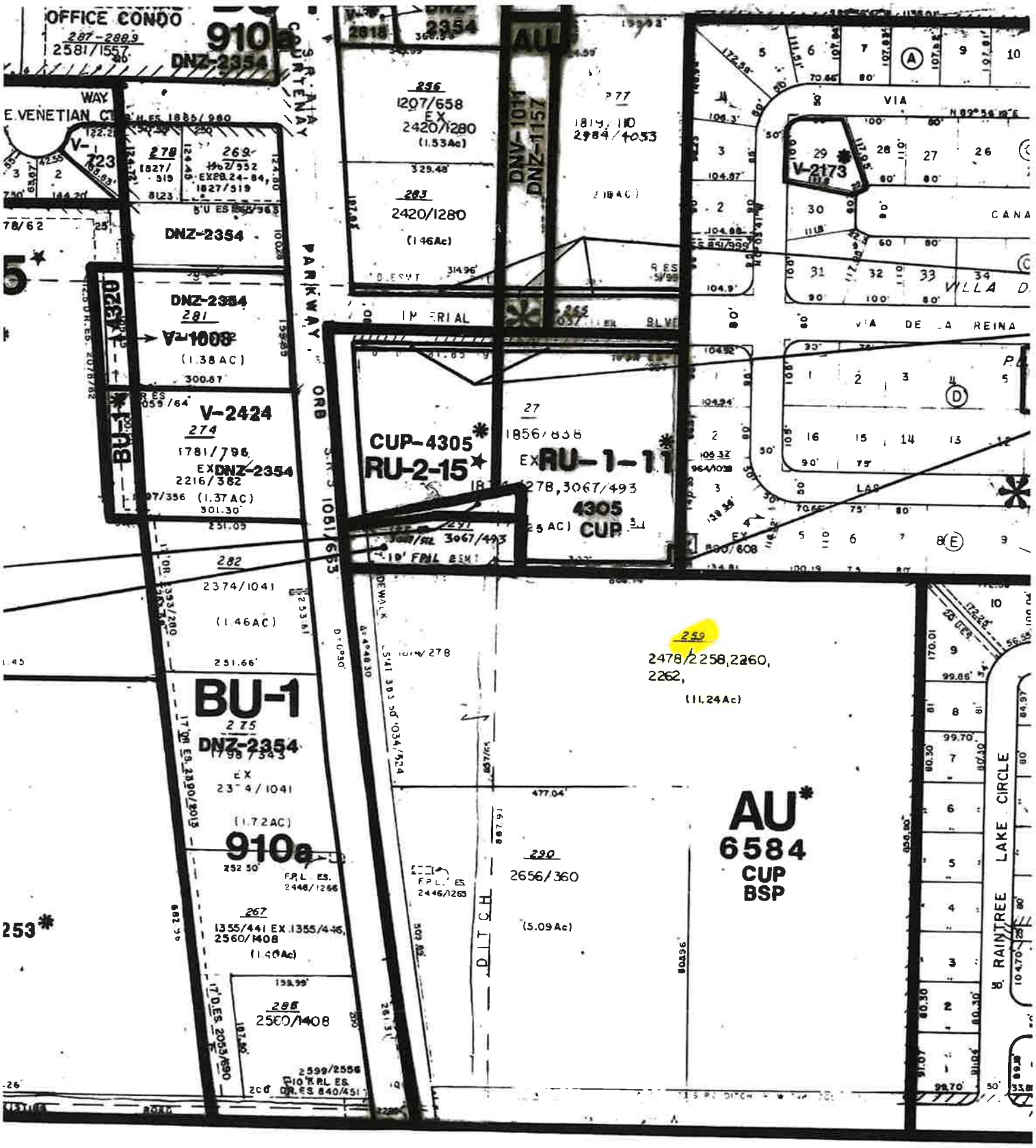
OR Book/Page	Sale Date	Sale Amount	Deed Type	Disqualification Code	Disqualification Source	Vacant/Improved
2544/2286	9/1984	$100	NN			
2468/1675	11/1983	$0	DC			
2450/0935	8/1983	$100	PT			

Extra Feature Information

Pool	Fireplace	Fence	Driveway	Lawn Irrigation	Shed	Dock	Seawall	Other
No	No	No	No	No	No	No	No	No

65841

Z10781



SCALE 1"=200'

NW14 2436

10781 (26)

School Board of Brevard County
2700 Judge Fran Jamieson Way • Viera, FL 32940-6699
Dr. Mark J. Rendell, Ed.D., Superintendent

November 20, 2025

Ms. Desiree Jackson, Planner I
Planning & Development Department
Brevard County Board of County Commissioners
2725 Judge Fran Jamieson Way
Building A, Room 114
Viera, Florida 32940

RE: Proposed Range Water Merritt Island Development
School Impact Analysis –Capacity Determination CD-2025-23

Dear Ms. Jackson,

We received a *School Facility Planning & Concurrency Application* for the referenced development on November 19, 2025 for the subject property consisting of Tax Account 2412106 (Parcel ID: 24-36-14-00-259), containing approximately 11.24 acres in District 2, Brevard County, Florida. The maximum number of units permitted for development by this proposal is 222 multi-family units. The School Impact Analysis of this portion of the proposed development has been undertaken and the following information is provided for your use.

The calculations used to analyze the prospective student impact are consistent with the methodology outlined in Section 13.2 and Amended Appendix "A"-School District Student Generation Multiplier (approved April 11, 2022) of the *Interlocal Agreement for Public School Facility Planning & School Concurrency (ILA-2014)*. The following capacity analysis is performed using capacities/projected students as shown in years 2025-26 to 2029-30 of the *Brevard County Public Schools Financially Feasible Plan for School Years 2024-25 to 2029-30 which* is attached for reference.

Multi-Family Apartments	222		
Students Generated	**Student Generation Rates**	**Calculated Students Generated**	**Rounded Number of Students Generated**
Elementary	0.11	24.42	24
Middle	0.02	4.44	4
High	0.05	11.1	11
Total	0.18		**39**

Facilities Services, Planning & Project Management
Phone: (321) 633-1000, x11418

An Equal Opportunity Employer

School Board of Brevard County
2700 Judge Fran Jamieson Way • Viera, FL 32940-6699
Dr. Mark J. Rendell, Ed.D., Superintendent

At the October 20, 2025, Capital Outlay Committee (COC) meeting, committee members reviewed and discussed methods to incorporate charter school capacity into the district's school concurrency review process. The COC unanimously approved using the *Brevard*

Charter Schools From Analysis, *Fall Final Membership Count,* which is published in the District's Student Accommodation Plan annually, to determine charter percentages. The Charter School From Analysis is attached for your reference.

The following analysis is performed using the annually published table from the District's *SY2025-2026 Student Accommodation Plan*, Section 4, the *Brevard Charter Schools: From Analysis, Fall Final Membership Count,* which illustrates the number of students from each traditional school concurrency service area (CSA) (attendance boundary or zone) attending the district's public charter schools and the total percentage of students from each school attendance boundary currently attending charter schools. The percentages shown are the actual percentage of resident public school students attending charter schools from each school CSA. The number of students highlighted in green indicates the number of students expected to attend Charter schools which are subtracted from the projected number of students affecting the BPS traditional schools affected by the development.

School Board of Brevard County

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Dr. Mark J. Rendell, Ed.D., Superintendent

FISH Capacity (including relocatable classrooms) from the Financially Feasible Plan (FFP) Data and Analysis for School Years 2025-26 to 2029-30

School	2025-26	2026-27	2027-28	2028-29	2029-30
Carroll	751	751	751	751	751
Jefferson	873	873	873	873	873
Merritt Island	1,966	1,966	1,966	1,966	1,966

Affected School (CSAs)

FISH Capacity

Projected Student Membership

School	2025-26	2026-27	2027-28	2028-29	2029-30
Carroll	624	607	576	546	488
Jefferson	481	450	437	513	528
Merritt Island	1,328	1,272	1,231	1,149	1,135

Projected Number of Students

Students Generated by Newly Issued SCADL Reservations Since FFP

School	2025-26	2026-27	2027-28	2028-29	2029-30
Carroll	-	-	22	22	22
Jefferson	2	2	2	2	2
Merritt Island	3	3	14	14	14

+ Students expected from previous reservations

Cumulative Total Public School Students Generated by Proposed Development

School	2025-26	2026-27	2027-28	2028-29	2029-30
Carroll	-	-	24	24	24
Jefferson	-	-	4	4	4
Merritt Island	-	-	11	11	11

+ Total number of students expected to be generated from this development

Cumulative Public CHARTER School Students Generated by Proposed Development

School	% to Charters	2025-26	2026-27	2027-28	2028-29	2029-30
Carroll	1.4%	-	-	0	0	0
Jefferson	1.4%	-	-	0	0	0
Merritt Island	0.0%	-	-	-	-	-

- % of students leaving each CSA to attend Charter

% of students leaving each CSA to attend Charter Schools

Total Projected Student Membership (includes Cumulative Impact of Proposed Development)

School	2025-26	2026-27	2027-28	2028-29	2029-30
Carroll	624	607	622	592	534
Jefferson	483	452	443	519	534
Merritt Island	1,331	1,275	1,256	1,174	1,160

= Total number of students projected to BPS Traditional Schools

Projected Available Capacity = FISH Capacity - Total Projected Student Membership

School	2025-26	2026-27	2027-28	2028-29	2029-30
Carroll	127	144	129	159	217
Jefferson	390	421	430	354	339
Merritt Island	635	691	710	792	806

Capacity – Total (Table 1-Table 6) = Number of available seats

Facilities Services, Planning & Project Management
Phone: (321) 633-1000, x11418

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School Board of Brevard County
2700 Judge Fran Jamieson Way • Viera, FL 32940-6699
Dr. Mark J. Rendell, Ed.D., Superintendent

At this time, Lewis Carroll Elementary School, Thomas Jefferson Middle School and Merritt Island Senior High School are projected to have enough capacity for the total of projected and potential students from the Range Water Merritt Island development.

This is a **non-binding** review; a *Concurrency Determination* must be performed by the School District prior to a Final Development Order and the issuance of a Concurrency Evaluation Finding of Nondeficiency by the Local Government.

We appreciate the opportunity to review this proposed project. Please let us know if you require additional information.

Sincerely,

Karen M. Black, AICP
Manager – Facilities Planning & Intergovernmental Coordination
Planning & Project Management, Facilities Services

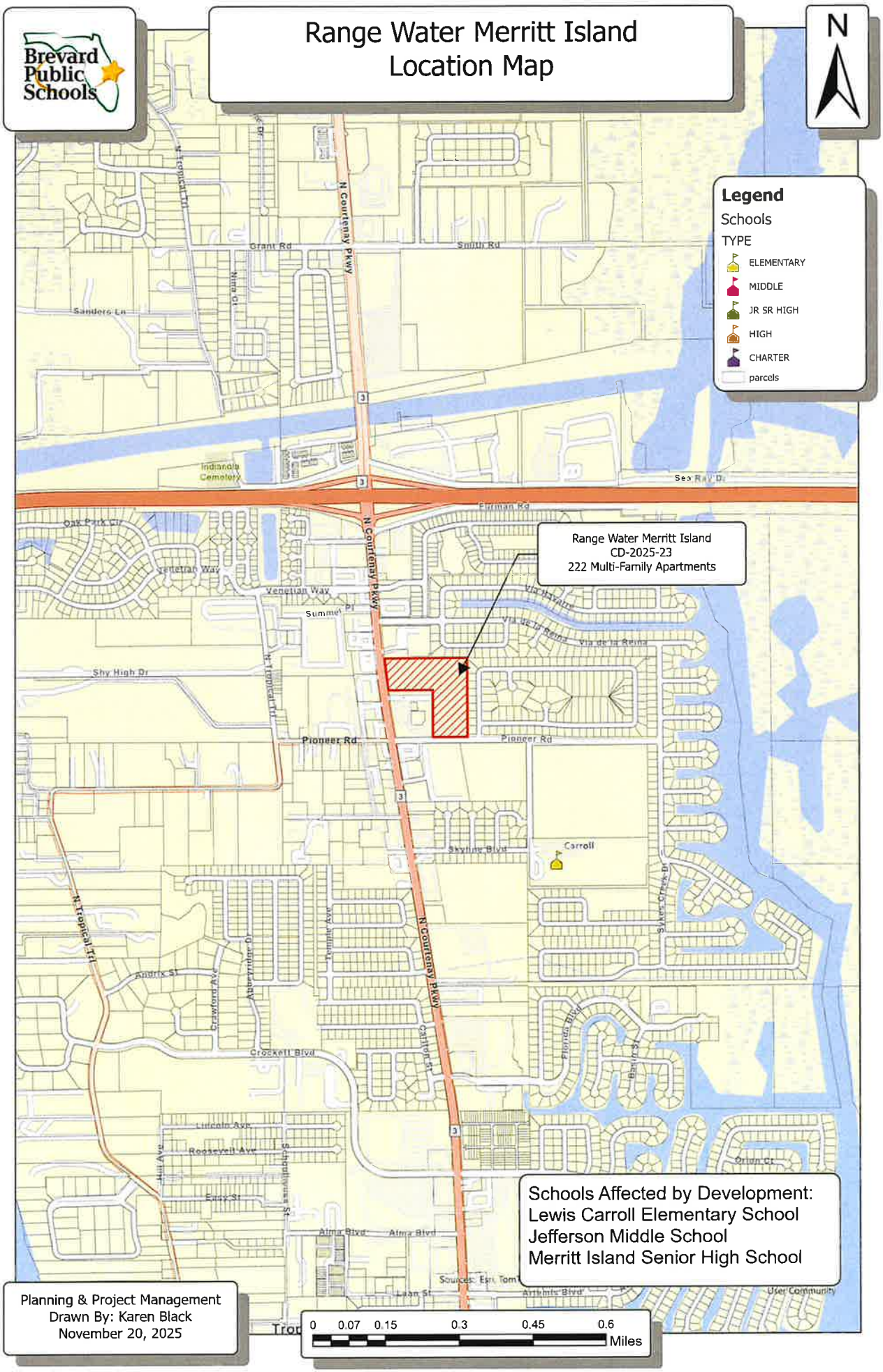
Enclosure: *Brevard County Public Schools Financially Feasible Plan for School Years 2024-25 to 2029-30*
Brevard Public Schools: Brevard Charter Schools: From Analysis, Fall Final Membership Count-October 14, 2024

Copy:

Susan Hann, P.E., AICP, Assistant Superintendent of Facility Services
File CD-2025-23

David G. Lindemann, AICP
Director of Planning & Project Management, Facilities Services
File CD-2025-23

Range Water Merritt Island
Location Map



Brevard County Public Schools
Financially Feasible Plan To Maintain Utilization Rates Lower than the 100% Level of Service
Data and Analysis for School Years 2024-25 to 2029-30

Summary	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
Highest Utilization Elementary Schools:	105%	99%	100%	100%	100%	100%
Highest Utilization Middle Schools	83%	100%	99%	97%	97%	99%
Highest Utilization Jr / Sr High Schools:	81%	81%	80%	80%	77%	75%
Highest Utilization High Schools:	95%	97%	98%	100%	99%	100%

School	Type	Grades	Utilization Factor	School Year 2024-25 FISH Capacity	10/14/24 Member-ship	Total Capacity Utilization	School Year 2025-26 Future FISH Capacity	Student Projection	Total Capacity Utilization	School Year 2026-27 Future FISH Capacity	Student Projection	Total Capacity Utilization	School Year 2027-28 Future FISH Capacity	Student Projection	Total Capacity Utilization	School Year 2028-29 Future FISH Capacity	Student Projection	Total Capacity Utilization	School Year 2029-30 Future FISH Capacity	Student Projection	Total Capacity Utilization
Elementary School Concurrency Service Areas																					
Allen	Elementary	PK-6	100%	751	620	83%	751	635	85%	751	650	87%	751	680	91%	751	695	93%	751	710	95%
Andersen	Elementary	K-6	100%	757	481	64%	757	457	60%	757	455	60%	757	419	55%	757	401	53%	757	390	52%
Apollo	Elementary	K-6	100%	902	596	66%	902	579	64%	902	550	61%	902	518	57%	902	494	55%	902	480	53%
Atlantis	Elementary	PK-6	100%	739	653	88%	739	632	86%	739	613	83%	739	599	81%	739	590	80%	739	578	78%
Audubon	Elementary	PK-6	100%	761	415	55%	761	420	55%	761	422	55%	761	413	54%	761	398	52%	761	386	51%
Cambridge	Elementary	PK-6	100%	787	477	61%	787	491	62%	787	507	64%	787	538	68%	787	556	71%	787	566	72%
Cape View	Elementary	PK-6	100%	570	273	48%	570	263	46%	570	264	46%	570	279	49%	570	277	49%	570	276	48%
Carroll	Elementary	K-6	100%	751	636	85%	751	624	83%	751	607	81%	751	576	77%	751	546	73%	751	488	65%
Challenger 7	Elementary	PK-6	100%	573	431	75%	573	408	71%	573	393	69%	573	360	63%	573	345	60%	573	346	60%
Columbia	Elementary	PK-6	100%	751	573	76%	751	638	85%	751	682	91%	751	732	97%	795	792	100%	839	836	100%
Coquina	Elementary	K-6	100%	711	465	65%	711	472	66%	711	464	65%	711	474	67%	711	468	66%	711	473	67%
Creel	Elementary	PK-6	100%	1,114	540	48%	1,114	536	48%	1,114	531	48%	1,114	530	48%	1,114	511	46%	1,114	509	46%
Croton	Elementary	PK-6	100%	795	464	58%	795	451	57%	795	470	59%	795	469	59%	795	482	61%	795	488	61%
Discovery	Elementary	PK-6	100%	980	680	69%	980	716	73%	980	752	77%	980	789	81%	980	791	81%	980	809	83%
Endeavour	Elementary	PK-6	100%	968	744	77%	968	751	78%	968	750	77%	968	766	79%	968	729	75%	968	708	73%
Enterprise	Elementary	K-6	100%	729	597	82%	729	585	80%	729	563	77%	729	557	76%	729	557	76%	729	554	76%
Fairglen	Elementary	PK-6	100%	789	466	59%	789	460	58%	789	470	60%	789	464	59%	789	463	59%	789	451	57%
Gemini	Elementary	K-6	100%	711	410	58%	711	401	56%	711	374	53%	711	349	49%	711	332	47%	711	309	43%
Golfview	Elementary	PK-6	100%	777	448	58%	777	474	61%	777	480	62%	777	490	63%	777	500	64%	777	517	67%
Harbor City	Elementary	PK-6	100%	629	390	62%	629	399	63%	629	428	68%	629	452	72%	629	464	74%	629	458	73%
Holland	Elementary	PK-6	100%	605	444	73%	605	416	69%	605	408	67%	605	379	63%	605	364	60%	605	351	58%
Imperial Estates	Elementary	K-6	100%	729	607	83%	729	628	86%	729	607	83%	729	598	82%	729	574	79%	729	562	77%
Indialantic	Elementary	K-6	100%	798	664	83%	798	646	81%	798	641	80%	798	599	75%	798	606	76%	798	584	73%
Jupiter	Elementary	PK-6	100%	930	856	92%	974	946	97%	1,018	979	96%	1,062	1,048	99%	1,106	1,059	96%	1,150	1,149	100%
Lockmar	Elementary	PK-6	100%	892	573	64%	892	567	64%	892	585	66%	892	586	66%	892	591	66%	892	595	67%
Longleaf	Elementary	PK-6	100%	790	579	73%	790	562	71%	790	549	69%	790	524	66%	790	528	67%	790	535	68%
Manatee	Elementary	K-6	100%	998	910	91%	998	900	90%	998	930	93%	998	941	94%	998	932	93%	998	887	89%
McAuliffe	Elementary	PK-6	100%	838	687	82%	838	705	84%	838	726	87%	838	745	89%	838	765	91%	838	777	93%
Meadowlane Intermediate	Elementary	3-6	100%	1,004	778	77%	1,004	764	76%	1,004	742	74%	1,004	712	71%	1,004	704	70%	1,004	708	71%
Meadowlane Primary	Elementary	K-6	100%	824	604	73%	824	553	67%	824	565	69%	824	596	72%	824	598	73%	824	591	72%
Mila	Elementary	PK-6	100%	707	382	54%	707	384	54%	707	377	53%	707	367	52%	707	329	47%	707	319	45%
Mims	Elementary	PK-6	100%	725	395	54%	725	420	58%	725	442	61%	725	443	61%	725	460	63%	725	476	66%
Oak Park	Elementary	PK-6	100%	968	473	49%	968	472	49%	968	490	51%	968	480	50%	968	482	50%	968	495	51%
Ocean Breeze	Elementary	PK-6	100%	654	499	76%	654	488	75%	654	463	71%	654	448	69%	654	418	64%	654	395	60%
Palm Bay Elem	Elementary	PK-6	100%	983	583	59%	983	585	60%	983	601	61%	983	605	62%	983	591	60%	983	587	60%
Pinewood	Elementary	PK-6	100%	613	501	82%	613	519	85%	613	535	87%	613	537	88%	613	541	88%	613	551	90%
Port Malabar	Elementary	PK-6	100%	852	628	74%	852	662	78%	852	679	80%	852	725	85%	852	797	94%	852	820	96%
Quest	Elementary	PK-6	100%	932	690	74%	932	675	72%	932	674	72%	932	662	71%	932	637	68%	932	630	68%
Riviera	Elementary	PK-6	100%	733	721	98%	777	765	98%	821	814	99%	887	883	100%	931	911	98%	931	900	97%
Roosevelt	Elementary	K-6	100%	599	275	46%	599	295	49%	599	294	49%	599	294	49%	599	305	51%	599	314	52%
Sabal	Elementary	PK-6	100%	785	493	63%	785	495	63%	785	499	64%	785	501	64%	785	476	61%	785	457	58%
Saturn	Elementary	PK-6	100%	998	622	62%	998	634	64%	998	633	63%	998	622	62%	998	600	60%	998	579	58%
Sea Park	Elementary	PK-6	100%	461	308	67%	461	308	67%	461	313	68%	461	310	67%	461	305	66%	461	301	65%
Sherwood	Elementary	PK-6	100%	609	494	81%	609	511	84%	609	520	85%	609	522	86%	609	522	86%	609	532	87%
Sunrise	Elementary	PK-6	100%	957	907	95%	1,001	984	98%	1,045	1,029	98%	1,133	1,120	99%	1,243	1,236	99%	1,353	1,338	99%
Suntree	Elementary	K-6	100%	755	585	77%	755	574	76%	755	555	74%	755	532	70%	755	530	70%	755	536	71%
Surfside	Elementary	K-6	100%	541	404	75%	541	412	76%	541	410	76%	541	392	72%	541	391	72%	541	390	72%
Tropical	Elementary	K-6	100%	910	569	63%	910	550	60%	910	540	59%	910	532	58%	910	498	55%	910	490	54%
Turner	Elementary	PK-6	100%	874	599	69%	874	669	77%	874	768	88%	896	871	97%	1,006	988	98%	1,072	1,065	99%
University Park	Elementary	PK-6	100%	811	529	65%	811	548	68%	811	612	75%	811	647	80%	811	649	80%	811	665	82%
Viera Elem	Elementary	K-6	100%	1,030	885	86%	1,030	960	93%	1,030	979	95%	1,030	997	97%	1,030	1,001	97%	1,030	1,002	97%
Westside	Elementary	K-6	100%	941	984	105%	1,051	1,041	99%	1,117	1,112	100%	1,227	1,208	98%	1,337	1,296	97%	1,425	1,411	99%
Williams	Elementary	PK-6	100%	715	436	61%	715	395	55%	715	387	54%	715	371	52%	715	353	49%	715	329	46%
Elementary Totals				**42,106**	**30,023**		**42,348**	**30,425**		**42,546**	**30,883**		**42,876**	**31,251**		**43,338**	**31,428**		**43,690**	**31,653**	

School	Type	Grades	Utilization Factor	School Year 2024-25 FISH Capacity	10/14/24 Member-ship	Total Capacity Utilization	School Year 2025-26 Future FISH Capacity	Student Projection	Total Capacity Utilization	School Year 2026-27 Future FISH Capacity	Student Projection	Total Capacity Utilization	School Year 2027-28 Future FISH Capacity	Student Projection	Total Capacity Utilization	School Year 2028-29 Future FISH Capacity	Student Projection	Total Capacity Utilization	School Year 2029-30 Future FISH Capacity	Student Projection	Total Capacity Utilization
Middle School Concurrency Service Areas																					
Central	Middle	7-8	90%	1,514	1,058	70%	1,514	1,063	70%	1,514	1,048	69%	1,514	1,101	73%	1,514	1,161	77%	1,514	1,158	76%
DeLaura	Middle	7-8	90%	960	548	57%	960	440	46%	960	419	44%	960	446	46%	960	430	45%	960	411	43%
Hoover	Middle	7-8	90%	680	473	70%	680	465	68%	680	451	66%	680	480	71%	680	490	72%	680	486	71%
Jackson	Middle	7-8	90%	660	505	77%	660	465	70%	660	454	69%	660	446	68%	660	434	66%	660	411	62%
Jefferson	Middle	7-8	90%	873	479	55%	873	481	55%	873	450	52%	873	437	50%	873	513	59%	873	528	60%
Johnson	Middle	7-8	90%	1,064	577	54%	1,064	602	57%	1,064	633	59%	1,064	682	64%	1,064	718	67%	1,064	696	65%
Kennedy	Middle	7-8	90%	869	449	52%	869	355	41%	869	327	38%	869	362	42%	869	368	42%	869	348	40%
Madison	Middle	7-8	90%	781	446	57%	781	431	55%	781	412	53%	781	463	59%	781	482	62%	781	436	56%
McNair	Middle	7-8	90%	616	262	43%	616	259	42%	616	258	42%	616	282	46%	616	324	53%	616	322	52%
Southwest	Middle	7-8	90%	1,281	1,001	78%	1,281	1,046	82%	1,281	1,073	84%	1,281	1,224	96%	1,439	1,403	97%	1,459	1,448	99%
Stone	Middle	7-8	90%	1,076	556	52%	1,076	523	49%	1,076	584	54%	1,076	612	57%	1,076	651	61%	1,076	786	73%
Viera Middle	Middle	7-8	90%	896	742	83%	955	954	100%	955	943	99%	955	925	97%	955	903	95%	955	898	94%
Middle Totals				11,270	7,096		11,329	7,084		11,329	7,052		11,329	7,460		11,487	7,877		11,507	7,928	
Junior / Senior High School Concurrency Service Areas																					
Cocoa	Jr / Sr High	PK, 7-12	90%	2,085	1,435	69%	2,085	1,371	66%	2,085	1,320	63%	2,085	1,270	61%	2,085	1,306	63%	2,085	1,317	63%
Cocoa Beach	Jr / Sr High	7-12	90%	1,464	1,049	72%	1,464	982	67%	1,464	966	66%	1,464	912	62%	1,464	894	61%	1,464	859	59%
Space Coast	Jr / Sr High	7-12	90%	1,852	1,505	81%	1,852	1,500	81%	1,852	1,482	80%	1,852	1,476	80%	1,852	1,433	77%	1,852	1,382	75%
Jr / Sr High Totals				5,401	3,989		5,401	3,853		5,401	3,768		5,401	3,658		5,401	3,633		5,401	3,558	
Senior High School Concurrency Service Areas																					
Astronaut	High	9-12	95%	1,451	1,054	73%	1,451	1,047	72%	1,451	1,034	71%	1,451	984	68%	1,451	953	66%	1,451	970	67%
Bayside	High	9-12	95%	2,358	2,126	90%	2,358	2,173	92%	2,358	2,304	98%	2,429	2,427	100%	2,572	2,554	99%	2,786	2,784	100%
Eau Gallie	High	PK, 9-12	95%	2,211	1,400	63%	2,211	1,416	64%	2,211	1,429	65%	2,211	1,446	65%	2,211	1,530	69%	2,211	1,588	72%
Heritage	High	9-12	95%	2,314	1,992	86%	2,314	1,969	85%	2,314	1,979	86%	2,314	1,922	83%	2,314	1,923	83%	2,314	1,969	85%
Melbourne	High	9-12	95%	2,370	2,210	93%	2,370	2,202	93%	2,370	2,199	93%	2,370	2,214	93%	2,370	2,218	94%	2,370	2,309	97%
Merritt Island	High	PK, 9-12	95%	1,966	1,445	73%	1,966	1,328	68%	1,966	1,272	65%	1,966	1,231	63%	1,966	1,149	58%	1,966	1,135	58%
Palm Bay	High	PK, 9-12	95%	2,642	1,366	52%	2,642	1,326	50%	2,642	1,307	49%	2,642	1,325	50%	2,642	1,410	53%	2,642	1,435	54%
Rockledge	High	9-12	95%	1,836	1,577	86%	1,836	1,579	86%	1,836	1,592	87%	1,836	1,555	85%	1,836	1,526	83%	1,836	1,560	85%
Satellite	High	PK, 9-12	95%	1,551	1,436	93%	1,551	1,373	89%	1,551	1,317	85%	1,551	1,232	79%	1,551	1,213	78%	1,551	1,178	76%
Titusville	High	9-12	95%	1,801	1,277	71%	1,801	1,260	70%	1,801	1,206	67%	1,801	1,160	64%	1,801	1,141	63%	1,801	1,104	61%
Viera	High	PK, 9-12	95%	2,461	2,333	95%	2,461	2,379	97%	2,461	2,375	97%	2,461	2,422	98%	2,461	2,421	98%	2,461	2,435	99%
High Totals				22,961	18,216		22,961	18,052		22,961	18,014		23,032	17,918		23,175	18,038		23,389	18,467	
Schools of Choice (Not Concurrency Service Areas)																					
Freedom 7	Elementary	K-6	100%	475	408	86%	475	414	87%	475	414	87%	475	414	87%	475	414	87%	475	414	87%
Stevenson	Elementary	K-6	100%	569	481	85%	569	486	85%	569	486	85%	569	486	85%	569	486	85%	569	486	85%
South Lake	Elementary	K-6	100%	639	469	73%	639	496	78%	639	496	78%	639	496	78%	639	496	78%	639	496	78%
West Melbourne	Elementary	K-6	100%	654	605	93%	760	625	82%	760	625	82%	760	625	82%	760	625	82%	760	625	82%
Edgewood	Jr / Sr High	7-12	90%	1,077	940	87%	1,077	945	88%	1,077	945	88%	1,077	945	88%	1,077	945	88%	1,077	945	88%
West Shore	Jr / Sr High	7-12	90%	1,264	947	75%	1,264	945	75%	1,264	945	75%	1,264	945	75%	1,264	945	75%	1,264	945	75%
Schools of Choice				4,678	3,850		4,784	3,911		4,784	3,911		4,784	3,911		4,784	3,911		4,784	3,911	
Brevard Totals				86,416	63,174		86,823	63,325		87,021	63,628		87,422	64,198		88,185	64,887		88,771	65,517	

Notes

1. FISH Capacity is the sum of the factored permanent capacity and the factored relocatable capacity. Permanent and relocatable capacities for 2024-25 are reported from the FISH database as of November 13, 2024.
2. Student Membership is reported from the Fall Final Membership Count (10/14/2024).
3. Davis Demographics SchoolSite Enrollment Forecasting Extension for ArcGIS estimates future student populations by analyzing the following data:
   - Development Projections from Brevard County Local Government Jurisdictions
   - Brevard County School Concurrency Student Generation Multipliers (SGM)
   - Fall Membership student addresses and corresponding concurrency service areas
   - Student Mobility Rates / Cohort Survival Rates
   - Brevard County Birth rates by zip code
4. Davis Demographics estimates are then adjusted using the following factors:
   - PK (Pre-Kindengarten) and AH (daycare for students with infants) enrollment number are assumed to be constant
   - Current From/To attendance patterns are assumed to remain constant.
   - Nongeocoded student addresses are assumed to continue in their attendance schools.
   - Charter School Growth.
5. In order to maintain utilization rates lower than the 100% Level of Service, Permanent Capacity and Relocatable Classrooms are assumed to add future student stations as necessary.
6. If student projections are accurate, the school board could add additional classroom capacity, implement attendance boundary changes, or add relocatable classrooms. A south area elementary school is planned for the future growth, but the exact timing hasn't been established.
   If only relocatable classrooms are used for the next 5 years, the following changes would be needed to accommodate projected growth. These schools are being analyzed for the best options to accommodate additional students.
   - Primary relocatable classrooms (Grades K-3) = 18 student stations, Intermediate (Grades 4-8) relocatable classrooms = 22 student stations, and High School (Grades 9-12) relocatable classrooms = 25 student stations

   For school year 2025-26, a total of 13 intermediate classrooms are projected for Jupiter (2), Riviera (2), Sunrise (2), and Westside (4) Elementary Schools and Viera Middle School (3).
   For school year 2026-27, a total of 9 intermediate classrooms are projected for Jupiter (2), Riviera (2), Sunrise (2), and Westside (3) Elementary Schools.
   For school year 2027-28, a total of 15 intermediate classrooms are projected for Jupiter (2), Riviera (3), Sunrise (4), Turner (1) and Westside (5) Elementary Schools and 3 High School relocatable classrooms are proposed for Bayside High School.
   For school year 2028-29, a total of 29 intermediate classrooms are projected for Columbia (2), Jupiter (2), Riviera (2), Sunrise (5), Turner (5), and Westside (5) Elementary Schools, Southwest Middle School (8) and 6 High School relocatable classrooms are proposed for Bayside High Scho
   For school year 2029-30, a total of 17 intermediate classrooms are projected for Columbia (2), Jupiter (2), Sunrise (5), Turner (3), and Westside (4) Elementary Schools, Southwest Middle School (1) and 9 High School relocatable classrooms are proposed for Bayside.
9. A classroom addition is planned to open at West Melbourne School of Science for 2025-26. The factored capacity is adjusted for the proposed 106 student stations.

BREVARD CHARTER SCHOOLS: FROM ANALYSIS
Fall Final Membership Count - October 14, 2024

	Students' School of Residence	BPS K-12 Student Membership	Number of K-12 Public School Students Residing in Boundary	Students' School of Enrollment: Charter Schools														Total Charter Students FROM District School Boundary	Percentage of Resident Public School Students Attending Charter Schools
				Emma Jewel	Imagine Schools	Odyssey Charter Sch	Odyssey Prep.	Palm Bay Academy	Pineapple Cove	Pineapple Cove at Lockmar	Pineapple Cove at West Melbourne	Pinecrest Academy Space Coast	Riverside Charter	Royal Palm Charter	Southpointe Charter Sch	Vista Charter	W Melbourne Fd Horizons Chrt		
Elementary Schools	Bay Allen	615	806	3	14	2	2		10	10	20	11		3		14	19	108	13.4%
	Anderson	477	662	1							1	33				142		177	26.7%
	Apollo	373	702	5								1			65	1		72	10.3%
	Atlantis	627	653	2											35	6		44	6.7%
	Audubon	391	520	6	2							1				2		11	2.1%
	Cambridge	417	453	14	1							2			1	12		30	6.6%
	Cape View	261	303															-	0.0%
	Carroll	631	663									4			3	2		9	1.4%
	Challenger 7	420	495	5								1		1	16	9		34	6.9%
	Columbia	329	990		19	147	86	9	11	36	14			47		1	1	100	40.4%
	Coquina	426	568	2						1		4			38	6		51	9.0%
	Creel	486	772		7	2		1	4	3	4	19		1		24	8	73	9.5%
	Croton	434	613		6	1			6	3	2	15				18	5	56	9.1%
	Discovery	831	840		40	53	28	15	20	20	17	3		6		1	2	141	25.6%
	Endeavour	667	969	151								3				12		166	16.8%
	Enterprise	358	479	5											25	3	1	14	2.1%
	Fairglen	429	682	2						2		7			22	51		84	12.1%
	Gemini	489	585							1	2			2			1	6	1.0%
	Golfview	499	810	16								17				79		112	13.6%
	Harbor City	364	421		8	2		2		2	4	4				6	8	37	8.6%
	Holland	445	385			1	1									2		3	1.3%
	Imperial Estates	584	781	2								2			121	4		129	16.5%
	Indialantic	659	647		1						4	1				1		7	1.0%
	Jupiter	766	1,367		41	188	54	11	61	66	43	8		26		7	1	426	34.8%
	Lockmar	541	735		24	30	18	5	16	46	27	2		11			9	245	33.3%
	Longleaf	547	453						1		1	33				20	4	57	12.6%
	Manatee	909	975	2								44			1	140		187	19.2%
	McAuliffe	615	659		22	38	20	11	30	48	29	5		9		1	1	237	17.6%
	Meadowlane Primary	564	709		27	4	1	1	13	28	46	4		1		2	11	161	22.7%
	Meadowlane Intermediate	728	1,059		37	17	2	6	24	98	110	1		2		6	21	244	23.0%
	Mila	349	485	11		1						4				8		24	4.9%
	Mims	347	501	2											23			25	5.0%
	Oak Park	438	590	1								3			52	1		57	9.7%
	Ocean Breeze	459	521			1										1		2	0.4%
	Palm Bay Elem	500	727		29	23	15	11	19	14	10	6		18		1	4	102	14.0%
	Pinewood	482	476											1	20			21	4.4%
	Port Malabar	590	723		34	46	38	14	58	38	23			31		2		220	30.4%
	Quest	685	1,061	1	1				1		1	97		1		305		307	28.9%
	Riviera	643	1,056		113	38	18	11	29	31	28	2		9		3	7	316	29.9%
	Roosevelt	273	311									1				6		7	2.3%
	Sabal	483	684		13	1			9	1	18	6		2		32	11	92	13.5%
	Saturn	535	829	37			1					16			3	53		130	15.7%
	Sea Park	269	293									4				3		7	2.1%
	Sherwood	415	448		4				2	2	3	10				35	1	66	14.7%
	Sunrise	582	1,102		10	75	40	11	43	26	14	1		19		1	1	241	21.9%
	Suntree	588	846		3							26				41		70	10.4%
	Surfside	402	385									3		1				4	1.0%
	Tropical	559	857	4	1							2				20		27	4.1%
	Turner	548	1,017		22	150	58	17	52	52	73	7		24		2	1	110	18.3%
	University Park	436	914	2	140	7	5	48	12	15	88	3		8		5	10	184	32.2%
	Viera Elem	584	946							1	2	56				119	2	210	22.2%
	Westside	968	1,324		13	184	87	9	94	86	36	3		35		1		548	38.0%
	Williams	407	429						1			21				68		90	21.0%
	Non Geo-Located		39	2				1										29	
Total Number of K-8 Elementary Students Attending School		18,294	27,128	294	615	991	643	260	547	593	563	526	-	257	681	1,192	187	6,471	18.3%
Middle Schools	Central	1,066	1,527			14	92		9	62	50	102	7	22	13			378	24.8%
	DeLaura	548	565							2		1	2					7	1.4%
	Hoover	423	539			2	2			1	1	1	1	1	3			14	2.8%
	Jackson	505	812	1												45		68	11.1%
	Jefferson	470	656	3	1							1				2		9	1.4%
	Johnson	577	789		1	3		1	1	1	10	20	3			18		81	10.3%
	Kennedy	449	420	2							1	18			1	42		64	15.2%
	Madison	446	513												27	2		29	5.7%
	McNair	282	401	18								6			1	23		48	12.0%
	Southwest	1,001	1,580		5	284		15	54	53	36	2	3	42		3		396	25.1%
	Stone	556	914	1	28	65		53	22	28	29		16	24		3		245	26.8%
	Viera Middle	742	1,238					1				54	1			189		235	19.0%
Junior High	Cocoa	1,422	1,872	18								2	1		6	20		47	2.4%
	Ocean Beach	1,049	788													3		3	0.4%
	Space Coast	1,505	1,122	5		1							1		23	2		32	2.8%
High Schools	Astronaut	1,054	1,080															-	0.0%
	Bayside	2,126	2,474			229			141		21		34					425	15.9%
	Eau Gallie	1,486	1,385			6			7		4		26					44	2.3%
	Heritage	1,982	2,046			89			58		17		34					223	11.1%
	Melbourne	2,210	2,488			11			41		24		48					124	4.7%
	Merritt Island	1,479	1,520															-	0.0%
	Palm Bay	1,337	1,806			116			62		31		40					249	13.9%
	Rockledge	1,577	1,442															-	0.0%
	Satellite	1,419	1,304			1					1		3					5	0.4%
	Titusville	1,277	1,289										1					1	0.1%
	Viera	2,113	2,401						2				3					5	0.2%
	Non Geo-Located		37						1									1	
Total Number of Secondary Students Attending School		28,106	34,020	65	19	921	-	109	516	151	369	133	224	93	127	423	-	2,935	8.6%
Total Number of K-12 Students Attending School		57,500	71,156	359	644	1,915	643	369	1,063	734	932	649	224	350	556	1,329	187	9,468	13.3%

MERRITT ISLAND REDEVELOPMENT AGENCY

MERRITT ISLAND REDEVELOPMENT AGENCY

INTER-OFFICE MEMORANDUM

DATE: December 12, 2025

TO: Billy Prasad, Planning & Development Director
Trina Gilliam, Planning & Zoning Manager
Paul Body, Senior Planner
Jacqueline Gonzalez, Planner III
George Ritchie, Planner III
Alice Randall, Operations Support Specialist

FROM: Lisa Nicholas, Community Development Manager, on behalf of the Merritt Island Redevelopment Agency Board of Directors

RE: **MIRA Board of Directors Rezoning Review – Application #25Z00054**
Request to rezone property (Parcel ID 2412106) located behind medical complex (formerly owned by Steward Health) with frontage on SR 3 and Pioneer Road from AU to RU-2-15 and RU-2-30

As set forth in Sec. 62-2114 of the Brevard County Code, when an application is made to the Planning and Zoning Board for a change in zoning that pertains to property located in the Merritt Island Redevelopment Area, the application shall be forwarded to the Merritt Island Redevelopment Agency for review prior to the applicable public hearing before the Planning and Zoning Board.

At its regular meeting on December 11, 2025, the MIRA Board of Directors reviewed the proposed rezoning application, #25Z00054. This proposal would rezone +/- 3.66 acres of a +/- 11-acre property from AU to RU-2-30, and would also rezone +/-7.58 acres of said +/- 11-acre parcel from AU to RU-2-15. The project would provide for a medium- to high-density multi-family project featuring approximately 220 Class A, luxury apartments. The parcel has frontage on both Courtenay Parkway and Pioneer Road.

Numerous residents spoke in opposition to the project, primarily because of concerns surrounding increased traffic on Pioneer Road and Courtenay Parkway, along with the excess intensity of vehicular traffic proximate to Lewis Carroll Elementary School. Other concerns expressed included stormwater management and flooding, and a potential decrease in the amount of mature vegetation and trees on the property. After discussion, **the Board voted unanimously (7-0) to recommend denial** of the rezoning from AU to RU-2-15 and RU-2-30, stating that it would add too much density in this area at this time and that additional information would be needed to ensure an informed decision.

MERRITT ISLAND REDEVELOPMENT AGENCY

REGULAR MEETING | DECEMBER 11, 2025

ITEM II.A

AGENDA REPORT ITEM: Development & Stakeholder Presentations

Project: RangeWater Development Multi-Family Housing Project (25Z00054) | Parcel ID 2412106

Requested Action: Recommendation RE Rezoning – AU to RU-2-15

Item Summary – Explanation & Background:

The Brevard County Planning and Development Department has requested the MIRA Board's review of and recommendation on a rezoning request, 25Z00054, Parcel ID 2412106. As depicted in the BCPAO map in this agenda report, the property is an inverted L-shaped parcel, which is adjacent to the medical complex, formerly owned by Steward, and contains frontage on the north side of Pioneer Road and the east side of Courtenay Parkway.

The request is to rezone the property from its current designation of AU to RU-2-15. As depicted in the zoning map included in this agenda item summary, surrounding zoning designations include:

- RU-1-11 to the east
- RU-1-11, BU-1, and IN(L) to the north
- AU, BU-1, and RU-1-11 to the south
- BU-1 to the west

Zoning Designation Key	
AU	Agricultural use
RU-1-11	Single-family residential
RU-2-15	Medium-density, multi-family residential
BU-1	General retail commercial
IN(L)	Industrial/residential

The requested rezoning is consistent with the County Comprehensive Plan and the MIRA Redevelopment Plan, as both the existing and proposed future land use designations are NC (neighborhood commercial) and Res15 (residential, up to 15 units per acre). The property is +/- 11 acres, and the current conceptual plan proposes 222 Class A apartment homes in eight 3-story buildings. A portion of the property containing wetlands is required to be preserved.

This portion of Courtenay Parkway exhibits a robust mixture of commercial businesses and single-family residential properties, as well as an elementary school. In Merritt Island, there exists a deficiency of newly constructed multi-family rental units. Aside from the Woodfield Development multi-family apartment project on Fortenberry Road, the development of rental properties has been scarce in Merritt Island. However, because of increased employment opportunities in the space industry, as well as the tourism industries and other industries at Port Canaveral, individuals seeking to fill those vacancies require housing that is proximate to their work. Apartments appeal to younger individuals because of decreased maintenance, enhanced security features, amenities such as onsite fitness centers and common gathering areas, and a sense of community.

The community has expressed concerns with regard to the potential traffic impacts on Courtenay Parkway and Pioneer Road, stormwater management for the property, displacement of natural vegetation and mature trees, and decreased privacy resulting from taller building heights.

It is important to reiterate that the plan is in its very conceptual phase and that having meaningful dialogue at this stage in the process is largely beneficial for the community as well as the development team.

Fiscal Impact: None
Exhibits Attached: Application; zoning map; BCPAO map view; BCPAO property detail card; conceptual plan; boundary survey
Reference: Community Redevelopment Plan: Economic Development Goal – establish an identifiable character for the Redevelopment Area; Land Use Goal – promote diversified interests and harmonious land-use relationships; Administrative Goal – eliminate blighted conditions within the Redevelopment District

ALTA/NSPS LAND TITLE SURVEY

PROMINENCE ALTA PARCELS

PROPERTY ADDRESS: NORTH COURTENAY, MERRITT ISLAND, FL

PARCEL ID: 24-36-14-00-259

LEGAL DESCRIPTION PER TITLE

COMMITMENT NO NCS-1273386-ATL

EXHIBIT A

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF BREVARD, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS

LEGAL DESCRIPTION "A" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS

BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT-OF-WAY OF SAID PIONEER ROAD FOR 563 86 FEET TO A POINT LYING 203 03 FEET EAST OF THE EAST RIGHT-OF-WAY LINE OF STATE ROAD NO 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD, THENCE CONTINUE S 89° 55' 50" W FOR 203 03 FEET TO THE EASTERLY RIGHT OF WAY LINE OF SAID STATE ROAD NO 3, THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234 87 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT, HAVING A RADIUS OF 11409 20 FEET, THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE AND SAID EASTERLY RIGHT-OF-WAY LINE, THROUGH A CENTRAL ANGLE OF 03° 09' 41" FOR 629 52 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE FOR 201 59 FEET TO A POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE TO THE EAST WHOSE CENTER BEARS N 83° 55' 24" E FROM SAID POINT AND HAVING A RADIUS OF 11208 70 FEET, SAID CURVE IS CONCENTRIC WITH AND 200 50 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO 3, THENCE RUN SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03° 03' 19" FOR 597 71 FEET TO THE POINT OF TANGENCY OF SAID CURVE, THENCE RUN S 09° 07' 55" E PARALLEL WITH AND 200 50 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO 3, FOR 268 85 FEET TO THE POINT OF BEGINNING

LEGAL DESCRIPTION "B" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT OF WAY OF SAID PIONEER ROAD FOR 225 00 FEET TO A POINT LYING 541 89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD, THENCE RUN N 00° 02' 57" W PARALLEL WITH THE WEST LINE OF SAID RAINTREE BY THE LAKE FOR 452 08 FEET; THENCE RUN N 89° 55' 50" E FOR 225 00 FEET TO THE WEST LINE OF SAID RAINTREE BY THE LAKE, THENCE RUN S 00° 02' 57" E ALONG SAID WEST LINE FOR 452 08 FEET TO THE POINT OF BEGINNING

LEGAL DESCRIPTION "C" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS COMMENCE AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT-OF-WAY OF SAID PIONEER ROAD FOR 225 00 FEET TO A POINT LYING 541 89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD SAID POINT BEING THE POINT OF BEGINNING, THENCE CONTINUE S 89° 55' 50" W ALONG SAID NORTH RIGHT OF WAY LINE FOR 338 86 FEET, THENCE RUN N 09° 07' 55" W PARALLEL WITH AND 200 5 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO 3 FOR 268 85 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT HAVING A RADIUS OF 11208 70 FEET, SAID CURVE BEING CONCENTRIC WITH AND 200 50 FEET EAST OF SAID EAST RIGHT OF WAY LINE, THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF03° 03' 19" FOR 597 71 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE FOR 684 55 FEET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF SAID RAINTREE BY THE LAKE, THENCE RUN S 00° 02' 57" W ALONG SAID WEST LINE FOR 403 82 FEET, THENCE RUN S 89° 55' 50" W FOR 225 00 FEET, THENCE RUN S 00° 02' 57" E FOR 452 08 FEET TO THE POINT OF BEGINNING

LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY

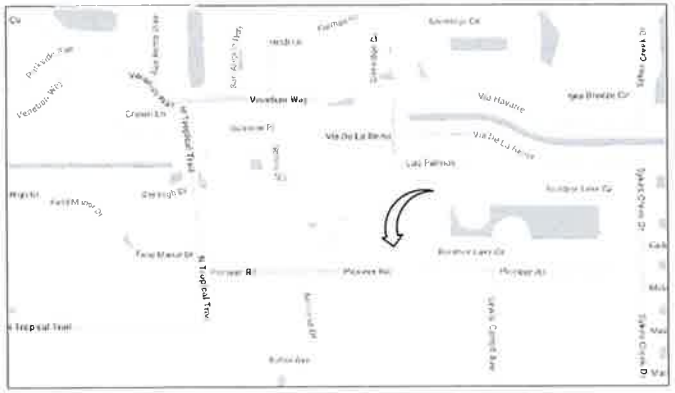
A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS COMMENCE AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD (AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA) WITH THE WEST LINE OF RAINTREE-BY-THE-LAKE (AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 AT PAGE 16 OF SAID PUBLIC RECORDS) EXTENDED SOUTHERLY, THENCE RUN S 89° 55' 50" W ALONG SAID NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD FOR 366 89 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE S 89° 55' 50" W FOR 400 00 FEET TO A POINT LYING ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO 3, AS SHOWN ON FLORIDA STATE ROAD DEPARTMENT, RIGHT-OF-WAY MAP OF STATE ROAD NO 3, BREVARD COUNTY, SECTION 70140-2505, THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234 87 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 11409 20 FEET, THENCE RUN NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 22' 52" FOR 275 02 FEET, THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE, RUN N 89° 56' 19" E FOR 477 04 FEET, THENCE RUN S 00° 04' 10" E FOR 303 96 FEET TO THE POINT OF BEGINNING

LEGAL DESCRIPTION PER SURVEYOR

COMMENCE AT THE SOUTHWESTERLY CORNER OF LOT 1 OF PLAT OF RAINTREE-BY-THE-LAKE, RECORDED AS PLAT BOOK 28, PAGE 16, OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE S 00°20'08"E, A DISTANCE OF 29 52 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY OF PIONEER ROAD (60' PUBLIC RIGHT OF WAY, PER PLAT BOOK 23, PAGE 26), TO THE POINT OF BEGINNING

THENCE BEARING S 89-38-32 W , ALONG THE NORTHERLY RIGHT OF WAY OF PIONEER ROAD, A DISTANCE OF 366 72 FEET TO A POINT, AT THE SOUTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 10034, PAGE 168 AS SHOWN OF PLAT OF BOUNDARY SURVEY OF MERRITT MEDICAL CENTER CONDOMINIUM PREPARED BY ALLEN ENGINEERING, INC. DATED APRIL 14, 1993, RECORDED IN OFFICAL RECORD BOOK 3232, PAGE 3256; THENCE N 00°21'24 W, ALONG THE EASTERLY BOUNDARY OF OFFICIAL RECORDS BOOK 10034, PAGE 168, A DISTANCE OF 508 85 FEET TO A POINT AT THE NORTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 10034, PAGE 168, THENCE S89°38'16"W, ALONG THE NORTHERLY BOUNDARY LINE OF OFFICIAL RECORD BOOK 10034, PAGE 168, A DISTANCE OF 477 03 FEET TO A POINT, ID ON THE WESTERLY RIGHT OF WAY OF NORTH COURTENAY PARKWAY, STATE ROAD #3; THENCE CONTINUING ALONG THE WESTERLY RIGHT OF WAY OF COURTENAY PARKWAY, ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 11409 20 A DELTA ANGLE OF 01° 46' 57", AN ARC DISTANCE OF 354 98 FEET, AND WHOSE LONG CHORD BEARS N 07-08-53 W A DISTANCE OF 354 84 FEET, TO A POINT AT THE SOUTHWESTERLY CORNER OF OFFICIAL RECORD BOOK 8860, PAGE 2481; THENCE BEARING N 89°41'12 E , ALONG THE SOUTHERLY BOUNDARY OF OFFICIAL RECORD BOOK 8860, PAGE 2481 A DISTANCE OF 885 85 FEET, TO THE SOUTHEASTERLY CORNER OF OFFICIAL RECORD BOOK 8860, PAGE 2481, BEING THE NORTHWESTERLY CORNER OF LOT 8, PLAT OF RAINTREE-BY-THE-LAKE, RECORDED AS PLAT BOOK 28, PAGE 16 , THENCE BEARING S 00°20'08 E, ALONG THE WESTERLY BOUNDARY PLAT OF RAINTREE-BY-THE-LAKE, RECORDED AS PLAT BOOK 28, PAGE 16, A DISTANCE OF 858 FEEET, TO THE POINT OF BEGINNING

THE ABOVE THE DESCRIPTION CONTAINS 489,665 245 SQUARE FEET, OR 11 241 ACRES



VICINITY MAP

LEGEND (AS APPLICABLE)

■	CONCRETE MONUMENT FOUND (AS NOTED)
●	REBAR FOUND (AS NOTED)
●	ELECTRIC METER
●	REBAR SET
●	WATER FAUCET
●	SANITARY CLEANOUT
●	MAG NAIL SET (LB 7909)
▫	SOLID IRON PIN SET (LB 7909)
✕	AERIAL TARGET SET
■	DISK MONUMENT FOUND (AS NOTED)
●	IRON PIPE FOUND (AS NOTED)
●	OTHER SURVEY MONUMENT FOUND (AS NOTED)
■	BENCHMARK FOUND (AS NOTED)
▽	HYDRANT
■	TRANSFORMER
⊸	POLE
●	SANITARY MANHOLE
●	BOLLARD CONCRETE
■	ELECTRIC TRANSFORMER
■	AIR CONDITIONING UNIT
⚑	FLAG POLE
●	MAG NAIL SET
▭	SERVICE BOX CABLE
▭	PROPANE TANK
▭	CATCH BASIN
▮	WATER VALVE
⊢	GUY WIRE ANCHOR
○	GUY POLE
○	MONITORING WELL
□	IDD - WATER
●	WATER METER
▭	CATCH BASIN
●	STORM MANHOLE
●	BENCHMARK FOUND
●	SANITARY MANHOLE
○	TREE (AS NOTED)
DBDO	WATER BACKFLOW PREVENTER
⊸	LIGHT POLE
▮	WATER VALVE
▽	FIRE HYDRANT
▭	ELECTRIC PANEL
●	WATER METER
●	MAG NAIL FOUND
●	POST / BOLLARD

ABBREVIATIONS

C	CALCULATED DISTANCE
CL	CENTERLINE
D	DEED DISTANCE
ID	IDENTIFICATION
LB	LICENSED BUSINESS
LLC	LIMITED LIABILITY COMPANY
M	MEASURED DISTANCE
MH	MANHOLE
PVC	POLYVINYL CHLORIDE
SAN	SANITARY
TOB	TOP OF BANK
#PB	WIRE PULL BOX

SURVEYOR'S NOTES (AS APPLICABLE)

1. HORIZONTAL LOCATIONS OF ALL ELEMENTS OF THIS DRAWING ARE RELATIVE TO THE FLORIDA STATE PLANE, EAST ZONE (US SURVEY FOOT) LOCATION OF THE PRIMARY CONTROL NETWORK FOR THIS SITE (POINTS #500 AND #501) WERE ESTABLISHED UTILIZING STANDARD GPS RTK PROTOCOLS AND BEST PRACTICES METHODS FOR MAXIMUM PRECISION, IN CONJUNCTION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION FLORIDA PRIMARY REFERENCE NETWORK (FPRN) AND HAVE AN EXPECTED HORIZONTAL ACCURACY OF ±0.03', LOCATION OF ALL TOPOGRAPHIC FEATURES SHOWN HEREON WERE ESTABLISHED UTILIZING A ROBOTIC TOTAL STATION AND ARE DERIVED TRIGONOMETRICALLY WITH AN EXPECTED HORIZONTAL ACCURACY OF ±0.02'
2. THIS SURVEY IS CONDUCTED ACCORDING TO THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS FOR TITLE INSURANCE PURPOSES, AUTHORIZED BY DFH ON 2/1/24 FOR THE USE OF SPECIFIED PARTIES
3. ACCORDING TO FEMA MAPS, THE PROPERTY LIES WITHIN ZONE "X" (PANEL NO 12009C0314DH, DATED JANUARY 29 2021). THE SURVEY DOES NOT DETERMINE FLOOD RISK FOR FLOOD DETERMINATION, CONSULT THE LOCAL BUILDING DEPARTMENT OR CUSTODIAL FLOOD AGENCY
4. NOTE THAT ADDITIONAL EASEMENTS AND/OR RESTRICTIONS NOT FOUND IN PUBLIC RECORDS MAY AFFECT THE PROPERTY
5. NO INDEPENDENT SEARCH FOR EASEMENTS, ENCUMBRANCES, OR TITLE EVIDENCE WAS CONDUCTED BY THE SURVEYOR INFORMATION IS BASED ON THE FIRST AMERICAN TITLE INSURANCE COMPANY'S ALTA TITLE COMMITMENT FOR TITLE INSURANCE, COMMITMENT NUMBER NCS-1273386-ATL, DATED 08/03/2025
6. NO OBSERVED CEMETERIES OR BURIAL GROUNDS FOUND ON SUBJECT PARCEL, AT TIME OF SURVEY
7. UNDERGROUND UTILITY LOCATIONS ARE BASED ON VISIBLE MARKERS AND DO NOT REPRESENT A COMPREHENSIVE SURVEY OF UNDERGROUND FEATURES (A SERIES OF SEWER MANHOLES WERE LOCATED BY THIS SURVEY, NO EASEMENT FOUND)
8. THE MATHEMATICAL CLOSURE OF THE SURVEYED BOUNDARY EXCEEDS THE ACCURACY STANDARDS FOR AN URBAN CLASS SURVEY AS DEFINED BY ACSM AND ALTA
9. THIS SURVEY IS PREPARED FOR THE NAMED ENTITIES AND IS NOT TRANSFERABLE. REPRODUCTION WITHOUT WRITTEN CONSENT FROM THE SIGNING SURVEYOR IS PROHIBITED
10. THE WORD "CERTIFIED" EXPRESSES THE PROFESSIONAL OPINION OF THE SURVEYOR BASED ON KNOWLEDGE, INFORMATION, AND BELIEF, WITHOUT CONSTITUTING A GUARANTEE OR WARRANTY
11. PRINTED DIMENSIONS ON THE MAP OF SURVEY TAKE PRECEDENCE OVER SCALED DIMENSIONS SOME ITEMS MAY BE DRAWN OUT OF SCALE FOR CLARITY
13. THERE ARE DIRT ROADS SHOWN ON THIS SURVEY, IT IS UNCLEAR WHO IS USING THEM, OR THEIR PURPOSE
14. THE DATE OF SIGNATURE DOES NOT UPDATE THE DATE OF THE FIELD SURVEY, WHICH REPRESENTS CONDITIONS AT THE TIME OF SURVEY
15. ZONING: AGRICULTURAL RESIDENTIAL AU ZONE, FRONT SETBACK OF 25 FEET, SIDE SETBACK OF 10 FEET AND A REAR SETBACK OF 20 FEET
16. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK
17. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK
18. THE PUBLIC ACCESS POINT FOR THE SUBJECT PARCEL IS EITHER ON PIONEER ROAD OR NORTH COURTENAY PARKWAY
19. THAT THE LAND DEPICTED IS THE SAME LAND DESCRIBED IN FIRST AMERICAN TITLE INSURANCE COMMITMENT NUMBER NCS- 1273386-ATL, WITH AN EFFECTIVE DATE OF AUGUST 3, 2025

SCHEDULE B-II TITLE EXCEPTIONS

COMMITMENT NUMBER NCS-1273386-ATL
EFFECTIVE AUGUST 03, 2025 7:30
FIRST AMERICAN TITLE COMPANY
ADDRESS REFERENCE: NORTH COURTENAY PARKWAY, MERRITT ISLAND FLORIDA, 32953
TITLE EXCEPTIONS
1-9 NOT A SURVEY MATTER
10 EASEMENT FOR RIGHT-OF-WAY CREATED BY DEED RECORDED IN DEED BOOK 248, PAGE 265 (AFFECTS SUBJECT PARCEL)(PLOTTED)(DRAINAGE EASEMENT)
11 EASEMENT, GRANTED FROM CANAVERAL CAUSEWAY CENTER, INC., A FLORIDA CORPORATION TO BREVARD COUNTY OF THE STATE OF FLORIDA, RECORDED IN BOOK 1034, PAGE 524 OF OFFICIAL RECORDS (AFFECTS SUBJECT PARCEL)(PLOTTED)(SIDEWALK)
12 EASEMENT, GRANTED FROM WIESEHOFF AMBULATORY CARE CENTER, INC TO CITY OF COCOA, RECORDED IN BOOK 2895, PAGE 1908 OF OFFICIAL RECORDS, APPROXIMATE LOCATION OF EASEMENT IS AS SHOWN ON SURVEY (ABUTING TRACT)(NOT PLOTTED)
13 TERMS, PROVISIONS, RESTRICTIVE COVENANTS, CONDITIONS, RESERVATIONS, RIGHTS, DUTIES AND EASEMENTS CONTAINED IN THE DECLARATION OF CONDOMINIUM OF MERRITT MEDICAL CENTER II CONDOMINIUM, AND ANY EXHIBITS ANNEXED THERETO, RECORDED IN BOOK 3464, PAGE 4220 OF OFFICIAL RECORDS (ABUTING TRACT)(NOT PLOTTED)
14 EASEMENT GRANTED TO FLORIDA POWER & LIGHT COMPANY BY INSTRUMENT RECORDED IN BOOK 858, PAGE 304 OF OFFICIAL RECORDS (AFFECTS SUBJECT PARCEL)(PLOTTED)(UTILITY EASEMENT)
15 NOT A SURVEY MATTER

SURVEYORS CERTIFICATION:

MERRITT BIDCO SPV, LLC
FIRST AMERICAN TITLE INSURANCE COMPANY

THAT
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B), 8, 10A, 11(A), 13, 14, 16, 17, 18, AND 19 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON 08/12/2025
DATE OF PLAT OR MAP 09/15/2025

JOHN S THOMAS
SAM LLC LICENSE BUSINESS NO. 7975
FLORIDA REGISTERED PROFESSIONAL SURVEYOR NO 6223

SURVEYING AND MAPPING, LLC.
3661 RIDGE LAKE DR. JACKSONVILLE, FL 32224 (904) 880-0551

ALTA/NSPS BOUNDARY SURVEY

PROPERTY ADDRESS: NORTH COUNTENAY PARKWAY, MERRITT ISLAND
PARCEL ID: 24-36-14-00-259

DATE	REVISIONS
8/22/2025	PER LPA SUBMISSION
09/15/2025	CLIENT COMMENTS

DRAWN BY: TBH | PARTY CHIEF: BC
JOB #: 10251007.16
FB #: 1330
DATE OF SURVEY: 08/12/2025
NOT VALID WITHOUT ALL SHEETS
SHEET 1 OF 2

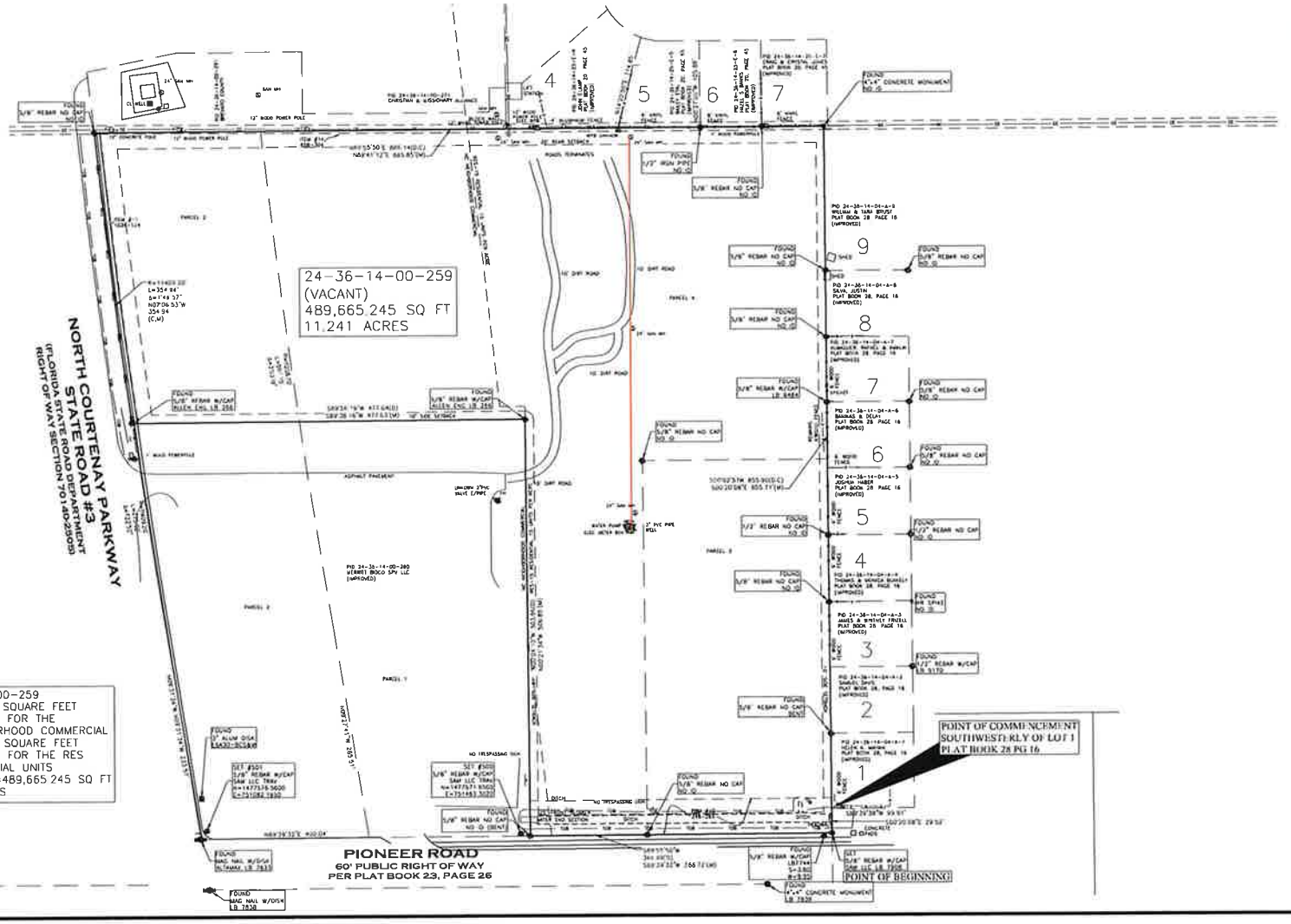
PATH:\SAMLLC\LAZYPROJECTS\10251007.16\SURVEY\10251007.16.DWG, 10/1/2025 7:40:00 AM, NORTH COURTENAY PARKWAY - BOUNDARY - ALTA.DWG

MAP SHOWING

ALTA/NSPS BOUNDARY SURVEY

OF

BEING A PORTION OF SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, OF BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIPTION IN OFFICIAL RECORDS BOOK 10286, PAGE 665.



SAM

SURVEYING AND MAPPING, LLC.

ALTA/NSPS BOUNDARY SURVEY

PROPERTY ADDRESS: NORTH COUNTENAY PARKWAY, MERRITT ISLAND

PARCEL ID: 24-36-14-00-259

GRAPHIC SCALE

DATE	REVISIONS
8/27/2025	AREA BREAKDOWN
10/2/2025	CLIENT COMMENTS

DRAWN BY: [illegible] PARTY CHIEF: [illegible]

JOB #: 10251027.76

FB #: 1339

DATE OF SURVEY: 09/12/2025

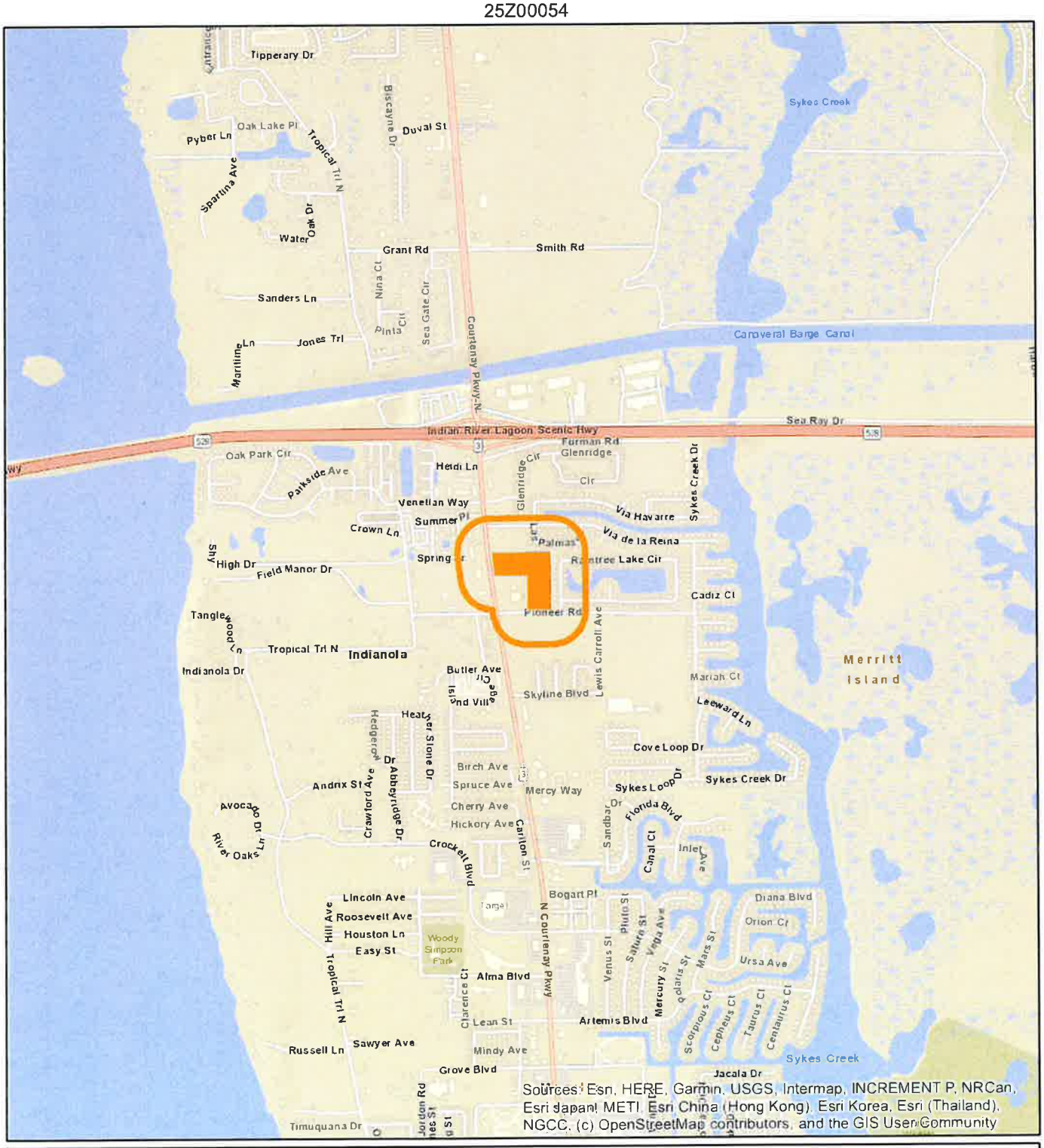
NOT VALID WITHOUT ALL SHEETS

2 OF 2

LOCATION MAP

MERRITT BIDCO SPV LLC

25Z00054



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1:24,000 or 1 inch = 2,000 feet

Buffer Distance: 500 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 11/19/2025

Buffer

Subject Property

ZONING MAP

MERRITT BIDCO SPV LLC

25Z00054



N

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1:4,800 or 1 inch = 400 feet

Subject Property

Parcels

Zoning

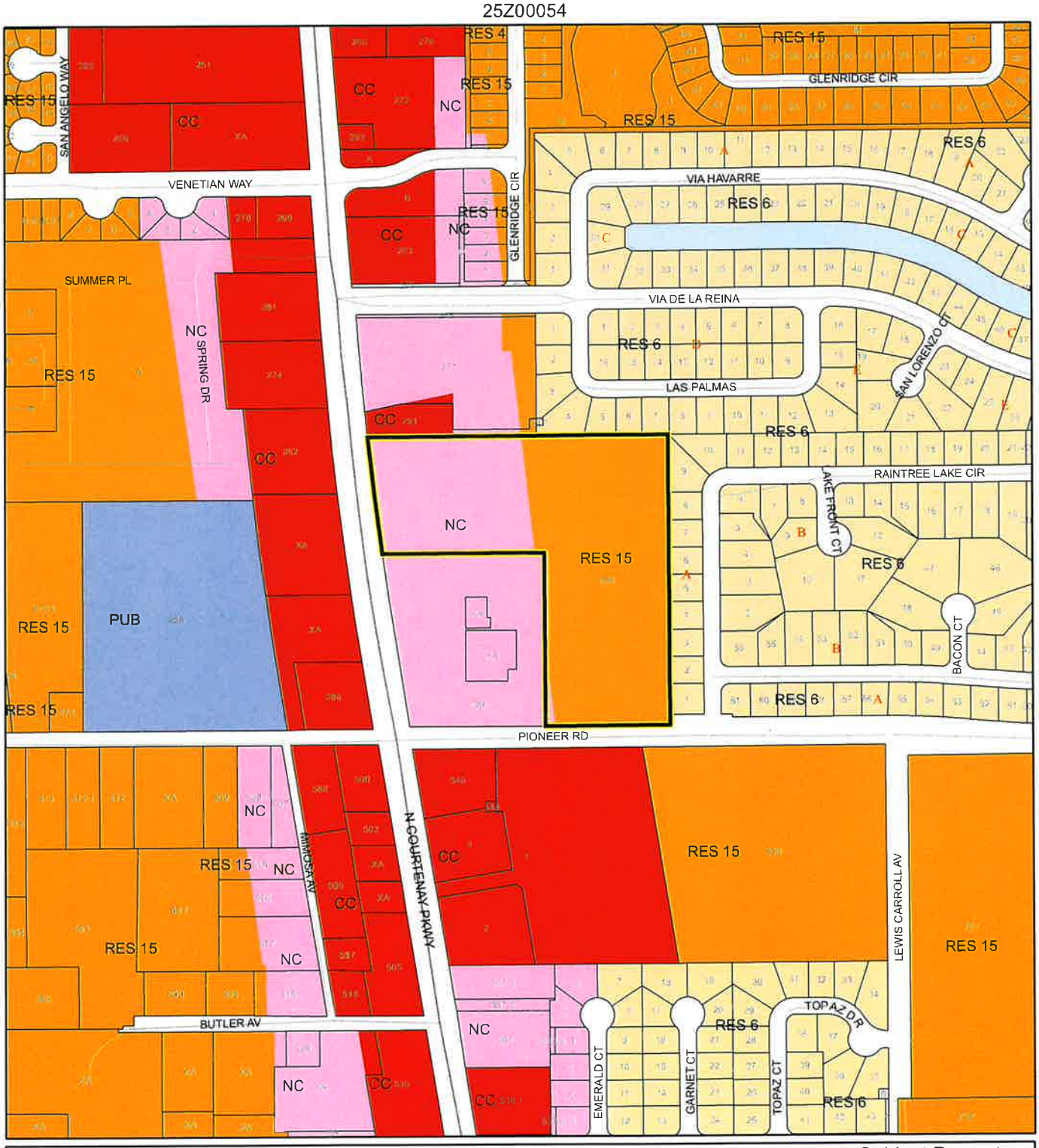
This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 11/19/2025

FUTURE LAND USE MAP

MERRITT BIDCO SPV LLC

25Z00054



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1:4,800 or 1 inch = 400 feet

Subject Property

Parcels

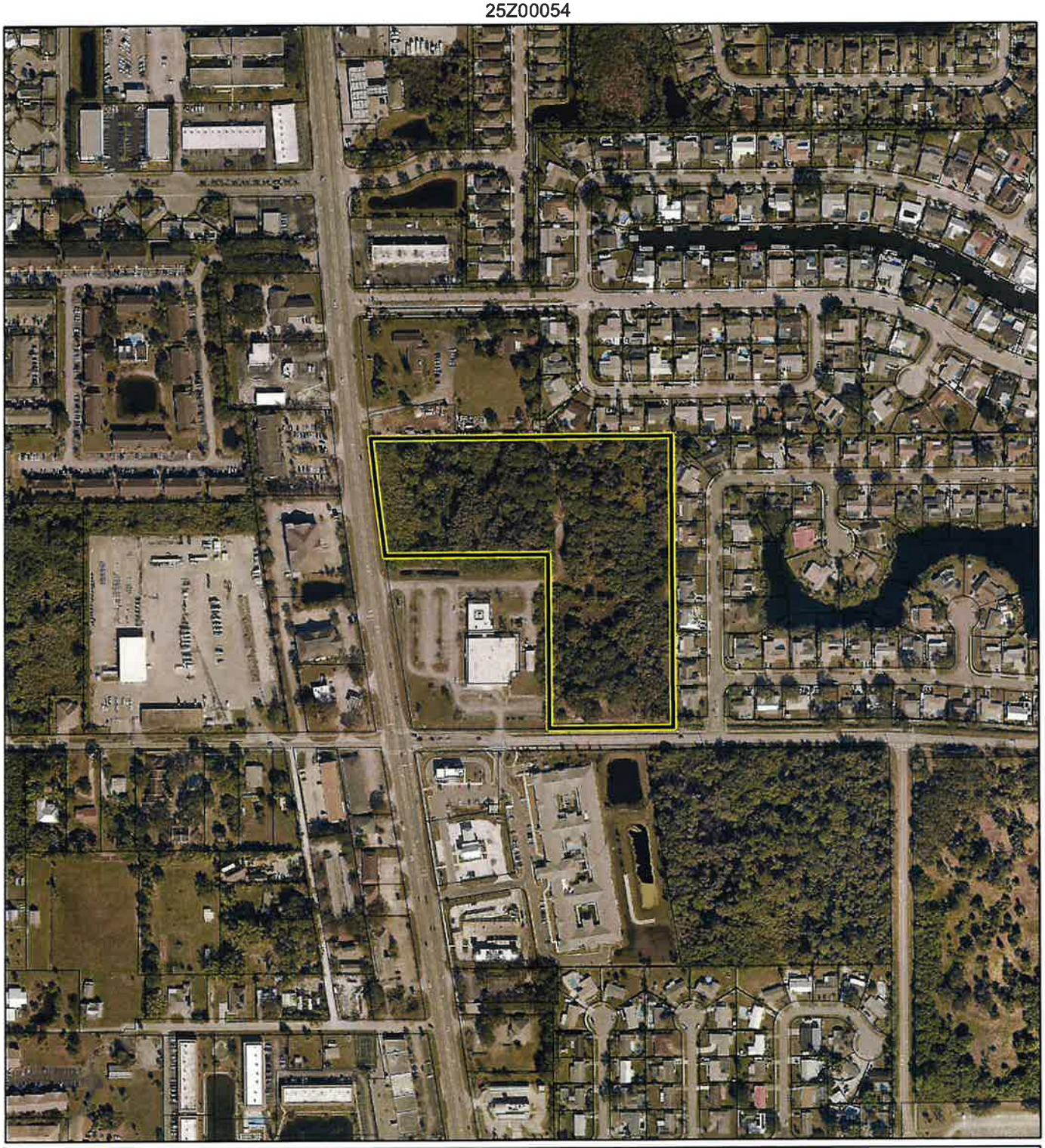
This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 11/19/2025

AERIAL MAP

MERRITT BIDCO SPV LLC

25Z00054



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1:4,800 or 1 inch = 400 feet

PHOTO YEAR: 2025

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 11/19/2025

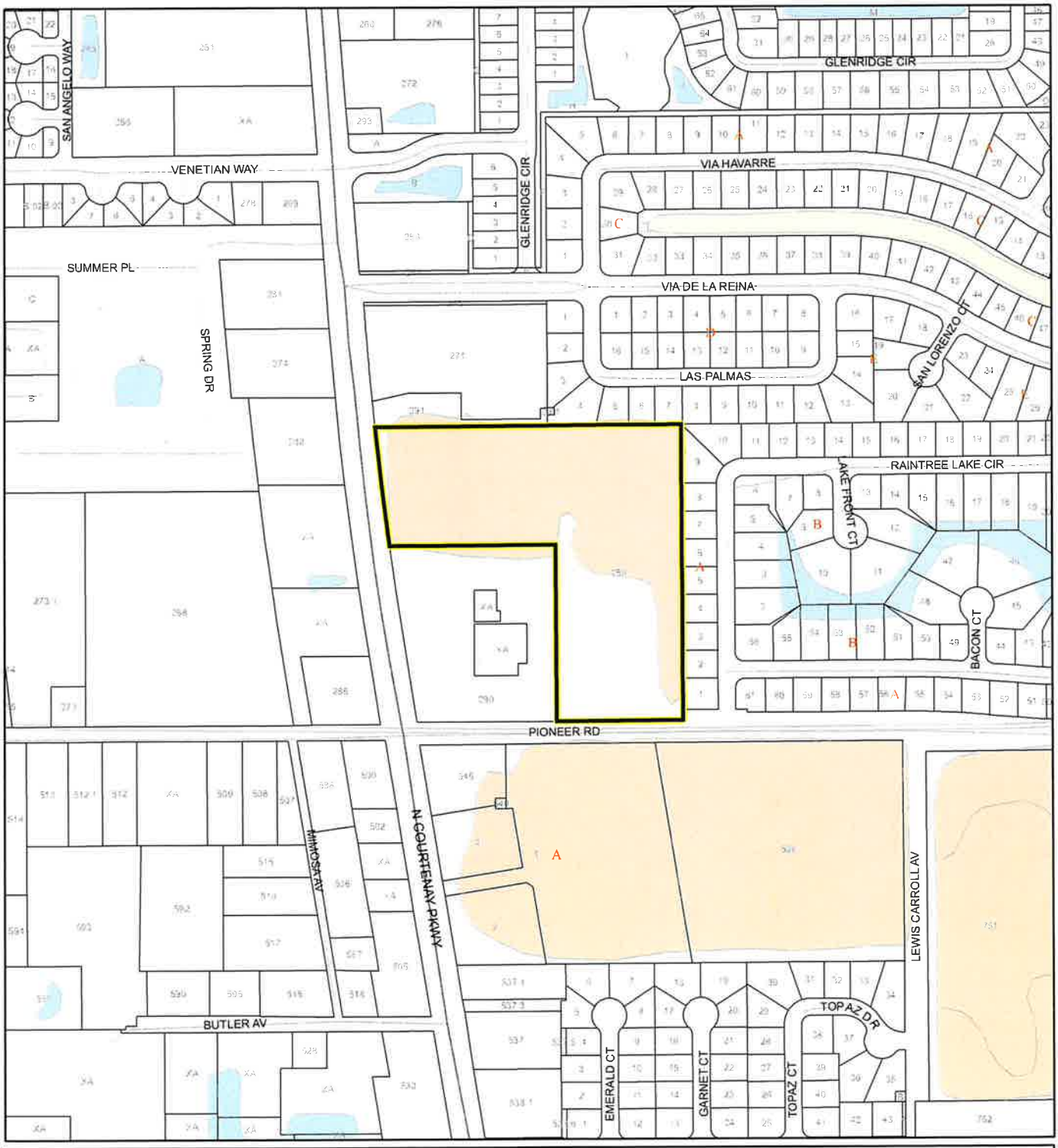
Subject Property

Parcels

NWI WETLANDS MAP

MERRITT BIDCO SPV LLC

25Z00054



N

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1:4,800 or 1 inch = 400 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 11/19/2025

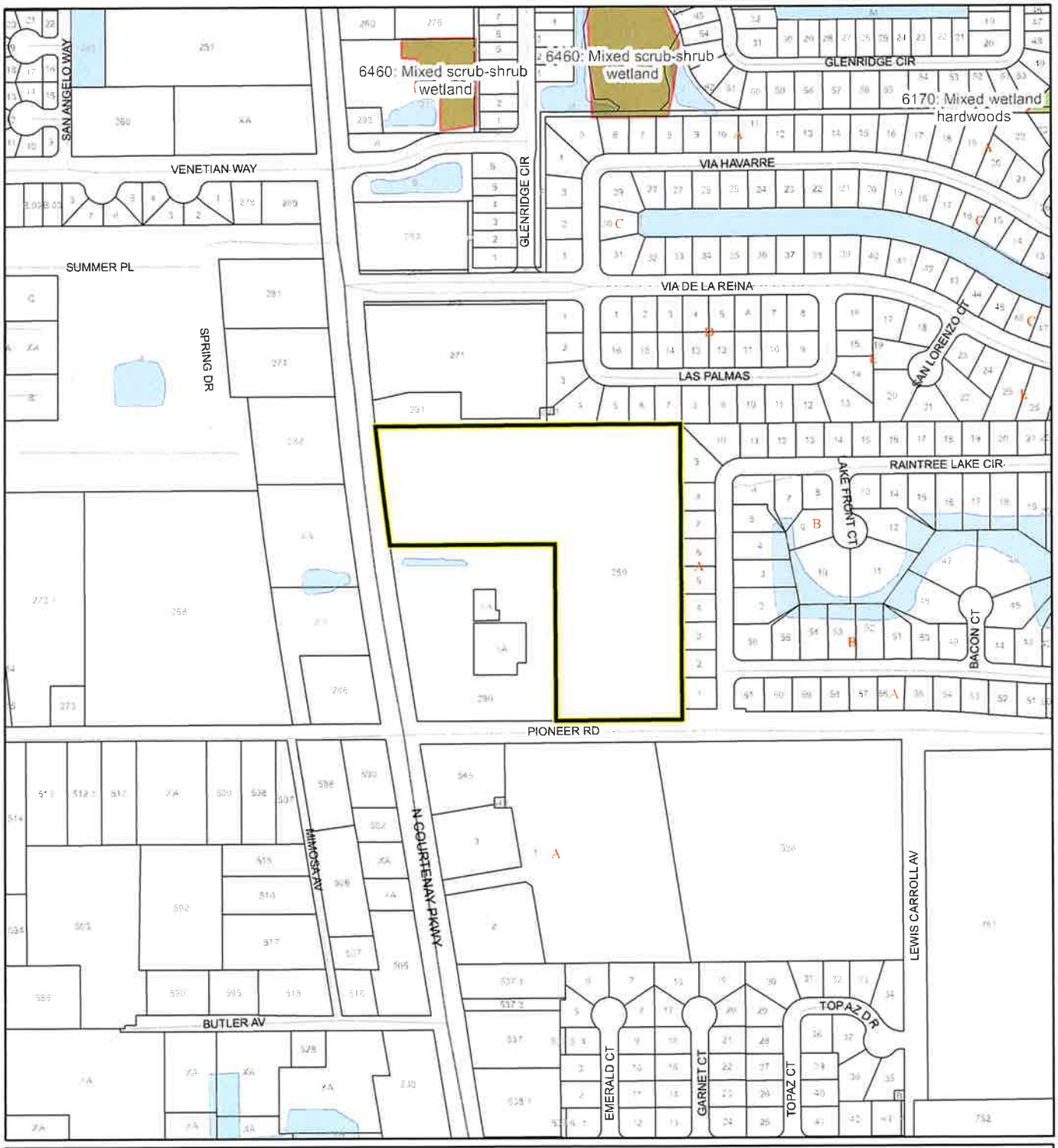
National Wetlands Inventory (NWI)

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine
- Subject Property
- Parcels

SJRWMD FLUCCS WETLANDS - 6000 Series MAP

MERRITT BIDCO SPV LLC

25Z00054



N

W E

S

1:4,800 or 1 inch = 400 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 11/19/2025

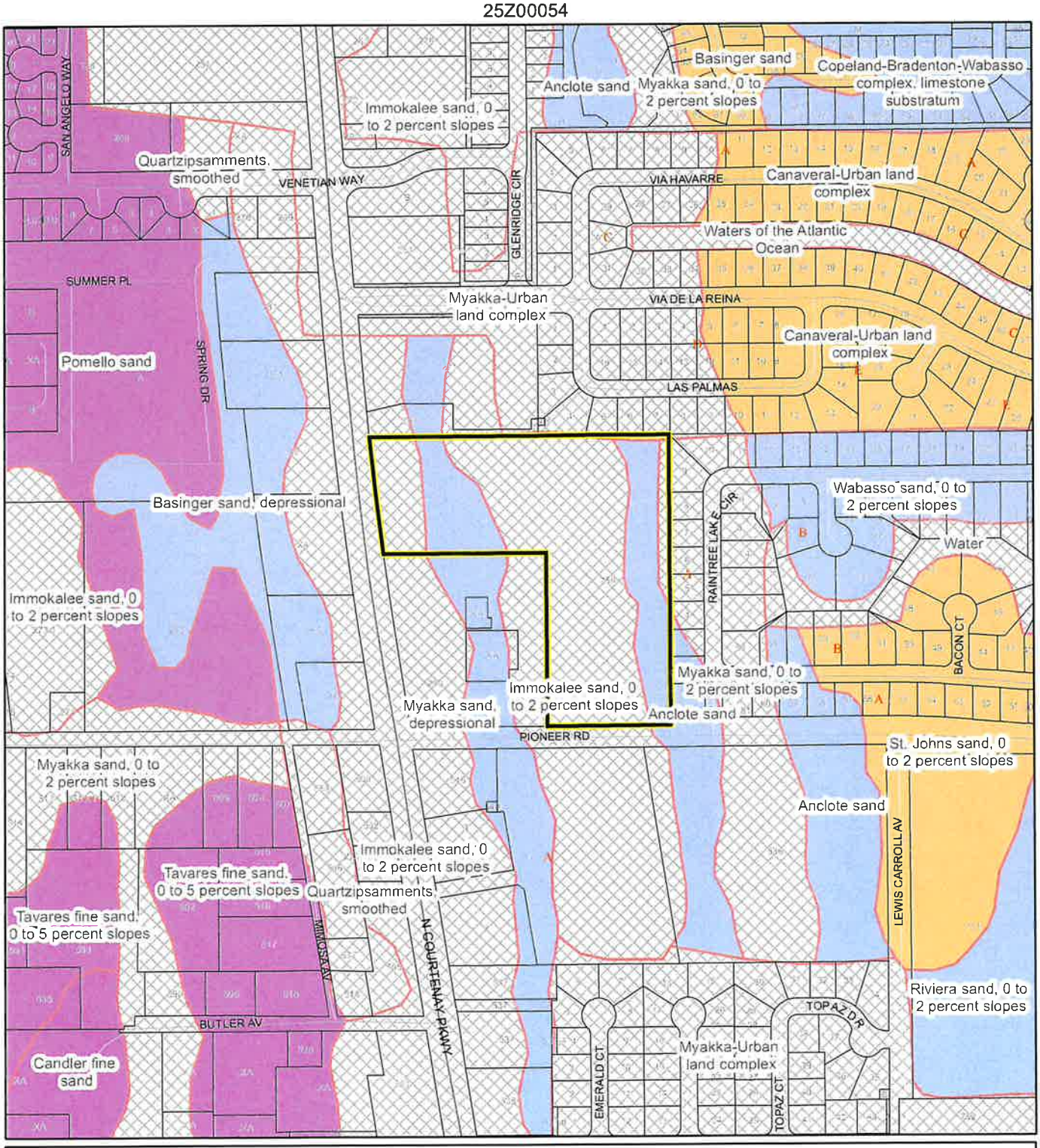
SJRWMD FLUCCS WETLANDS

- Wetland Hardwood Forests - Series 6100
- Wetland Coniferous Forest - Series 6200
- Wetland Forested Mixed - Series 6300
- Vegetated Non-Forested Wetlands - Series 6400
- Non-Vegetated Wetland - Series 6500
- Subject Property
- Parcels

USDA SCSSS SOILS MAP

MERRITT BIDCO SPV LLC

25Z00054



N

W E

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1:4,800 or 1 inch = 400 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 11/19/2025

USDA SCSSS Soils

- Aquifer and Hydric
- Aquifer
- Hydric
- None

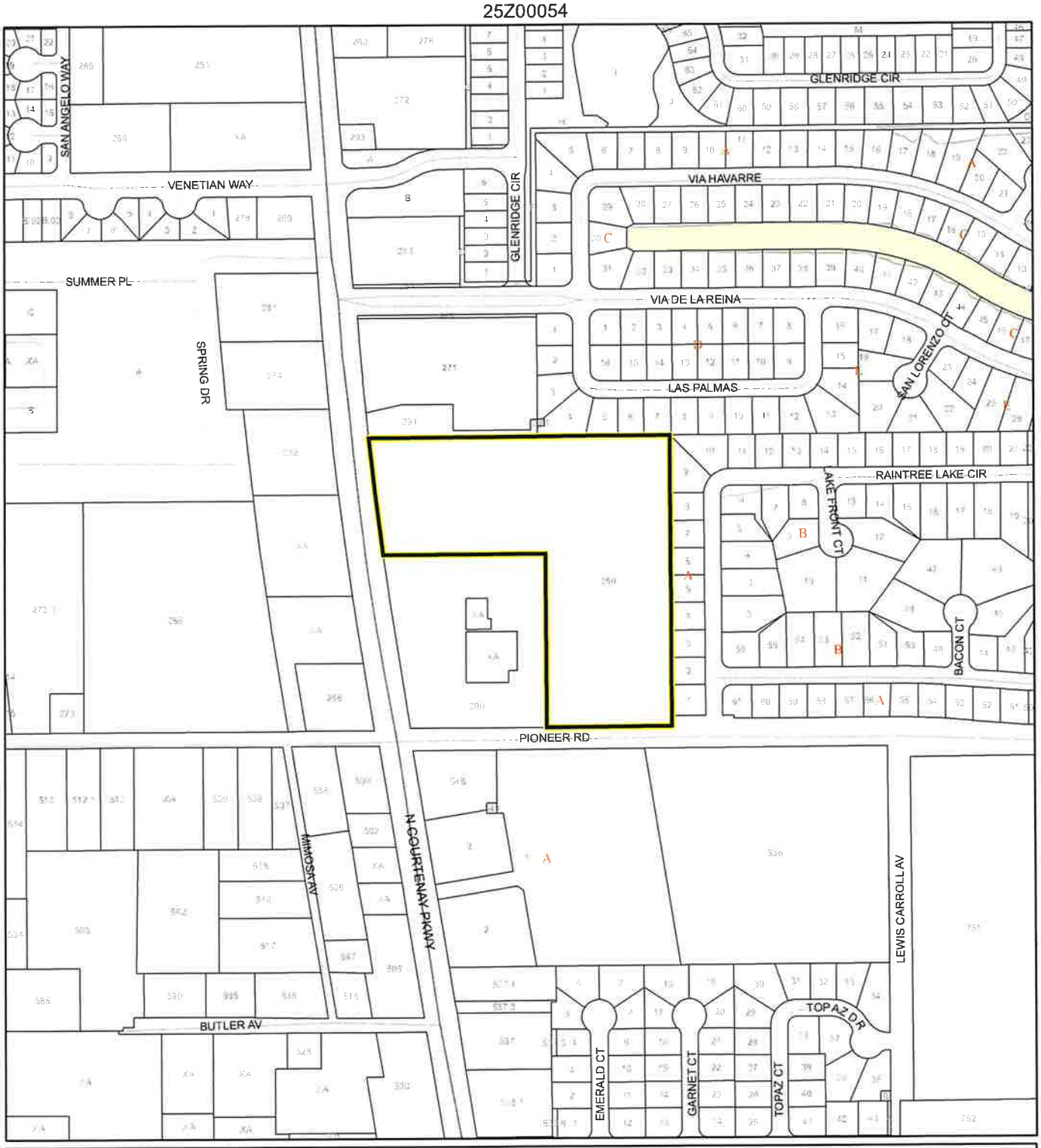
Subject Property

Parcels

FEMA FLOOD ZONES MAP

MERRITT BIDCO SPV LLC

25Z00054



N

W E

S

1:4,800 or 1 inch = 400 feet

FEMA Flood Zones

A AO X

AE Open Water

AH VE

Subject Property Parcels

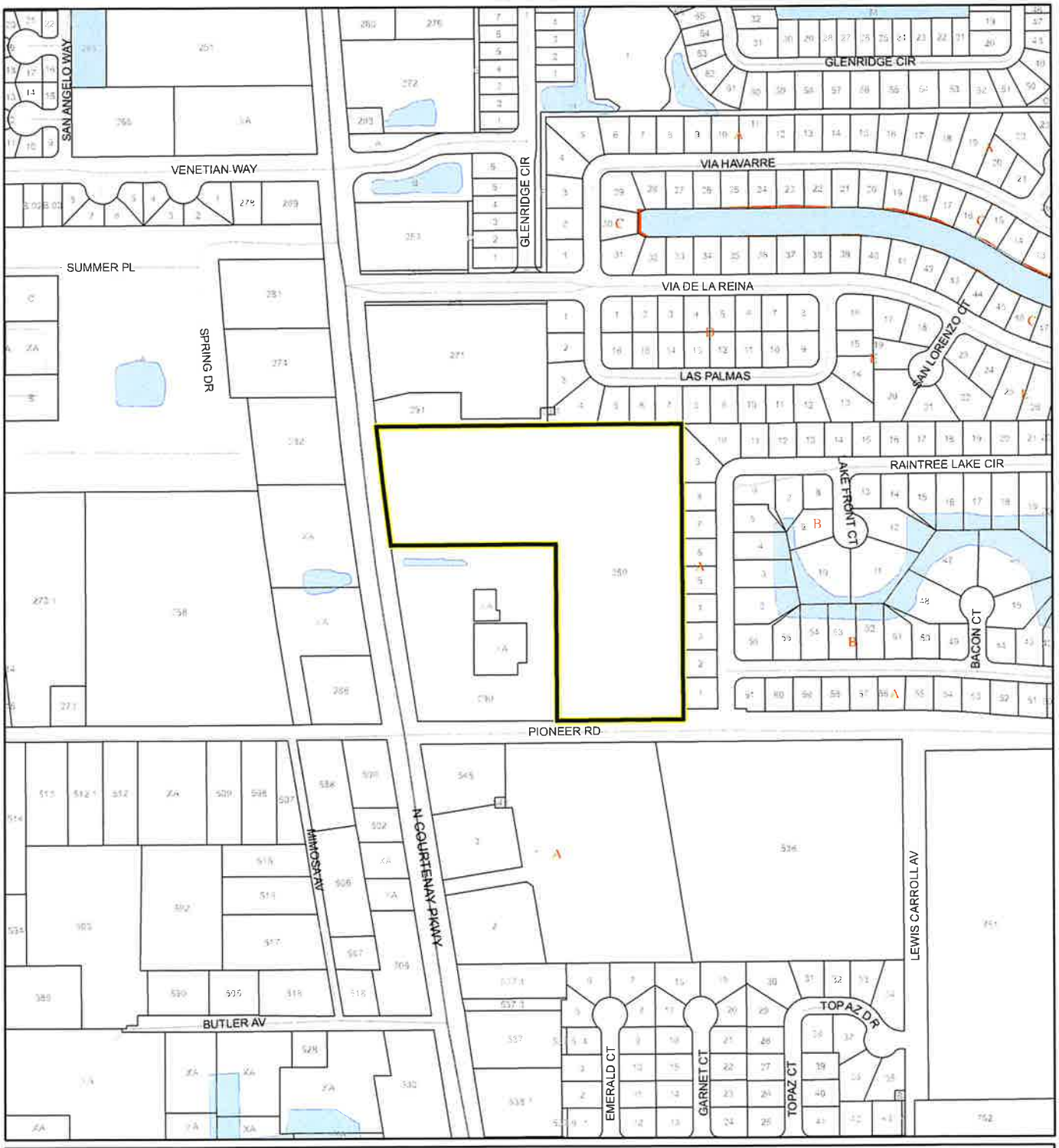
This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 11/19/2025

COASTAL HIGH HAZARD AREA MAP

MERRITT BIDCO SPV LLC

25Z00054



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1:4,800 or 1 inch = 400 feet

Subject Property

Parcels

Coastal High Hazard Area

SurgeZoneCat1

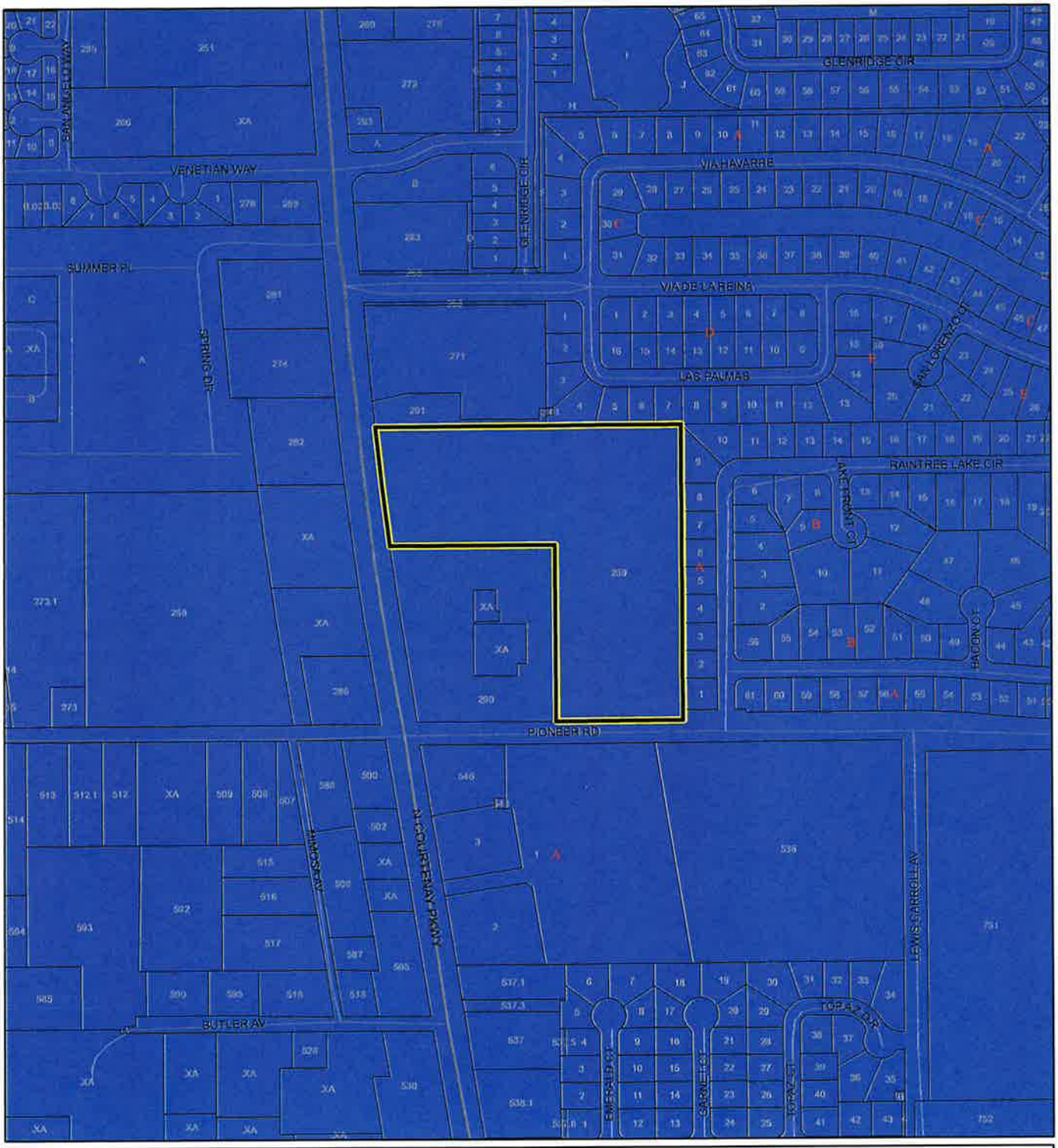
This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 11/19/2025

INDIAN RIVER LAGOON SEPTIC OVERLAY MAP

MERRITT BIDCO SPV LLC

25Z00054



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1:4,800 or 1 inch = 400 feet

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Produced by BoCC - GIS Date: 11/19/2025

Subject Property

Parcels

Septic Overlay

40 Meters

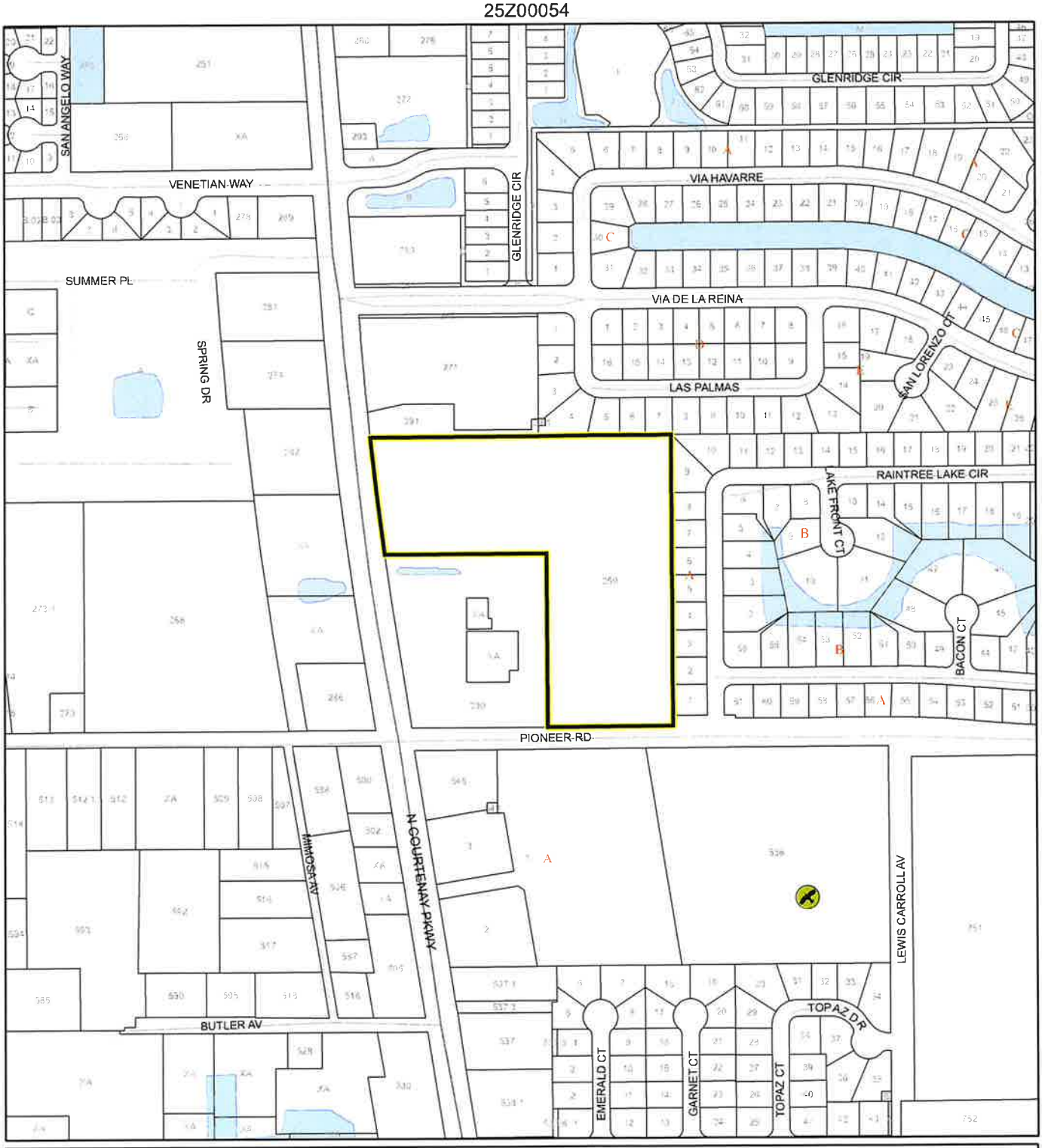
60 Meters

All Distances

EAGLE NESTS MAP

MERRITT BIDCO SPV LLC

25Z00054



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1:4,800 or 1 inch = 400 feet

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Produced by BoCC - GIS Date: 11/19/2025

Subject Property

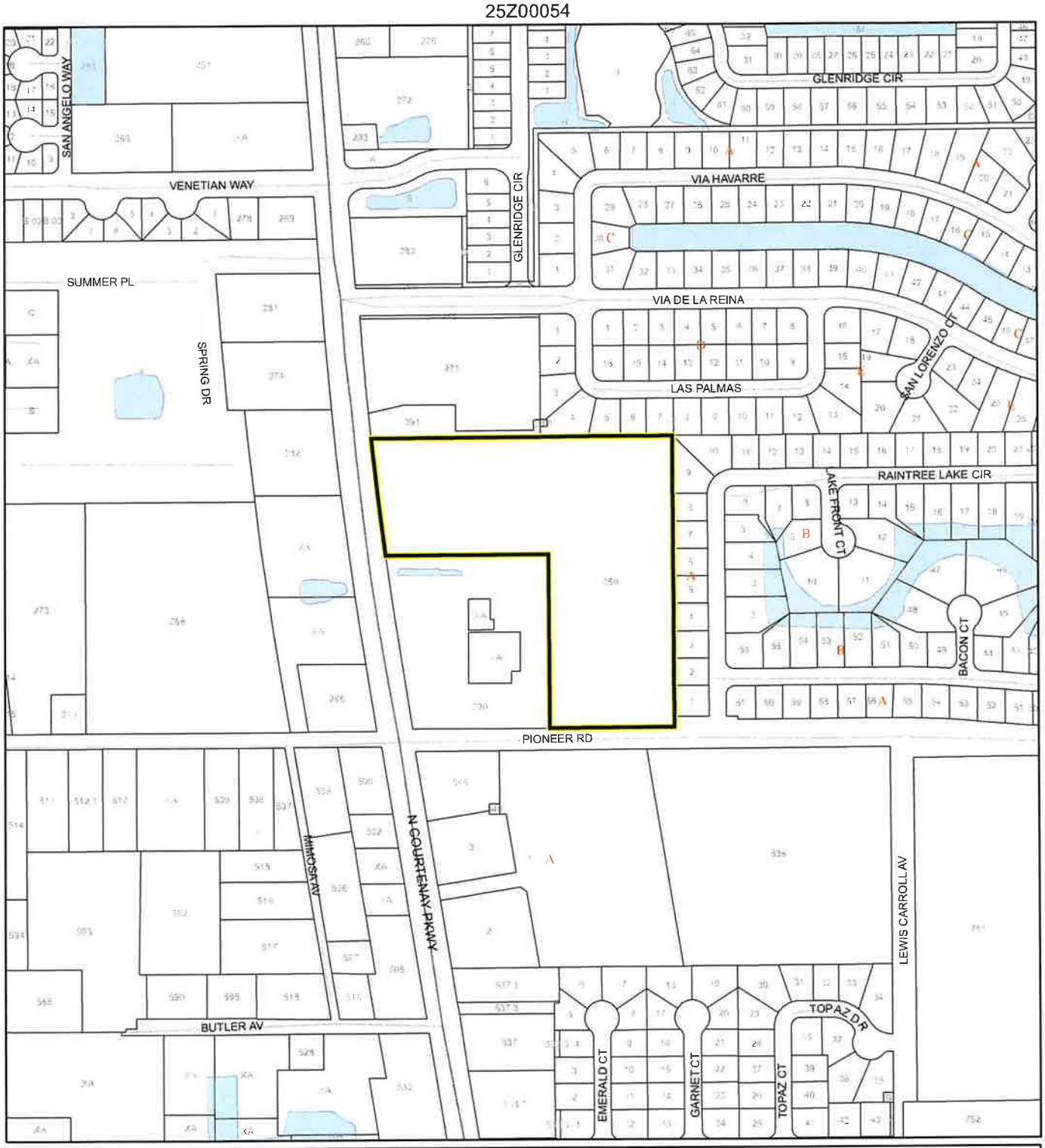
Parcels

Eagle Nests FWS

SCRUB JAY OCCUPANCY MAP

MERRITT BIDCO SPV LLC

25Z00054



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W E

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1:4,800 or 1 inch = 400 feet

Subject Property

Parcels

Scrub Jay Occupancy

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 11/19/2025

SJRWMD FLUCCS UPLAND FORESTS - 4000 Series MAP

MERRITT BIDCO SPV LLC

25Z00054



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W E

S

1:4,800 or 1 inch = 400 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 11/19/2025

SJRWMD FLUCCS Upland Forests

- Upland Coniferous Forest - 4100 Series
- Upland Hardwood Forest - 4200 Series
- Upland Mixed Forest - 4300 Series
- Tree Plantations - 4400 Series

Subject Property

Parcels

RANGEWATER



PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

BUILDINGS 1-2:
Building Type 1
24 Units/EA

BUILDING 3:
Building Type 3
30 Units/EA

BUILDING 4:
Building Type 4
31 Units

ZONE 2: Residential
7.581 acres
113 units max

BUILDING 5:
Building Type 2
29 Units

BUILDING 6:
Building Type 4
30 Units/EA

BUILDING 7:
Building Type 2
30 Units/EA

BUILDING 8:
Building Type 1
24 Units/EA

TOTAL: 222 Units
(930 S.F. Average)

AMENITY: 6,500 S.F.

PARKING:

Surface: 368 Spaces
Parallel: 21 Spaces

TOTAL: 389 Spaces
(1.75 Spaces/Unit)

PRESERVED FOR GREENSPACE & SWM

TOP FLOOR VIEWING PLATFORM

N

00 50 100 200

1 Density Study - Option 1
Scale: 1"=100'-0"

Merritt Island

January 8, 2026

0000.00

© 2026 Poole & Poole Architecture, LLC 4240 Park Place Court, Glen Allen, Virginia 23060 Phone 804.225.0215 Internet www.2pa.net

RANGEWATER N COURTENAY PARKWAY MERRITT ISLAND

ROADWAY CAPACITY ANALYSIS - WEEKDAY

Roadway[1]	From[1]	To[1]	ID #[1]	2024 Existing Volume[1]	MAV[1]	V/C Ratio[1]	Reg.	Growth Rate[2]	2027 No Build Volumes	Remaining Capacity	No Build V/C Ratio	Daily Project Traffic Trip Dist %[3]	Daily Project Traffic Site Trips[4]	% Of Available Capacity	2027 Build Volumes	V/C Ratio
N. Courtenay Pkwy. (SR 3)	Pioneer Rd.	S Ramps SR 528	152	33,650	38,430	0.88	Linear	1.34%	35,003	3,427	0.91	62%	855	24.95%	35,858	0.93

(1) Information from Space Coast TPO Context Classification Spreadsheet downloaded on 11/17/2025

(2) Per approved Traffic Imapct Study Scope - Growth Rates

(3) Extracted from approved Traffic Impact Study Scope - Trip Distribution

Sykes Creek Dr
Cordoba Ct
Cadiz Ct
Malaga Ct
Madrid Ct
Mariah Ct
Lewis Carroll Ave
Lewis Carroll Ave
Pioneer Rd
Pioneer Rd
Raintree Lake Cir
Raintree Lake Cir
Raintree Lake Cir
Village Rainn
Village Rainn
Los Palmas
BE124
Topaz Ct
Topaz Ct
Garnet Ct
Emerald Ct
Skyline Blvd
N Courtenay Pkwy
N Courtenay P
Butler Ave
Mimosa Ave
esri

11.A

Prepared by: Kimberly Bonder Rezanka
Address: Lacey Rezanka
6013 Farcenda Pl #101
Melbourne, FL 32940

BINDING DEVELOPMENT PLAN

THIS AGREEMENT, entered into this __ day of _____, 2026 between the BOARD OF COUNTY COMMISSIONERS OF BREVARD COUNTY, FLORIDA, a political subdivision of the State of Florida (hereinafter referred to as "County") and MERRITT BIDCO SPV, LLC, a Florida Limited Liability Company (hereinafter referred to as "Developer/Owner").

RECITALS

WHEREAS, Developer/Owner owns property (hereinafter referred to as the "Property") in Brevard County, Florida, as more particularly described in **Exhibit "A"** attached hereto and incorporated herein by this reference; and

WHEREAS, Developer/Owner has requested, pursuant to the Brevard County Code, Section 62-1157, a rezoning of the Property to RU-2-15 and RU-2-30 zoning classifications with a Binding Development Agreement, desiring to develop the Property as an apartment complex as more particularly described herein, and;

WHEREAS, as part of its plan for development of the Property, Developer/Owner wishes to mitigate negative impacts on abutting land owners and affected facilities or services; and

WHEREAS, the County is authorized to regulate development of the Property.

NOW, THEREFORE, the parties agree as follows:

1. Recitals. The above recitals are true and correct and are incorporated into this Agreement by their reference.

2. The County shall not be required or obligated in any way to construct or maintain or participate in any way in the construction or maintenance of the improvements. It is the intent of the parties that the Developer/Owner, its grantees, successors or assigns in interest or some other association and/or assigns satisfactory to the County shall be responsible for the maintenance of any improvements constructed on the Property.

3. During site plan permitting for the Property, Developer/Owner will permit and extend the west bound, right turn lane currently existing on Pioneer Road approximately three hundred (300) feet, from the turn lane's current eastern terminus, for a total length of 480 feet, to provide additional capacity for that turn lane. This turn lane will be constructed with proper authorization and permits from Brevard County, and will be accepted by Brevard County for maintenance upon proper inspection. If the Property does not receive site plan approval for the intended use of an apartment complex, this condition shall become null an void.

4. Developer/Owner will provide a one hundred (100) foot building setback from its east Property boundary, including 15-foot-wide landscaping buffer, disturbing the buffer only as necessary. Developer/Owner will work with NRMO to establish the buffer with similar type of plants and trees that currently exist, if the existing buffer cannot be maintained.

5. Developer/Owner will maintain a fifty (50) foot landscape buffer along its north Property boundary for the land zoned RU-2-15, adjacent to the residentially developed property, preserving all protected trees.

6. Developer/Owner will enter into a cross-access agreement with the adjacent Property Owner to its south, that abuts Pioneer Drive, to utilize the driveway that currently exists from the adjacent Property to Pioneer Road, to minimize traffic conflict points onto Pioneer Road.

7. Developer/Owner will enter into a Proportionate Fair Share Agreement, to address traffic capacity on N. Courtenay Parkway (SR3) with the County, if SR3 is determined to be deficient at time of site plan submittal.

8. Developer/Owner intends to utilize landscape buffers, to the extent allowed by County Code, for usable common open space for use of tenants.

9. Developer/Owner shall comply with all regulations and ordinances of Brevard County, Florida. This Agreement constitutes Developer's/Owner's agreement to meet additional standards or restrictions in developing the Property. This Agreement provides no vested rights against changes to the Brevard County Comprehensive Plan or land development regulations as they may apply to this Property.

10. Developer/Owner, upon execution of this Agreement, shall pay to the Clerk of Court all costs of recording this Agreement in the Public Records of Brevard County, Florida.

11. This Agreement shall be binding and shall inure to the benefit of the successors or assigns of the parties and shall run with the subject Property unless or until rezoned and shall be binding upon any person, firm or corporation who may become the successor in interest directly or indirectly to the subject Property, and shall be subject to the above referenced conditions as approved by the Board of County Commissioners on _____. In the event the subject Property is annexed into a municipality and rezoned, this Agreement shall be null and void.

12. Violation of this Agreement shall constitute a violation of the zoning classification and of this Agreement. This Agreement may be enforced by Sections 1-7 and 62-5 of the Code of Ordinances of Brevard County, Florida, as may be amended.

13. Conditions precedent. All mandatory conditions set forth in this Agreement mitigate the potential for incompatibility and shall be satisfied before Developer/Owner may implement the approved use(s), unless stated otherwise. The failure to timely comply with any condition is a violation of this Agreement and constitutes a violation of the Zoning Classification and is subject to enforcement action as described in Paragraph 12, above.

14. Severability clause. If any provision of this BDP is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provision shall continue in full force and effect without being impaired or invalidated in any way.

[THIS SPACE LEFT INTENTIONALLY BLANK]

IN WITNESS THEREOF, the parties hereto have caused these presents to be signed all as of the date and year first written above.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
OF BREVARD COUNTY, FLORIDA
2725 Judge Fran Jamieson Way
Viera, FL 32940

_____
Rachel M. Sadoff, Clerk of Court
(SEAL)

_____
Thad Altman, Chairman
As approved by the Board on_____

WITNESSES:

_____

_____
(Witness Name typed or printed)

_____

_____
(Witness Name typed or printed)

MERRITT BIDCO SPV LLC
399 Park Avenue, FL 16
New York, NY 10022

_____

_____
Authorized Member

_____
(Name typed, printed or stamped)

STATE OF FLORIDA
COUNTY OF BREVARD

The foregoing instrument was acknowledged before me by means of physical presence, this ____ day of _____, 2026, by _____, for MERRITT BIDCO SPV LLC, who is personally known to me/presented _____ as identification.

My commission expires: _____

_____
Notary Public

SEAL
Commission No.:

(Name typed, printed or stamped)

EXHIBIT "A"

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF BREVARD, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

LEGAL DESCRIPTION "A" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT-OF-WAY OF SAID PIONEER ROAD FOR 563.86 FEET TO A POINT LYING 203.03 FEET EAST OF THE EAST RIGHT-OF-WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD; THENCE CONTINUE S 89° 55' 50" W FOR 203.03 FEET TO THE EASTERLY RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3, THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.87 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT, HAVING A RADIUS OF 11409.20 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE AND SAID EASTERLY RIGHT-OF-WAY LINE, THROUGH A CENTRAL ANGLE OF 03° 09' 41" FOR 629.52 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE FOR 201.59 FEET TO A POINT LYING ON THE ARC OF A CIRCULAR CURVE, CONCAVE TO THE EAST WHOSE CENTER BEARS N 83° 55' 24" E FROM SAID POINT AND HAVING A RADIUS OF 11208.70 FEET, SAID CURVE IS CONCENTRIC WITH AND 200.50 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3; THENCE RUN SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03° 03' 19" FOR 597.71 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE RUN S 09° 07' 55" E PARALLEL WITH AND 200.50 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3, FOR 266.85 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION "B" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE

PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT OF WAY OF SAID PIONEER ROAD FOR 225.00 FEET TO A POINT LYING 541.89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD.; THENCE RUN N 00° 02' 57" W PARALLEL WITH THE WEST LINE OF SAID RAINTREE BY THE LAKE FOR 452.08 FEET; THENCE RUN N 89° 55' 50" E FOR 225.00 FEET TO THE WEST LINE OF SAID RAINTREE BY THE LAKE; THENCE RUN S 00° 02' 57" E ALONG SAID WEST LINE FOR 452.08 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION "C" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT-OF-WAY OF SAID PIONEER ROAD FOR 225.00 FEET TO A POINT LYING 541.89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD SAID POINT BEING THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W ALONG SAID NORTH RIGHT OF WAY LINE FOR 338.86 FEET; THENCE RUN N 09° 07' 55" W PARALLEL WITH AND 200.5 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3 FOR 266.85 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT HAVING A RADIUS OF 11208.70 FEET, SAID CURVE BEING CONCENTRIC WITH AND 200.50 FEET EAST OF SAID EAST RIGHT OF WAY LINE; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF03° 03' 19" FOR 597.71 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE FOR 684.55 FEET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF SAID RAINTREE BY THE LAKE, THENCE RUN S 00° 02' 57" W ALONG SAID WEST LINE FOR 403.82 FEET; THENCE RUN S 89° 55' 50" W FOR 225.00 FEET; THENCE RUN S 00° 02' 57" E FOR 452.08 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY: A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD (AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA) WITH THE WEST LINE OF RAINTREE-BY-THE-LAKE (AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 AT PAGE 16 OF SAID PUBLIC RECORDS) EXTENDED SOUTHERLY; THENCE RUN S 89° 55' 50" W ALONG SAID NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD FOR 366.89 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W FOR 400.00 FEET TO A POINT LYING ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 3, AS SHOWN ON FLORIDA STATE ROAD DEPARTMENT, RIGHT-OF-WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505; THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.87 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 11409.20 FEET; THENCE RUN

NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 22' 52" FOR 275.02 FEET; THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE, RUN N 89° 56' 19" E FOR 477.04 FEET; THENCE RUN S 00° 04' 10" E FOR 503.96 FEET TO THE POINT OF BEGINNING.


OLEA






MARISOL
VIERA



Memorandum

To: Brevard County
Public Works Department

From: Daniela Jurado, PE | Bowman
Jessica Stord, EI | Bowman

Date: 1/20/2026

Re: Rezoning Traffic Analysis
Rangewater N Courtney Parkway Merritt Island

Bowman has been retained by Rangewater Development LLC to perform a Rezoning Traffic Analysis for a parcel located NE of the intersection N Courtenay Parkway and Pioneer Road, PID# 24-36-14-00-259. The 11.24-acre parcel is proposed to be developed with a residential development consisting of multi-family buildings. The site location is depicted in **Figure 1**. The concept plan and zoning map are presented in **Attachment 1**.

The parcel consists of two zones. Zone 1, comprising 3.659 acres, is currently zoned AU – *Agricultural Residential*, with a future land use designation of NC – *Neighborhood Commercial*. Zone 2, covering 7.581 acres, is also currently zoned AU – *Agricultural Residential*, with a future land use designation of RES-15 – *Residential (15 units per acre)*.

In addition to the uses approved under the existing zoning, these parcels have also been conditionally approved for medical uses such as Clinic and Hospital under resolution # Z-6584, see **Attachment 2**.

The proposed rezoning would change the zoning of parcel 24-36-14-00-259 from *Agricultural Residential (AU)* to *High-Density Multiple-Family Residential (RU-2-30)* for Zone 1 and *Medium-Density Multiple-Family Residential (RU-2-15)* for Zone 2.

Intended Number of Units

The applicant intends to develop the parcel with approximately 222 residential units which will consist of three-story multifamily buildings. The concept and zoning map are presented in **Attachment 1**.

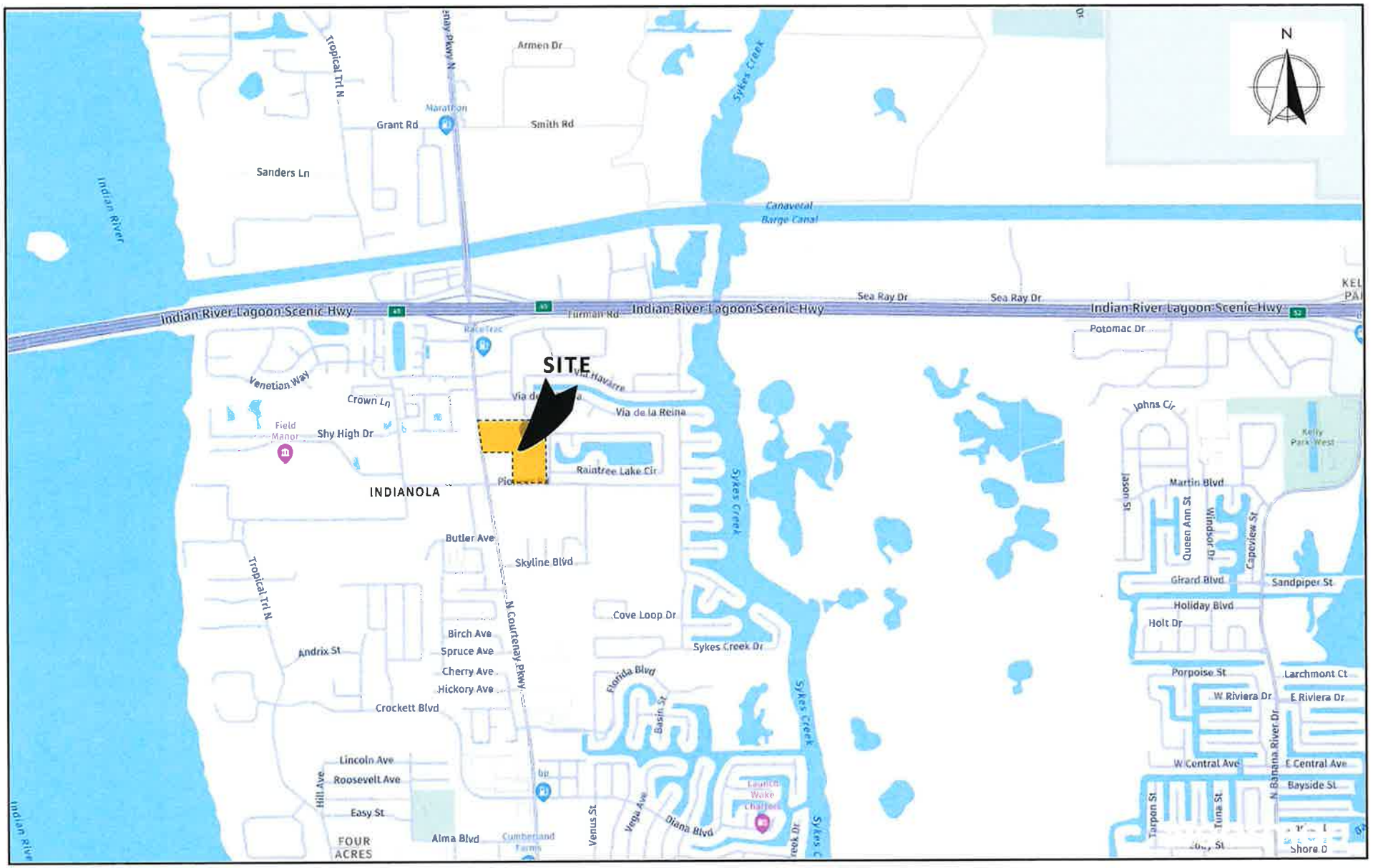


Figure 1
Site Location

Bowman

Highest and Best Use

Existing Zoning - per Chapter 62 of the Brevard County Code of Ordinances, the minimum lot size for the *Agricultural Residential (AU)* zoning is 2.5 acres. Based on the permitted uses under the current zoning and considering the size of the parcel, the use with highest trip generation potential is a combination of a Plant Nursery and single-family detached residences.

As previously noted, the following uses are conditionally allowed in the subject property: Clinic and Hospital. Given this, the use with the maximum trip generation potential under existing conditions is Hospital.

Proposed Zonings - the proposed zonings, *High-Density Multiple-Family Residential (RU-2-30)* and *Medium-Density Multiple-Family Residential (RU-2-15)*, allow for a maximum density of 30 and 15 dwelling units respectively. The use with the maximum trip generation potential in both cases is single family-attached residences.

The relevant sections of Chapter 62 and the highest and best land use selection are presented in **Attachment 3**.

Trip Generation

Trip generation rates for comparable land use as per the Institute of Transportation Engineers Trip (ITE) *Trip Generation Manual, 12th Edition* were used to determine the anticipated maximum trip generation potential of the existing and proposed zonings, the results are summarized in **Table 1** and **Table 2** respectively.

Table 1. Existing Zoning Anticipated Trip Generation Summary

Land Use	Land Use Code(1)	Intensity	Units	Daily Trips			AM Peak Hour(2)			PM Peak Hour(2)		
				Total	In	Out	Total	In	Out	Total	In	Out
Hospital	210	250	KSF	5,535	2,768	2,767	369	251	118	370	126	244

(1) Based on the Institute of Transportation Engineers Trip Generation, 12th Edition
(2) Peak hour of adjacent street

As presented in **Table 1**, under the current *Agricultural Residential (AU)* zoning and conditional uses, the site has the potential to generate 5,535 daily trips, 369 morning peak hour trips, and 370 evening peak hour trips. This reflects the maximum development capacity under the Existing Conditions.

Table 2. Proposed Zoning Anticipated Trip Generation Summary

Land Use	Land Use Code(1)	Intensity	Units	Daily Trips			AM Peak Hour(2)			PM Peak Hour(2)		
				Total	In	Out	Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)	220	222	DU	1,379	689	690	91	22	69	115	72	43

(1) Based on the Institute of Transportation Engineers Trip Generation, 12th Edition

As shown in **Table 2**, with the proposed *High-Density Multiple-Family Residential (RU-2-30)* and *Medium-Density Multiple-Family Residential* (RU-2-15) zonings, the site has the potential to generate a total of 1,379 daily trips, 91 morning peak hour trips, and 115 evening peak hour trips.

Table 3 presents the change of trip generation potential of the subject property.

Table 3. Rezoning Potential Trip Generation Change

Daily Trips			AM Peak Hour[2]			PM Peak Hour[2]		
Total	In	Out	Total	In	Out	Total	In	Out
Existing Zoning Potential Trip Generation								
5,535	2,768	2,767	369	251	118	370	126	244
Proposed Zoning Potential Trip Generation								
1,379	689	690	91	22	69	115	72	43
Difference								
-4,156	-2,079	-2,077	-278	-229	-49	-255	-54	-201

(1) Based on the Institute of Transportation Engineers Trip Generation, 12th Edition
(2) Peak Hour of Adjacent Street

The proposed change in zoning from the existing *Agricultural Residential (AU)* zoning with conditional medical uses allowed, to the proposed *High-Density Multiple-Family Residential (RU-2-30)* and *Medium-Density Multiple-Family Residential (RU-2-15)* zonings has the potential of decreasing the potential site trip generation by 4,156 daily trips, with 278 AM peak hour trips, and 255 PM peak hour trips, as presented in **Table 3**.

Considering that the proposed change in zoning has the potential to decrease the number of trips of the subject property, no further analysis shall be required. The impacts of the anticipated project site trips in the surrounding roadway network and mitigation strategies shall be evaluated under the site development plan application.

Should you have any questions please do not hesitate to contact me at djurado@bowman.com or 321.608.0498.

Sincerely,

Daniela S. Jurado, PE
Senior Project Manager-Traffic Engineering
Bowman

Attachments

Attachment 1. Concept Plan & Zoning Map

Attachment 2. Resolution Z-6584

Attachment 3. Brevard County Code of Ordinances Chapter 62 & Preliminary Calculations

ATTACHMENT 1



1 Density Study - Option 1
Scale: 1"=100'-0"

Plan

PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

BUILDINGS 1-2:
Building Type 1
24 Units/EA

BUILDING 3:
Building Type 3
30 Units/EA

BUILDING 4:
Building Type 4
31 Units

ZONE 2: Residential
7.581 acres
113 units max

BUILDING 5:
Building Type 2
29 Units

BUILDING 6:
Building Type 4
30 Units/EA

BUILDING 7:
Building Type 2
30 Units/EA

BUILDING 8:
Building Type 1
24 Units/EA

TOTAL: 222 Units
(930 S.F. Average)

AMENITY: 6,500 S.F.

PARKING:

Surface: 368 Spaces
Parallel: 21 Spaces

TOTAL: 389 Spaces
(1.75 Spaces/Unit)

PRESERVED FOR GREENSPACE & SWM

TOP FLOOR VIEWING PLATFORM

00 50 100 200

N

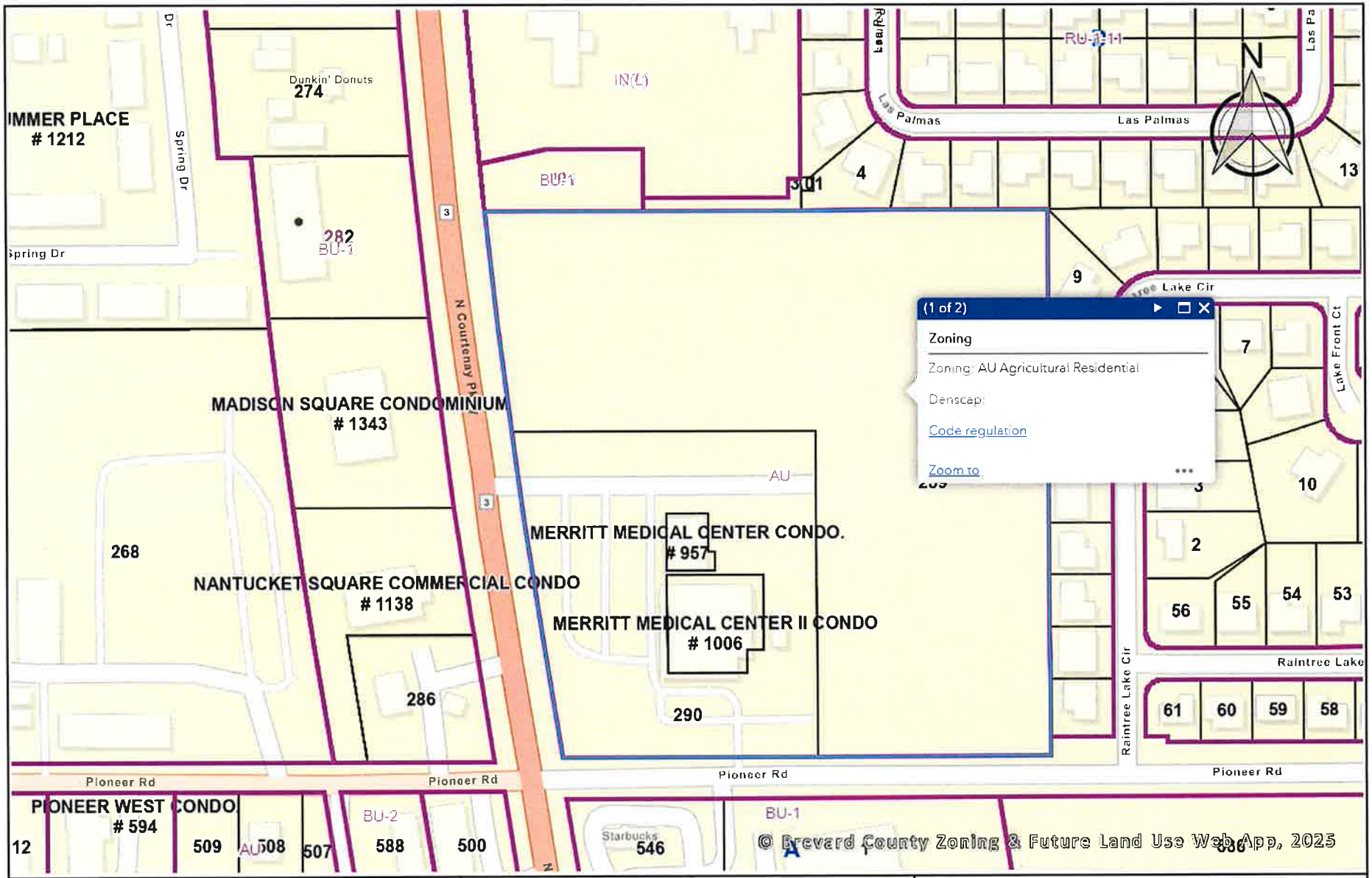
2PA

Merritt Island

January 8, 2026

0000.00

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Bowman

LEGEND

FIGURE 2. ZONING MAP

RANGEWATER MERRITT ISLAND

ATTACHMENT 2

RESOLUTION NO. Z -6584

On motion of Commissioner York , seconded by Commissioner Wickham , the following resolution was unanimously adopted:

WHEREAS, ALMA E. FIELD, TRUSTEE

has/have applied for a change of classification from AU to RU-2-15 to ALL AU with a Conditional Use Permit for a Clinic and a Conditional Use Permit for a Hospital on property described as SEE ATTACHED LEGAL DESCRIPTION

Section 14 Township 24 S, Range 36 E, and,

WHEREAS, a public hearing of the Brevard County Planning and Zoning Board was advertised and held, as required by law, and after hearing all interested parties and considering the adjacent areas, the Planning and Zoning Board recommended that the application be *approved and,

WHEREAS, the Board, after considering said application and the Planning and Zoning Board's recommendation and hearing all interested parties and after due and proper consideration having been given to the matter, find that the application should be *approved , now therefore,

BE IT RESOLVED by the Board of County Commissioners of Brevard County, Florida, that the requested change of classification & CUP's be *approved and, that the zoning classification relating to the above described property be changed to AU and the Planning and Zoning Director is hereby directed to make this change on the official zoning maps of Brevard County, Florida.

BE IT FURTHER RESOLVED that this resolution shall become effective as of December 22, 1983.

BOARD OF COUNTY COMMISSIONERS
Brevard County, Florida

ATTEST: by VAL M. STEELE
Chairman

R. C. WINSTEAD, JR., Clerk

by D.C.

(SEAL)

I01

(Hearing - November 29, 1983)

*Approved subject to a Binding Site Plan showing access and a 50 ft. landscaped buffer

Z-65 (Rev. 2/78)

Z-6584

Wuesthoff Memorial Hospital

Post Office Box 6 | 110 Longwood Avenue | Rockledge, Florida 32955 | 305/636-2211

December 14, 1983

Mr. James Ford
Brevard County Director of Planning & Zoning
2575 N. Courtenay Parkway
Merritt Island, Florida 32952

Subject: Binding Site Plan - Wuesthoff Project
State Route 3 and Pioneer Road

Dear Mr. Ford:

Please consider the following information as part of the Binding Site Plan for Wuesthoff Hospital in its request for zoning modifications of the approximate fourteen (14) acres located east of State Route 3 and north of Courtenay Parkway.

1. No incineration facility has been planned for nor will it be included in that project.

2. In reference to a heliport, the hospital has not applied for and does not plan to apply for approval to establish a helipad at that facility.

3. As it relates to height considerations, the hospital does not plan, nor will they build, a facility higher than four (4) stories on the six (6) acres included in the Binding Site Plan for development for initial phases and will not build facilities on the remainder of the fourteen (14) plus or minus acres in excess of two (2) stories.

All other items that were previously stated in the Binding Site Plan remain accurate and are totally acceptable to Wuesthoff Hospital as firm commitments as it relates to that program.

I am hopeful that this will address the remaining issues that needed to be clarified in order for your office and the County Commissioners to feel that Wuesthoff is sincerly interested in compliance with reasonable requests and stipulations to be included as part of our Binding Site Plan.

I013

Z-6584

Should you need additional information, please bring this to my attention at your earliest convenience so that we might take the necessary steps to assure full information available to your office and the Commission prior to the next meeting on December 22, 1983. I remain,

Sincerely yours,

Robert O. Carman
President

ROC/sr

STATE OF FLORIDA
COUNTY OF BREVARD

SWORN TO AND SUBSCRIBED BEFORE ME this 14th day of December,

1983.

Sandra L. Reed
NOTARY PUBLIC

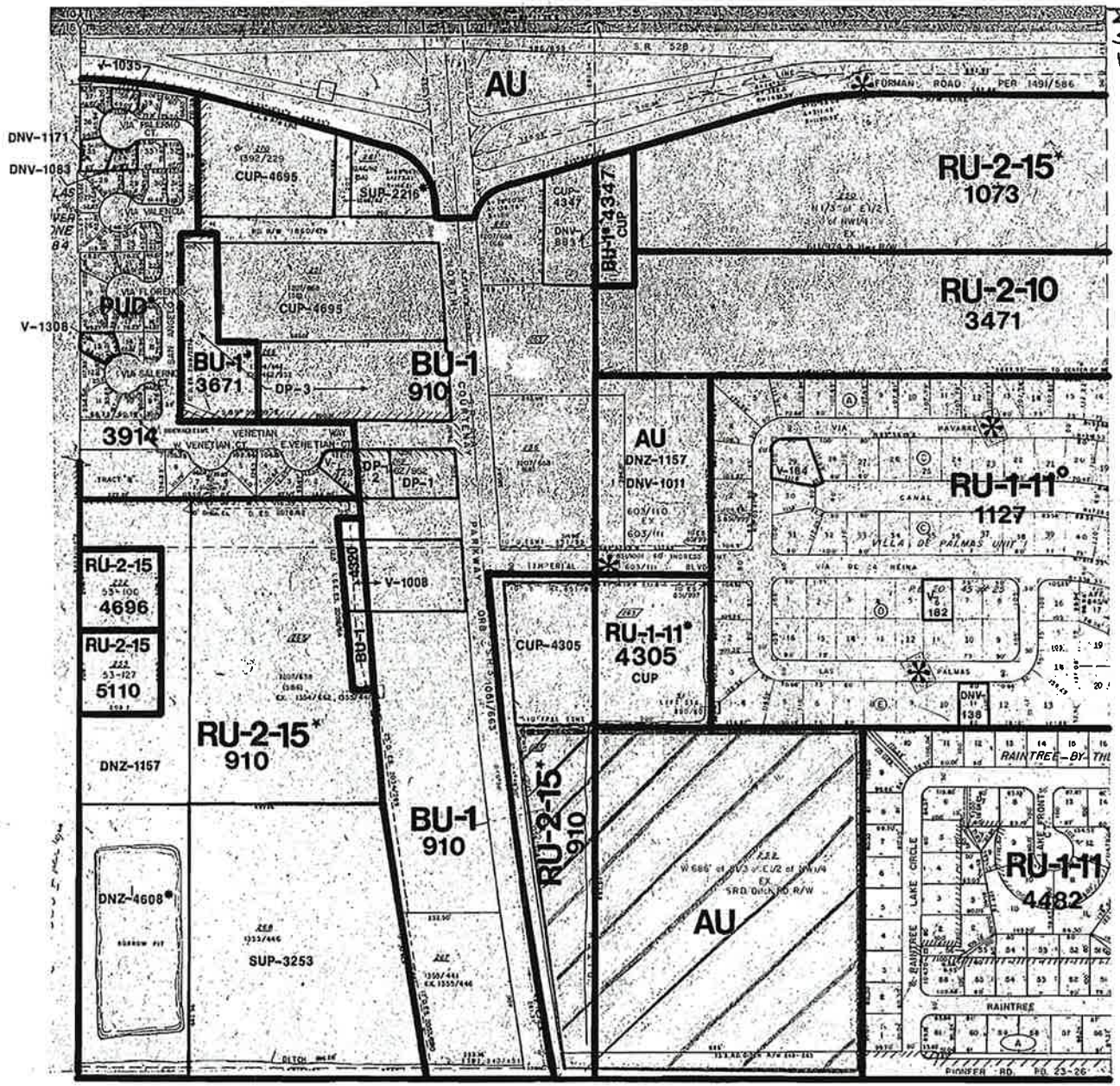
Notary Public, State of Florida at Large
My Commission Expires May 17, 1987
BONDED THRU AGENT'S NOTARY BROKERAGE

I014

Z-6584

NW 1/4 SECTION 14 TOWNSHIP 24 RANGE 36

(13) Joseph & Alma Field
A-6 RU-2-15 to AU & AU w/CUP's for Hospital & Clinic
Z-6584 Approved subj. to BSP showing access & 50 ft. landscaped buffer.
* 73-13
O 2980



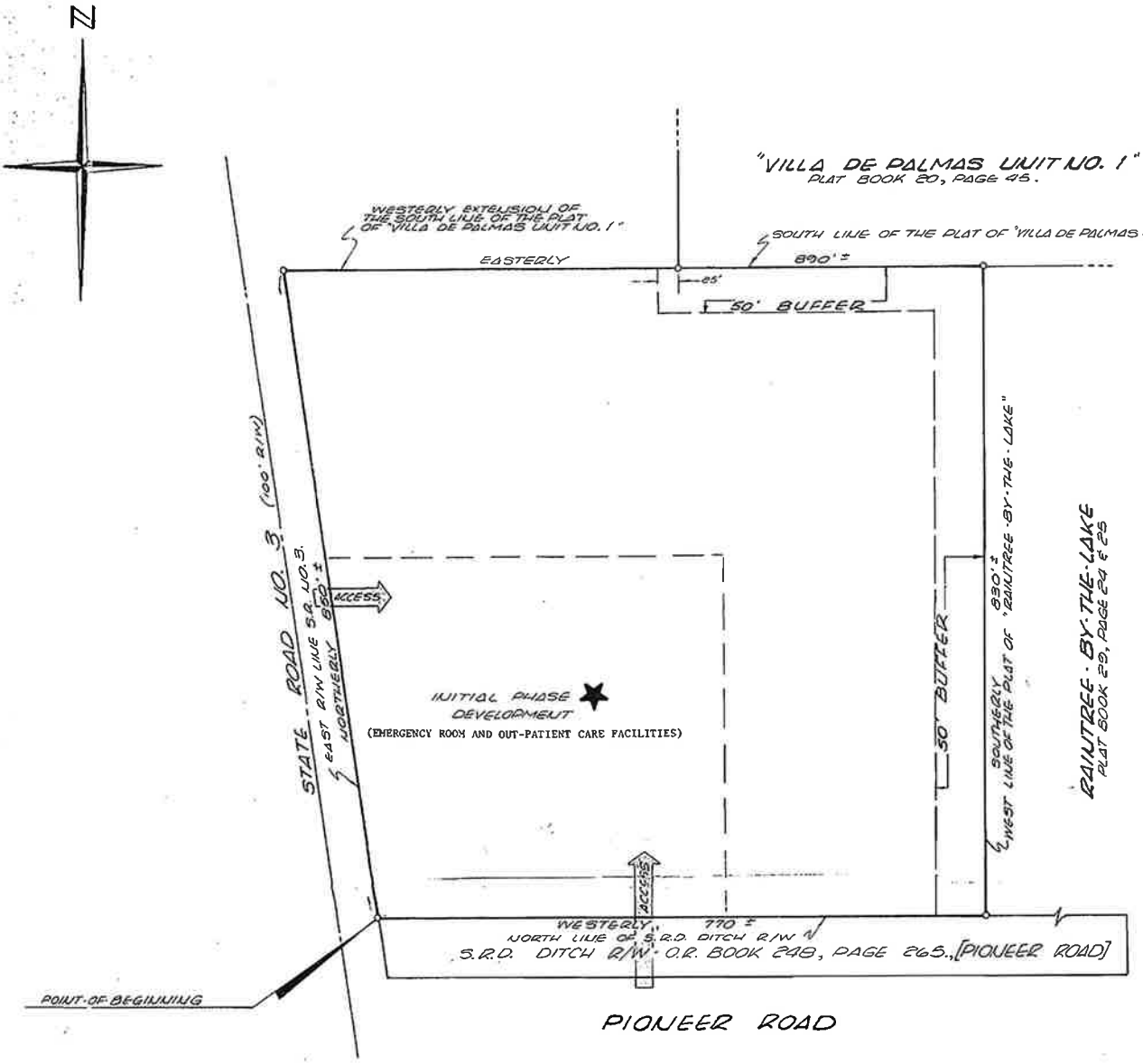
SCALE 1"=200'

DEVELOPMENT PLAN INDEX

DP-1 S77-04-003
DP-2 S77-12-002
DP-3 S78-09-003

DNZ-2354
W.1/2 of N.W. 1/4
less exceptions

mo1
Z-6584



★ Additional related services and hospital beds will be considered for future phase development, depending on need of the Merritt Island community and receipt of approvals from regulatory agencies.

BUSSEN ENGINEERING GROUP INC. PH. NO. (305)453-0010
905 NORTH COURTENAY PARKWAY, MERRITT ISLAND, FLA., 32952

SURVEYOR'S DESCRIPTION:

A parcel of land lying in the Northwest ¼ of Section 14, Township 24 South, Range 36 East, Brevard County, Florida, lying East of the right-of-way of State Road No. 3 (a 100.00 foot right-of-way), South of the south line of the plat of "Villa de Palmas Unit No. 1" and its westerly extension of said south line as recorded in Plat Book 20, Page 45 of the Public Records of Brevard County, Florida, West of the plat of "Raintree-by-the-Lake" as recorded in Plat Book 29, Pages 24 and 25 of said Public Records, and North of the north line of an existing State Road Department ditch right-of-way as recorded in O.R. Book 248, Page 265 of said Public Records, said parcel being more fully described as follows:

Being at the intersection of the north line of said State Road Department ditch right-of-way with the easterly right-of-way line of State Road No. 3; thence Northerly, along said easterly right-of-way line, a distance of 850 feet, more or less, to an intersection with said westerly extension of the south line of the plat of "Villa de Palmas Unit No. 1"; thence Easterly, along said westerly extension and said south line, a distance of 890 feet, more or less, to an intersection with the west line of said plat of "Raintree-by-the-Lake"; thence Southerly, along said west line, a distance of 830 feet, more or less, to an intersection with the aforesaid north line of said State Road Department ditch right-of-way line; thence Westerly, along said north line, a distance of 770 feet, more or less, to the Point-of-Beginningng.

Containing 15 acres, more or less, and being subject to any easements and/or rights-of-way of recorded and the findings of an accurate survey.

SURVEYOR'S NOTES:

1. The information shown depicts the Surveyor's Description hereon and is not intended to represent a boundary survey.
2. Title report not furnished.
3. Subject to easements and/or rights-of-ways of recorded.

NOTES

1. Height of building will not exceed 4 stories within 6 acre parcel encompassing initial phase of development.
2. Height of building will not exceed 2 stories outside of said 6 acre parcel.
3. No applications will be made for heliport.
4. No incinerator will be allowed anywhere on the property.

BINDING SITE PLAN

Pursuant to: Section 77
Reviewed by: GTR
Posted by: JPM
Date: 12/22/83

m02
Z-6584

MEDICAL FACILITY
MERRITT ISLAND SITE
SEC. 14, TWP. 24 S., RG. 36 E.

Scale: 1"=100'	Drn. By: JAM	Sheet 1
Date: 11-7-83	Job No.: 256	

Brian J Bussen P.E. No. 19012

Z-6584

RESOLUTION NO. Z-10781(26)

On motion by Commissioner Pritchard, seconded by Commissioner Scarborough, the following resolution was adopted by a unanimous vote:

WHEREAS, at the direction of the Board of County Commissioners of Brevard County and pursuant to the provisions of Ordinance 99-43, adopted August 3, 1999, the following proposal was submitted:

Removal of Conditional Use Permit Z-6584 for Clinic & Hospital

on property owned by Weusthoff Memorial Hospital, Inc. and described as Section 14, Township 24, Range 36, Parcel 259; and

WHEREAS, a public hearing of the Brevard County Planning and Zoning Board was advertised and held, as required by law, and after hearing all interested parties and considering the adjacent areas, the Planning and Zoning Board recommended that the application be approved and,

WHEREAS, the Board, after considering said application and the Planning and Zoning Board's recommendation and hearing all interested parties and after due and proper consideration having been given to the matter, find that the application should be Denied, now therefore,

BE IT RESOLVED by the Board of County Commissioners of Brevard County, Florida, that the requested Removal of Conditional Use Permit Z-6584 for Clinic & Hospital be DENIED, and that the zoning classification relating to the above described property remain unchanged, and the Planning and Zoning Official or designee is hereby directed to make this change on the official zoning maps of Brevard County, Florida.

BE IT FURTHER RESOLVED that this resolution shall become effective as of March 6, 2003.

BOARD OF COUNTY COMMISSIONERS
Brevard County, Florida
As Approved by the Board on March 6, 2003.

ATTEST: Scott Ellis

by JACKIE COLON
Chairperson

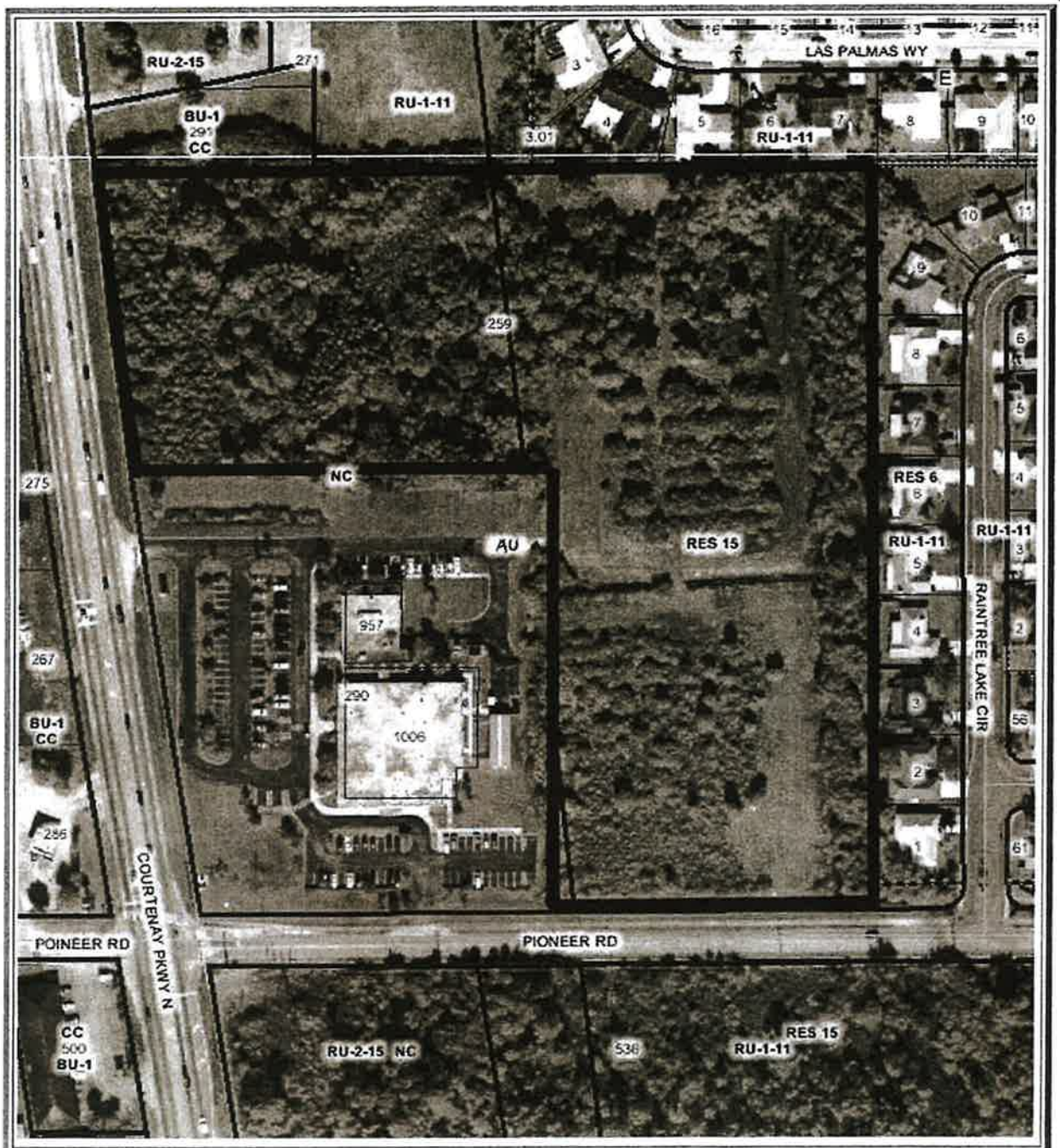
SCOTT ELLIS, CLERK

(SEAL) Z-10781 (26)

Jackie Colon

(Hearing - February 10, 2003)

26



scale: 1"=2,110.78'
created: 1/22/2003

Z-6584
Clinic & Hospital

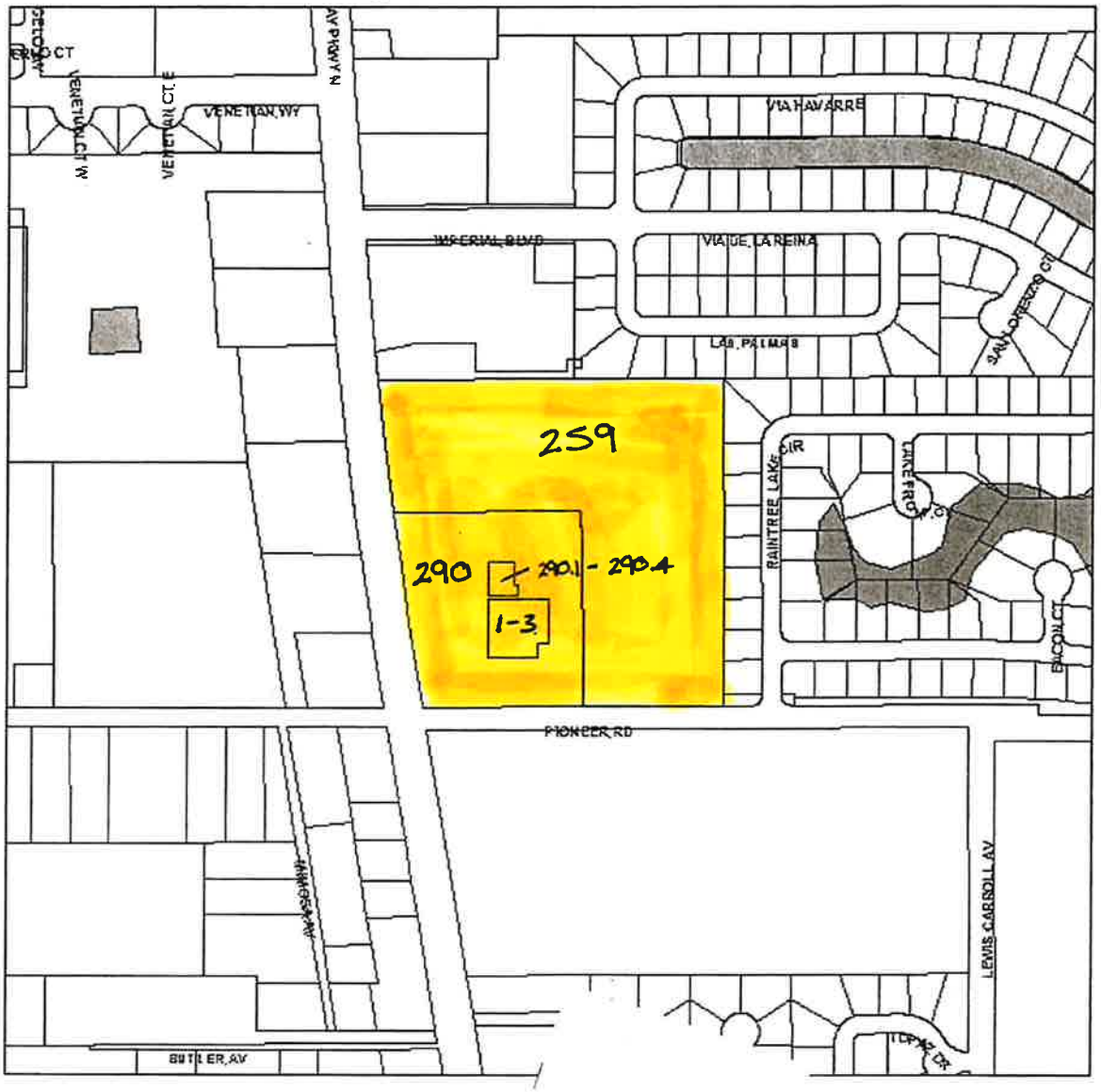
Z10781

Z10781

2

Jim Ford, CFA
Brevard County Property Appraiser - Map Search

26



259 only

Clinic + Hospital

Z10781

Z-6584 24-36-14-#11-1-3-, 259, 290, 290.1-290.4

Jim Ford, C.F.A.
Property Appraiser
Brevard County, Fl

Property Research

General Parcel Information for 24-36-14-00-00259.0-0000.00

Parcel Id:	24-36-14-00-00259.0-0000.00	Map	**Millage Code:**	2200	**Exemption:**	**Use Code:**	9909
Property Address:						**Tax Account:**	2412106

Owner Information

Owner Name:	WUESTHOFF MEMORIAL HOSPITAL INC
Second Name:	
Third Name:	
Mailing Address:	P O BOX 565002
City, State, Zipcode:	ROCKLEDGE, FL 32956

Legal Description

PART OF S 1/2 OF NW 1/4 E OF ST RD 3 AS DESC IN ORB 2478 PGS 2258 2260 & 2262 EXC ORB 2656 PG 360PAR 279

Value Summary for 2002

Market Value:	$1,101,630
Agricultural Assessment:	$0
Assessed Value:	$1,101,630
Homestead Exemption:	$0
Other Exemptions:	$0
Taxable Value:	$1,101,630

Land Information

Acres:	11.24
Lots/Units:	0
Front Feet:	0
Depth:	0
Site Code:	370
Land Value:	$1,101,630

* This is the value established for ad valorem purposes in accordance with s.193.011(1) and (8), Florida Statutes. This value does not represent anticipated selling price for the property.

Sales Information

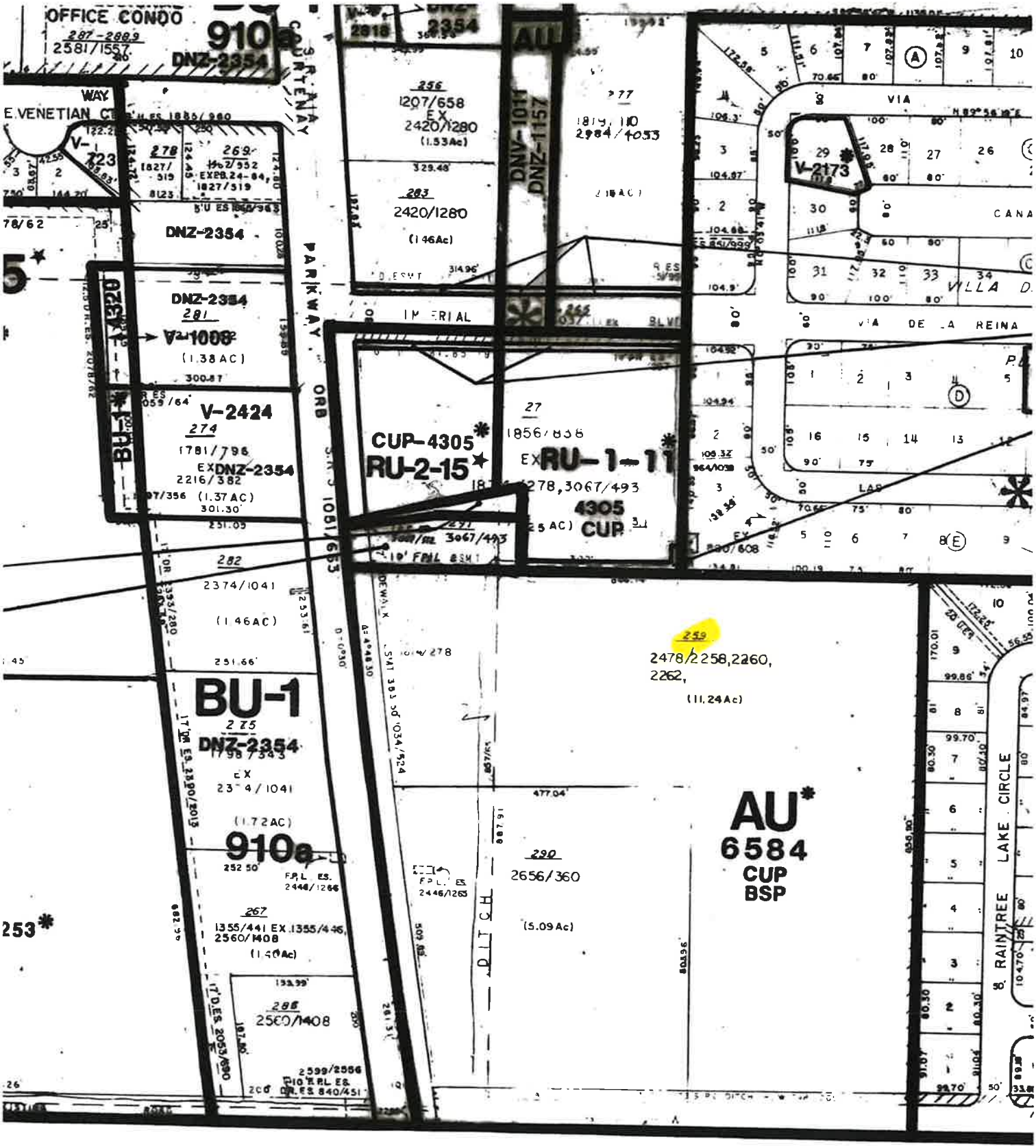
OR Book/Page	Sale Date	Sale Amount	Deed Type	Disqualification Code	Disqualification Source	Vacant/Improved
2544/2286	9/1984	$100	NN			
2468/1675	11/1983	$0	DC			
2450/0935	8/1983	$100	PT			

Extra Feature Information

Pool	Fireplace	Fence	Driveway	Lawn Irrigation	Shed	Dock	Seawall	Other
No	No	No	No	No	No	No	No	No

60581

Z10781



SCALE 1"=200'

NW14 2436

10781 (26) ✓

ATTACHMENT 3

RANGEWATER N COURTNEY PARKWAY MERRITT ISLAND
Highest and Best Land Use Selection

Existing Zoning

Zone 1 & 2

Zoning :	AU	Agricultural Residential
Area:	11.24 ac	
Min Lot size:	2.5 ac	

Potential Land Uses:

	Intensity	Daily	AM	PM
Single Family Detached Dwelling	4 DU	36	8	5
Parks	11.24 ac	9	1	2
Plant Nurseries	5,000 SF	341	12	33
Golf Course	11.24 ac	42	2	3
Hospital	250,000 SF	5,535	369	370

Based on ITE 12th Edition, For Plant Nursery, 11th Ed was used for Daily and AM Trips

Potential Combination:

	Intensity	Daily	AM	PM
Single Family DU	3 DU	27	8	4
Plant Nurseries	5,000 SF	341	12	33
Total	-	368	20	37

Based on ITE 12th Edition, For Plant Nursery, 11th Ed was used for Daily and AM Trips

Sec. 62-1334. - Agricultural residential, AU and AU(L).

The AU agricultural residential zoning classification encompasses lands devoted to agricultural pursuits and single-family residential development of spacious character.

The classification is divided into two types, AU and AU(L). The AU is the standard agricultural residential classification, while the AU(L) is a low intensity sub-classification more suited to smaller lots where the neighborhood has a more residential than agricultural character.

(1) *Permitted uses.*

a. 1. Permitted uses within the AU classification are as follows:

Single-family detached residential dwelling.

All agricultural pursuits, including the packing, processing, and sales of commodities raised on the premises as provided in chapter 86, article IV.

Raising and grazing of animals.

Dude ranches, with a minimum area of 40 acres. Barns or stables shall be 200 feet from any property line.

Fowl raising and beekeeping.

Parks and public recreational facilities.

Plant nurseries.

Private golf courses.

Private camps.

Foster homes.

2. Permitted uses within the AU(L) sub-classification are as follows:

Single-family detached residential dwelling.

Agricultural pursuits of a personal non-commercial nature. Structures for the housing of livestock and animals shall not be permitted within 100 feet of any existing residence under different ownership, except where otherwise permitted in section 62-2108.

Parks and public recreational facilities.

Foster homes.

b.

Permitted uses with conditions are as follows (see division 5, subdivision II, of this article):

Fish camps (section 62-1835.4.5).

Group homes, level I, subject to the requirements set forth in section 62-1835.9.

Landscaping business (section 62-1837).

Mobile home residential dwelling (section 62-1837.7.5).

Power substations, telephone exchanges and transmission facilities (section 62-1839).

Preexisting use (section 62-1839.7).

Private parks and playgrounds (section 62-1840).

Resort dwellings.

Temporary living quarters during construction of a residence.

Tenant dwellings: Mobile homes (section 62-1843).

Tenant dwellings: One unit is permitted for each five acres of land under the same ownership. Tenant dwellings must be 100 feet from property of different ownership (section 62-1842.5).

Tiny house or a THOW.

(2) *Accessory buildings or uses.* Accessory buildings and uses customary to residential and agricultural uses are permitted. (Refer to definition cited in section 62-1102 and standards cited in section 62-2100.5).

(3) *Conditional uses.* Conditional uses are as follows:

Accessory dwelling unit.

Airplane runways (section 62-1905).

Bed and breakfast inns (section 62-1912).

Boarding of horses and horses for hire (section 62-1913).

Captive wildlife (section 62-1958).

Change of nonconforming agricultural use.

Composting facility.

Farmers' market (section 62-1929).

Guesthouses or servants' quarters, without kitchen facilities (section 62-1932).

Hog farms (section 62-1934).

Land alteration (over five acres) (section 62-1936).

Private heliports (section 62-1943.5).

Roadside stand (section 62-1945.5).

Security mobile homes.

Single-family residential second kitchen facility.

Skateboard ramps (section 62-1948).

Substantial expansion of a preexisting use (section 62-1949.7).

Veterinary hospital, office or clinic, pet kennels (section 62-1956).

Wireless telecommunication facilities and broadcast towers.

Zoological parks (section 62-1960).

(4) *Minimum lot size.* An area of not less than two and one-half acres is required, having a minimum width of 150 feet and a minimum depth of 150 feet.

(5) *Setbacks.*

a. Structures shall be set back not less than 25 feet from the front lot line, not less than ten feet from the side lot lines, and not less than 20 feet from the rear lot line. If a corner lot is contiguous to a key lot, then the side street setback shall be not less than 25 feet.

b. Accessory buildings shall be located to the rear of the front building line of the principal building and shall be set back not less than 15 feet from the side lot lines and not less than 15 feet from the rear lot lines.

c. Setbacks for barns and stalls are as follows:

1. *Front:* 125 feet from the front lot line.
2. *Side:* 50 feet from the side lot line.
3. *Rear:* 50 feet from the rear lot line.

(6) *Minimum floor area.* Minimum floor area is 750 square feet of living area.

(7) *Maximum height of structures.* Maximum height of structures is as follows:

a. Residential structures: 35 feet.

b. Structures accessory to an agricultural use: 45 feet.

(Code 1979, § 14-20.08(D); Ord. No. 95-47, §§ 8, 9, 10-19-95; Ord. No. 95-49, § 18, 10-19-95; Ord. No. 95-51, § 3, 10-19-95; Ord. No. 96-16, §§ 8, 9, 3-28-96; Ord. No. 96-46, § 10, 10-22-96; Ord. No. 97-29, § 2, 8-12-97; Ord. No. 97-46, § 1, 12-2-97; Ord. No. 98-03, § 6, 1-29-98; Ord. No. 98-08, § 2, 2-10-98; Ord. No. 98-11, § 3, 2-26-98; Ord. No. 98-62, § 5, 12-3-98; Ord. No. 2002-49, § 5, 9-17-02; Ord. No. 2003-03, § 6, 1-14-03; Ord. No. 03-40, § 1, 8-12-03; Ord. No. 04-29, § 6, 8-5-04; Ord. No. 2004-52, § 4, 12-14-04; Ord. No. 2005-25, § 5, 5-19-05; Ord. No. 05-27, § 2, 5-19-05; Ord. No. 2007-59, § 9, 12-6-07; Ord. No. 2009-06, § 2(Exh. A), 2-5-09; Ord. No. 2010-22, § 10, 11-23-10; Ord. No. 2011-17, § 4, 5-26-11; Ord. No. 2013-38, § 1, 11-19-13; Ord. No. 2013-38, § 1, 11-19-13; Ord. No. 2014-30, § 3, 10-2-14; Ord. No. 2018-27, § 7, 12-4-18; Ord. No. 2024-29, § 6, 11-7-24)

Editor's note— Ord. No. 2013-38, § 1, adopted November 19, 2013, amended § 62-1334 to read as set out herein. Previously § 62-1334 was titled agricultural residential, AU and AU(L).

Sec. 62-1373. - High-density multiple-family residential, RU-2-30.

The RU-2-30 high-density multiple-family residential zoning classification encompasses lands devoted to multiple-family residential development, together with such accessory uses as may be necessary or are normally compatible with residential surroundings.

(1) *Permitted uses.*

a. Permitted uses are as follows:

Multiple-family dwellings.

Duplexes.

Resort dwellings.

Single-family attached dwelling units subject to the development and site plan standards set forth in the single-family attached zoning classifications.

Single family dwellings up to the allowable density limitation of the zoning classification. For the purposes of setback and spacing requirements, such single family dwellings shall be considered principal buildings. Additional multiple-family dwellings are permitted on the parcel if all units comply with the density limits.

A restaurant and those commercial uses permitted in the restricted neighborhood commercial zoning classification (BU-1-A) are permitted in this zoning classification in conjunction with and accessory to a multiple-family residential building which has a minimum of 90 residential units. Such permitted restaurant and commercial uses are limited to ten percent of the total floor area and are intended as restaurant and commercial uses to serve residents of the building in which the use is located or other buildings on the same parcel of property. Such permitted restaurant and commercial uses are permitted on the first or ground floor only.

Foster homes.

Parks and public recreational facilities.

b. Permitted uses with conditions are as follows (see division 5, subdivision II, of this article):

Group homes, levels I and II, subject to the requirements set forth in section 62-1835.9.

Preexisting use.

Power substations, telephone exchanges and transmission facilities.

Temporary living quarters during construction of a residence.

(2) *Accessory buildings or uses.* Accessory buildings and uses customary to residential uses are permitted. (Refer to definition cited in section 62-1102 and standards cited in section 62-2100.5).

(3) *Conditional uses.* Conditional uses are as follows:

Boardinghouses and bed and breakfast inns.

Change of nonconforming agricultural use.

Guesthouses or servants' quarters, without kitchen facilities.

Land alteration (over five acres and up to ten acres).

Public or private clubs, including art galleries.

Recreational facilities.

Residential/recreational marina.

Restaurants.

Skateboard ramps.

Substantial expansion of a preexisting use.

Wireless telecommunication facilities and broadcast towers.

(4) *Lot requirements.*

a. *Minimum lot size for multifamily structures.* An area of not less than 10,000 square feet is required for multifamily structures, having a width of not less than 100 feet and a depth of not less than 100 feet.

b. *Minimum lot size for single-family residence and duplex.* An area of not less than 7,500 square feet is required for a single-family residence or duplex, having a depth of not less than 75 feet and a width of not less than 75 feet.

c. *Maximum density.* Maximum density is 30 dwelling units per gross acre. For the purpose of computing density allowed, property divided by a public road shall be considered as separate parcels.

(5) *Setbacks, spacing and common open space.*

a. *Setbacks for accessory buildings.* Accessory buildings shall be located to the rear of the front building line of the principal building or structure closest to the front property line and shall be set back not less than seven and one-half feet from the rear and side lot lines for developed single family sites and not less than ten feet from the side and rear lot lines

for developed multiple family sites, but in no case within the setback from a side street. There shall be a minimum spacing of five feet between any other structure on the same site.

b. *Setbacks for principal structures.*

1. The front setback shall be 25 feet.
2. The rear setback shall be 20 feet.
3. The side setback shall be not less than seven and one-half [feet] for all single family residences and ten feet for all other structures. On corner lots side setbacks shall be at least 15 feet from the side lot line. If a corner lot is contiguous to a key lot, the setback shall be no less than 25 feet.

c. *Breezeway/visual corridor.* All riverfront and oceanfront properties are subject to breezeway/visual corridor regulations enumerated in section 62-2105.

d. *Usable common open space.* If the lot, plot, tract or parcel is two acres or more in size, or, regardless of size, if the property will have more than 15 total dwelling units, then 25 percent of the total land area shall be utilized as usable common open space as defined in section 62-1102. At the time of site plan submission, the method of perpetual maintenance of common facilities shall be provided as required in subsection 62-1445(a).

e. *Spacing between principal structures.* Principal buildings or structures shall be spaced a minimum of 15 feet from other principal buildings or structures on the same site. Such spacing shall not be covered or connected to the principal structures.

(6) *Minimum floor area.* Minimum floor area is as follows:

a. Single-family dwelling unit: 1,100 square feet.

b. Duplexes: 1,150 square feet and 575 square feet per unit.

c. Apartments:

1. One bedroom: 500 square feet.
2. Two bedrooms: 750 square feet, plus 100 square feet in each additional bedroom.
3. Efficiencies: 400 square feet.

(7) *Structural height standards.*

a. Where the property abuts any other land located in the GU, AGR, AU, ARR, REU, RU-1-7, RU-1-9, RU-1-11, RU-1-13, RR-1, EU, EU-1, EU-2, SEU, SR, RVP, TR-1-A, TR-1, TR-2, TR-3, TRC-1, RRMH-1, RRMH-2.5, RRMH-5, EA, PA or GML zoning classification, the maximum height threshold of any structure or building thereon shall be 35 feet.

b. Where the property abuts any other land located in the RA-2-4, RA-2-6, RA-2-8, RA-2-10, RU-2-4, RU-2-6, RU-2-8, RU-2-10, RU-2-12, RU-2-15, RU-2-30, RP, BU-1-A, BU-1, BU-2, PBP, PIP, IU, IU-1, TU-1, or TU-2 zoning classification, the maximum height threshold of any structure or building thereon shall be 45 feet.

c. Where any structure or building exceeds 35 feet in height, all conditions enumerated in section 62-2101.5 as applicable shall be fully satisfied.

d. Structures or buildings may not exceed the maximum height thresholds stated in this subsection unless otherwise permitted by section 62-2101.5.

(8) *Ownership.* A multi-family residential development site shall be subject to single ownership or condominium ownership.

(Code 1979, § 14-20.09(C); Ord. No. 95-47, §§ 34, 35, 10-19-95; Ord. No. 95-49, § 18, 10-19-95; Ord. No. 96-16, §§ 37, 38, 3-28-96; Ord. No. 98-08, § 2, 2-10-98; Ord. No. 99-07, §§ 12, 14, 16, 1-28-99; Ord. No. 99-33, § 5, 5-6-99; Ord. No. 2000-02, § 1, 1-11-00; Ord. No. 01-30, § 5, 5-24-01; Ord. No. 2002-49, § 20, 9-17-02; Ord. No. 2003-03, § 20, 1-14-03; Ord. No. 04-29, § 20, 8-5-04; Ord. No. 2004-52, § 17, 12-14-04; Ord. No. 05-27, § 3, 5-19-05; Ord. No. 05-40, § 5, 8-23-05; Ord. No. 2007-59, § 23, 12-6-07; Ord. No. 2014-30, § 2, 10-2-14)

Sec. 62-1372. - Medium-density multiple-family residential, RU-2-10, RU-2-12 and RU-2-15.

The RU-2-10, RU-2-12 and RU-2-15 medium-density multiple-family residential zoning classifications encompass lands devoted to medium-density multifamily residential purposes, together with such accessory uses as may be necessary or are normally compatible with residential surroundings.

(1) *Permitted uses.*

a. Permitted uses are as follows:

Multifamily dwellings.

Duplexes.

Resort dwellings.

Single-family attached dwellings, in accordance with the development standards in the single-family attached residential zoning classifications.

Single family dwellings up to the allowable density limitation of the zoning classification. For the purposes of setback and spacing requirements, such single family dwellings shall be considered principal buildings. Additional multiple-family dwellings are permitted on the parcel if all units comply with the density limits.

Parks and public recreational facilities.

Private golf courses.

Foster homes.

Sewer lift stations.

b. Permitted uses with conditions are as follows (see division 5, subdivision II, of this article):

Group homes, levels I and II, subject to the requirements set forth in section 62-1835.9.

Preexisting use.

Private parks and playgrounds.

Temporary living quarters during construction of a residence.

(2) *Accessory buildings or uses.* Accessory buildings and uses customary to residential uses are permitted. (Refer to definition cited in section 62-1102 and standards cited in section 62-2100.5).

(3) *Conditional uses.* Conditional uses are as follows:

Boardinghouses and bed and breakfast inns.

Change of nonconforming agricultural use.

Development rights receipt or transfer.

Guesthouses or servants' quarters, without kitchen facilities.

Land alteration (over five acres and up to ten acres).

Power substations, telephone exchanges and transmission facilities.

Recreational facilities.

Residential/recreational marina.

Skateboard ramps.

Substantial expansion of a preexisting use.

Wireless telecommunication facilities and broadcast towers.

(4) *Lot requirements.*

a. Minimum lot size is 7,500 square feet.

b. Minimum lot width is 75 feet.

c. Minimum lot depth is 75 feet.

d. Maximum density is as follows:

1. RU-2-10: Ten units per gross acre.
2. RU-2-12: 12 units per gross acre.
3. RU-2-15: 15 units per gross acre.

For the purpose of computing allowable density property divided by a public road shall be considered separate parcels.

e. Maximum lot coverage is 40 percent.

(5) *Setbacks and spacing requirements.*

a. *Accessory buildings.* Accessory buildings shall be located to the rear of the front building line of the principal building or structure closest to the front property line and shall be set back not less than seven and one-half feet from the side and rear lot lines for developed single family sites and not less than ten feet from the side and rear lot lines for developed multiple family sites, but in no case within the setback from a side street. There shall be a minimum spacing of five feet between any other structure on the same site.

b. *Breezeway/visual corridor.* All riverfront and oceanfront properties are subject to breezeway/visual corridor regulations enumerated in section 62-2105.

c. *Principal structures.*

1. The front setback shall be 25 feet.
2. The rear setback shall be 20 feet.
3. The side setback shall be not less than seven and one-half for all single family residences and ten feet for all other structures. On corner lots, side setbacks shall be at least 15 feet from side lot line. If a corner lot is contiguous to a key lot, setbacks shall be not less than 25 feet.

d. *Spacing between principal structures.* Principal buildings or structures shall be spaced a minimum of 15 feet from other principal buildings or structures on the same site. Such spacing shall not be covered or connected to the principal structures.

(6) *Usable common open space requirements.* If the lot, plot, tract or parcel is two acres or more in size, or, regardless of the size, if the property has or will have more than 15 total dwelling units, then 35 percent of the total land area shall be utilized as usable common space as defined in section 62-1102. At the time of site plan submission, the method of perpetual maintenance of common facilities shall be provided as required in section 62-1445(a). Ten percent of this area shall be retained in natural vegetation rather than improved.

(7) *Minimum floor area.* Minimum floor area is as follows:

a. Single-family dwelling unit: 1,100 square feet.

b. Duplexes: 1,150 square feet and 575 square feet per unit.

c. Apartments:

1. One bedroom: 500 square feet.
2. Two bedrooms: 750 square feet plus 100 square feet for each additional bedroom.
3. Efficiencies: 400 square feet.

(8) *Structural height standards.*

a. Where the property abuts any other land located in the GU, AGR, AU, ARR, REU, RU-1-7, RU-1-9, RU-1-11, RU-1-13, RR-1, EU, EU-1, EU-2, SEU, SR, RVP, TR-1-A, TR-1, TR-2, TR-3, TRC-1, RRMH-1, RRMH-2.5, RRMH-5, EA, PA or GML zoning classification, the maximum height threshold of any structure or building thereon shall be 35 feet.

b. Where the property abuts any other land located in the RA-2-4, RA-2-6, RA-2-8, RA-2-10, RU-2-4, RU-2-6, RU-2-8, RU-2-10, RU-2-12, RU-2-15, RU-2-30, RP, BU-1-A, BU-1, BU-2, PBP, IU, PIP, IU-1, TU-1 or TU-2 zoning classification, the maximum height threshold of any structure or building thereon shall be 45 feet.

c. Where any structure or building exceeds 35 feet in height, all conditions enumerated in section 62-2101.5 as applicable shall be fully satisfied.

d.

Structures or buildings may not exceed the maximum height thresholds stated in this subsection unless otherwise permitted by section 62-2101.5.

(9) *Ownership.* A multi-family residential development site shall be subject to single ownership or condominium ownership.

(Code 1979, § 14-20.09(B); Ord. No. 95-47, §§ 32, 33, 10-19-95; Ord. No. 95-49, § 18, 10-19-95; Ord. No. 96-16, §§ 35, 36, 3-28-96; Ord. No. 98-08, § 2, 2-10-98; Ord. No. 99-07, §§ 12, 15, 1-28-99; Ord. No. 99-33, § 4, 5-6-99; Ord. No. 2000-02, § 1, 1-11-00; Ord. No. 01-30, § 4, 5-24-01; Ord. No. 2002-49, § 19, 9-17-02; Ord. No. 2003-03, § 19, 1-14-03; Ord. No. 04-29, § 19, 8-5-04; Ord. No. 2004-52, § 16, 12-14-04; Ord. No. 05-27, § 3, 5-19-05; Ord. No. 05-40, § 4, 8-23-05; Ord. No. 2007-59, § 22, 12-6-07; Ord. No. 2014-30, § 2, 10-2-14)

TRAFFIC IMPACT STUDY

Rangewater N Courtenay Pkwy Merritt Island
NE of Int of N Courtenay Pkwy/State Road (S.R.) 3 and Pioneer Road
Merritt Island, Florida

February 2, 2026

Prepared for:
RangeWater Development, LLC

Bowman

TRAFFIC IMPACT STUDY

Rangewater N Courtenay Pkwy Merritt Island

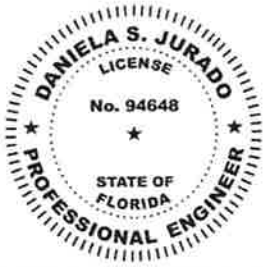
NE of Int of N Courtenay Pkwy/State Road (S.R.) 3 and Pioneer Road
Merritt Island, Florida

Prepared: February 2, 2026

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PROFESSIONAL ENGINEERING CERTIFICATE

I hereby Certify that I am a registered professional engineer in the State of Florida, practicing with Bowman Consulting Group, Ltd., authorized to operate as an engineering business with Certificate of Authorization License No. 30462, by the state of Florida Department of Professional Regulation, Board of Professional Engineers, and I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice herby reported for:

Project:	Rangewater N Courtenay Pkwy Merritt Island
Prepared for:	RangeWater Development, LLC
Location	NE of Int of N Courtenay Pkwy/State Road (S.R.) 3 and Pioneer Road, Merritt Island, Florida
Report date:	2/2/2026

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

Version	Issue Date	Prepared By	Verified By
V01	2/2/2026	J. Stord	D. Jurado

DANIELA S. JURADO, P.E.
State of Florida, License # 94648

Daniela S. Jurado
This item has been digitally signed and sealed by Daniela S. Jurado P.E. on the date indicated here. Printed copies of this document are not considered signed & sealed and the signature must be verified on any electronic copies.
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Executive Summary

This report summarizes the findings of the Traffic Impact Study performed by Bowman for the RangeWater multi-family residential development proposed to be developed by the year 2027 on a currently vacant lot located northeast of the intersection of N Courtenay Parkway (S.R. 3) and Pioneer Road, in Merritt Island, Florida.

Based on the agencies and residents feedback, the following potential access configurations were assessed for site accessibility, safety, capacity and queueing:

- **Alternative 0** - Right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.
- **Alternative 1** - Right-in/right-out along N Courtenay Pkwy & dedicated full access along Pioneer Rd.
- **Alternative 2** - Left-in/ Right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.

The scope and methodology of this study were based on coordination with the Brevard County Public Works Department and the Florida Department of Transportation (FDOT) District 5. The purpose of this study is threefold:

- Estimate the number of trips generated by the proposed site.
- Determine the potential impact, if any, of the proposed development on the surrounding roadway network.
- Propose improvements to mitigate the project impacts, if any.

The following scenarios were evaluated as part of this study: 2026 Existing, 2027 No Build, and 2027 Build (Alternatives 0, 1, and 2).

The RangeWater multifamily development is expected to generate a total of 1,379 trips (689 inbound and 690 outbound) during the average weekday, 91 trips (22 inbound and 69 outbound) during the morning peak hour, 85 trips (48 inbound and 37 outbound) during the school dismissal period, and 115 trips (72 inbound and 43 outbound) during the evening peak hour.

A **Crash Analysis** was conducted for the intersection of N Courtenay Pkwy (S.R. 3) and Pioneer Rd and the proposed driveway locations using the most recent five years of available data (2020–2024).

- A total of 62 crashes were recorded within the safety analysis limits, with a peak in 2021 followed by a gradual decline through 2024.
- No fatal crashes were reported; approximately 35% were injury crashes, and 65% involved property damage only.
- Rear-end crashes were the most common collision type followed by angle crashes.
- No lighting-condition-related crash patterns were identified.

A **Turn Lane Warrant Analysis** was conducted for the proposed site driveways following the guidance provided in the 2023 *FDOT Multimodal Access Management Guidebook*. The results are as follows:

- A NB right-turn lane into Driveway 1 along N Courtenay Pkwy is warranted under all alternatives.
- A SB left-turn lane into Driveway 1 is warranted only for Alternative 2.
- Left-turn lanes along Pioneer Road were not warranted for the standalone driveway or the shared driveway under any alternatives.

To evaluate the traffic operations, roadway segment and intersection operational (capacity and queue) analyses were completed in accordance with the Highway Capacity Manual (HCM 7th Edition) methodologies.

The results of the **2026 Existing Conditions** indicate:

- Most study intersections are expected to operate at LOS C or better, except the intersection of N Courtenay Pkwy & S.R. 528 EB ramps, which operates at LOS E during the morning peak hour.
- Several approaches operate at LOS E or F, primarily at the S.R. 528 ramp intersections. All remaining approaches operate at acceptable LOS D or better.

The results of the **2027 No Build Conditions** show the following significant changes from the Existing conditions:

- Intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps, overall intersection: During the PM peak hour, 13 seconds increase in delay resulted in a change from LOS D to LOS E.
- Intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps, SB approach: During the PM peak hour, 23.1 seconds increase in delay resulted in a change from LOS E to LOS F.

The results of the **2027 Build Conditions** (Alternatives 0, 1, and 2) indicate the following significant changes from the No Build Conditions:

- Intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 EB/WB on-off ramps. No significant impacts.
- Intersection of N Courtenay Pkwy (S.R. 3) & Pioneer Rd. While the overall intersection is expected to remain at acceptable LOS, there are minor increases in delay (1.8 and 2.0 seconds).
- Intersection of N Courtenay Pkwy (S.R. 3) & Pioneer Rd. The EB approach is expected to improve from LOS E to LOS D due to actuated signal operations.
- In general, all three access alternatives operate similarly, with Alternative 2 showing slightly better operational performance.

The **95th% Queue** analysis shows:

- WB right-turn lane queues at N Courtenay Pkwy & Pioneer Rd exceed the existing available storage under all scenarios, including No Build.

- Microsimulation (SimTraffic) indicates Alternative 2 minimizes EB and WB queues at the shared driveway.
- Based on the queue observations, the EB school dismissal queues temporarily affect the standalone driveway alternative location but do not reach the shared driveway.

The **Roadway Segment Analysis** results are as follows:

- The segment of N Courtenay Pkwy from Pioneer Rd to the N on/off Ramps SR 528 is expected to operate over 85% of the capacity at the adopted LOS, without exceeding the total capacity in any of the analysis scenarios (Existing, No Build and Build). The analysis shows that the project is expected to consume 2% of the overall capacity and **less than 25% of the remaining available capacity** at the adopted LOS.

- The segment of Pioneer Rd east of N Courtenay Pkwy (S.R. 3) is expected to operate below 85% of the capacity at the adopted LOS under all analysis scenarios.

RECOMMENDATIONS

The following improvements are recommended to mitigate the project's impact on the study area:

- To mitigate the WB queues, we recommend extending the WB right turn lane beyond the anticipated WB left/through queue under Build Conditions. The recommended length is 430 feet (full width) and additional 50 feet taper for a total length of 480 feet.
- NB right turn lane, 290 feet including a 50-foot taper.
- If Alternative 2 is selected SB left turn lane 315 feet with 50-foot taper.

Based on the results of the analyses presented in this report, with the inclusion of the proposed improvements, the development of the proposed residential project is not anticipated to adversely impact the surrounding roadway network. Alternative 2 is identified as the preferred access configuration based on safety, queuing, and operational considerations.

1 Introduction

This report summarizes the findings of the Traffic Impact Study performed by Bowman for the proposed Rangewater multi-family residential development to be located northeast of the intersection of N Courtenay Pkwy/State Road (S.R.) 3 and Pioneer Rd (PID# 24-36-14-00-259). **Figure 1** depicts the site location.

The applicant is proposing 222 low-rise residential dwelling units. The latest site plan is presented in **Appendix A**.

Site Access Conditions

The following potential access configurations were evaluated in this study:

- **Alternative 0** - Right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.
- **Alternative 1** - Right-in/right-out along N Courtenay Pkwy & dedicated full access along Pioneer Rd.
- **Alternative 2** - Left-in/ Right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.

Phases and Build Out Year

The development is proposed to be constructed on a single phase and to be fully operational by the year 2027.

Traffic Impact Analysis Methodology

The scope and methodology of this study was based on the coordination with the Brevard County Public Works Department and the Florida Department of Transportation (FDOT) District 5. A copy of the approved Traffic Impact Study Methodology Statement and email coordination with the County is contained in **Appendix B**.

Traffic Impact Analysis Purpose

The purpose for the study is threefold: (*i*) to determine the number of trips generated by the proposed site; (*ii*) to determine the potential impact, if any, of the proposed development in the roadway network; (*iii*) to propose improvements, if required.

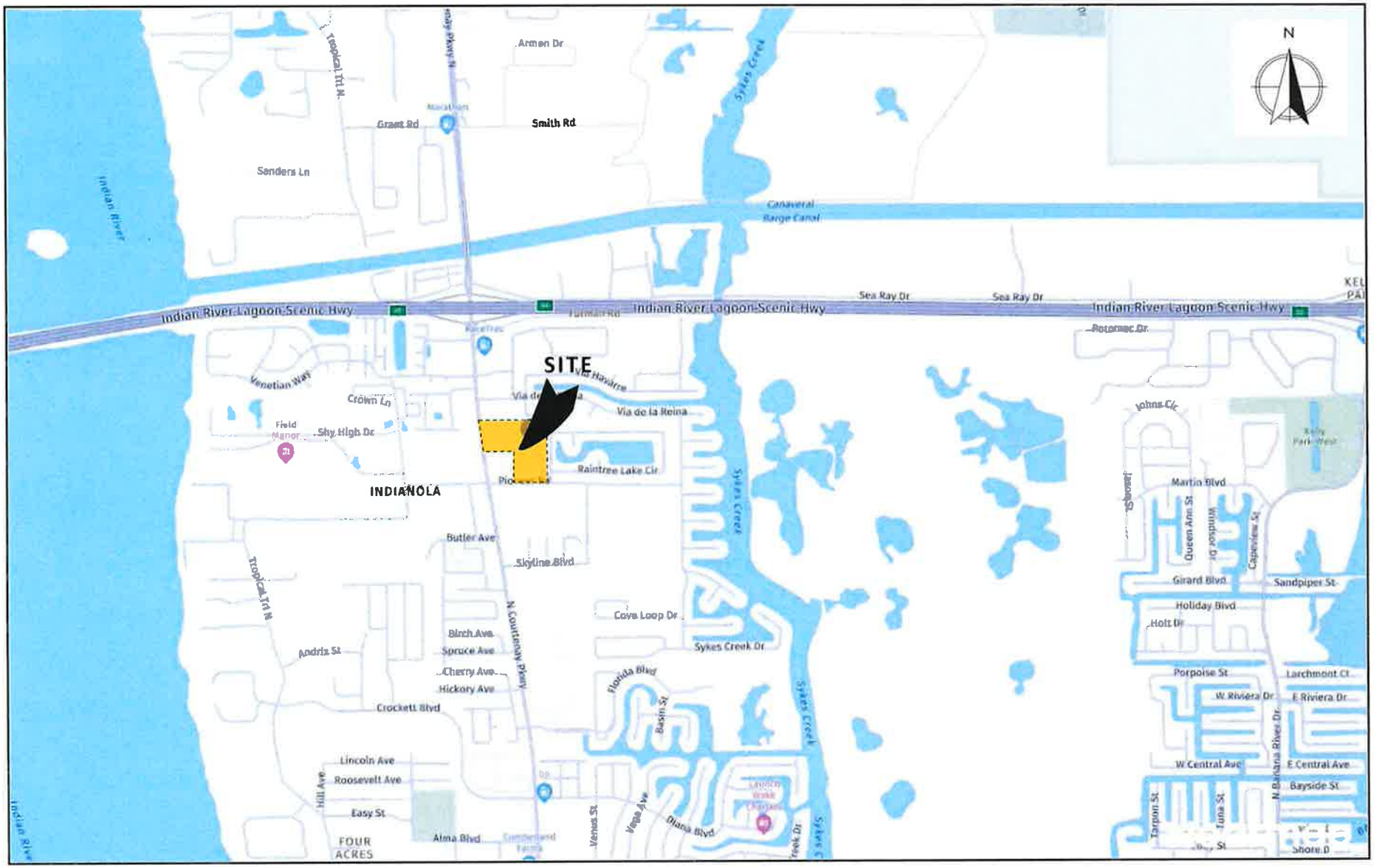


Figure 1
Site Location

Bowman

2 Data Collection

For the purposes of this study the following data was collected:

- Inspections were conducted to obtain an inventory of existing and proposed roadway geometry, traffic control devices, location of existing and proposed driveways.

- Published FDOT and County AADT, seasonal factor report, and roadway information.

- Turning movement counts were collected while schools were in session. The counts were collected during the morning (7:00 am and 9:00 am) and evening (4:00 pm – 6:00 pm) peak periods at the following intersections:

  - N Courtenay Pkwy (S.R. 3) and Pioneer Rd (December 11th, 2026)
  - N Courtenay Pkwy (S.R. 3) and S.R. 528 EB on-off Ramps (December 11th, 2026)
  - N Courtenay Pkwy (S.R. 3) and S.R. 528 WB on-off Ramps (December 11th, 2026)
  - Pioneer Rd and Complete Care Dwy/Starbucks Dwy (January 14th, 2026)

  Additional turning movement counts were collected while schools were in session during the during the school dismissal period (2:00 pm to 4:00 pm) at the intersections of:
  - N Courtenay Pkwy (S.R. 3) and Pioneer Rd (December 11th, 2026)
  - Pioneer Rd and Complete Care Dwy/Starbucks Dwy (January 14th, 2026)

- 24-hour tube counts and queue observations were collected at the segment of Pioneer Rd from N Courtenay Pkwy (S.R. 3) to Raintree Lake Cir.

- Queue length observations at the segment of Pioneer Rd between the two potential access locations along Pioneer Rd.

- Traffic Signal Phasing and Timing Information was provided by the Florida Department of Transportation (FDOT) District 5.

- Crash data was retrieved from the signal 4 database for the years (2019-2024) for the segment of N Courtenay Pkwy (S.R. 3) from Pioneer Rd to 100 ft N of the proposed site driveway as well as the Pioneer Rd from the intersection to N Courtenay Parkway to 100 feet past the proposed site driveway.

- FDOT project # 453311-1 – S.R. 3/N Courtenay Pkwy (Catalina Isle Dr to N of S.R. 528 EB Ramps)- median modification information and latest plans at the time of preparation of the initial report.

The collected data is presented in **Appendix C**.

3 Study Area Characteristics

Information regarding the study area roadway segment characteristics is presented in **Table 1**.

3.1 Roadway Segments

Table 1. Study Area Roadway Characteristics

Roadway[1]	From[1]	To[1]	ID #[1]	Maintaining Agency[1][2]	Functional Classification[1][3]	Lanes [1][4]	Speed Limit[1][4]	Level of Service[1]	Context Class[1]
N. Courtenay Pkwy. (SR 3)	Crockett Blvd.	Pioneer Rd.	136	FDOT	Urban Principal Arterial-Other	4	45	D	C3C
	Pioneer Rd.	S Ramps SR 528	152	FDOT	Urban Principal Arterial-Other	4	45	D	C3C
	S Ramps SR 528	N Ramps SR 528	155	FDOT	Urban Principal Arterial-Other	4	45	D	C3C
	N Ramps	Hall Rd.	140	FDOT	Urban Principal Arterial-Other	4	45	D	C3C
Pioneer Rd	N. Courtenay Pkwy. (SR 3)	Sykes Creek Blvd.	-	County	Local	2	30	D	C3C*
SR 528	US 1	N. Courtenay Pkwy. (SR 3)	128	FDOT	Urban Principal Arterial-Other	4	55/60	D	LA
	N. Courtenay Pkwy. (SR 3)	N Banana River Dr.	129	FDOT	Urban Principal Arterial-Other	4	60	D	LA

(1) Information from **Space Coast TPO Context Classification Spreadsheet** downloaded on 11/17/2025

*Same context classification as surrounding roadways

(2) Information from **Brevard County Zoning Map**

(3) Information from **FDOT Functional Classification TDA Map**

(4) Information from **Google Maps Satelite View, Street View**

3.2 Intersections

N Courtenay Pkwy (S.R. 3) & Pioneer Rd

This intersection is currently a four-legged signalized intersection where N Courtenay Pkwy (S.R. 3) has a north-south alignment, and Pioneer Rd has an east-west alignment.

The eastbound approach consists of a single lane with left-turn, through, and right-turn movements allowed. The westbound approach consists of one shared left-turn/through lane and one exclusive right-turn lane. The northbound approach consists of one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane. The southbound approach consists of one exclusive left-turn lane, one through lane, and one shared through/right-turn lane.

N Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps

This intersection is currently a four-legged signalized intersection where N Courtenay Pkwy (S.R. 3) has a north-south alignment, and S.R. 528 EB on-off Ramps have an east-west alignment.

The eastbound approach consists of two exclusive left-turn lanes and two exclusive right-turn lanes. The intersection has no westbound approach. The northbound approach consists of three through lanes and one exclusive channelized right-turn lane. The southbound approach consists of one exclusive left-turn lane and two through lanes.

N Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps

This intersection is currently a four-legged signalized intersection where N Courtenay Pkwy (S.R. 3) has a north-south alignment, and S.R. 528 WB on-off Ramps have an east-west alignment.

The intersection has no eastbound approach. The westbound approach consists of two exclusive left-turn lanes and one exclusive right-turn lane. The northbound approach consists of two exclusive left-turn lanes and two through lanes. The southbound approach consists of three through lanes and one exclusive right-turn lane.

4 Traffic Forecast and Background Traffic

As mentioned previously, for the purposes of this analysis, it is anticipated that the proposed development will be constructed and fully operational by the year 2027. The following scenarios were evaluated as part of this study:

- 2026 Existing Conditions
- 2027 No Build Conditions
- 2027 Build Conditions

To account for the seasonality of the counts, the Peak Season Conversion Factor extracted from the Florida Traffic portal was used to adjust the turning movement counts to the peak season.

To account for ambient background traffic, the counts were affected by individual segment annual growth rates, these were calculated based on the historical (2020–2024) Space Coast TPO traffic counts using the FDOT TRENDS spreadsheet. Minimum growth per BEBR Brevard County population projections. These growth rates were then coordinated during the scope methodology coordination process. The calculations and supporting documentation are presented in **Appendix B**, **Attachment M-5**.

The Brevard County Peak Season Conversion Factor and growth rates were applied to the Turning Movement Counts to develop the 2026 Existing Traffic Volumes depicted in **Exhibit 1** in **Appendix D**.

Per coordination with Brevard County and FDOT, the following background roadway projects and background developments were identified during the coordination:

- FDOT project # 453311-1 – S.R. 3/N Courtenay Pkwy (Catalina Isle Dr to N of S.R. 528 EB Ramps)- median modification.

The 2026 Existing Traffic Volumes were then affected by the applicable growth rates to calculate the 2027 No Build Traffic Volumes, see **Exhibit 2** in **Appendix D**.

5 Project Traffic

The project traffic considered in this analysis is defined as the anticipated number of vehicles trips of the proposed development. Note that, based on the proposed land use and for a conservative approach, all anticipated project trips were assumed vehicular.

5.1 Trip Generation

RangeWater Real Estate is proposing to develop the site with 222 multifamily dwelling units with buildings of no more than three (3) floors. The trip generation rate for the comparable land use Multifamily Housing (Low-Rise) - Not Close to Rail Transit (LUC 220) as per the ITE *Trip Generation Manual, 12th Edition* was used to determine the anticipated trip generation of the development as presented in **Table 2**.

Table 2. Site Trip Generation

Land Use	Land Use Code[1]	Intensity	Units	Daily Trips			AM Peak Hour[2]			PM School Dismissal[3]			PM Peak Hour[2]		
				Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)- Not close to rail	220	222	DU	1,379	689	690	91	22	69	85	48	37	115	72	43

(1) Based on the Institute of Transportation Engineers Trip Generation Manual, 12th Edition

(2) Peak hour of adjacent street

(3) School Dismissal period (2:00 pm - 4:00 pm)

The proposed development is expected to generate a total of 1,379 trips (689 inbound and 690 outbound) during the average weekday, 91 trips (22 inbound and 69 outbound) during the morning peak hour, 85 trips (48 inbound and 37 outbound) during the school dismissal period, and 115 trips (72 inbound and 43 outbound) during the evening peak hour.

5.2 Trip Distribution and Assignment

The anticipated site trip distribution was calculated using the Central Florida Regional Planning Model V7 (2030 scenario). The model outputs were reviewed for accuracy, taking into account access to regional thoroughfares, proximity to major employment centers, complementary land uses, and local travel patterns.

- The Site Trip Distributions for each of the alternatives are presented in **Exhibit 3.1-3, in Appendix D**.
- The corresponding Site Trips are presented in **Exhibit 4.1-3**, in **Appendix D**.

The Site Trips were added to the 2027 No Build Traffic Volumes to yield the 2027 Build Traffic Volumes are presented in **Exhibits 5.1-3** in **Appendix D**.

6 Roadway Impact Analysis

Based on the approved scope, the following study area segments were evaluated to determine if the segments are expected to exceed the capacity at the adopted LOS with the inclusion of the project trips:

- N Courtenay Pkwy (S.R. 3) from Pioneer Rd to S Ramps S.R. 528 (ID 152)
- N Courtenay Pkwy (S.R. 3) from S Ramps SR 528 to N Ramps SR 528 (ID 155)
- Pioneer Rd from N Courtenay Pkwy (S.R. 3) to Sykes Creek Blvd (ID –N/A)

Table 3 and **Table 4** present the Weekday and PM peak hour roadway segment capacity analysis respectively for the study area segments.

Weekday Roadway Analysis
Under Existing, No Build and Build conditions, the volumes along N Courtenay Pkwy (S.R. 3) from Pioneer Rd to SR 528 N on/off Ramps fall over the 85% capacity threshold, without exceeding the total capacity. The analysis also shows that the project trips are expected to consume 2% of the overall capacity and less than 25% of the remaining available capacity at the adopted LOS.

The segment of Pioneer Rd east of N Courtenay Pkwy (S.R. 3) is expected to operate below 85% of the capacity at the adopted LOS under all analysis scenarios (Existing, No Build and Build conditions).

PM Peak Hour Roadway Analysis
Under Existing conditions, the volumes along the segment of N Courtenay Pkwy from Pioneer Rd to SR 528 N on/off Ramps do not exceed 85% of the capacity at the adopted LOS during the evening peak hour. Under No Build and Build conditions, the volumes fall over the 85% threshold, without exceeding the total capacity. Like the weekday analysis, the results of the evening peaj hour show that the project trips are expected to consume approximately 2% of the overall capacity and less than 25% of the remaining available capacity at the adopted LOS.

The segment of Pioneer Rd east of N Courtenay Pkwy (S.R. 3) is expected to operate below 85% of the capacity at the adopted LOS under all analysis scenarios (Existing, No Build and Build conditions).

Table 3. Weekday Roadway Segment Analysis

2026 EXISTING ROADWAY CAPACITY ANALYSIS - WEEKDAY

Roadway[1]	From[1]	To[1]	ID #[1]	2025 Counts[1*]	2026 Counts[1*]	Growth Rate[2]	Reg.	2026 AADT	Roadway Capacity[1**]	2026 Existing V/C Ratio
N. Courtenay Pkwy. (S.R. 3)	Pioneer Rd.	S Ramps SR 528	152	-	34,142	1.34%	Linear	34,142	38,430	0.89
	S Ramps SR 528	N Ramps SR 528	155	-	34,142	3.63%	Linear	34,142	38,430	0.89
Pioneer Rd *, **	N. Courtenay Pkwy. (SR 3)	Sykes Creek Blvd.	-	3,702	-	1.34%	Linear	3,752	14,760	0.25

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025
* Volumes for Pioneer Rd 24 Hr Counts were collected on 11/05/2025 (SF 1.07). Volumes for N Courtenay Pkwy collected on 01/27/2026 (SF 1.00)
** Capacity for Pioneer Rd calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**
(2) Per **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024, Medium Values**, refer to Scope Methodology **Attachment M-5**

2027 NO BUILD ROADWAY CAPACITY ANALYSIS - WEEKDAY

Roadway[1]	From[1]	To[1]	ID #[1]	2025 Project Counts[1*]	2026 Counts[1*]	Growth Rate[2]	Reg.	2027 No Build Volume[2]	Roadway Capacity[1**]	2027 No Build V/C Ratio	2027 No Build Available Capacity
N. Courtenay Pkwy. (S.R. 3)	Pioneer Rd.	S Ramps SR 528	152	-	34,142	1.34%	Linear	34,600	38,430	0.90	3,830
	S Ramps SR 528	N Ramps SR 528	155	-	34,142	3.63%	Linear	35,381	38,430	0.92	3,049
Pioneer Rd *, **	N. Courtenay Pkwy. (SR 3)	Sykes Creek Blvd.	-	3,702	-	1.34%	Linear	3,801	14,760	0.26	10,959

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025
* Volumes for Pioneer Rd 24 Hr Counts were collected on 11/05/2025 (SF 1.07). Volumes for N Courtenay Pkwy collected on 01/27/2026 (SF 1.00)
** Capacity for Pioneer Rd calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**
(2) Per **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024, Medium Values**, refer to Scope Methodology **Attachment M-5**

2027 BUILD ROADWAY CAPACITY ANALYSIS - WEEKDAY

Roadway[1]	From[1]	To[1]	ID #[1]	2027 No Build Volume[2]	Daily Project Traffic		% of Available Capcity	% of Capacity	2027 Build Volumes	Roadway Capacity[1*]	2027 Build V/C Ratio
					Trip Dist %[3]	Site Trips[4]					
N. Courtenay Pkwy. (S.R. 3)	Pioneer Rd.	S Ramps SR 528	152	34,600	62%	855	22%	2%	35,455	38,430	0.92
	S Ramps SR 528	N Ramps SR 528	155	35,381	48%	662	22%	2%	36,043	38,430	0.94
Pioneer Rd *, **	N. Courtenay Pkwy. (SR 3)	Sykes Creek Blvd.	-	3,801	50%	690	6%	5%	4,491	14,760	0.30

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025
* Capacity for Pioneer Rd calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**
(2) 2027 roadway volumes extracted from Table - 2027 No Build Roadway Analysis
(3) Extracted from **Figure 2. Trip Distribution**
(4) Extracted from **Table 1. Anticipated Trip Generation**

Table 4. Evening Peak Hour Roadway Segment Analysis

2026 EXISTING ROADWAY CAPACITY ANALYSIS - PM PEAK HOUR

Roadway[1]	From[1]	To[1]	ID #[1]	2025 Counts[1*]	2026 Counts[1*]	Growth Rate[2]	Reg.	2026 Adjusted	Roadway Capacity[1 **]	2026 Existing V/C Ratio
N. Courtenay Pkwy. (S.R. 3)	Pioneer Rd.	S Ramps SR 528	152	-	2,962	1.34%	Linear	2,962	3,620	0.82
	S Ramps SR 528	N Ramps SR 528	155	-	2,962	3.63%	Linear	2,962	3,620	0.82
Pioneer Rd * **	N. Courtenay Pkwy. (SR 3)	Sykes Creek Blvd.	-	448	-	1.34%	Linear	454	1,330	0.34

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025
* Volumes for Pioneer Rd 24 Hr Counts were collected on 11/05/2025 (SF 1.07). Volumes for N Courtenay Pkwy 24 Hr tube counts collected on 01/27/2026 (SF 1.00)
** Capacity calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**
(2) Per **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024, Medium Values**, refer to Scope Methodology **Attachment M-5**

2027 NO BUILD ROADWAY CAPACITY ANALYSIS - PM PEAK HOUR

Roadway[1]	From[1]	To[1]	ID #[1]	2025 Project Counts[1*]	2026 Counts[1*]	Growth Rate[2]	Reg.	2027 No Build Volume [2]	Roadway Capacity [1 **]	2027 No Build V/C Ratio	2027 No Build Available Capacity
N. Courtenay Pkwy. (S.R. 3)	Pioneer Rd.	S Ramps SR 528	152	-	2,962	1.34%	Linear	3,002	3,620	0.83	618
	S Ramps SR 528	N Ramps SR 528	155	-	2,962	3.63%	Linear	3,070	3,620	0.85	550
Pioneer Rd * **	N. Courtenay Pkwy. (SR 3)	Sykes Creek Blvd.	-	448	-	1.34%	Linear	460	1,330	0.35	870

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025
* Volumes for Pioneer Rd 24 Hr Counts were collected on 11/05/2025 (SF 1.07). Volumes for N Courtenay Pkwy collected on 01/27/2026 (SF 1.00)
** Capacity calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**
(2) Per **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024, Medium Values**, refer to Scope Methodology **Attachment M-5**

2027 BUILD ROADWAY CAPACITY ANALYSIS - PM PEAK HOUR

Roadway[1]	From[1]	To[1]	ID #[1]	2027 No Build Volume [2]	Daily Project Traffic		% of Available Capcity	% of Capacity	2027 Build Volumes	Roadway Capacity[1 *]	2027 Build V/C Ratio
					Trip Dist %[3]	Site Trips[4]					
N. Courtenay Pkwy. (S.R. 3)	Pioneer Rd.	S Ramps SR 528	152	3,002	62%	71	12%	2%	3,073	3,620	0.85
	S Ramps SR 528	N Ramps SR 528	155	3,070	48%	55	10%	2%	3,125	3,620	0.86
Pioneer Rd * **	N. Courtenay Pkwy. (SR 3)	Sykes Creek Blvd.	-	460	50%	58	7%	4%	518	1,330	0.39

(1) Information from **Space Coast TPO Historical Traffic Volumes 2020-2024** spreadsheet downloaded on 11/17/2025
* Capacity calculated using **2023 FDOT Multimodal Quality/Level of Service Handbook**
(2) 2027 roadway volumes extracted from Table - 2027 No Build Roadway Analysis
(3) Extracted from **Figure 2. Trip Distribution**
(4) Extracted from **Table 1. Anticipated Trip Generation**

7 Crash Analysis

A crash analysis was performed for this site for the following intersections of N Courtenay Pkwy (S.R. 3) and Pioneer Rd and the proposed site driveways.

The analysis was conducted using the most recent 5 years of available data (January 2020 to December 2024) from the Signal Four database. The severity by year is summarized in **Table 5**.

Table 5. Crashes by Severity

Year	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	Total Crashes
N. Courtenay Pkwy (S.R. 3) and Pioneer Rd				
2020	0	2	10	12
2021	0	8	13	21
2022	0	6	7	13
2023	0	4	6	10
2024	0	2	3	5
Totals	**0**	**22**	**39**	**61**
N. Courtenay Pkwy (S.R. 3) and Proposed Dwy 1				
2020	0	0	0	0
2021	0	0	0	0
2022	0	0	1	1
2023	0	0	0	0
2024	0	0	0	0
Totals	**0**	**0**	**1**	**1**
Pioneer Rd Segment Proposed Dwy 2 & Shared Dwy				
2020	0	0	0	0
2021	0	0	0	0
2022	0	0	0	0
2023	0	0	0	0
2024	0	0	0	0
Totals	**0**	**0**	**0**	**0**
Study Area Total	**0**	**22**	**40**	**62**

As shown in the **Table 5**, 62 crashes were reported in the five-year period (January 1, 2020, through December 31, 2024); of these, 61 crashes occurred at the intersection of N Courtenay Pkwy (S.R. 3) and Pioneer Rd, 1 at the intersection of N Courtenay Pkwy (S.R. 3) and Proposed Dwy 1, and 0 at the intersection of Pioneer Rd segment in front of the shared driveway or alternative site driveway 2.

The review of crash severity indicates that no fatal crashes occurred during this period at the study area intersections. There were 22 injury crashes (35%) at the intersection of N Courtenay Pkwy (S.R. 3) and Pioneer Rd, while the remaining 40 crashes (65%) involved property damage only.

The review of the crash data at the intersection of N Courtenay Pkwy (S.R. 3) and Pioneer Rd shows a spiked in 2021, followed by a steady decrease between 2022 and 2024. The number of injury crashes follows this pattern.

The lighting conditions are summarized in **Table 6**.

Table 6. Crashes by Lighting Condition

Year	Dawn	Daylight	Dusk	Dark	Total Crashes
N. Courtenay Pkwy (S.R. 3) and Pioneer Rd					
2020	0	10	0	2	12
2021	0	19	0	2	21
2022	0	9	0	4	13
2023	0	8	1	1	10
2024	0	5	0	0	5
Total	**0**	**51**	**1**	**9**	**61**
N. Courtenay Pkwy (S.R. 3) and Proposed Dwy 1					
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	1	0	0	1
2023	0	0	0	0	0
2024	0	0	0	0	0
Total	**0**	**1**	**0**	**0**	**1**
Pioneer Rd Segment Proposed Dwy 2 & Shared Dwy					
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	0	0	0	0
2023	0	0	0	0	0
2024	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Study Area Total	**0**	**52**	**1**	**9**	**62**

As indicated in **Table 6** Majority of crashes occurred during the daylight conditions. No patterns related to light conditions were identified.

The crash types by year are summarized in **Table 7**.

Table 7. Crashes by Type of Collision

Year	Angle	Bicyclist	Head On	Left Turn	Off Road	Pedestrian	Rear End	Sideswipe	Backed Into	Unknown	Total Crashes
N. Courtenay Pkwy (S.R. 3) and Pioneer Rd											
2020	0	0	0	1	1	0	10	0	0	0	12
2021	1	0	1	4	1	0	12	0	2	0	21
2022	2	1	0	3	1	1	3	1	0	1	13
2023	0	0	0	3	0	0	5	2	0	0	10
2024	0	0	1	2	0	0	2	0	0	0	5
Total	**3**	**1**	**2**	**13**	**3**	**1**	**32**	**3**	**2**	**1**	**61**
N. Courtenay Pkwy (S.R. 3) and Proposed Dwy 1											
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	1	0	0	0	1
2023	0	0	0	0	0	0	0	0	0	0	0
2024	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
Pioneer Rd Segment Proposed Dwy 2 & Shared Dwy											
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0	0	0
2024	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Study Area	**3**	**1**	**2**	**13**	**3**	**1**	**33**	**3**	**2**	**1**	**62**

The most common type of crash observed at this intersection was a rear end crash (32 crashes) followed by left turn crashes (13 crashes). Based on a review of the crashes a pattern was observed regarding the left-turn crashes at the intersection N Courtenay Pkwy (S.R. 3) and Pioneer Rd approaching from the north or the south.

8 Turn Lane Warrant Analysis

Turn Lane Warrant Analyses were conducted for the proposed site driveways following the guidance provided in the 2023 *FDOT Multimodal Access Management Guidebook*. The volumetric analysis is provided in **Figure 2 Exhibits 1-9**.

Table 8 presents a summary of the turn lane warrant analysis results.

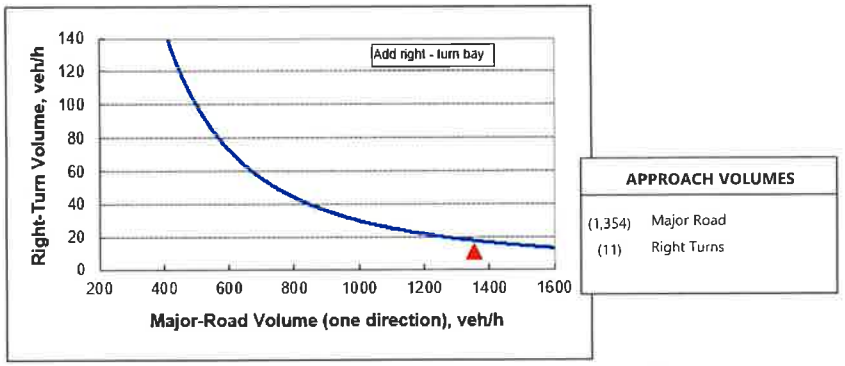
Table 8 Turn Lane Warrant Analysis

Location	Alternative 0	Alternative 1	Alternative 2
N Courtenay Pkwy & Dwy 1 NB Right	Warranted	Warranted	Warranted
N Courtenay Pkwy & Dwy 1 SB Left*	N/A	N/A	Warranted
Pioneer Rd & Shared Dwy EB Left	Not Warranted	N/A	Not Warranted
Pioneer Rd & Dwy 2	N/A	Not Warranted	N/A

The SB left turn lane evaluated for Alternative 2 along N Courtenay Pkwy (S.R. 3) is considered warranted based on the roadway characteristics of the corridor, therefore no volumetric analysis was considered necessary as the turn lane is warranted.

RIGHT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 4 LANES

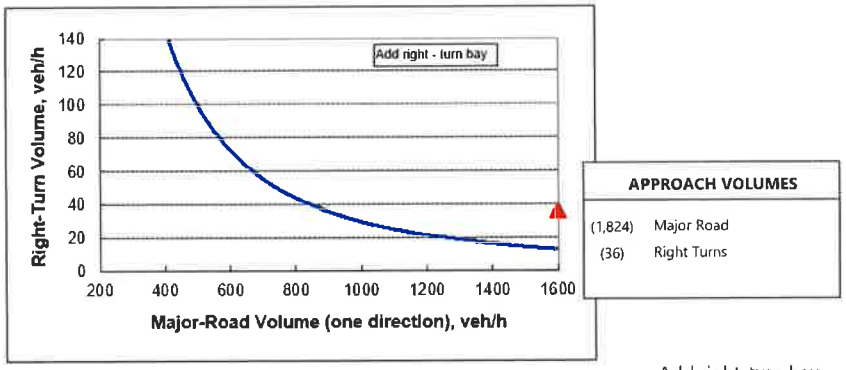
AM Peak Hour



APPROACH VOLUMES	
(1,354)	Major Road
(11)	Right Turns

Do NOT add right-turn bay.

PM Peak Hour



APPROACH VOLUMES	
(1,824)	Major Road
(36)	Right Turns

Add right-turn bay.

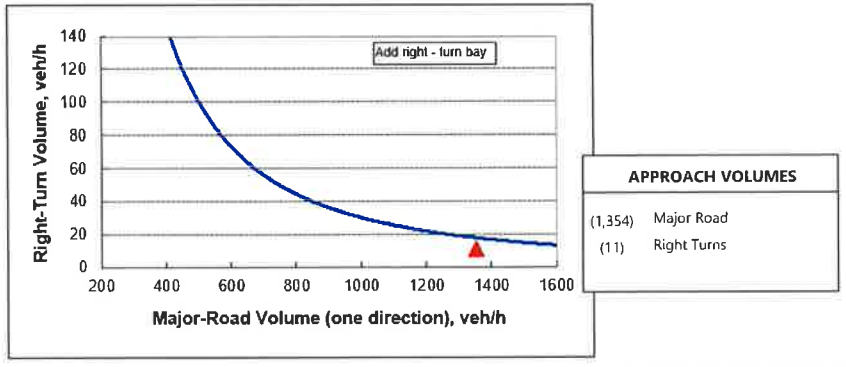
Source NCHRP 457 Figure 3-3

Exhibit 1
Turn Lane Warrants – N. Courtneay Pkwy & Proposed Dwy 1 – Alternative 0

Bowman

RIGHT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 4 LANES

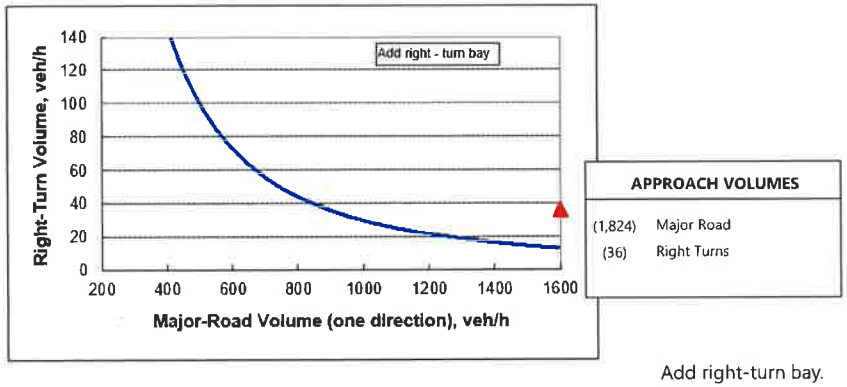
AM Peak Hour



APPROACH VOLUMES	
(1,354)	Major Road
(11)	Right Turns

Do NOT add right-turn bay.

PM Peak Hour



APPROACH VOLUMES	
(1,824)	Major Road
(36)	Right Turns

Add right-turn bay.

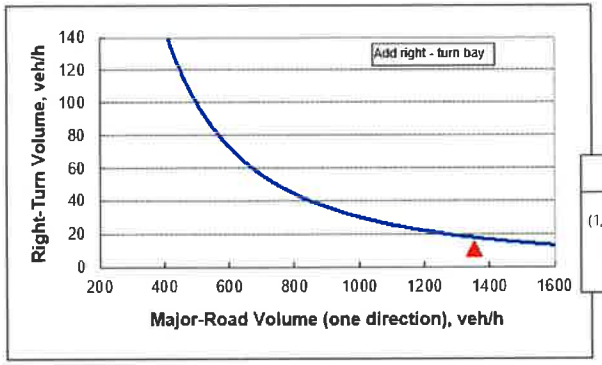
Source NCHRP 457 Figure 3-3

Exhibit 2
Turn Lane Warrants – N. Courtneay Pkwy & Proposed Dwy 1 – Alternative 1

Bowman

RIGHT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 4 LANES

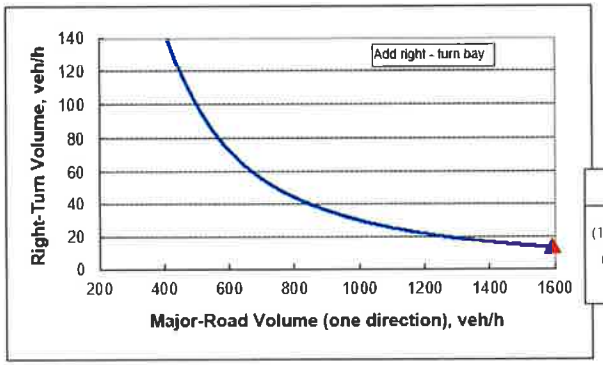
AM Peak Hour



APPROACH VOLUMES	
(1,347)	Major Road
(4)	Right Turns

Do NOT add right-turn bay.

PM Peak Hour



APPROACH VOLUMES	
(1,804)	Major Road
(14)	Right Turns

Add right-turn bay.

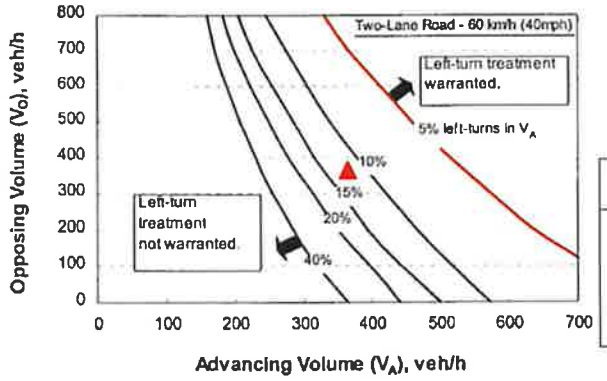
Source NCHRP 457 Figure 3-3

Exhibit 3
Turn Lane Warrants – N. Courtneay Pkwy & Proposed Dwy 1 – Alternative 2

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

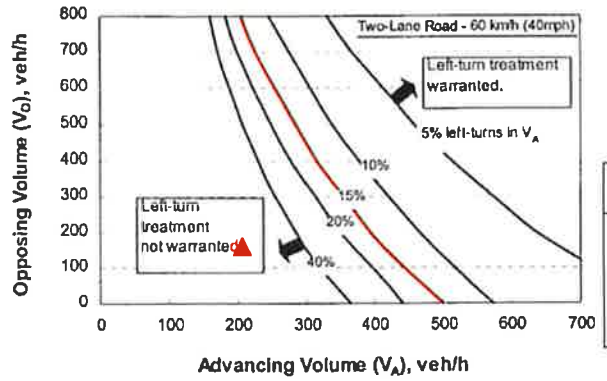
AM Peak Hour



APPROACH VOLUMES	
(15)	Left Turns
(388)	Advancing Volumes
(4%)	Left Turn (%)
(392)	Opposing Volumes

Do NOT add left-turn bay.

SCHOOL DISMISSAL



APPROACH VOLUMES	
(27)	Left Turns
(202)	Advancing Volumes
(13%)	Left Turn (%)
(159)	Opposing Volumes

Do NOT add left-turn bay.

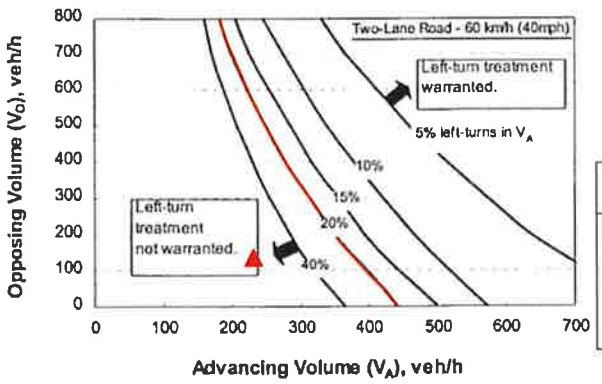
Source NCHRP 457 Figure 2-5

Exhibit 4
Turn Lane Warrants – Pioneer Rd & Shared Dwy – Alternative 0

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

PM Peak Hour



APPROACH VOLUMES	
(40)	Left Turns
(221)	Advancing Volumes
(18%)	Left Turn (%)
(134)	Opposing Volumes

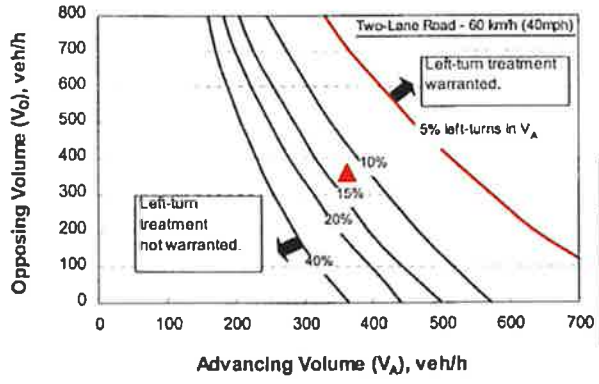
Do NOT add left-turn bay.

Exhibit 5
Turn Lane Warrants – Pioneer Rd & Shared Dwy – Alternative 0

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

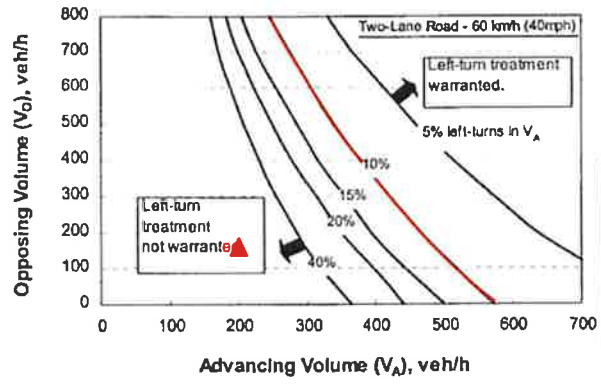
AM Peak Hour



APPROACH VOLUMES	
(10)	Left Turns
(383)	Advancing Volumes
(3%)	Left Turn (%)
(392)	Opposing Volumes

Do NOT add left-turn bay.

SCHOOL DISMISSAL



APPROACH VOLUMES	
(17)	Left Turns
(192)	Advancing Volumes
(9%)	Left Turn (%)
(159)	Opposing Volumes

Do NOT add left-turn bay.

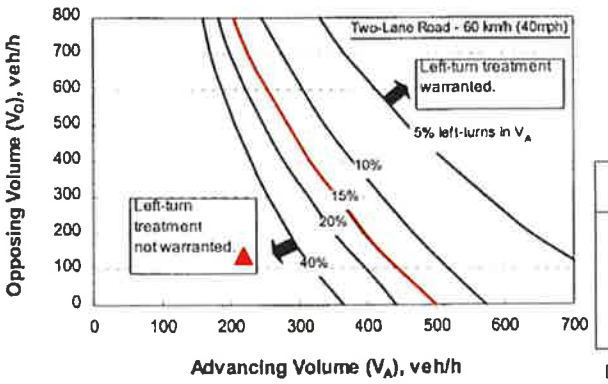
Source NCHRP 457 Figure 2-5

Exhibit 6
Turn Lane Warrants – Pioneer Rd & Shared Dwy – Alternative 2

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

PM Peak Hour



APPROACH VOLUMES	
(25)	Left Turns
(206)	Advancing Volumes
(12%)	Left Turn (%)
(134)	Opposing Volumes

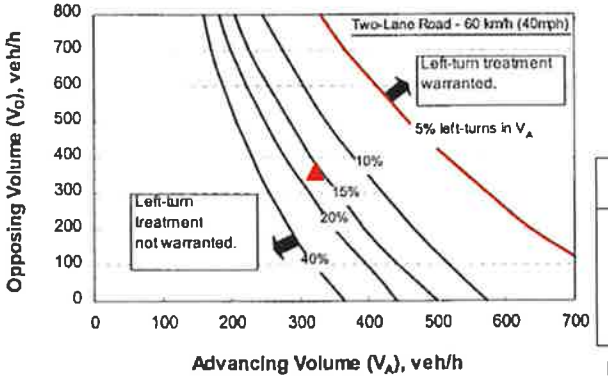
Do NOT add left-turn bay.

Exhibit 7
Turn Lane Warrants – Pioneer Rd & Shared Dwy – Alternative 2

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

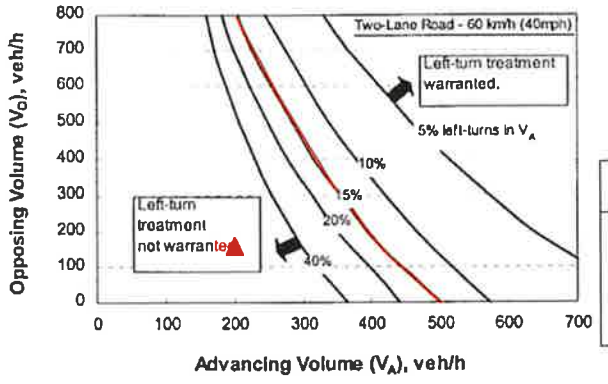
AM Peak Hour



APPROACH VOLUMES	
(11)	Left Turns
(332)	Advancing Volumes
(3%)	Left Turn (%)
(379)	Opposing Volumes

Do NOT add left-turn bay.

SCHOOL DISMISSAL



APPROACH VOLUMES	
(24)	Left Turns
(172)	Advancing Volumes
(14%)	Left Turn (%)
(157)	Opposing Volumes

Do NOT add left-turn bay.

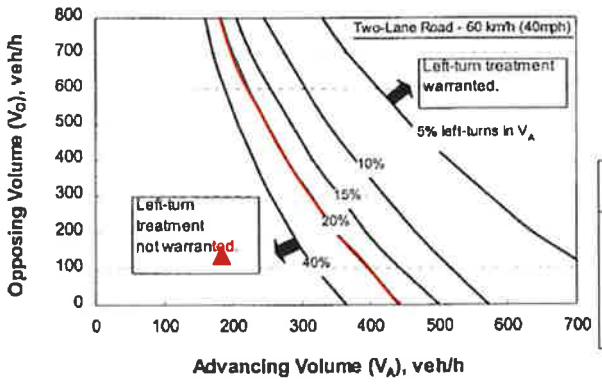
Source NCHRP 457 Figure 2-5

Exhibit 8
Turn Lane Warrants – Pioneer Rd & Dwy 2 – Alternative 1

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

PM Peak Hour



APPROACH VOLUMES	
(36)	Left Turns
(184)	Advancing Volumes
(20%)	Left Turn (%)
(133)	Opposing Volumes

Do NOT add left-turn bay.

9 Capacity Analysis

The study intersections were analyzed for each scenario following the Highway Capacity Manual (HCM 7th edition) methodologies using the computer software Synchro 12. The analysis uses capacity, Level of Service, and control delay as the criteria for the performance of the driveways.

Capacity, as defined by the HCM, is a measure of the maximum number of vehicles in an hour that can travel through an intersection or section of roadway under typical conditions. Level of Service (LOS) is a marker of the driving conditions and perception of drivers while traveling during the given time period. LOS ranges from LOS "A" which represents free flow conditions, to LOS "F" which represents breakdown conditions. **Table 9** shows the LOS for intersections as defined by the HCM.

Table 9. HCM Level of Service Criteria

Level of Service (LOS)	Unsignalized Average Control Delay (Sec/ Vehicle)	Signalized Average Control Delay (Sec/ Vehicle)
A	≤10	≤10
B	10-15	10-20
C	15-25	20-35
D	25-35	35-55
E	35-50	55-80
F	>50	>80

Control delay is a measure of the total amount of delay experienced by an individual vehicle and includes delay related to deceleration, queue delay, stopped delay, and acceleration. **Table 9** displays the amount of control delay (in seconds per vehicle) that corresponds to the LOS for signalized and unsignalized intersections.

A Capacity Analysis was completed for the following scenarios:

- Existing Conditions (2026)
- No Build Conditions (2027)
- Build Conditions (2027)

9.1 Capacity Analysis 2026 Existing Conditions

A Capacity Analysis was conducted for the 2026 Existing Conditions for all existing intersections and site driveways previously described in this report. This capacity analysis is based on the existing traffic volumes, lane configurations, and intersection configurations. The results are included in **Appendix E**.

Table 10 summarizes the 2026 Existing Conditions capacity analyses results.

Table 10. 2026 Existing Conditions Capacity Analysis Results Summary

INTERSECTION CAPACITY ANALYSIS SUMMARY - 2026 EXISTING CONDITIONS							
INT #	INTERSECTION	SCENARIO	EB	WB	NB	SB	Overall
1	N. Courtenay Pkwy (S.R. 3) & Pioneer Rd (Signalized)	AM	E 58.50	E 65.70	B 19.40	A 5.90	B 18.40
		DS	E 76.50	E 72.00	B 15.90	A 4.20	B 16.90
		PM	E 77.00	E 73.90	B 12.80	A 3.30	B 14.40
2	N. Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps (Signalized)	AM	E 65.50		E 56.00	D 52.90	E 57.30
		PM	F 80.90		A 0.80	C 21.20	C 20.90
3	N. Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps (Signalized)	AM		F 127.30	B 14.70	C 29.80	D 36.30
		PM		F 99.60	A 8.90	E 70.10	D 48.90
13	Pioneer Rd & Shared Dwy (Unsignalized)	AM	A 0.09	A 0.27	C 18.07	C 15.01	A 1.40
		DS	A 0.13	A 0.15	B 11.76	A 9.52	A 2.40
		PM	A 0.18	A 0.06	B 11.83	A 9.03	A 2.30

Extracted from Synchro 12 HCM 7th Edition

Based on the results of the scenarios evaluated under the 2026 Existing capacity analysis, all the study area intersections are expected to operate at a LOS C or better except for the intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps which is expected to operate at a LOS E under AM peak hour.

The following approaches are expected to operate at a LOS E or worse:

- N Courtenay Parkway (S.R. 3) & Pioneer Road
  - EB and WB (LOS E – AM, school dismissal, and PM Peak Hour)

- N Courtenay Parkway (S.R. 3) & S.R. 528 EB On-/Off-Ramps
  - EB and NB (LOS E – AM Peak Hour)
  - EB (LOS F – PM Peak Hour)

- N Courtenay Parkway (S.R. 3) & S.R. 528 WB On-/Off-Ramps
  - WB (LOS F – AM and PM Peak Hours)
  - SB (LOS E – PM Peak Hour)

All other study area intersection approaches are expected to operate at acceptable LOS D or better under the 2026 Existing Conditions.

9.2 Capacity Analysis 2027 No Build Conditions

A Capacity Analysis was conducted for the 2027 No Build Conditions for the study intersections anticipated to be operational under the 2027 No Build scenario. This capacity analysis is based on the 2027 projected traffic volumes, lane configurations, and intersection configurations, including the FDOT median project (453311-1 – S.R. 3/N Courtenay Pkwy median modification).

The capacity reports are included in **Appendix E**.

Table 5 summarizes the 2027 No Build Conditions capacity analyses results.

Table 11. 2027 No Build Conditions Capacity Analysis Results Summary

INTERSECTION CAPACITY ANALYSIS SUMMARY - 2027 NO BUILD CONDITIONS							
INT #	INTERSECTION	SCENARIO	EB	WB	NB	SB	Overall
1	N. Courtenay Pkwy (S.R. 3) & Pioneer Rd (Signalized)	AM	E 58.20	E 65.60	C 20.10	A 6.30	B 18.80
		DS	E 76.60	E 72.00	B 16.50	A 4.50	B 17.20
		PM	E 76.90	E 73.80	B 13.20	A 3.50	B 14.70
2	N. Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps (Signalized)	AM	E 65.50		E 57.70	D 54.30	E 58.40
		PM	F 81.30		A 0.90	C 23.20	C 22.10
3	N. Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps (Signalized)	AM		F 132.30	B 14.50	C 31.70	D 37.30
		PM		F 108.40	A 9.10	F 93.20	E 61.90
13	Pioneer Rd & Shared Dwy (Unsignalized)	AM	A 0.09	A 0.27	C 18.30	C 15.15	A 1.40
		DS	A 0.13	A 0.14	B 11.81	A 9.53	A 2.40
		PM	A 0.17	A 0.06	B 11.87	A 9.04	A 2.30

Extracted from Synchro 12 HCM 7th Edition

The capacity analysis results for the **2027 No Build condition** scenarios indicate the following significant changes relative to the 2026 Existing Conditions:

- Intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps
  - Overall intersection: During the PM peak hour, 13 seconds increase in delay resulted in a change from LOS D to LOS E.
  - SB: During the PM peak hour, 23.1 seconds increase in delay resulted in a change from LOS E to LOS F.

9.3 Capacity Analysis 2027 Build Conditions – Base Alternative 0

Table 12 summarizes the 2027 Build Conditions capacity analysis results for the baseline alternative, right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.

Table 12. 2027 Build Conditions Capacity Analysis Results Summary

INTERSECTION CAPACITY ANALYSIS SUMMARY - 2027 BUILD CONDITIONS							
INT #	INTERSECTION	SCENARIO	EB	WB	NB	SB	Overall
1	N. Courtenay Pkwy (S.R. 3) & Pioneer Rd (Signalized)	AM	D 54.90	E 65.20	C 23.10	A 7.60	C 20.80
		MD	E 73.30	E 72.30	B 18.40	A 5.50	B 18.60
		PM	E 74.00	E 73.40	B 15.10	A 4.60	B 16.00
2	N. Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps (Signalized)	AM	E 65.50		E 58.30	D 54.20	E 58.60
		PM	F 81.30		A 0.90	C 22.90	C 21.90
3	N. Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps (Signalized)	AM		F 132.00	B 14.80	C 32.70	D 37.60
		PM		F 110.00	A 9.30	F 93.40	E 62.10
11	N. Courtenay Pkwy (S.R. 3) & Proposed Dwy 1 (Unsignalized)	AM		B 10.31	A 0.00	A 0.00	A 0.10
		PM		B 11.65	A 0.00	A 0.00	A 0.10
13	Pioneer Rd & Shared Dwy (Unsignalized)	AM	A 0.32	A 0.27	C 20.01	B 11.53	A 2.00
		MD	A 1.02	A 0.14	B 12.81	A 9.48	A 3.10
		PM	A 1.47	A 0.06	B 13.00	A 9.14	A 3.30

Extracted from Synchro 12 HCM 7th Edition

Based on the results of the 2027 Build Condition capacity analysis during the morning, school dismissal, and evening peak hours, no significant changes are anticipated from the 2027 No Build Conditions, except for the following:

- N Courtenay Pkwy (S.R. 3) & Pioneer Rd
  - Overall intersection: During the AM peak hour, 2 seconds increase in delay resulted in a change from LOS B to LOS C.
  - EB: During the AM peak hour, the LOS of the approach improves from LOS E to LOS D, during school dismissal and PM peak there is a decrease in delay. This improvement is attributed to the actuated nature of the signal. Actuated signals allocate green time based on vehicle presence ("calls") on each approach. As traffic volumes increase, the signal controller responds by assigning additional green time to the approach which in turn reduces the delays in these approaches.

No other significant changes from the No Build conditions were identified.

9.4 Capacity Analysis 2027 Build Conditions – Alternative 1

Table 13 summarizes the 2027 Build Conditions capacity analysis results for Alternative 1, Right-in/right-out along N Courtenay Pkwy & dedicated full access along Pioneer Rd. Note intersections 2 and 3 are not affected by changes in the access driveway configuration. The capacity results are included in **Appendix E**.

Table 13. Alternative 1 Conditions Capacity Analysis Results Summary

INTERSECTION CAPACITY ANALYSIS SUMMARY - 2027 BUILD ALT 1 CONDITIONS							
INT #	INTERSECTION	SCENARIO	EB	WB	NB	SB	Overall
1	N. Courtenay Pkwy (S.R. 3) & Pioneer Rd (Signalized)	AM	D 54.90	E 65.20	C 23.10	A 7.60	C 20.80
		MD	E 73.30	E 72.30	B 18.40	A 5.50	B 18.60
		PM	E 74.00	E 73.40	B 15.10	A 4.60	B 16.00
2	N. Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps (Signalized)	AM	E 65.50		E 58.30	D 54.20	E 58.60
		PM	F 81.30		A 0.90	C 22.90	C 21.90
3	N. Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps (Signalized)	AM		F 132.00	B 14.80	C 32.70	D 37.60
		PM		F 110.00	A 9.30	F 93.40	E 62.10
11	N. Courtenay Pkwy (S.R. 3) & Proposed Dwy 1 (Unsignalized)	AM		B 10.31	A 0.00	A 0.00	A 0.10
		PM		B 11.65	A 0.00	A 0.00	A 0.10
12	Pioneer Rd & Proposed Dwy 2 (Unsignalized)	AM	A 0.27	A 0.00		B 10.97	A 0.60
		MD	A 1.06	A 0.00		A 9.22	A 1.00
		PM	A 1.48	A 0.00		A 9.09	A 1.40

Extracted from Synchro 12 HCM 7th Edition

Similar to the base alternative (Alternative 0), the capacity analysis results for Alternative 1 indicate that the following changes are anticipated from No Build conditions:

- N Courtenay Pkwy (S.R. 3) & Pioneer Rd
  - Overall intersection: During the AM peak hour, 2 seconds increase in delay resulted in a change from LOS B to LOS C.
  - EB: During the AM peak hour, the LOS of the approach improves from LOS E to LOS D, during school dismissal and PM peak there is a decrease in delay. This improvement is attributed to the actuated nature of the signal. Actuated signals allocate green time based on vehicle presence ("calls") on each approach. As traffic volumes increase, the signal controller responds by assigning additional green time to the approach which in turn reduces the delays in these approaches.

No other significant changes from the No Build conditions were identified.

9.5 Capacity Analysis 2027 Build Conditions – Alternative 2

Table 14 summarizes the 2027 Build Conditions capacity analysis results for Alternative 2, Left-in/ Right-in/ right-out along N Courtenay Pkwy & shared full access along Pioneer Rd. Note intersections 2 and 3 are not affected by changes in the access driveway configuration. The capacity results are included in **Appendix E**.

Table 14. Alternative 2 Conditions Capacity Analysis Results Summary

INTERSECTION CAPACITY ANALYSIS SUMMARY - 2027 BUILD ALT 2 CONDITIONS							
INT #	INTERSECTION	SCENARIO	EB	WB	NB	SB	Overall
1	N. Courtenay Pkwy (S.R. 3) & Pioneer Rd (Signalized)	AM	D 54.90	E 65.20	C 22.70	A 7.40	C 20.60
		MD	E 73.30	E 72.30	B 17.70	A 4.90	B 18.10
		PM	E 74.00	E 73.40	B 14.40	A 3.80	B 15.40
2	N. Courtenay Pkwy (S.R. 3) & S.R. 528 EB on-off Ramps (Signalized)	AM	E 65.50		E 58.30	D 54.20	E 58.60
		PM	F 81.30		A 0.90	C 22.90	C 21.90
3	N. Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps (Signalized)	AM		F 132.00	B 14.80	C 32.70	D 37.60
		PM		F 110.00	A 9.30	F 93.40	E 62.10
11	N. Courtenay Pkwy (S.R. 3) & Proposed Dwy 1 (Unsignalized)	AM		B 10.31	A 0.00	A 0.07	A 0.20
		PM		B 11.65	A 0.00	A 0.32	A 0.20
13	Pioneer Rd & Shared Dwy (Unsignalized)	AM	A 0.21	A 0.27	C 19.63	B 11.51	A 1.90
		MD	A 0.67	A 0.14	B 12.45	A 9.46	A 2.90
		PM	A 0.98	A 0.06	B 12.50	A 9.14	A 3.00

Extracted from Synchro 12 HCM 7th Edition

Similar to the base alternative (Alternative 0), the capacity analysis results for Alternative 2 indicate that the following changes are anticipated from No Build conditions:

- N Courtenay Pkwy (S.R. 3) & Pioneer Rd
  - Overall intersection: During the AM peak hour, 1.8 seconds increase in delay resulted in a change from LOS B to LOS C.
  - EB: During the AM peak hour, the LOS of the approach improves from LOS E to LOS D, during school dismissal and PM peak there is a decrease in delay. This improvement is attributed to the actuated nature of the signal. Actuated signals allocate green time based on vehicle presence ("calls") on each approach. As traffic volumes increase, the signal controller responds by assigning additional green time to the approach which in turn reduces the delays in these approaches.

No other significant changes from the No Build conditions were identified.

9.6 Queueing Analysis

Table 15 presents the 95th% queue results comparison for the analysis scenarios. The queue reports are included in **Appendix E**.

Table 15. Queueing Analysis

QUEUEING ANALYSIS SUMMARY				Full Width (Full Width + Taper) ft	Morning Peak Hour				School Dismissal Peak Hour				Evening Peak Hour			
Int #	Intersection	Approach	Movement		No Build	Build Alt 0	Build Alt 1	Build Alt 2	No Build	Build Alt 0	Build Alt 1	Build Alt 2	No Build	Build Alt 0	Build Alt 1	Build Alt 2
1	N. Courtenay Pkwy (S.R. 3) & Pioneer Rd (Signalized)	WB	LT	-	383	428	428	428	303	328	328	328	263	288	288	288
			R	125 (175)	200	210	210	210	143	155	155	153	128	133	133	133
		NB	R	105 (240)	30	33	33	33	33	43	43	40	40	53	53	53
		SB	L	245 (245)	128	155	155	138	88	155	155	103	68	145	145	83
11	N. Courtenay Pkwy (S.R. 3) & Proposed Dwy 1 (Unsignalized)	WB	Approach	-		25	25	25		0	0	0		25	25	25
		NB	R	-		0	0	0		0	0	0		0	0	0
		SB	L	240 (290)				25				0				25

Extracted from Synchro 12 HCM 7th Edition
Intersection queue vehicle length was assumed equal to 25 ft. Queues <1 vehicles have been rounded to consider at least 25 feet of storage

Based on the results of 95th% queue analysis, the WB right-turn lane at the intersection of N Courtenay Pkwy (S.R. 3) & Pioneer Rd is exceeded under all analysis scenarios, including the No Build. Additionally, the results indicate that the WB left/through queues extend beyond the available right turn lane length and proposed shared driveway location.

The queues at the driveway location alternatives along Pioneer Rd were evaluated using SimTraffic to capture the potential influence of the WB queues from the intersection of N Courtenay Pkwy (S.R. 3) and Pioneer Rd. The analysis was completed using a 15-minute seeding period, 60-minute analysis time and five simulation runs for each scenario. The results are summarized in **Table 16**.

Table 16. Queueing Analysis (SimTraffic) – Pioneer Driveways

QUEUEING ANALYSIS SUMMARY				Morning Peak Hour			School Dismissal			Evening Peak Hour		
Int #	Intersection	Approach	Movement	Build Alt 0	Build Alt 1	Build Alt 2	Build Alt 0	Build Alt 1	Build Alt 2	Build Alt 0	Build Alt 1	Build Alt 2
13	Pioneer Rd & Shared Dwy (Unsignalized)	EB	Approach	63	11	27	26	6	33	47	19	36
		WB	LT	140	166	119	30	34	19	12	4	4
		WB	TR	77	99	47	0	7	0	3	0	9
		NB	Approach	56	73	60	58	63	72	53	56	55
		SB	Approach	53	21	53	49	35	46	43	23	47
12	Pioneer Rd & Dwy 2 (Unsignalized)	EB	Approach		23			24			26	
		WB	Approach		53			0			0	
		SB	Approach		46			36			40	

Extracted from SimTraffic Using 15 seeding time and five (5) runs

The microsimulation results indicate that Alternative 2 minimizes anticipated WB queues along Pioneer Rd. The analysis also shows that the EB queues at the shared driveway are not expected to impact operations at the N Courtenay Pkwy intersection. Alternative 1 results in the shortest EB queue, followed by Alternative 2. In all scenarios, the queues are not expected to extend to the intersection with N Courtenay Pkwy.

Based on the queueing observations conducted along Pioneer Road, EB queues toward Lewis Carroll Elementary School temporarily block the location of the proposed standalone driveway for approximately 10 minutes during the school dismissal period. These queues do not appear to extend beyond this point or reach the shared medical driveway.

10 Alternative Comparison and Recommended Improvements

Using the results of the analyses presented in this report and acknowledging that none of the alternatives are expected to have significant impacts on safety, capacity, or queues; an evaluation was completed to determine the most suitable access configuration.

The capacity analysis results are comparable across all alternatives, and no significant changes from the No Build conditions were identified. Alternative 2 has slight improvements in delays compared to Alternatives 0 and 1.

Of the three access configuration alternatives evaluated, Alternative 2 results in fewer queuing impacts at the intersection of N Courtenay Pkwy (S.R. 3) and Pioneer Rd. All alternatives have similar impacts on WB queues. For EB queues at the Shared Driveway location, Alternative 1 shows shorter queues near the signalized intersection but it introduces a secondary queue along Pioneer Rd. Additionally, based on site inspections and queue observations during the school dismissal period, EB queues traveling toward the school were observed to extend to the location of this proposed access but did not reach the shared driveway. For this reason, Alternative 2 is preferred, followed by Alternative 0, which generates the longest EB queues (though they do not extend to N Courtenay) with Alternative 1 as the least preferred due to the Lewis Carroll School queue during the school dismissal period.

From a safety perspective, Alternative 2 is also preferred, as it reduces the number of southbound left/U-turns at the intersection of N Courtenay Pkwy and Pioneer Rd. The anticipated traffic "platooning" created by the signal providing gaps for left turns into the site along N Courtenay Pkwy further supports this preference. Alternative 0 is the next most favorable option, with Alternative 1 ranking lowest because it introduces an additional conflict point along Pioneer Road.

As part of the volumetric evaluation along Pioneer Road, allowing left-turning vehicles into Driveway 1 along N Courtenay Pkwy reduces the number of left/U-turns expected at the Pioneer Rd intersection and is anticipated to decrease inbound project trips using Pioneer Rd by approximately 20%.

Table 17 presents a summary of the access alternatives evaluation.

Table 17 Access Alternative Evaluation

Criteria	Description	Alternative 0	Alternative 1	Alternative 2
Safety	Based on conflict points, turning movements, and reduction of left/U-turns at the N Courtenay Pkwy & Pioneer Rd intersection.	Reduces conflict points compared to other alternatives.	Adds a conflict point along Pioneer.	Less safety impacts, improves safety than other alternatives. Left/"u" turns relocated to driveway benefitted by signal-induced platooning.
Queue Impacts	Queues at intersection of N Courtenay and Pioneer Rd. EB & WB queues at driveways on Pioneer Rd.	Longest EB queues along Pioneer but do not reach intersection. WB queues along Pioneer second lowest.	EB queue benefit offset by secondary queue. Poor performance during school dismissal	EB queues second lowest along Pioneer. WB queues along Pioneer lowest.
Intersection Capacity	Change in LOS and delays relative to No Build.	Similar to No Build, no significant changes.	Similar to No Build, no significant changes.	Similar to No Build, no significant changes. With a slight improvement compared to other alternatives
Volumes on Pioneer Rd	Additional traffic introduced onto Pioneer Rd	Project trips are expected along Pioneer and N Courtenay Pkwy	Project trips are expected along Pioneer and N Courtenay Pkwy	Less inbound trips expected on Pioneer Rd due to left-turn access on N Courtenay.
Overall		**Neutral**	**Less recommended**	**Preferred**

RECOMMENDATIONS

- To mitigate the WB queues, we recommend extending the WB right turn lane beyond the anticipated WB left/through queue under Build Conditions. The recommended length is 430 feet (full width) and additional 50 feet taper for a total length of 480 feet.
- NB right turn lane, 290 feet including a 50-foot taper.
- If Alternative 2 is selected SB left turn lane 315 feet with 50-foot taper.

11 Conclusions and Recommendations

The RangeWater multifamily development is expected to generate a total of 1,379 trips (689 inbound and 690 outbound) during the average weekday, 91 trips (22 inbound and 69 outbound) during the morning peak hour, 85 trips (48 inbound and 37 outbound) during the school dismissal period, and 115 trips (72 inbound and 43 outbound) during the evening peak hour.

Based on the agencies and residents feedback, the following potential access configurations were assessed for site accessibility, safety, capacity and queueing:

- **Alternative 0** - Right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.
- **Alternative 1 -** Right-in/right-out along N Courtenay Pkwy & dedicated full access along Pioneer Rd.
- **Alternative 2 -** Left-in/ Right-in/right-out along N Courtenay Pkwy & shared full access along Pioneer Rd.

Roadway Analysis

The results are as follows:

- The segment of N Courtenay Pkwy from Pioneer Rd to the N on/off Ramps SR 528 is expected to operate over 85% of the capacity at the adopted LOS, without exceeding the total capacity in any of the analysis scenarios (Existing, No Build and Build). The analysis shows that the project is expected to consume 2% of the overall capacity and **less than 25% of the remaining available capacity** at the adopted LOS.

- The segment of Pioneer Rd east of N Courtenay Pkwy (S.R. 3) is expected to operate below 85% of the capacity at the adopted LOS under all analysis scenarios.

Crash Analysis

Based the most recent five years of available data (2020–2024).

- A total of 62 crashes were recorded within the safety analysis limits, with a peak in 2021 followed by a gradual decline through 2024.
- No fatal crashes were reported; approximately 35% were injury crashes, and 65% involved property damage only.
- Rear-end crashes were the most common collision type followed by angle crashes.
- No lighting-condition-related crash patterns were identified.

Turn Lane Warrant Analysis

The results of the Turn Lane Warrant Analysis are as follows:

- A NB right-turn lane into Driveway 1 along N Courtenay Pkwy is warranted under all alternatives.
- A SB left-turn lane into Driveway 1 is warranted only for Alternative 2.

- Left-turn lanes along Pioneer Road were not warranted for the standalone driveway or the shared driveway under any alternatives.

Capacity Analysis

The results of the 2026 Existing Conditions indicate:

- Most study intersections are expected to operate at LOS C or better, except the intersection of N Courtenay Pkwy & S.R. 528 EB ramps, which operates at LOS E during the morning peak hour.
- Several approaches operate at LOS E or F, primarily at the S.R. 528 ramp intersections. All remaining approaches operate at acceptable LOS D or better.

The results of the 2027 No Build Conditions show the following significant changes from the Existing conditions:

- Intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps, overall intersection: During the PM peak hour, 13 seconds increase in delay resulted in a change from LOS D to LOS E.
- Intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 WB on-off Ramps, SB approach: During the PM peak hour, 23.1 seconds increase in delay resulted in a change from LOS E to LOS F.

The results of the 2027 Build Conditions (for Alternatives 0, 1, and 2) indicate the following significant changes from No Build Conditions:

- Intersection of N Courtenay Pkwy (S.R. 3) & S.R. 528 EB/WB on-off ramps. No significant impacts.
- Intersection of N Courtenay Pkwy (S.R. 3) & Pioneer Rd. While the overall intersection is expected to remain at acceptable LOS, there are minor increases in delay (1.8 and 2.0 seconds).
- Intersection of N Courtenay Pkwy (S.R. 3) & Pioneer Rd. The EB approach is expected to improve from LOS E to LOS D due to actuated signal operations.
- In general, all three access alternatives operate similarly, with Alternative 2 showing slightly better operational performance.

Queue Analysis

The 95th% Queue Analysis results show:

- WB right-turn lane queues at N Courtenay Pkwy & Pioneer Rd exceed the existing available storage under all scenarios, including No Build.
- Microsimulation (SimTraffic) indicates Alternative 2 minimizes EB and WB queues at the shared driveway.
- Based on the queue observations, the EB school dismissal queues temporarily affect the standalone driveway alternative location but do not reach the shared driveway.

Recommendations

The following improvements are recommended to mitigate the project's impact on the study area:

- To mitigate the WB queues, we recommend extending the WB right turn lane beyond the anticipated WB left/through queue under Build Conditions. The recommended length is 430 feet (full width) and additional 50 feet taper for a total length of 480 feet.
- NB right turn lane, 290 feet including a 50-foot taper.
- If Alternative 2 is selected SB left turn lane 315 feet with 50-foot taper.

Based on the results of the analyses presented in this report, with the inclusion of the proposed improvements, the development of the proposed residential project is not anticipated to adversely impact the surrounding roadway network. Alternative 2 is identified as the preferred access configuration based on safety, queuing, and operational considerations.

APPENDIX A



1 Density Study - Option 1
Scale: 1"=100'-0"

PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

BUILDINGS 1-2:
Building Type 1
24 Units/EA

BUILDING 3:
Building Type 3
30 Units/EA

BUILDING 4:
Building Type 4
31 Units

ZONE 2: Residential
7.581 acres
113 units max

BUILDING 5:
Building Type 2
29 Units

BUILDING 6:
Building Type 4
30 Units/EA

BUILDING 7:
Building Type 2
30 Units/EA

BUILDING 8:
Building Type 1
24 Units/EA

TOTAL: 222 Units
(930 S.F. Average)

AMENITY: 6,500 S.F.

PARKING:

Surface: 368 Spaces
Parallel: 21 Spaces

TOTAL: 389 Spaces
(1.75 Spaces/Unit)

PRESERVED FOR GREENSPACE & SWM

TOP FLOOR VIEWING PLATFORM

00 50 100 200

N

2PA

January 8, 2026

0000.00

Merritt Island

Plan

© 2026 Poole & Poole Architecture, LLC 4240 Park Place Court, Glen Allen, Virginia 23060 Phone 804.225.0215 Internet www.2pa.net

ALTA/NSPS LAND TITLE SURVEY

PROMINENCE ALTA PARCELS

PROPERTY ADDRESS: NORTH COURTENAY, MERRITT ISLAND, FL

PARCEL ID: 24-36-14-00-259

PARCEL 1

CONDOMINIUM UNIT 3, MERRITT MEDICAL CENTER II CONDOMINIUM, ACCORDING TO THE DECLARATION OF CONDOMINIUM THEREOF RECORDED IN OFFICIAL RECORDS BOOK 3464, PAGE 4220, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA

PARCEL 2

LEGAL DESCRIPTION "A" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS

BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT-OF-WAY OF SAID PIONEER ROAD FOR 563.86 FEET TO A POINT LYING 203.03 FEET EAST OF THE EAST RIGHT-OF-WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505 AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD; THENCE CONTINUE S 89° 55' 50" W FOR 203.03 FEET TO THE EASTERLY RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3, THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.67 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT HAVING A RADIUS OF 11409.20 FEET, THENCE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE AND SAID EASTERLY RIGHT-OF-WAY LINE, THROUGH A CENTRAL ANGLE OF 03° 09' 41" FOR 629.52 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE AND THE WESTERLY EXTENSION THEREOF FOR 884.55 FEET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF SAID RAINTREE BY THE LAKE; THENCE RUN S 00° 02' 57" E ALONG SAID WEST LINE FOR 483.82 FEET; THENCE RUN S 89° 55' 50" W FOR 225.00 FEET; THENCE RUN S 00° 02' 57" E FOR 452.08 FEET TO THE POINT OF BEGINNING

LEGAL DESCRIPTION "B" A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE INTERSECTION OF THE NORTH LINE OF PIONEER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND THE WEST LINE OF RAINTREE BY THE LAKE EXTENDED SOUTHERLY AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 PAGE 16 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THENCE RUN S 89° 55' 50" W ALONG THE NORTH RIGHT-OF-WAY OF SAID PIONEER ROAD FOR 225.00 FEET TO A POINT LYING 541.89 FEET EAST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON STATE OF FLORIDA, STATE ROAD DEPARTMENT, RIGHT OF WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505, AS MEASURED ALONG THE NORTH RIGHT OF WAY LINE OF SAID PIONEER ROAD; THENCE CONTINUE S 89° 55' 50" W FOR 338.86 FEET; THENCE RUN N 09° 07' 55" W PARALLEL WITH AND 200.00 FEET EAST OF THE EAST RIGHT OF WAY LINE OF SAID STATE ROAD NO. 3 FOR 268.85 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE TO THE RIGHT HAVING A RADIUS OF 11209.20 FEET; SAID CURVE BEING CONCENTRIC WITH AND 200.00 FEET EAST OF SAID EAST RIGHT OF WAY LINE; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03° 03' 18" FOR 597.71 FEET TO THE WESTERLY EXTENSION OF THE SOUTH LINE OF VILLA DE PALMAS, UNIT NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20 AT PAGE 45 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA; THENCE RUN N 89° 56' 19" E ALONG THE SAID SOUTH LINE FOR 884.55 FEET TO THE NORTHERLY EXTENSION OF THE WEST LINE OF SAID RAINTREE BY THE LAKE; THENCE RUN S 00° 02' 57" W ALONG SAID WEST LINE FOR 483.82 FEET; THENCE RUN S 89° 55' 50" W FOR 225.00 FEET; THENCE RUN S 00° 02' 57" E FOR 452.08 FEET TO THE POINT OF BEGINNING

LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY:

A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD (AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA) WITH THE WEST LINE OF RAINTREE-BY-THE-LAKE (AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 AT PAGE 16 OF SAID PUBLIC RECORDS) EXTENDED SOUTHERLY; THENCE RUN S 89° 55' 50" W ALONG SAID NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD FOR 366.89 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W FOR 400.00 FEET TO A POINT LYING ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 3 AS SHOWN ON FLORIDA STATE ROAD DEPARTMENT, RIGHT-OF-WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505; THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.67 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 11409.20 FEET; THENCE RUN NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 22' 52" FOR 275.02 FEET; THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE, RUN N 89° 56' 19" E FOR 477.04 FEET; THENCE RUN S 00° 04' 10" E FOR 503.96 FEET TO THE POINT OF BEGINNING

PARCEL 3

A PARCEL OF LAND LYING IN SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD (AS SHOWN IN PLAT BOOK 23 AT PAGE 26 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA) WITH THE WEST LINE OF RAINTREE-BY-THE-LAKE (AS SHOWN ON THE PLAT THEREOF RECORDED IN PLAT BOOK 28 AT PAGE 16 OF SAID PUBLIC RECORDS) EXTENDED SOUTHERLY; THENCE RUN S 89° 55' 50" W ALONG SAID NORTH RIGHT-OF-WAY LINE OF PIONEER ROAD FOR 366.89 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE S 89° 55' 50" W FOR 400.00 FEET TO A POINT LYING ON THE EASTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 3, AS SHOWN ON FLORIDA STATE ROAD DEPARTMENT, RIGHT-OF-WAY MAP OF STATE ROAD NO. 3, BREVARD COUNTY, SECTION 70140-2505; THENCE RUN N 09° 07' 55" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE FOR 234.67 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 11409.20 FEET; THENCE RUN NORTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01° 22' 52" FOR 275.02 FEET; THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY LINE, RUN N 89° 56' 19" E FOR 477.04 FEET; THENCE RUN S 00° 04' 10" E FOR 503.96 FEET TO THE POINT OF BEGINNING

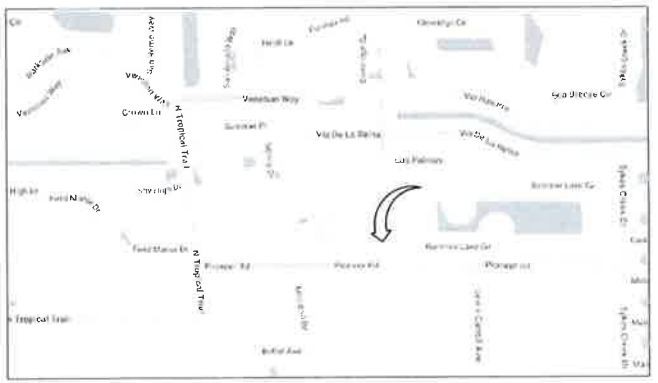
LESS AND EXCEPT THE LANDS AS SET FORTH IN THAT CERTAIN DECLARATION OF CONDOMINIUM RECORDED IN OFFICIAL RECORDS BOOK 3237, PAGE 3183 AND AS AMENDED IN OFFICIAL RECORDS BOOK 3249, PAGE 598, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND LESS AND EXCEPT THE LANDS AS SET FORTH IN THAT CERTAIN DECLARATION OF CONDOMINIUM RECORDED IN OFFICIAL RECORDS BOOK 3464, PAGE 4220, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA

PARCEL 4

CONDOMINIUM UNIT 2, MERRITT MEDICAL CENTER II CONDOMINIUM, ACCORDING TO THE DECLARATION OF CONDOMINIUM THEREOF RECORDED IN OFFICIAL RECORDS BOOK 3464, PAGE 4220, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA

SCHEDULE B-II TITLE EXCEPTIONS

COMMITMENT NUMBER: NCS-1273386-ATL
EFFECTIVE: AUGUST 03, 2025 7:30
FIRST AMERICAN TITLE COMPANY
ADDRESS REFERENCE: NORTH COURTENAY PARKWAY, MERRITT ISLAND FLORIDA 32953
TITLE EXCEPTIONS:
1-9 NOT A SURVEY MATTER
10 EASEMENT FOR RIGHT-OF-WAY CREATED BY DEED RECORDED IN DEED BOOK 248, PAGE 265 (AFFECTS SUBJECT PARCEL)(PLOTTED)(DRAINAGE EASEMENT)
11 EASEMENT, GRANTED FROM CANAVERAL CAUSEWAY CENTER, INC., A FLORIDA CORPORATION TO BREVARD COUNTY OF THE STATE OF FLORIDA, RECORDED IN BOOK 1034, PAGE 524 OF OFFICIAL RECORDS (AFFECTS SURFACE PARCEL)(PLOTTED)(SIDEWALK)
12 EASEMENT, GRANTED FROM WESTSHORE AMBULATORY CARE CENTER, INC. TO CITY OF COCOA, RECORDED IN BOOK 2695, PAGE 1908 OF OFFICIAL RECORDS, APPROXIMATE LOCATION OF EASEMENT IS AS SHOWN ON SURVEY (ABUTTING TRACT)(NOT PLOTTED)
13 TERMS, PROVISIONS, RESTRICTIVE COVENANTS, CONDITIONS, RESERVATIONS, RIGHTS, DUTIES AND EASEMENTS CONTAINED IN THE DECLARATION OF CONDOMINIUM OF MERRITT MEDICAL CENTER II CONDOMINIUM AND ANY EXHIBITS ANNEXED THERETO, RECORDED IN BOOK 3464, PAGE 4220 OF OFFICIAL RECORDS (ABUTTING TRACT)(NOT PLOTTED)
14 EASEMENT GRANTED TO FLORIDA POWER & LIGHT COMPANY BY INSTRUMENT RECORDED IN BOOK 858, PAGE 304 OF OFFICIAL RECORDS (AFFECTS SUBJECT PARCEL)(PLOTTED)(UTILITY EASEMENT)
15 NOT A SURVEY MATTER



VICINITY MAP

LEGEND (AS APPLICABLE)

CONCRETE MONUMENT FOUND (AS NOTED)	SERVICE BOX (ABLE)
REBAR FOUND (AS NOTED)	PREFIX TANK
ELECTRIC METER	CATCH BASIN
REBAR SET	WATER VALVE
WATER FAUCET	GUY WIRE ANCHOR
SANITARY CLEANOUT	GUY POLE
MAG NAIL SET (LB 7908)	MONITORING WELL
SOLID IRON PIN SET (LB 7908)	IRR - WATER
AERIAL TARGET SET	WATER METER
DISK MONUMENT FOUND (AS NOTED)	CATCH BASIN
IRON PIPE FOUND (AS NOTED)	STORM MANHOLE
OTHER SURVEY MONUMENT FOUND (AS NOTED)	BENCHMARK FOUND
BENCHMARK FOUND (AS NOTED)	SANITARY MANHOLE
HYDRANT	TREE (AS NOTED)
TRANSFORMER	WATER BACKFLOW PREVENTER
POLE	LIGHT POLE
SANITARY MANHOLE	WATER VALVE
BOLLARD CONCRETE	FIRE HYDRANT
ELECTRIC TRANSFORMER	ELECTRIC PANEL
AIR CONDITIONING UNIT	WATER METER
FLAG POLE	MAG NAIL FOUND
MAG NAIL SET	POST / BOLLARD

SURVEYOR'S NOTES (AS APPLICABLE)

1 HORIZONTAL LOCATIONS OF ALL ELEMENTS OF THIS DRAWING ARE RELATIVE TO THE FLORIDA STATE PLANE, EAST ZONE (US SURVEY FOOT). LOCATION OF THE PRIMARY CONTROL NETWORK FOR THIS SITE (POINTS: #500 AND #501) WERE ESTABLISHED UTILIZING STANDARD GPS RTK PROTOCOLS AND BEST PRACTICE METHODS FOR MAXIMUM PRECISION, IN CONJUNCTION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION FLORIDA PRIMARY REFERENCE NETWORK (FPRN) AND HAVE AN EXPECTED HORIZONTAL ACCURACY OF ±0.07'. LOCATION OF ALL TOPOGRAPHIC FEATURED SHOWN HEREON WERE ESTABLISHED UTILIZING A ROBOTIC TOTAL STATION AND ARE DERIVED TRIGONOMETRICALLY WITH AN EXPECTED HORIZONTAL ACCURACY OF ±0.02'

2 THIS SURVEY IS CONDUCTED ACCORDING TO THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS FOR TITLE INSURANCE PURPOSES, AUTHORIZED BY DFH ON 2/1/24 FOR THE USE OF SPECIFIED PARTIES

3 ACCORDING TO FEMA MAPS, THE PROPERTY LIES WITHIN ZONE "X" (PANEL NO. 12009C0340H, DATED JANUARY 29, 2021) THE SURVEY DOES NOT DETERMINE FLOOD RISK FOR FLOOD DETERMINATION, CONSULT THE LOCAL BUILDING DEPARTMENT OR CUSTODIAL FLOOD AGENCY

4 NOTE THAT ADDITIONAL EASEMENTS AND/OR RESTRICTIONS NOT FOUND IN PUBLIC RECORDS MAY AFFECT THE PROPERTY

5 NO INDEPENDENT SEARCH FOR EASEMENTS, ENCUMBRANCES, OR TITLE EVIDENCE WAS CONDUCTED BY THE SURVEYOR INFORMATION IS BASED ON THE FIRST AMERICAN TITLE INSURANCE COMPANY'S ALTA TITLE COMMITMENT FOR TITLE INSURANCE, COMMITMENT NUMBER NCS-1273386-ATL, DATED 08/03/2025

8 UNDERGROUND UTILITY LOCATIONS ARE BASED ON VISIBLE MARKERS AND DO NOT REPRESENT A COMPREHENSIVE SURVEY OF UNDERGROUND FEATURES (A SERIES OF SEWER MANHOLES WERE LOCATED BY THIS SURVEY, NO EASEMENT FOUND)

9 THE MATHEMATICAL CLOSURE OF THE SURVEYED BOUNDARY EXCEEDS THE ACCURACY STANDARDS FOR AN URBAN CLASS SURVEY AS DEFINED BY ACSM AND ALTA

10 THIS SURVEY IS PREPARED FOR THE NAMED ENTITIES AND IS NOT TRANSFERABLE REPRODUCTION WITHOUT WRITTEN CONSENT FROM THE SIGNING SURVEYOR IS PROHIBITED

11 THE WORD "CERTIFIED" EXPRESSES THE PROFESSIONAL OPINION OF THE SURVEYOR BASED ON KNOWLEDGE, INFORMATION, AND BELIEF, WITHOUT CONSTITUTING A GUARANTEE OR WARRANTY

12 PRINTED DIMENSIONS ON THE MAP OF SURVEY TAKE PRECEDENCE OVER SCALED DIMENSIONS. SOME ITEMS MAY BE DRAWN OUT OF SCALE FOR CLARITY

13 THERE ARE WOODS ROAD SHOWN ON THIS SURVEY, IT IS UNCLEAR WHO IS USING THEM, OR THERE PURPOSE

14 THE DATE OF SIGNATURE DOES NOT UPDATE THE DATE OF THE FIELD SURVEY, WHICH REPRESENTS CONDITIONS AT THE TIME OF SURVEY.

15 ZONING: AGRICULTURAL RESIDENTIAL AU ZONE, FRONT SETBACK OF 25 FEET, SIDE SETBACK OF 10 FEET AND A REAR SETBACK OF 20 FEET

ABBREVIATIONS

C	CALCULATED DISTANCE
CL	CENTERLINE
D	DEED DISTANCE
ID	IDENTIFICATION
LB	LICENSED BUSINESS
LLC	LIMITED LIABILITY COMPANY
M	MEASURED DISTANCE
MH	MANHOLE
PVC	POLYVINYL CHLORIDE
SAN	SANITARY
TOB	TOP OF BANK
WPB	WIRE PULL BOX

SURVEYORS CERTIFICATION:

MERRITT BIDCO SPV, LLC
FIRST AMERICAN TITLE INSURANCE COMPANY

THAT
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B), 8, 10A, 11(A), 13, 14, 16, 17, 18, AND 19 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON 09/12/2025
DATE OF PLAT OR MAP: 09/15/2025

JOHN S. THOMAS
SAM, LLC LICENSE BUSINESS NO. 7908
FLORIDA REGISTERED PROFESSIONAL LAND SURVEYOR NO. 6223

SAM, LLC
SURVEYING AND MAPPING, LLC
4660 PROCTOR AVE
MELBOURNE, FL 32904
TEL: (904) 400-0011

ALTA/NSPS BOUNDARY SURVEY

PROPERTY ADDRESS: NORTH COUNTENAY
PARKWAY, MERRITT ISLAND
PARCEL ID: 24-36-14-00-259

DATE	REVISIONS

DRAWN BY: BH | PARTY CHIEF: BH
JOB #:
FB #:

NOT VALID WITHOUT ALL SHEETS

1 OF 2

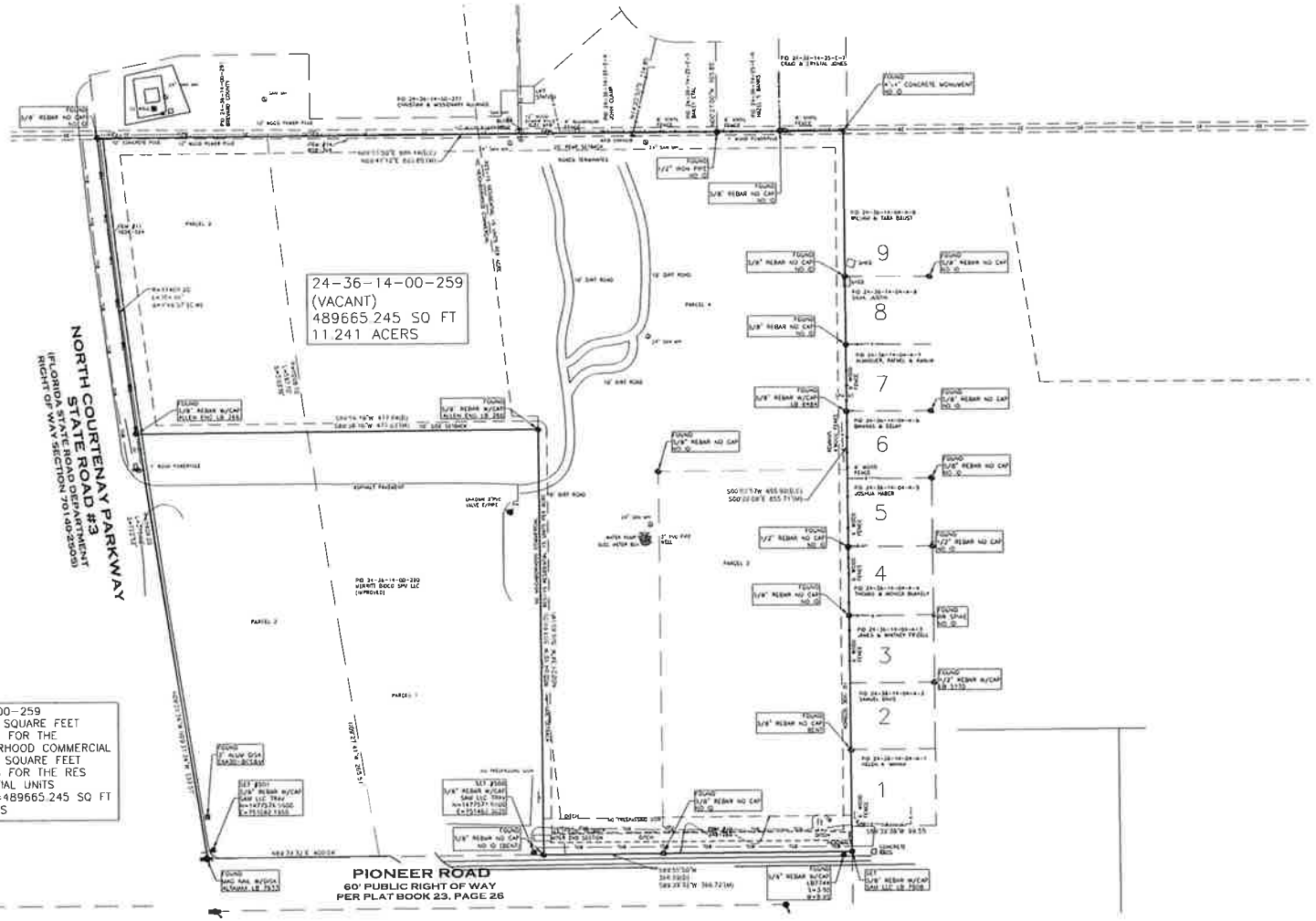
PATH: \\SAM-FS\SAM\PROJECTS\2025\2574\100\SURVEY\02DASD\100257425-2400 NORTH COURTENAY PARKWAY-BOUNDARY-ALTA.DWG

MAP SHOWING

ALTA/NSPS BOUNDARY SURVEY

OF

BEING A PORTION OF SECTION 14, TOWNSHIP 24 SOUTH, RANGE 36 EAST, OF BREVARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIPTION IN OFFICIAL RECORDS BOOK 10286, PAGE 665.



24-36-14-00-259
159,427.894 SQUARE FEET
3.659 ACRES FOR THE
NC NEIGHBORHOOD COMMERCIAL
330,237.351 SQUARE FEET
7.581 ACRES FOR THE RES
15-RESIDENTIAL UNITS
TOTAL AREA=489665.245 SQ FT
11.241 ACERS

SAM
SURVEYING AND MAPPING, LLC.

ALTA/NSPS BOUNDARY SURVEY

PROPERTY ADDRESS: NORTH COUNTENAY
PARKWAY, MERRITT ISLAND
PARCEL ID: 24-36-14-00-259

GRAPHIC SCALE

2 OF 2

PATH: \\SHARE_VAULT\PROJECTS\10253527145\100\SURVEY\10253527145-2400 NORTH COURTENAY PARKWAY-MERRITT ISLAND-ALTA.DWG

APPENDIX B

Bowman

Memorandum

To: Brevard County – Public Works Department
Florida Department of Transportation (FDOT) District 5

From: Daniela Jurado, PE | Bowman
Jessica Stord, EI | Bowman

Date: 12/10/2025

Re: Traffic Impact Study Methodology
Rangewater N Courtney Pkwy Merritt Island

This memorandum defines the proposed scope and methodologies for the Traffic Impact Study (TIS) associated with the Rangewater multi-family residential development. The project comprises 222 low-rise dwelling units proposed northeast of the N. Courtenay Pkwy/State Road (S.R.) 3 and Pioneer Road intersection (PID# 24-36-14-00-259). Access is proposed via one right-in/right-out along N. Courtenay Pkwy and one full access along Pioneer Rd. The site location and the latest Concept Plan are provided in **Attachment M-1**.

The purpose for the study is threefold: (*i*) to determine the number of trips generated by the proposed site; (*ii*) to determine the potential impact, if any, of the proposed development on the roadway network; (*iii*) to propose improvements, if required.

Project Trip Generation. Trip generation rates were extracted from the Institute of Transportation Engineers *Trip Generation Manual 12th Edition* for the comparable land use Multifamily Housing (Low-Rise) - Not Close to Rail Transit (LUC 220), see excerpts in **Attachment M-2**. **Table 1** displays the trip generation for the proposed development.

Table 1. Anticipated Site Trip Generation

Land Use	Land Use Code[1]	Intensity	Units	Daily Trips			AM Peak Hour[2]			PM Peak Hour[2]		
				Total	In	Out	Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)- Not close to rail	220	222	DU	1,379	689	690	91	22	69	115	72	43

(1) Based on the Institute of Transportation Engineers Trip Generation, 12th Edition

(2) Peak Hour of Adjacent Street

Anticipated Project Trip Distribution. The anticipated site trip distribution was calculated using the Central Florida Regional Planning Model V7 (2030 scenario). The model outputs were reviewed for accuracy, taking into account access to regional thoroughfares, proximity to major employment centers, complementary land uses, and local travel patterns. The resulting trip distribution and model results are presented in **Attachment M-3**.

Buildout Year. The proposed development is expected to be constructed and fully operational by the year 2027.

4450 W. Eau Gallie Boulevard, Suite 232, Melbourne, Florida 32934
P: 321.255.5434 | F: 321.255.7751
bowman.com

Study Area. In accordance with Tables 1 and 2 of Brevard County's 2025 *Guidelines on Minimum Requirements for Traffic Impact Analysis*, given the anticipated peak hour site trip generation, and application type; the project falls in category IV.1.d (*large project - site plan*) for which the preliminary study area extent is defined as follows:

- All major signalized and unsignalized intersections under Brevard County's jurisdiction or maintenance within the impact area
- All roadway links under Brevard County's jurisdiction or maintenance within the impact area
- An analysis shall be performed on each major median opening where links under Brevard County's jurisdiction or maintenance are operating at 80% of the capacity of the road or MAV.

The site location and preliminary study area radius are presented in **Attachment M-1**. Per Brevard County guidelines, a segment analysis significance test was performed to refine the preliminary analysis extents. The significance evaluation is presented in **Attachment M-4**.

The following intersections and roadway segments are proposed to be evaluated in the study:

Study Intersections:

- N. Courtenay Pkwy (S.R. 3) and Pioneer Rd (Signalized)
- N. Courtenay Pkwy (S.R. 3) and S.R. 528 EB on-off Ramps (Signalized)
- N. Courtenay Pkwy (S.R. 3) and S.R. 528 WB on-off Ramps (Signalized)
- N. Courtenay Pkwy (S.R. 3) and Site Driveway 1 (right-in/right-out)
- Pioneer Rd (Signalized) and Site Driveway 2 (full access)

Roadway Segments:

- N. Courtenay Pkwy (S.R. 3) from Pioneer Rd to S Ramps S.R. 528 (ID 152)
- N. Courtenay Pkwy (S.R. 3) from S Ramps SR 528 to N Ramps SR 528 (ID 155)
- Pioneer Rd from N. Courtenay Pkwy (S.R. 3) to Sykes Creek Blvd (ID –N/A)

Data Collection Elements and Methodologies. Intersection turning movements counts will be collected on an average weekday while the schools are in session during the morning (7:00 AM - 09:00 AM) and evening (4:00 PM - 06:00 PM) peak periods at the study area intersections.

Growth Rate & Adjustments. To account for the ambient background traffic growth rate, individual segment annual growth rates, calculated from historical (2020–2024) Space Coast TPO traffic counts using the FDOT TRENDS spreadsheet, will be applied to roadway segments. Minimum growth per BEBR Brevard County population projections. The volumes will also be adjusted by the Brevard County Seasonal Factor (SF) extracted from Florida Traffic Online. Background information, calculations, and roadway segment growth rates are presented in **Attachment M-5**.

Background Projects. The following background improvements were identified within the study area:

- FDOT project # 453311-1 – S.R. 3/N Courtenay Pkwy (Catalina Isle Dr to N of S.R. 528 EB Ramps)- median modification.

To be determined during coordination. Approved, unbuilt background developments within the study area will be provided by FDOT and Brevard County will be included.

Analysis Periods and Times.

The intersection capacity analysis will be conducted for the morning peak hour (7:00 AM - 09:00 AM) and evening peak hour (4:00 PM - 06:00 PM), under 2025 Existing, 2027 No Build, 2027 Build scenarios.

The turn lane warrant analysis will be conducted for the morning peak hour (7:00 AM - 09:00 AM) and evening peak hour (4:00 PM - 06:00 PM) under 2027 Build scenario.

The roadway segments will be evaluated for the daily and evening peak hour (4:00 PM - 06:00 PM) under 2025 Existing, 2027 No Build, 2027 Build scenarios.

Analyses to be performed. The following analysis will be included in the study:

- *Capacity/LOS Analysis:* Capacity Analysis will be performed for the study intersections outlined in the study area section of this memorandum for the analysis periods and scenario. The analysis will be completed following the Highway Capacity Manual (HCM 7th Edition) methodologies using the computer software package Synchro 12. Clustered and other Non–NEMA phasing intersections will be analyzed using HCM 2000 or Synchro Methodologies.
- *Signal Phasing/Timing Modification*: TBD
- *Queue Analysis*: 95th percentile queue lengths for the access driveways and affected movements at the intersection of N. Courtenay Pkwy (S.R. 3) and Pioneer Rd (Signalized)
- *Turn Lane Warrant Analysis:* The analysis for the driveway along N Courtenay Pkwy will be conducted using the FDOT 2023 *Multimodal Access Management Guidebook*. The analysis for the driveway along Pioneer Rd will be conducted using NCHRP Report 457.
- *Roadway Segment Analysis*: A roadway segment analysis will be conducted for the study area roadway segments for the roadway segment analysis periods and scenarios.

Should you have any questions please do not hesitate to contact me at djurado@bowman.com or 321.608.0498.

Sincerely,

Daniela S. Jurado, PE
Senior Project Manager-Traffic Engineering | Bowman

Attachments

Attachment M-1. Site Location and Concept Plan

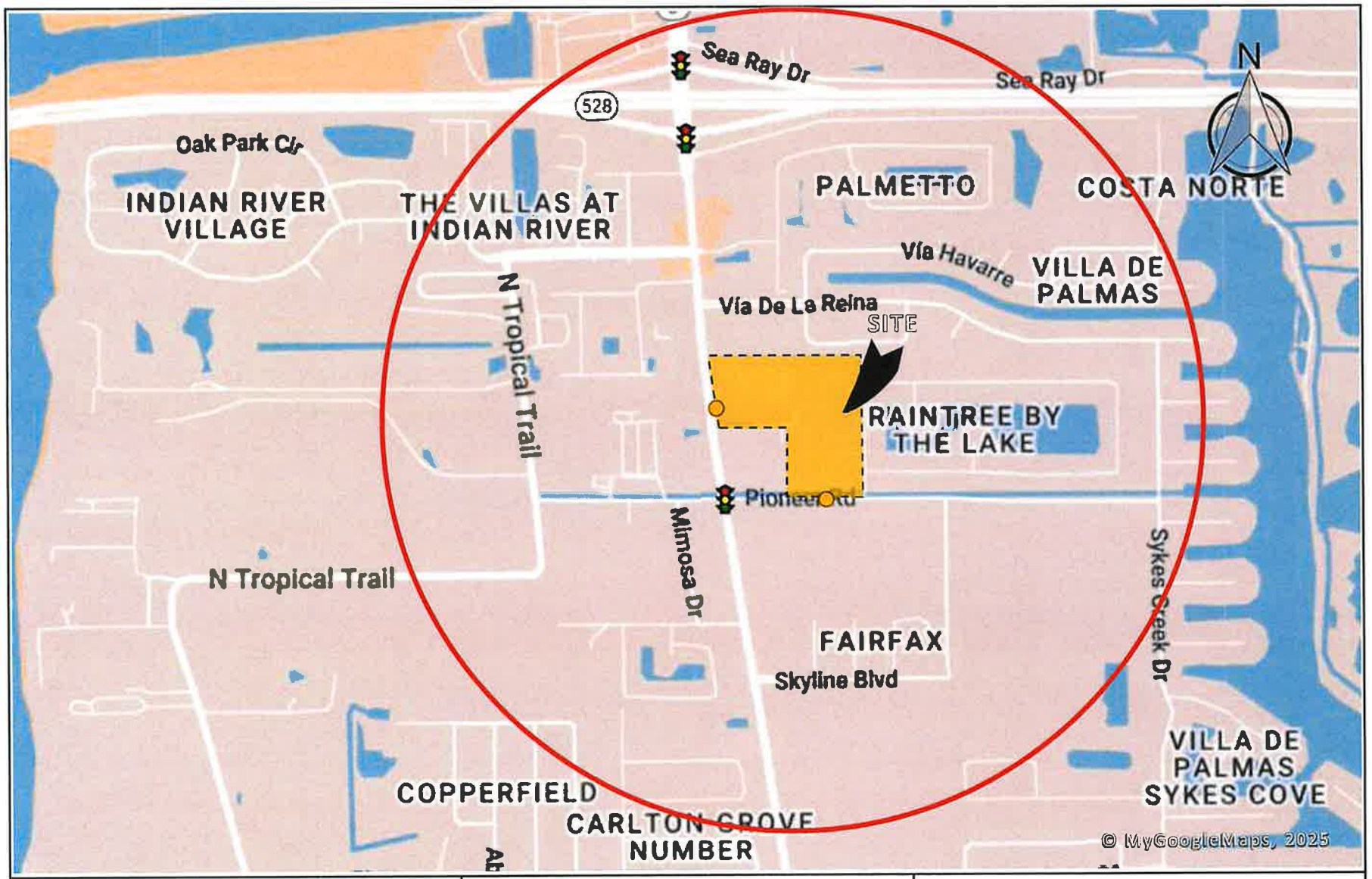
Attachment M-2. ITE 12th Edition Excerpts

Attachment M-3. Trip Distribution

Attachment M-4. Significance Evaluation

Attachment M-5. Growth Rates, Background Information, and Calculations

ATTACHMENT M-1



Bowman

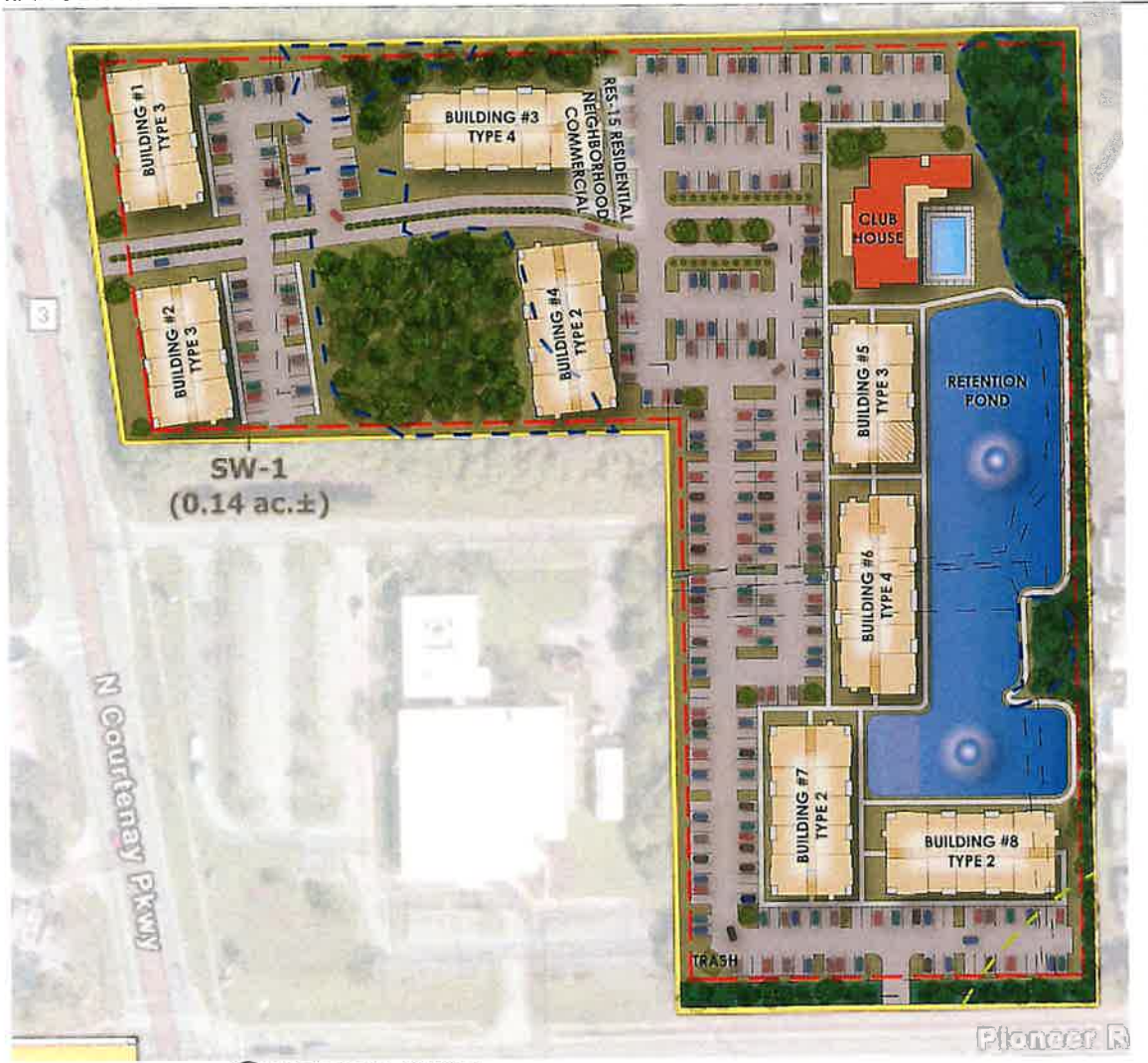
LEGEND

- SITE DRIVEWAY
- 0.5 MILE RADIUS
- SITE LOCATION
- SIGNALIZED INT.

FIGURE 1. SITE LOCATION

RANGEWATER MERRIT ISLAND

RANGEWATER



1 Density Study - Option 1
Scale: 1"=100'-0"

PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

BUILDING TYPE 2:
Building 4
3 Stories
30 Units

BUILDING TYPE 3:
Buildings 1- 2
3 Stories
24 Units/EA

BUILDING TYPE 4:
Building 3
3 Stories
30 Units

ZONE 2: Residential
7.581 acres
113 units max

BUILDING TYPE 2:
Buildings 7-8
3 Stories
30 Units/EA

BUILDING TYPE 3:
Building 5
3 Stories
23 Units

BUILDING TYPE 4:
Building 6
3 Stories
30 Units

TOTAL: 222 Units

AMENITY: 6,500 S.F.

PARKING:

TOTAL: 396 Spaces
(1.78 Spaces/Unit)

PRESERVED GREEN SPACE

TOP FLOOR VIEWING PLATFORM

00 50 100 200

N

November 18, 2025

0000.00

Merritt Island

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ATTACHMENT M-2

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing is a residential building with two or three floors (levels) of residences. Various configurations fit this description, including the following:

- Walk-up apartment or multiplex—access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway.
- Mansion apartment with several dwelling units within what appears from the outside to be a single-family dwelling unit.
- Stacked townhouse designed to match the external appearance of a townhouse, but which has dwelling units that share both floors and walls and with access through a central entry and stairway.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there was an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, British Columbia (CAN), California, Delaware, Florida, Illinois, Maine, Massachusetts, Minnesota, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, and Washington.

Source Numbers

357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076, 1219, 1236, 1265, 1267

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

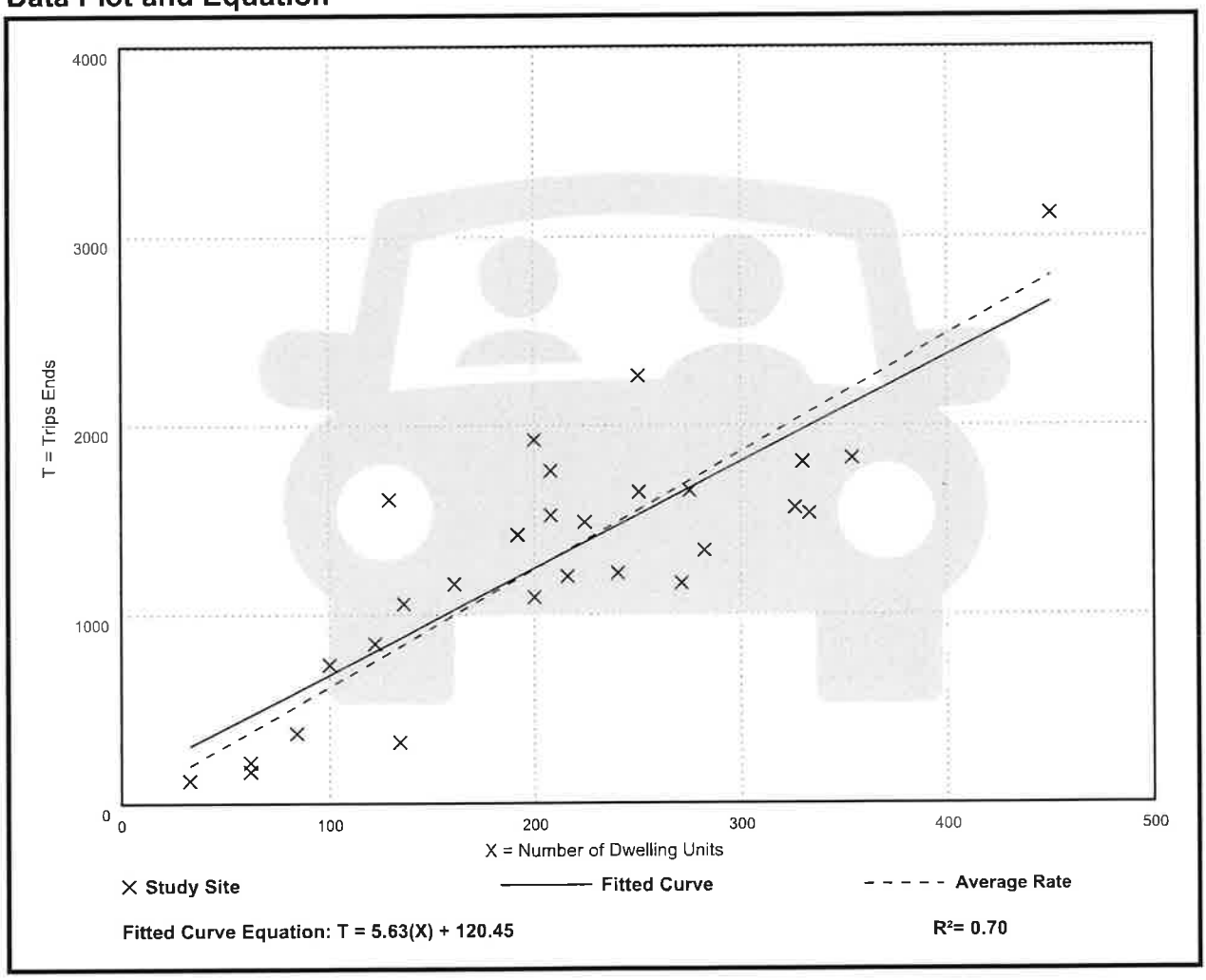
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 28
Avg. Num. of Dwelling Units: 208
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



Fitted Curve Equation: T = 5.63(X) + 120.45

R^2= 0.70

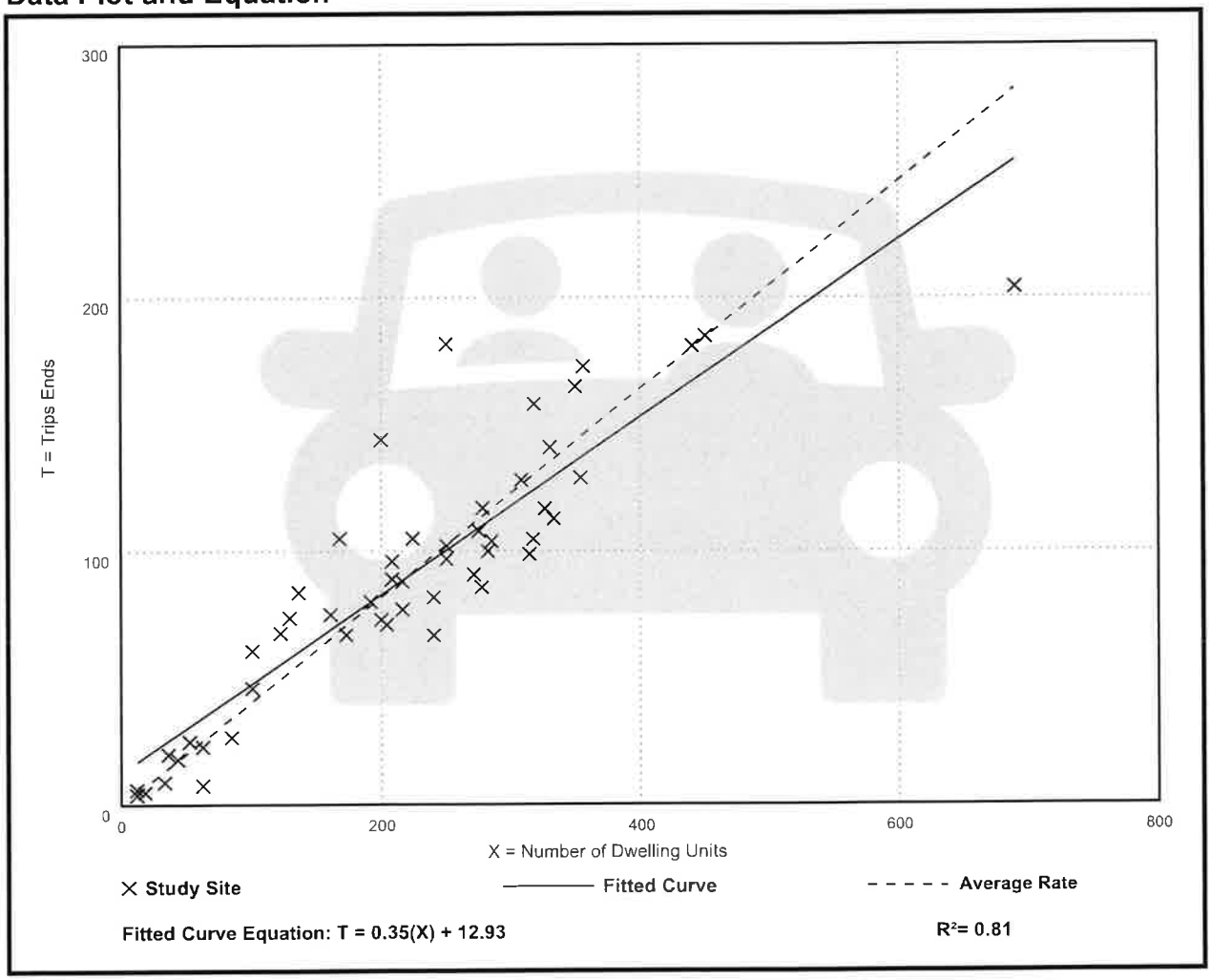
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 51
Avg. Num. of Dwelling Units: 219
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



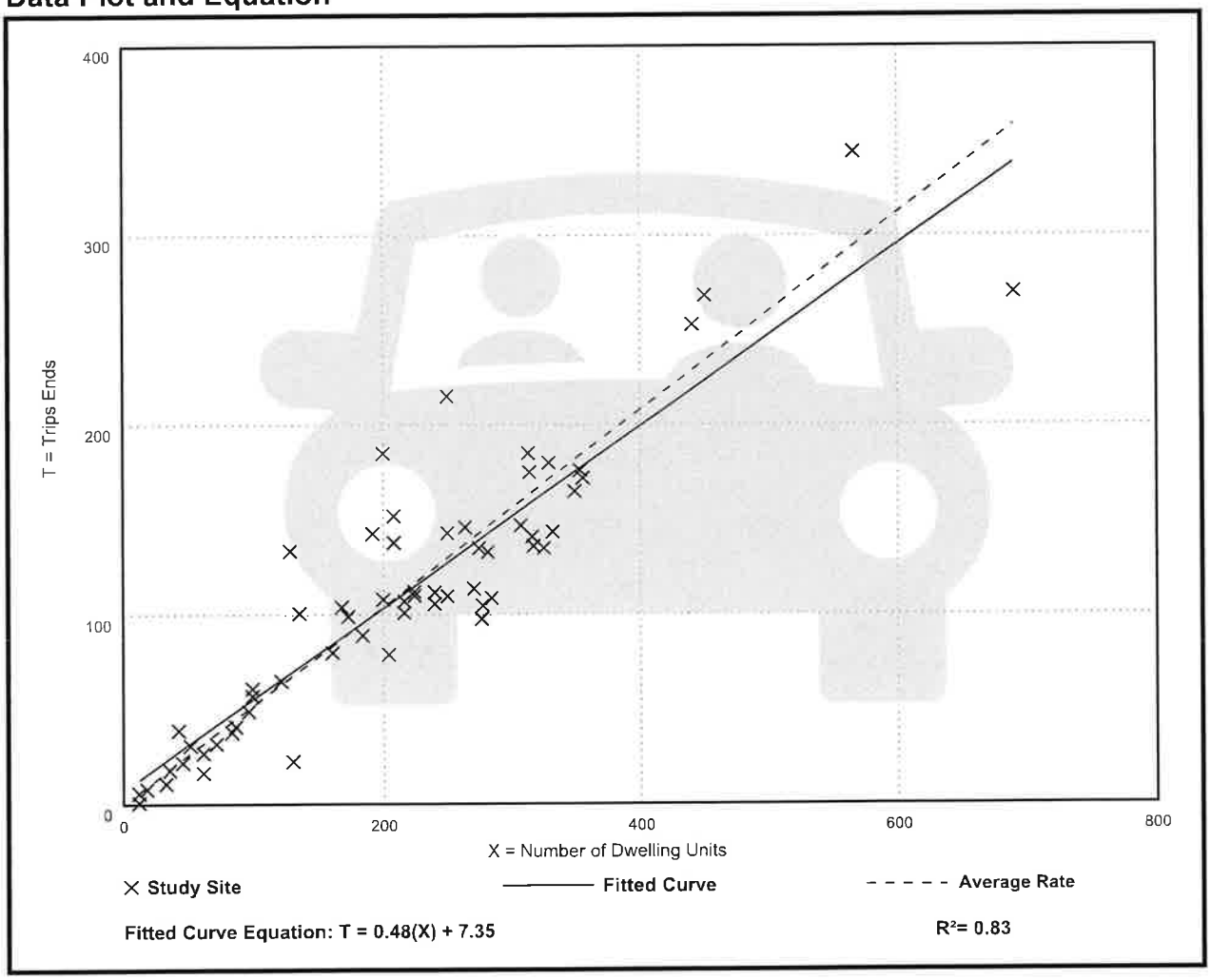
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 61
Avg. Num. of Dwelling Units: 215
Directional Distribution: 62% entering, 38% exiting

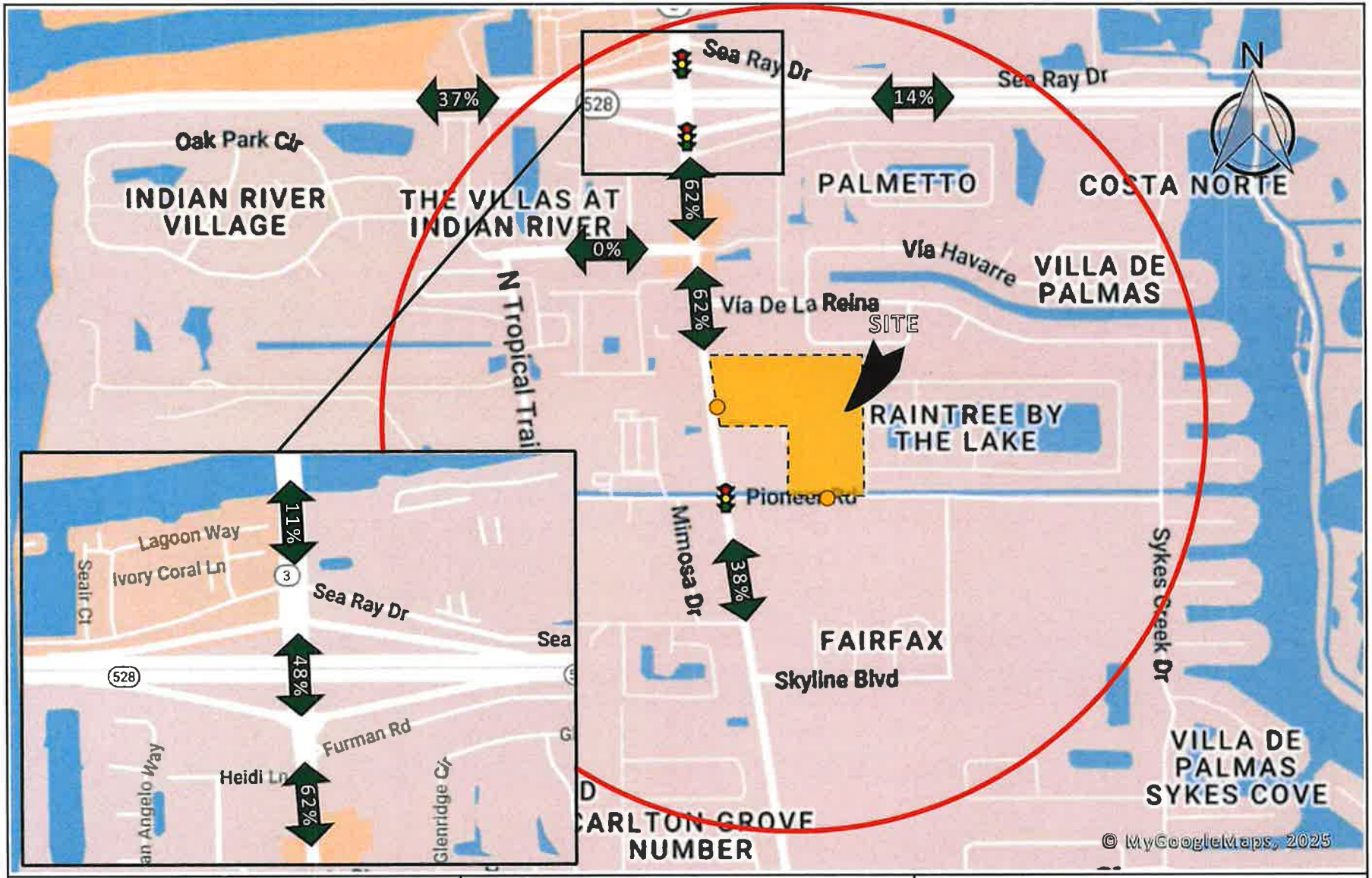
Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

Data Plot and Equation



ATTACHMENT M-3



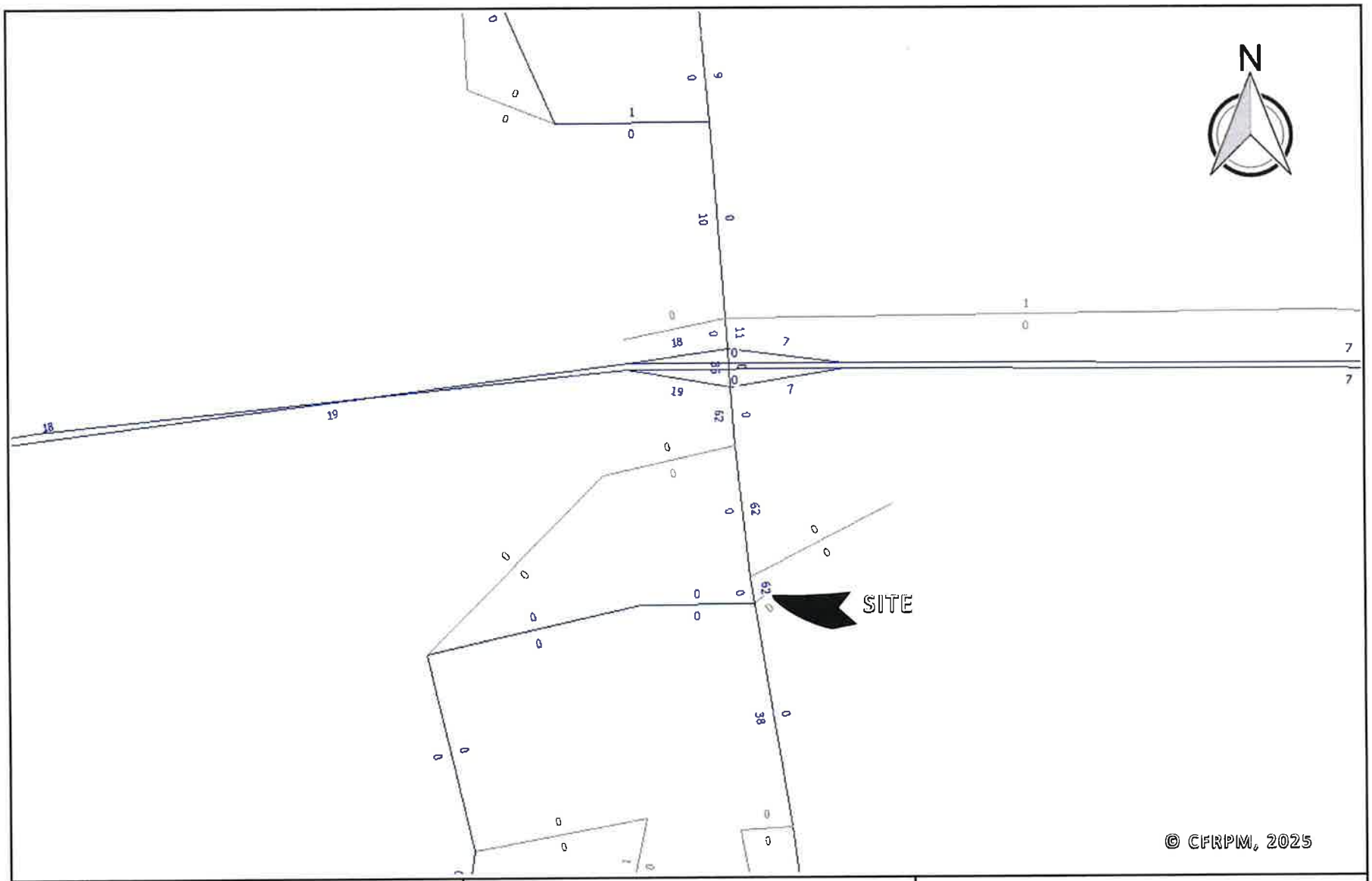
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LEGEND

- Site Driveway
- 0.5 mile radius
- Signalized Int.
- Site location
- #% Distribution

FIGURE 2. SITE TRIP DISTRIBUTION

RANGEWATER MERRITT ISLAND

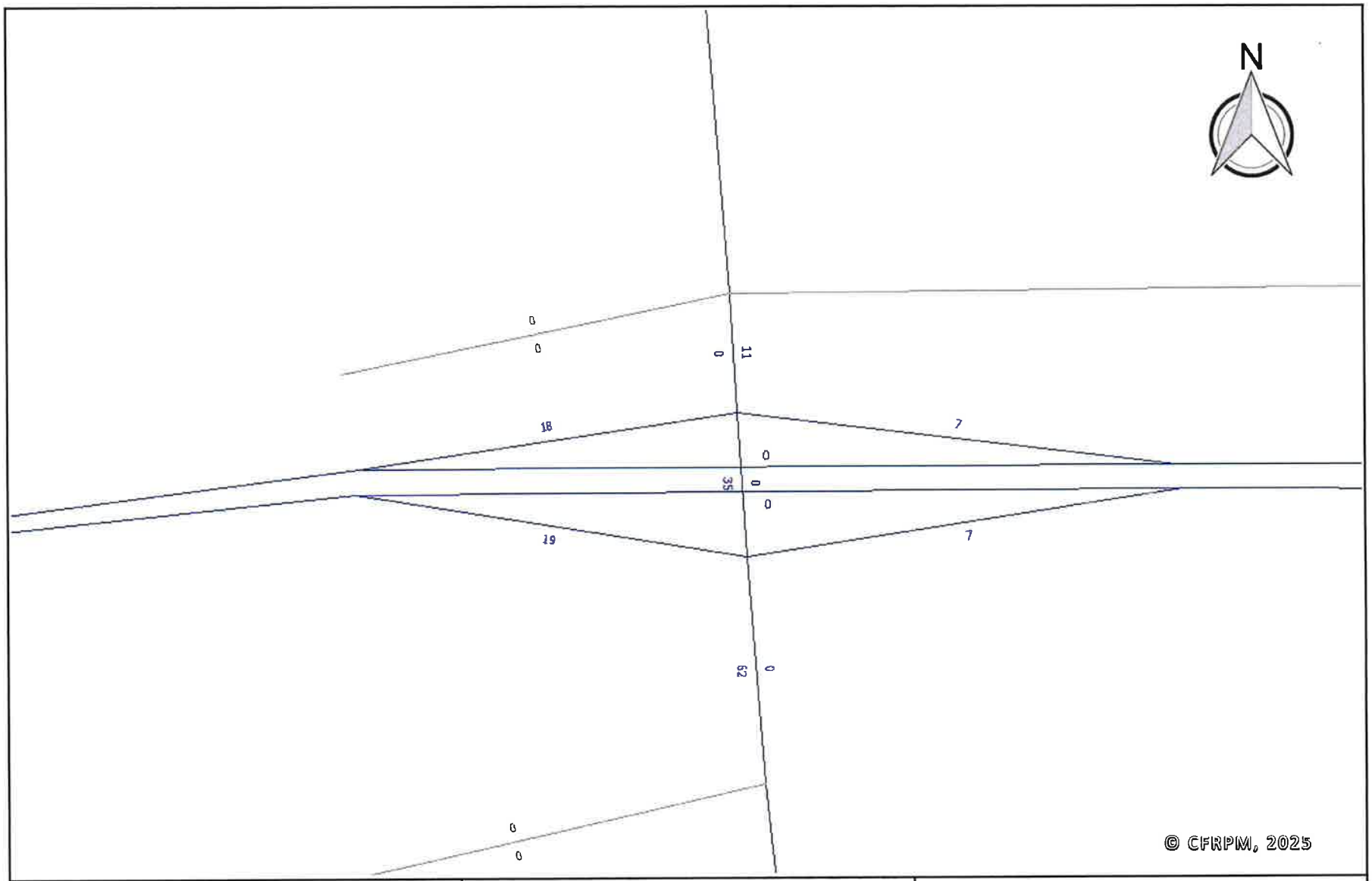


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LEGEND

FIGURE 3. CFRPM SCREENSHOT 1

RANGEWATER MERRITT ISLAND

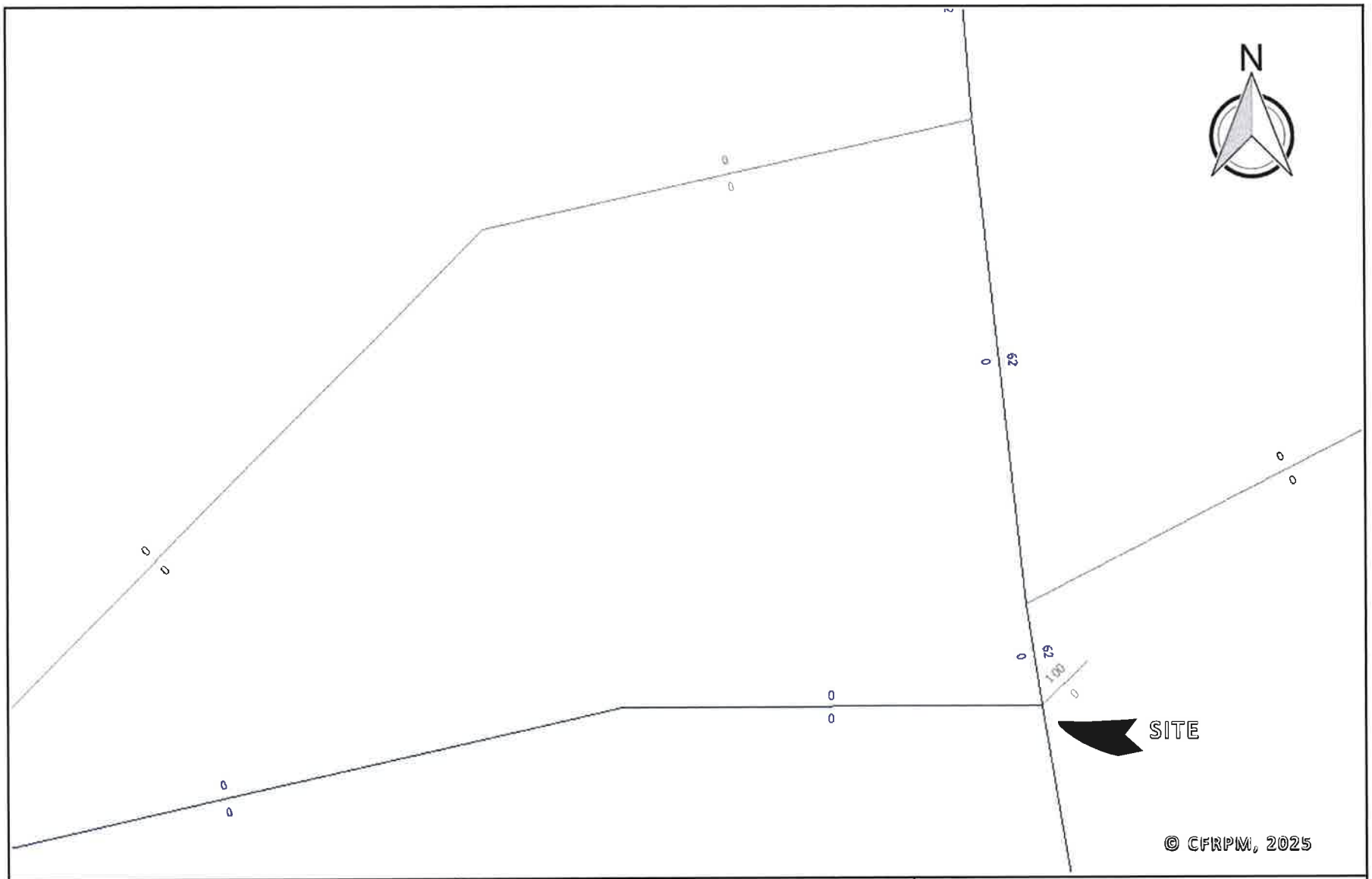


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LEGEND

FIGURE 4. CFRPM SCREENSHOT 2

RANGEWATER MERRITT ISLAND

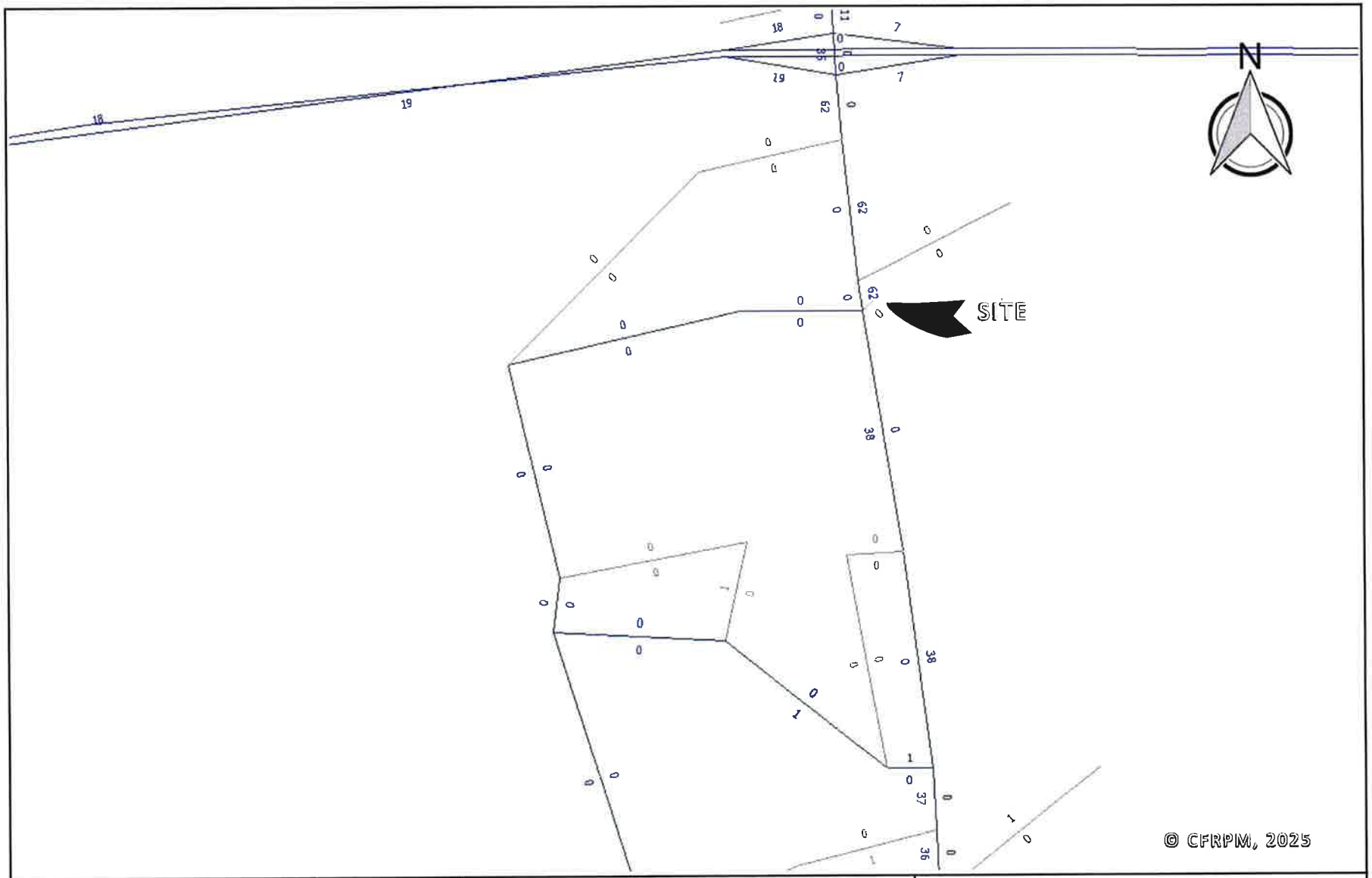


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LEGEND

FIGURE 5. CFRPM SCREENSHOT 3

RANGEWATER MERRITT ISLAND



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LEGEND

FIGURE 6. CFRPM SCREENSHOT 4

RANGEWATER MERRITT ISLAND

ATTACHMENT M-4

RANGEWATER N COURTNEY PARKWAY MERRIT ISLAND
ROADWAY SIGNIFICANCE EVALUATION

Roadway[1]	From[1]	To[1]	ID #[1]	Functional Classification[1]	Lanes[1]	Level of Service[1]	Roadway Capacity[1]	2024 Existing Volume[2]	V/C Ratio	Exceed V/C Ratio of 0.85?	Remaining Capacity	Daily Project Traffic		Percent of Remaining Capacity (%)	Exceed 25% of Remaining Capacity
												Trip Dist %[3]	Site Trips[4]		
N. Courtenay Pkwy. (SR 3)	Crockett Blvd.	Pioneer Rd.	136	Urban Principal Arterial-Other	4	D	38,430	30,230	0.79	No	8,200	38%	524	6.39%	No
	Pioneer Rd.	S Ramps SR 528	152	Urban Principal Arterial-Other	4	D	38,430	33,650	0.88	Yes	4,780	62%	855	17.89%	No
	S Ramps SR 528	N Ramps SR 528	155	Urban Principal Arterial-Other	4	D	38,430	34,400	0.90	Yes	4,030	48%	662	16.43%	No
	N Ramps	Hall Rd.	140	Urban Principal Arterial-Other	4	D	38,430	24,960	0.65	No	13,470	11%	152	1.13%	No
SR 528	US 1	N. Courtenay Pkwy. (SR 3)	128	Urban Principal Arterial-Other	4	D	82,200	53,870	0.66	No	28,330	37%	510	1.80%	No
	N. Courtenay Pkwy. (SR 3)	N Banana River Dr.	129	Urban Principal Arterial-Other	4	D	82,200	41,270	0.50	No	40,930	14%	193	0.47%	No

(1) Information from **Space Coast TPO Context Classification Spreadsheet** downloaded on 11/17/2025

(2) Extracted from **Space Coast Transportation Planning Organization Traffic Counts: 2020 - 2024**

(3) Extracted from **Figure 2. Trip Distribution**

(4) Extracted from **Table 1. Anticipated Trip Generation**

MPO ID	Corridor Order	Roadway	From	To	City	Maintaining Agency	Functional Classification	Number of Lanes	Speed Limit	Level of Service Standard	Context Classification	Existing Volume	Volume Year	Modeled Capacity	Modeled v/c
2026	1	BARNA AVE	SR 405	SR 50	Titusville	Titusville	Urban Major Collector	2		D	C3R	4,342	2023	22,400	0.22
7070641	2	BARNA AVE	SR 50	Wade Wood Dr	Titusville	Titusville	Urban Major Collector	4		D	C3R	11,106	2023	22,400	0.50
7070623	3	BARNA AVE	Wade Wood Dr	Park Ave	Titusville	Titusville	Urban Major Collector	2		D	C3R	5,630	2023	12,400	0.25
537	4	CHEVY WAY	CHEVOLEN PKWY	US 1	Unincorporated	Brevard County	Urban Major Collector	2	45	D	C3C, C3R	2,348	2023	21,170	0.11
522	5	CITRUS BLVD	Hwy 50	CULLEN, CARLTON, CHERYL DR	Unincorporated	Brevard County	Urban Major Collector	2	30	D	C3R	8,886	2023	23,100	0.38
512	6	CANAVERAL GROVES BLVD	US 1	GRISSOM PKWY	Unincorporated	Brevard County	Urban Major Collector	4		E	C3R	7,565	2023	22,400	0.34
513	7	CANAVERAL GROVES BLVD	GRISSOM PKWY	US 1	Unincorporated	Brevard County	Urban Major Collector	4	35/45	E	C3R, C3C	6,137	2023	21,700	0.28
188	8	CHEVY WAY	HOLLAND RD	CROSS RD	Titusville	Brevard County	Urban Major Collector	4	40/45	E	C3R	5,137	2023	22,400	0.23
184	9	CHEVY WAY	CROSS RD	PARK DR	Titusville	Brevard County	Urban Major Collector	2	30/40	E	C3R	5,050	2023	12,400	0.41
183	10	CHEVY WAY	PARK DR	SR 46	Unincorporated	Brevard County	Urban Major Collector	4	35/40/45	E	C3R	4,617	2023	22,400	0.21
185	11	DAIRY RD	CAROLYN AVE	HOLDER RD	Titusville	Brevard County	Urban Major Collector	4		E	C3R	5,277	2023	22,400	0.24
183	12	DAIRY RD	HOLDER RD	SINGLETON AVE	Titusville	Brevard County	Urban Major Collector	2		E	C3R	8,183	2023	23,100	0.78
186	13	DAIRY RD	SINGLETON AVE	US 1	Titusville	Brevard County	Urban Major Collector	4		E	C3R	7,146	2023	22,400	0.32
187	14	DAIRY RD	OLD DIXIE HWY	US 1	Titusville	Brevard County	Urban Major Collector	2		E	C3R	4,183	2023	12,400	0.23
545	15	DELEAND AVE	I-95	US 1	Unincorporated	Brevard County	Rural Principal Arterial	4		D	C2	2,553	2023	37,400	0.07
548	16	DIXIE LN	OLD DIXIE HWY	HOLLAND RD	Unincorporated	Brevard County	Urban Major Collector	2		E	C3R	5,358	2023	22,400	0.24
207	17	DIXIE BLVD	HOLDEN AVE	DEBRA LN	Unincorporated	Brevard County	Urban Major Collector	2		E	C3R	4,624	2023	22,400	0.21
208	18	DIXIE BLVD	CULLEN	GRISSOM PKWY	Unincorporated	Brevard County	Urban Major Collector	2		E	C3R	5,638	2023	22,400	0.25
209	19	DIXIE BLVD	GRISSOM PKWY	MERRITT AVE	Unincorporated	Brevard County	Urban Major Collector	4		E	C3R	13,476	2023	37,200	0.36
201	20	DIXIE LN	MERRITT AVE	CAROLE AVE	Unincorporated	Brevard County	Urban Major Collector	4		E	C3R	12,353	2023	37,200	0.33
215	21	DIXIE BLVD	CAROLE AVE	US 1	Unincorporated	Brevard County	Urban Major Collector	4		E	C3R	14,521	2023	37,200	0.39
235	22	DYER RD	CARPENTER RD	SOUTH ST	Titusville	Brevard County	Urban Major Collector	2		E	C3R	4,988	2023	22,400	0.18
234	23	DRASDEN PKWY	INDUSTRY RD	CROSS RD	Cocoa	Brevard County	Urban Major Collector	2		E	C3R	11,122	2023	21,700	0.51
197	24	DRASDEN PKWY	FISKE BLVD/N	CANAVERAL GROVES BLVD	Cocoa	Brevard County	Urban Major Collector	2	35/40/45	E	C3C	8,378	2023	21,700	0.38
198	25	DRASDEN PKWY	CANAVERAL GROVES BLVD	CLEAR RD	Unincorporated	Brevard County	Urban Major Collector	4		E	C3R	5,201	2023	22,400	0.23
196	26	DRASDEN PKWY	CLEAR RD	CAMP RD	Unincorporated	Brevard County	Urban Major Collector	2		E	C3	3,759	2023	25,500	0.24
194	27	DRASDEN PKWY	CAMP RD	PORT ST JOHN PKWY	Unincorporated	Brevard County	Urban Minor Arterial	2		D	C3R, C2	13,035	2023	27,400	0.48
193	28	DRASDEN PKWY	PORT ST JOHN PKWY	BRIDGE RD	Unincorporated	Brevard County	Urban Minor Arterial	2		D	C3R	13,474	2023	27,400	0.49
192	29	DRASDEN PKWY	BRIDGE RD	FAY BLVD	Unincorporated	Brevard County	Urban Minor Arterial	2		D	C3R	9,148	2023	22,400	0.41
191	30	DRASDEN PKWY	FAY BLVD	CURTIS BLVD	Unincorporated	Brevard County	Urban Minor Arterial	2		D	C3R	11,383	2023	22,400	0.51
190	31	DRASDEN PKWY	CURTIS BLVD	KRAUSE WAY	Unincorporated	Brevard County	Urban Minor Arterial	4		D	C3C	9,615	2023	38,800	0.25
189	32	DRASDEN PKWY	KRAUSE WAY	EVERGREEN DR	Titusville	Brevard County	Urban Minor Arterial	4		D	C3C	9,340	2023	38,800	0.24
204	33	DUFFIELDS AVE	SR 46	PORT ST JOHN PKWY	Unincorporated	Brevard County	Urban Minor Arterial	2		E	C3R	5,780	2023	22,400	0.26
526	34	HOLDER RD	DAIRY RD	SR 46	Titusville	Brevard County	Urban Major Collector	2		E	C3R	7,557	2023	21,700	0.35
563	35	HOPKINS AVE	SR 50	KNOX MCRAE DR	Titusville	Titusville	Urban Minor Arterial	2		D	C3C	7,449	2023	21,700	0.34
564	36	HOPKINS AVE	KNOX MCRAE DR	COUNTRY CLUB DR	Titusville	Titusville	Urban Minor Arterial	2		D	C3C	7,329	2023	21,700	0.34
577	37	HOPKINS AVE	COUNTRY CLUB DR	HARRISON ST	Titusville	Titusville	Urban Minor Arterial	2		D	C3C	6,510	2023	21,700	0.30
568	38	HOPKINS AVE	HARRISON ST	SPACE ST	Titusville	Titusville	Urban Minor Arterial	2		D	C3C	10,280	2023	38,430	0.27
199	39	INDUSTRY RD (SR 514)	SR 524	GRISSOM PKWY	Cocoa	Brevard County (FDOT	Urban Minor Arterial	4		D	C3C	8,801	2023	41,100	0.21
394	40	INDUSTRY RD	GRISSOM PKWY	COCOA	Cocoa	Cocoa	Urban Local	2		E	C3R	5,272	2023	22,400	0.24
245	41	KING HWY	GRISSOM PKWY	US 1	Unincorporated	Brevard County	Urban Major Collector	2		E	C3R	11,358	2023	22,400	0.51
221	42	LAKE DRIVE	US 1	LAKE DRIVE/MICHAEL AVE	Unincorporated	Brevard County	Urban Major Collector	4	25/35	E	C3R	9,161	2023	38,800	0.24
239	43	OLDSMAR WAY	GARDEN ST	DAIRY RD	Titusville	Brevard County	Urban Major Collector	2	30/40	E	C3R	9,106	2023	22,400	0.41
243	44	OLDSMAR WAY	DAIRY RD	PARRISH DR	Titusville	Brevard County	Urban Major Collector	2		E	C3R	8,115	2023	22,400	0.36
242	45	PARRISH RD	HOLDER RD	SINGLETON AVE	Unincorporated	Brevard County	Urban Major Collector	2		E	C3	587	2020	25,970	0.02
241	46	PARRISH RD	SINGLETON AVE	US 1	Unincorporated	Brevard County	Urban Major Collector	2		E	C3R	7,368	2023	22,400	0.33
211	47	PT ST JOHN PKWY	I-95	JOHN RODES BLVD	Unincorporated	Brevard County	Urban Minor Arterial	4		D	C2	15,598	2023	36,700	0.43
479	48	SINGLETON AVE	SR 405 (SOUTH ST)	GARDEN ST	Titusville	Titusville	Urban Major Collector	2		E	C3R, C3C	7,231	2023	22,400	0.32
238	49	SINGLETON AVE	CAROLYN ST	DAIRY RD	Titusville	Brevard County	Urban Major Collector	2		E	C3R, C2	5,784	2023	22,400	0.26
240	50	SINGLETON AVE	DAIRY RD	SR 46	Titusville	Brevard County	Urban Major Collector	2	25/30	E	C3R	1,616	2023	22,400	0.07
234	51	TROPICAL WAY	SR 405	SAN MATEO DR	Titusville	Brevard County	Urban Major Collector	2		E	C3R	5,183	2023	22,400	0.23
535	52	VIERA WAY	SR 405	SAN MATEO DR	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3M	5,961	2023	22,400	0.27
201	53	SR 46	VOLUSIA CO	I-95/SR 46	Unincorporated	FDOT	Rural Principal Arterial-Other	2	55	D	C1, C2M, C2	6,123	2023	8,800	0.69
209	54	SR 46	FAWN LAKE BLVD	US 1	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45	D	C3C, C2M	13,394	2023	41,360	0.32
199	55	SR 46	I-95	US 1	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45	D	C3C, C2M, C2C	12,791	2023	41,360	0.31
251	56	SR 46	ORANGE CO	I-95	Titusville	FDOT	Rural Principal Arterial-Other	4	45/55/65	D	C1, C2C, C2M, C2	14,577	2023	30,700	0.47
227	57	SR 46	I-95	SR 405	Titusville	FDOT	Urban Principal Arterial-Other	4		D	C2C	13,464	2023	38,430	0.35
164	58	SR 50	SR 405	BARNA AVE	Titusville	FDOT	Urban Minor Arterial	4	35	D	C2C	20,515	2023	38,430	0.53
165	59	SR 50	BARNA AVE	DIXON RD	Titusville	FDOT	Urban Minor Arterial	4	40	D	C2C	21,318	2023	38,430	0.55
162	60	SR 50	SISSON RD	HOPKINS AVE	Titusville	FDOT	Urban Minor Arterial	4	40	D	C2C	19,825	2023	38,430	0.50
161	61	SR 50	HOPKINS AVE	US 1	Titusville	FDOT	Urban Minor Arterial	4	35	D	C2C	14,516	2023	38,430	0.38
219	62	SR 405 (COLUMBIA BLVD)	SR 50	BARNA AVE	Titusville	FDOT	Urban Principal Arterial-Other	4	35	D	C3R, C2C	15,624	2023	38,430	0.41
218	63	SR 405 (COLUMBIA BLVD)	BARNA AVE	6TH ST	Titusville	FDOT	Urban Principal Arterial-Other	4	30	D	C2C	19,035	2023	38,430	0.50
223	64	SR 405 (COLUMBIA BLVD)	SR 407	GRISSOM PKWY	Titusville	FDOT	Urban Principal Arterial-Other	4	35	D	C2C	18,170	2023	38,430	0.47
221	65	SR 405 (COLUMBIA BLVD)	GRISSOM PKWY	SISSON RD	Titusville	FDOT	Urban Principal Arterial-Other	4	40	D	C2C	17,510	2023	38,430	0.46
222	66	SR 405 (COLUMBIA BLVD)	SISSON RD	US 1	Titusville	FDOT	Urban Principal Arterial-Other	4	45/55	D	C2C	12,463	2023	38,430	0.32
217	67	SR 405 (SOUTH ST)	SR 46	SR 46	Titusville	FDOT	Urban Minor Arterial	2	45/55	D	C2C	18,184	2023	21,360	0.85
215	68	SR 405 (SOUTH ST)	DYER RD	SINGLETON AVE	Titusville	FDOT	Urban Minor Arterial	4	45/55	D	C2, C1	8,345	2023	38,800	0.22
214	69	SR 405 (SOUTH ST)	PARK AVE	WASHINGTON AVE	Titusville	FDOT	Urban Minor Arterial	4	30	D	C1	5,106	2023	37,910	0.14
385	70	SR 406 (GARDEN ST)	CARPENTER RD	I-95	Titusville	Titusville	Urban Major Collector	2	30	D	C2C	7,443	2023	21,700	0.34
202	71	SR 406 (GARDEN ST)	I-95	SINGLETON AVE	Titusville	FDOT	Urban Principal Arterial-Other	4	35	D	C1C, C2R	15,220	2023	38,430	0.40
201	72	SR 406 (GARDEN ST)	SINGLETON AVE	PARK AVE	Titusville	FDOT	Urban Principal Arterial-Other	4	30	D	C4, C3C, C4	15,436	2023	34,700	0.44
204	73	SR 406 (GARDEN ST)	PARK AVE	HOPKINS AVE	Titusville	FDOT	Urban Principal Arterial-Other	4	30/35	D	C3C	11,653	2023	38,800	0.30
203	74	SR 406 (GARDEN ST)	HOPKINS AVE	WASHINGTON AVE	Titusville	FDOT	Urban Principal Arterial-Other	4		D	C3C	9,671	2023	38,800	0.25
233	75	SR 406 BRIDGE MEMORIAL PKWY	WASHINGTON AVE	BRIDGE MEMORIAL PKWY	Titusville	FDOT	Urban Principal Arterial-Other	2		D	C3C, C4	1,799	2023	12,400	0.15
223	76	SR 407	SR 528	I-95	Unincorporated	Turnpike	Rural Principal Arterial-Freeway	2		D	C3	2,211	2023	14,590	0.15
349	77	SR 407	I-95	SR 405	Unincorporated	Turnpike	Urban Principal Arterial-Freeway	2		D	C3	4,458	2023	14,590	0.31
224	78	SR 407	SR 405	SR 415	Unincorporated	Turnpike	Urban Principal Arterial-Freeway	4		D	C3	5,458	2023	14,590	0.37
228	79	SR 520	SR 528	BANANA RIVER BLVD	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45/55	D	C3C	26,903	2023	38,430	0.70
158	80	SR 520	CANAVERAL GROVES BLVD	CAMP RD	Unincorporated	FDOT	Urban Principal Arterial-Other	4		D	C3C	29,419	2023	38,430	0.77
157	81	SR 520	CAMP RD	BROADWAY BLVD	Unincorporated	FDOT	Urban Principal Arterial-Other	4		D	C3C	26,470	2023	38,430	0.69
227	82	SR 520	BROADWAY BLVD	FAY BLVD	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45/55	D	C3C	25,161	2023	38,430	0.65
229	83	SR 520	FAY BLVD	KING HWY	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45/55	D	C3C	23,215	2023	38,430	0.60
223	84	SR 520	KING HWY	SR 405	Titusville	FDOT	Urban Principal Arterial-Other	4		D	C3C	22,664	2023	38,430	0.59
183	85	SR 528	SR 405	SR 50	Titusville	FDOT	Urban Principal Arterial-Other	4	45/55/65	D	C3C	41,210	2023	58,435	0.71
181	86	SR 50	SR 405	KNOX MCRAE DR	Titusville	FDOT	Urban Principal Arterial-Other	6		D	C3C	35,719	2023	54,985	0.65
172	87	SR 50	KNOX MCRAE DR	COUNTRY CLUB DR	Titusville	FDOT	Urban Principal Arterial-Other	6		D	C3C, C2T	35,237	2023	57,310	0.62
173	88	SR 50	COUNTRY CLUB DR	HARRISON ST	Titusville	FDOT	Urban Principal Arterial-Other	4		D	C3C	24,521	2023	38,430	0.64
174	89	SR 50	HARRISON ST	DIXIE LN	Titusville	FDOT	Urban Principal Arterial-Other	4		D	C3C, C4	23,489	2023	37,910	0.62
182	90	SR 50 (W WASHINGTON AVE)	DIXIE LN	SOUTH ST	Titusville	FDOT	Urban Principal Arterial-Other	2		D	C4	12,148	2023	21,360	0.57
167	91	SR 50 (W WASHINGTON AVE)	SOUTH ST	MAIN ST	Titusville	FDOT	Urban Principal Arterial-Other	2		D	C4	12,870	2023	21,660	0.59
171	92	SR 50 (W WASHINGTON AVE)	MAIN ST	GARDEN ST	Titusville	FDOT	Urban Principal Arterial-Other	2		D	C3C, C4	9,592	2023	21,660	0.44
176	93	SR 50 (E HOPKINS AVE)	CHEVY LN	MAIN ST	Titusville	FDOT	Urban Principal Arterial-Other	2	40	D	C3C, C4	11,649	2023	21,360	0.55
178	94	SR 50 (E HOPKINS AVE)	MAIN ST	SOUTH ST	Titusville	FDOT	Urban Principal Arterial-Other	2		D	C4	12,064	2023	21,660	0.57
175	95	SR 50 (E HOPKINS AVE)	SOUTH ST	GRACE ST	Titusville	FDOT	Urban Principal Arterial-Other	2	40	D	C3C	12,524	2023	21,360	0.59
165	96	SR 50	GARDEN ST	DIXIE LN	Titusville	FDOT	Urban Principal Arterial-Other	4	35/45/55	D	C3C, C4	21,573	2023	38,430	0.56
166	97	SR 50	DIXIE LN	DAIRY RD	Titusville	FDOT	Urban Principal Arterial-Other	4	30/40	D	C3, C4C	15,506	2023	38,430	0.40
167	98	SR 50	DAIRY RD	HOLLY HILL RD	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45/55	D	C3C	12,788	2023	38,430	0.33
155	99	SR 50	LIONEL RD	BURNHAM RD	Unincorporated	FDOT	Urban Principal Arterial-Other	4		D	C3C	3,993	2023	16,770	0.24
537	100	SR 50	BURNHAM RD	VIERA BLVD	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45/55	D	C3C, C3R, C2, C2T	7,736	2023	21,600	0.36
117	101	SR 528	N TROPICAL TR	S COURTENAY PKWY	Merritt Island	Brevard County	Urban Major Collector	2		E	C3R	4,162	2023	22,400	0.19
115	102	SR 528	S COURTENAY PKWY	PLUMOSA ST	Unincorporated	Brevard County	Urban Major Collector	2		E	C3R	4,106	2023	21,700	0.19
137	103	SR 528	N TROPICAL TR	N COURTENAY PKWY (SR 3)	Unincorporated	Brevard County	Urban Major Collector	2		E	C3R	1,968	2023	21,700	0.09
113	104	SR 528	S COURTENAY PKWY	PLUMOSA ST	Unincorporated	Brevard County	Urban Major Collector	2		E	C3C	3,990	2023	21,700	0.18
154	105	SR 528	PLUMOSA ST	SYKES CREEK PKWY	Unincorporated	Brevard County	Urban Major Collector	2		E	C3C	1,626	2023	21,700	0.07
156	106	SR 528	N TROPICAL TR	N COURTENAY PKWY (SR 3)	Unincorporated	Brevard County	Urban Major Collector	2		E	C3R	2,148	2023	22,400	0.10
138	107	SR 528	N TROPICAL TR	N COURTENAY PKWY (SR 3)	Unincorporated	Brevard County	Urban Major Collector	2		E	C3R	3,124	2023	22,400	0.14
152	108	SR 528	N TROPICAL TR	N COURTENAY PKWY (SR 3)	Unincorporated	Brevard County	Urban Major Collector	2		E	C3C	2,918	2023	21,700	0.13
153	109	SR 528	N COURTENAY PKWY (SR 3)	S PLUMOSA ST	Unincorporated	Brevard County	Urban Major Collector	4		E	C3C	12,966	2023	38,800	0.33
150	110	SR 528	N COURTENAY PKWY (SR 3)	SR 520	Unincorporated	FDOT	Urban Principal Arterial-Other	4		D	C3C	13,870	2023	38,800	0.36
151	111	N COURTENAY PKWY (SR 3)	MERRITT AVE	MERRITT AVE	Unincorporated	FDOT	Urban Principal Arterial-Other	4		D	C3C	9,561	2023	37,910	0.25
153	112	N COURTENAY PKWY (SR 3)	NEEDLE BLVD	LUCAS RD	Unincorporated	FDOT	Urban Principal Arterial-Other	4		D	C3C	6,248	2023	37,910	0.16
155	113	N COURTENAY PKWY (SR 3)	LUCAS RD	HALL RD	Unincorporated	FDOT	Urban Principal Arterial-Other	4		D	C3C	11,317	2023	37,910	0.30
106	114	N COURTENAY PKWY (SR 3)	GRISSETT AVE	GRISSETT AVE	Unincorporated	FDOT	Urban Principal Arterial-Other	4	55	D	C3R	21,766	2023	36,490	0.60
104	115	N COURTENAY PKWY (SR 3)	GRISSETT AVE	PIONEER RD	Unincorporated	FDOT	Urban Principal Arterial-Other	4	55	D	C3C	25,970	2023	38,430	0.68
102	116	N COURTENAY PKWY (SR 3)	PIONEER RD	S BANANA RIVER BLVD	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45	D	C3C	33,601	2023	38,430	0.87
100	117	N COURTENAY PKWY (SR 3)	S BANANA RIVER BLVD	S BANANA RIVER BLVD	Unincorporated	FDOT	Urban Principal Arterial-Other	4	45	D	C3C	34,188	2023	38,430	0.89
103	118	N COURTENAY PKWY (SR 3)	MINUTEMAN CAUSEWAY	HALL RD	Unincorporated	FDOT	Urban Principal Arterial-Other	4	55	D	C3C	21,588	2023	38,430	0.56
157	119	N COURTENAY PKWY (SR 3)	HALL RD	N TROPICAL TR	Unincorporated	FDOT	Urban Principal Arterial-Other	4	55	D	C3R	15,258	2023	38,430	0.40
161	120	N COURTENAY PKWY (SR 3)	N TROPICAL TR	SPACE COMMERCE WAY	Unincorporated	FDOT	Rural Principal Arterial-Other	4	55	D	C2, C1	4,254	2023	43,800	0.10
167	121	N TROPICAL TR	SR 520	MERRITT AVE	Unincorporated	Brevard County	Urban Major Collector	2	25/30	E	C3C	8,537	2023	21,700	0.39
165	122	N TROPICAL TR	MERRITT AVE	LUCAS RD	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	4,961	2023	22,400	0.22
166	123	N TROPICAL TR	LUCAS RD	CROCKETT BLVD	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	4,621	2023	22,400	0.21
168	124	N TROPICAL TR	CROCKETT BLVD	PIONEER RD	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	4,256	2023	22,400	0.19
162	125	N TROPICAL TR	GRANT RD	HALL RD	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	638	2023	22,400	0.03
142	126	N TROPICAL TR	HALL RD	LINCOLN LN	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3, C3R	674	2023	22,400	0.03
143	127	N TROPICAL TR	LINCOLN LN	N COURTENAY PKWY (SR 3)	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C2	1,985	2023	22,400	0.09
144	128	N TROPICAL TR	CONE RD	OAK HAMMOCK RD	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C2C	4,442	2022	21,700	0.20
123	129	N U.S. 1	FORTENBERRY RD	SR 520	Merritt Island	Brevard County	Urban Major Collector	2	45	E	C3C	5,586	2023	21,700	0.26
124	130	N U.S. 1	SR 520	MERRITT AVE	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3C	5,977	2023	21,170	0.27
125	131	S BANANA RIV BLVD	CAUSEWAY	SR 520	Unincorporated	Brevard County	Urban Major Collector	2	35	E	C3R	1,468	2023	21,700	0.07
152	132	S COURTENAY PKWY	PINEDA CSWY (SR 404)	S COURTENAY PKWY	Unincorporated	Brevard County	Urban Major Arterial	2	45/55	E	C3R	7,706	2023	17,690	0.44
151	133	S COURTENAY PKWY	S TROPICAL TR	BANANA RIVER BLVD	Unincorporated	Brevard County	Urban Major Arterial	2	45/55	E	C3R	1,791	2023	22,400	0.08
114	134	S COURTENAY PKWY	BANANA BLVD	CONE RD	Unincorporated	Brevard County	Urban Major Arterial	2	35	E	C3R	11,111	2023	22,400	0.50
118	135	S COURTENAY PKWY	CONE RD	MERRITT AVE	Unincorporated	Brevard County	Urban Major Arterial	2	35	E	C3R	13,845	2023	17,320	0.77
119	136	S COURTENAY PKWY	MERRITT AVE	MINUTEMAN CSWY	Unincorporated	Brevard County	Urban Major Arterial	4	45	E	C3C	16,819	2022	36,900	0.45
120	137	S COURTENAY PKWY	MINUTEMAN CSWY	SR 528	Unincorporated	Brevard County	Urban Major Arterial	4	45	E	C3C	18,665	2023	38,800	0.51
121	138	S TROPICAL TR	SR 528	PINEDA CSWY (SR 404)	Unincorporated	Brevard County	Urban Major Collector	2	45/55	E	C3R	1,435	2023	17,320	0.09

122	116	WAHOO RIDGE DR	WATERS BRIDGE	S PATTERSON DR (SR 23)	Major Thoroughfare (Urban)	Brevard County	Urban Major Collector	2	29	E	CSC	2,910	2023	21,100	0.14
123	147	S COURTENAY PKWY	S COURTENAY PKWY	PLANTATION RD	Urban Principal Arterial (Other)	Brevard County	Urban Major Collector	1	45	D	CSR	1,322	2023	17,170	0.07
124	148	S HIGHWAY 1	PLANTATION RD	DONA RD	Urban Principal Arterial (Other)	Brevard County	Urban Major Collector	2	45	E	CLM	5,787	2023	17,920	0.32
125	149	S HIGHWAY 1	DONA RD	SR 520	Urban Principal Arterial (Other)	Brevard County	Urban Major Collector	2	35	E	CSC, CSR	5,298	2023	17,360	0.31
126	150	SPACE COAST PKWY	SR 3	NASA CSWY	Urban Principal Arterial (Other)	FDOT	Rural Principal Arterial (Other)	4	45	E	CSC	5,777	2023	21,100	0.28
127	151	SR 501	HUBERT-PATTY BRIDGE	N TROPICAL TR	Urban Principal Arterial (Other)	FDOT	Urban Principal Arterial (Other)	6	45	D	CS, CM	48,697	2023	54,300	0.87
128	152	SR 501	N TROPICAL TR	N TROPICAL LN	Urban Principal Arterial (Other)	FDOT	Urban Principal Arterial (Other)	4	45	D	CM	31,783	2023	34,200	0.91
129	153	SR 501	SR 3	GOODWIN DR	Urban Principal Arterial (Other)	FDOT	Urban Principal Arterial (Other)	4	45	D	CM, CSC	28,691	2023	34,810	0.82
130	154	SR 501	GOODWIN DR	N LIMONA ST	Urban Principal Arterial (Other)	FDOT	Urban Principal Arterial (Other)	4	45	D	CSC	33,540	2023	34,110	0.98
131	155	SR 501	N LIMONA ST	MALL ENTRANCE	Urban Principal Arterial (Other)	FDOT	Urban Principal Arterial (Other)	4	45	D	CSC	27,445	2023	34,410	0.80
132	156	SR 501	MALL ENTRANCE	SPYDER CREEK PKWY	Urban Principal Arterial (Other)	FDOT	Urban Principal Arterial (Other)	4	45	D	CSC	24,194	2023	34,810	0.69
133	157	SR 501	SPYDER CREEK PKWY	NEWFOUND HARBOR DR	Urban Principal Arterial (Other)	FDOT	Urban Principal Arterial (Other)	4	45	D	CSC	24,676	2023	34,810	0.71
134	158	SR 501	NEWFOUND HARBOR DR	N BRIDGE RIVER DR	Urban Principal Arterial (Other)	FDOT	Urban Principal Arterial (Other)	4	45	D	CSC	24,516	2023	34,810	0.70
135	159	SR 501	N BRIDGE RIVER DR	S BRIDGE RIVER DR	Urban Principal Arterial (Other)	FDOT	Urban Principal Arterial (Other)	4	45	D	CSC	22,941	2023	34,810	0.66
136	160	SR 501	SR 3	N COURTENAY PKWY (SR 3)	Urban Principal Arterial (Other)	FDOT	Urban Principal Arterial (Other)	4	45	D	CR	28,277	2023	34,200	0.83
137	161	SR 501	N COURTENAY PKWY (SR 3)	N BANANA RIVER DR	Urban Principal Arterial (Other)	FDOT	Urban Principal Arterial (Other)	4	45	D	CR	27,751	2023	34,200	0.81
138	162	SR 501	N BANANA RIVER DR	SR 401	Urban Principal Arterial (Other)	FDOT	Urban Principal Arterial (Other)	4	45	D	CR	18,046	2023	32,200	0.56
139	163	SAND LAKE ROAD	FAIRWAY BLVD	SR 423	Minor Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
140	164	SAND LAKE ROAD	SR 423	NARCOOSSEE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
141	165	SAND LAKE ROAD	NARCOOSSEE RD	SR 528	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
142	166	SAND LAKE ROAD	SR 528	SR 435	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
143	167	SAND LAKE ROAD	SR 435	KIRKMAN RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
144	168	SAND LAKE ROAD	KIRKMAN RD	TURKEY LAKE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
145	169	SAND LAKE ROAD	TURKEY LAKE RD	I-4	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
146	170	SAND LAKE ROAD	I-4	SAND LAKE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
147	171	SAND LAKE ROAD	SAND LAKE RD	DR PHILLIPS BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
148	172	SAND LAKE ROAD	DR PHILLIPS BLVD	SR 435	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
149	173	SAND LAKE ROAD	SR 435	DOVER SHORES BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
150	174	SAND LAKE ROAD	DOVER SHORES BLVD	DESTINATION PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
151	175	SAND LAKE ROAD	DESTINATION PKWY	SR 429	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
152	176	SAND LAKE ROAD	SR 429	AVALON PARK BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
153	177	SAND LAKE ROAD	AVALON PARK BLVD	WESTERLY PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
154	178	SAND LAKE ROAD	WESTERLY PKWY	WINEGARD RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
155	179	SAND LAKE ROAD	WINEGARD RD	I-4	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
156	180	SAND LAKE ROAD	I-4	SAND LAKE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
157	181	SAND LAKE ROAD	SAND LAKE RD	DR PHILLIPS BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
158	182	SAND LAKE ROAD	DR PHILLIPS BLVD	SR 435	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
159	183	SAND LAKE ROAD	SR 435	DOVER SHORES BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
160	184	SAND LAKE ROAD	DOVER SHORES BLVD	DESTINATION PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
161	185	SAND LAKE ROAD	DESTINATION PKWY	SR 429	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
162	186	SAND LAKE ROAD	SR 429	AVALON PARK BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
163	187	SAND LAKE ROAD	AVALON PARK BLVD	WESTERLY PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
164	188	SAND LAKE ROAD	WESTERLY PKWY	WINEGARD RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
165	189	SAND LAKE ROAD	WINEGARD RD	I-4	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
166	190	SAND LAKE ROAD	I-4	SAND LAKE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
167	191	SAND LAKE ROAD	SAND LAKE RD	DR PHILLIPS BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
168	192	SAND LAKE ROAD	DR PHILLIPS BLVD	SR 435	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
169	193	SAND LAKE ROAD	SR 435	DOVER SHORES BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
170	194	SAND LAKE ROAD	DOVER SHORES BLVD	DESTINATION PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
171	195	SAND LAKE ROAD	DESTINATION PKWY	SR 429	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
172	196	SAND LAKE ROAD	SR 429	AVALON PARK BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
173	197	SAND LAKE ROAD	AVALON PARK BLVD	WESTERLY PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
174	198	SAND LAKE ROAD	WESTERLY PKWY	WINEGARD RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
175	199	SAND LAKE ROAD	WINEGARD RD	I-4	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
176	200	SAND LAKE ROAD	I-4	SAND LAKE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
177	201	SAND LAKE ROAD	SAND LAKE RD	DR PHILLIPS BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
178	202	SAND LAKE ROAD	DR PHILLIPS BLVD	SR 435	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
179	203	SAND LAKE ROAD	SR 435	DOVER SHORES BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
180	204	SAND LAKE ROAD	DOVER SHORES BLVD	DESTINATION PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
181	205	SAND LAKE ROAD	DESTINATION PKWY	SR 429	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
182	206	SAND LAKE ROAD	SR 429	AVALON PARK BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
183	207	SAND LAKE ROAD	AVALON PARK BLVD	WESTERLY PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
184	208	SAND LAKE ROAD	WESTERLY PKWY	WINEGARD RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
185	209	SAND LAKE ROAD	WINEGARD RD	I-4	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
186	210	SAND LAKE ROAD	I-4	SAND LAKE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
187	211	SAND LAKE ROAD	SAND LAKE RD	DR PHILLIPS BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
188	212	SAND LAKE ROAD	DR PHILLIPS BLVD	SR 435	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
189	213	SAND LAKE ROAD	SR 435	DOVER SHORES BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
190	214	SAND LAKE ROAD	DOVER SHORES BLVD	DESTINATION PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
191	215	SAND LAKE ROAD	DESTINATION PKWY	SR 429	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
192	216	SAND LAKE ROAD	SR 429	AVALON PARK BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
193	217	SAND LAKE ROAD	AVALON PARK BLVD	WESTERLY PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
194	218	SAND LAKE ROAD	WESTERLY PKWY	WINEGARD RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
195	219	SAND LAKE ROAD	WINEGARD RD	I-4	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
196	220	SAND LAKE ROAD	I-4	SAND LAKE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
197	221	SAND LAKE ROAD	SAND LAKE RD	DR PHILLIPS BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
198	222	SAND LAKE ROAD	DR PHILLIPS BLVD	SR 435	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
199	223	SAND LAKE ROAD	SR 435	DOVER SHORES BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
200	224	SAND LAKE ROAD	DOVER SHORES BLVD	DESTINATION PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
201	225	SAND LAKE ROAD	DESTINATION PKWY	SR 429	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
202	226	SAND LAKE ROAD	SR 429	AVALON PARK BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
203	227	SAND LAKE ROAD	AVALON PARK BLVD	WESTERLY PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
204	228	SAND LAKE ROAD	WESTERLY PKWY	WINEGARD RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
205	229	SAND LAKE ROAD	WINEGARD RD	I-4	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
206	230	SAND LAKE ROAD	I-4	SAND LAKE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
207	231	SAND LAKE ROAD	SAND LAKE RD	DR PHILLIPS BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
208	232	SAND LAKE ROAD	DR PHILLIPS BLVD	SR 435	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
209	233	SAND LAKE ROAD	SR 435	DOVER SHORES BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
210	234	SAND LAKE ROAD	DOVER SHORES BLVD	DESTINATION PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
211	235	SAND LAKE ROAD	DESTINATION PKWY	SR 429	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
212	236	SAND LAKE ROAD	SR 429	AVALON PARK BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
213	237	SAND LAKE ROAD	AVALON PARK BLVD	WESTERLY PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
214	238	SAND LAKE ROAD	WESTERLY PKWY	WINEGARD RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
215	239	SAND LAKE ROAD	WINEGARD RD	I-4	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
216	240	SAND LAKE ROAD	I-4	SAND LAKE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
217	241	SAND LAKE ROAD	SAND LAKE RD	DR PHILLIPS BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
218	242	SAND LAKE ROAD	DR PHILLIPS BLVD	SR 435	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
219	243	SAND LAKE ROAD	SR 435	DOVER SHORES BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
220	244	SAND LAKE ROAD	DOVER SHORES BLVD	DESTINATION PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
221	245	SAND LAKE ROAD	DESTINATION PKWY	SR 429	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
222	246	SAND LAKE ROAD	SR 429	AVALON PARK BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
223	247	SAND LAKE ROAD	AVALON PARK BLVD	WESTERLY PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
224	248	SAND LAKE ROAD	WESTERLY PKWY	WINEGARD RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
225	249	SAND LAKE ROAD	WINEGARD RD	I-4	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
226	250	SAND LAKE ROAD	I-4	SAND LAKE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
227	251	SAND LAKE ROAD	SAND LAKE RD	DR PHILLIPS BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
228	252	SAND LAKE ROAD	DR PHILLIPS BLVD	SR 435	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
229	253	SAND LAKE ROAD	SR 435	DOVER SHORES BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
230	254	SAND LAKE ROAD	DOVER SHORES BLVD	DESTINATION PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
231	255	SAND LAKE ROAD	DESTINATION PKWY	SR 429	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
232	256	SAND LAKE ROAD	SR 429	AVALON PARK BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
233	257	SAND LAKE ROAD	AVALON PARK BLVD	WESTERLY PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
234	258	SAND LAKE ROAD	WESTERLY PKWY	WINEGARD RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
235	259	SAND LAKE ROAD	WINEGARD RD	I-4	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
236	260	SAND LAKE ROAD	I-4	SAND LAKE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
237	261	SAND LAKE ROAD	SAND LAKE RD	DR PHILLIPS BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
238	262	SAND LAKE ROAD	DR PHILLIPS BLVD	SR 435	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
239	263	SAND LAKE ROAD	SR 435	DOVER SHORES BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
240	264	SAND LAKE ROAD	DOVER SHORES BLVD	DESTINATION PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
241	265	SAND LAKE ROAD	DESTINATION PKWY	SR 429	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
242	266	SAND LAKE ROAD	SR 429	AVALON PARK BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
243	267	SAND LAKE ROAD	AVALON PARK BLVD	WESTERLY PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
244	268	SAND LAKE ROAD	WESTERLY PKWY	WINEGARD RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
245	269	SAND LAKE ROAD	WINEGARD RD	I-4	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
246	270	SAND LAKE ROAD	I-4	SAND LAKE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
247	271	SAND LAKE ROAD	SAND LAKE RD	DR PHILLIPS BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
248	272	SAND LAKE ROAD	DR PHILLIPS BLVD	SR 435	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
249	273	SAND LAKE ROAD	SR 435	DOVER SHORES BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
250	274	SAND LAKE ROAD	DOVER SHORES BLVD	DESTINATION PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
251	275	SAND LAKE ROAD	DESTINATION PKWY	SR 429	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
252	276	SAND LAKE ROAD	SR 429	AVALON PARK BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
253	277	SAND LAKE ROAD	AVALON PARK BLVD	WESTERLY PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
254	278	SAND LAKE ROAD	WESTERLY PKWY	WINEGARD RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
255	279	SAND LAKE ROAD	WINEGARD RD	I-4	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
256	280	SAND LAKE ROAD	I-4	SAND LAKE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
257	281	SAND LAKE ROAD	SAND LAKE RD	DR PHILLIPS BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
258	282	SAND LAKE ROAD	DR PHILLIPS BLVD	SR 435	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
259	283	SAND LAKE ROAD	SR 435	DOVER SHORES BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
260	284	SAND LAKE ROAD	DOVER SHORES BLVD	DESTINATION PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
261	285	SAND LAKE ROAD	DESTINATION PKWY	SR 429	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
262	286	SAND LAKE ROAD	SR 429	AVALON PARK BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
263	287	SAND LAKE ROAD	AVALON PARK BLVD	WESTERLY PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
264	288	SAND LAKE ROAD	WESTERLY PKWY	WINEGARD RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
265	289	SAND LAKE ROAD	WINEGARD RD	I-4	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
266	290	SAND LAKE ROAD	I-4	SAND LAKE RD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
267	291	SAND LAKE ROAD	SAND LAKE RD	DR PHILLIPS BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
268	292	SAND LAKE ROAD	DR PHILLIPS BLVD	SR 435	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
269	293	SAND LAKE ROAD	SR 435	DOVER SHORES BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
270	294	SAND LAKE ROAD	DOVER SHORES BLVD	DESTINATION PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
271	295	SAND LAKE ROAD	DESTINATION PKWY	SR 429	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
272	296	SAND LAKE ROAD	SR 429	AVALON PARK BLVD	Major Thoroughfare	Orange County	Urban Minor Arterial	4	35	D	CSC	18,000	2023	24,000	0.75
273	297	SAND LAKE ROAD	AVALON PARK BLVD	WESTERLY PKWY	Major Thoroughfare	Orange County	Urban Minor Arterial	4

SPACE COAST
TRANSPORTATION PLANNING ORGANIZATION
HISTORICAL TRAFFIC VOLUMES – 2020-2024

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MAY 19, 2025

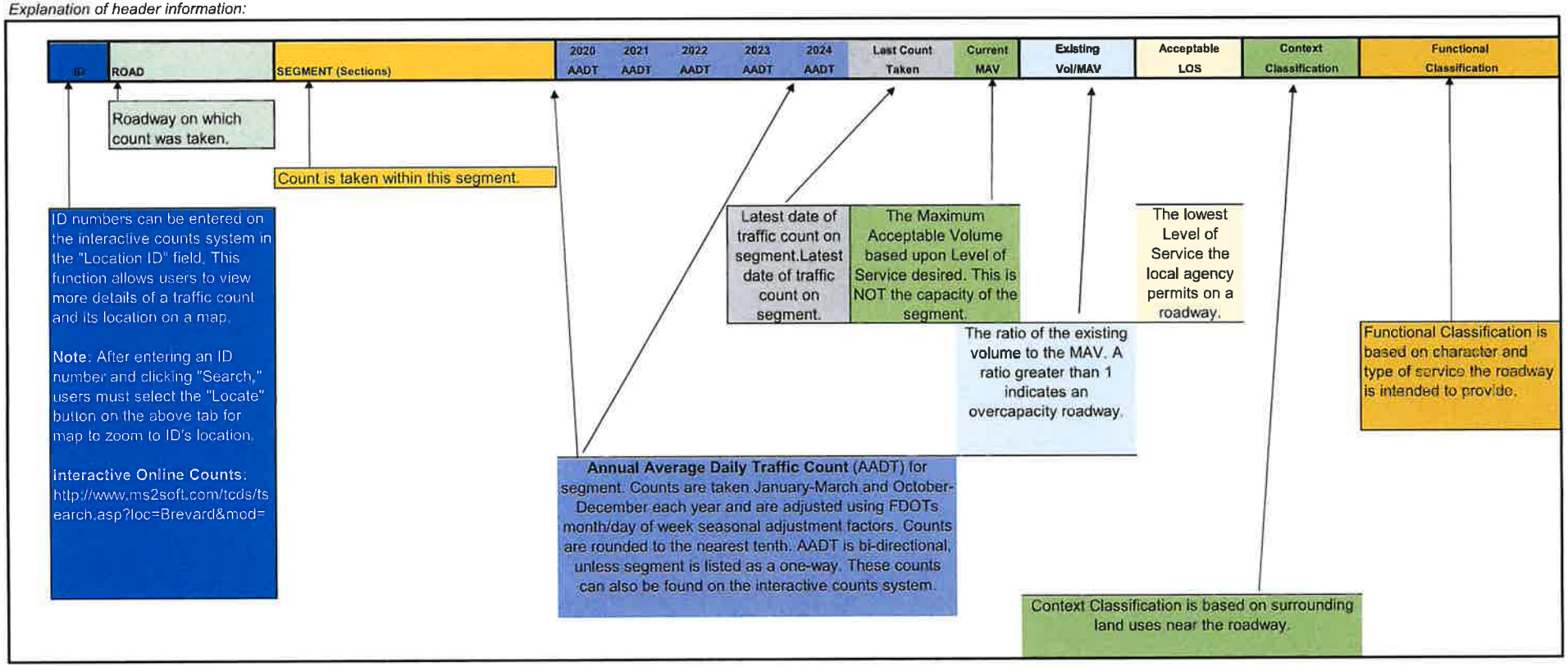


SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS

Questions? Please contact TPO staff at 321-690-6890

The Space Coast Transportation Planning Organization (SCTPO) annually collects traffic counts that are used for a variety of transportation monitoring programs, local government concurrency management systems, the Florida Department of Transportation, private citizens and local businesses. The SCTPO's consultant collects forty-eight (48) hour directional traffic counts by fifteen (15) minute intervals at specified locations. All counts are taken during the weekday period from 12:01 AM, Monday, through 12:00 noon Friday.

Explanation of header information:



*AADTs: Counts are calculated based on FDOT seasonal factors. It should also be noted that a reduced seasonal adjustment is applied on lower level roads (local and collectors) that experience less seasonal fluctuation in traffic.

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2020 - 2024

ID	ROAD	FROM	TO	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Last Count Taken	Current MAV	Existing Vol/MAV	Acceptable LOS	Context Classification	Functional Classification
AREA: MERRITT ISLAND														
	CONE RD.	S TROPICAL TR.	PLUMOSA ST.	4,380	4,515	4,715	4,900	4,830						
117	CONE RD.	S TROPICAL TR.	S COURTENAY PKWY.	4,720	4,230	4,260	4,180	4,280	01/29/24-01/30/24	22,400	0.19	E	C3R	Urban Minor Collector
115	CONE RD	S COURTENAY PKWY.	PLUMOSA ST	5,040	4,800	5,170	5,020	4,980	01/31/24-02/01/24	21,700	0.23	E	C3C	Urban Minor Collector
137	CROCKETT BLVD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	1,800	1,850	1,970	1,990	2,380	02/06/24-02/07/24	21,700	0.10	E	C3C	Urban Minor Collector
	FORTENBERRY RD.	S COURTENAY PKWY.	SYKES CREEK PKWY.	4,700	3,845	4,105	3,860	2,970						
119	FORTENBERRY RD.	S COURTENAY PKWY.	PLUMOSA ST.	4,980	3,900	3,930	3,620	3,620	01/31/24-02/01/24	21,700	0.17	E	C3C	Urban Major Collector
164	FORTENBERRY RD.	PLUMOSA ST.	SYKES CREEK PKWY.	4,440	3,990	4,280	4,100	4,320	01/31/24-02/01/24	21,700	0.20	E	C3C	Urban Major Collector
158	HALL RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	2,950	NC	2,980	2,140	3,160	01/29/24-01/30/24	22,400	0.14	E	C3R	Urban Minor Collector
138	LUCAS RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	3,410	3,290	2,200	3,120	NC	01/09/23-01/10/23	22,400	0.14	E	C3R	Urban Minor Collector
153	MERRITT AVE.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	3,940	3,240	3,030	3,000	3,140	02/06/24-02/07/24	21,700	0.14	E	C3C	Urban Major Collector
	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	SYKES CREEK PKWY.	14,880	13,000	13,080	13,295	12,810						
103	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	PLUMOSA ST.	15,150	12,780	12,380	13,020	11,760	02/06/24-02/07/24	36,600	0.32	E	C3C	Urban Major Collector
113	MERRITT AVE.	PLUMOSA ST.	SYKES CREEK PKWY.	14,170	13,220	13,780	13,570	13,860	01/31/24-02/01/24	36,600	0.38	E	C3C	Urban Major Collector
104	NEWFOUND HARBOR DR.	END	SR 520	6,200	5,400	5,640	5,980	5,410	01/31/24-02/01/24	22,400	0.24	E	C3R	Urban Minor Collector
	N. BANANA RIVER DR.	SR 520	SEA RAY DR.	8,802	7,860	8,278	7,840	6,456						
109	N. BANANA RIVER DR.	SR 520	SYKES CREEK PKWY.	6,390	6,140	6,130	6,280	6,470	01/31/24-02/01/24	22,400	0.29	E	C3R	Urban Minor Arterial
107	N. BANANA RIVER DR.	SYKES CREEK PKWY.	CENTRAL AVE.	12,300	11,680	12,430	11,580	12,260	01/31/24-02/01/24	21,700	0.56	E	C3C, C3R	Urban Minor Arterial
102	N. BANANA RIVER DR.	CENTRAL AVE.	MARTIN BLVD.	11,920	10,050	10,910	9,710	10,890	01/31/24-02/01/24	22,400	0.49	E	C3R	Urban Minor Arterial
603	N. BANANA RIVER DR.	MARTIN BLVD.	SR 528	11,900	10,000	10,370	9,970	11,000	01/29/24-01/30/24	21,700	0.51	E	C3C	Urban Minor Arterial
613	N. BANANA RIVER DR.	SR 528	SEA RAY DR.	1,500	1,430	1,550	1,660	1,660	01/29/24-01/30/24	21,700	0.08	E	C3C	Urban Local
	N. COURTENAY PKWY. (SR 3)	SR 520	PIONEER RD.	29,001	30,266	28,214	30,073	31,287						
132	N. COURTENAY PKWY. (SR 3)	SR 520	MERRITT AVE.	25,760	26,150	25,840	26,280	27,300	01/31/24-02/01/24	37,910	0.72	D	C4	Urban Principal Arterial-Other
131	N. COURTENAY PKWY. (SR 3)	MERRITT AVE.	NEEDLE BLVD.	30,220	32,130	30,980	32,030	31,490	02/06/24-02/07/24	37,910	0.83	D	C4	Urban Principal Arterial-Other
133	N. COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	32,190	34,740	30,540	31,210	30,650	02/06/24-02/07/24	37,910	0.81	D	C4	Urban Principal Arterial-Other
135	N. COURTENAY PKWY. (SR 3)	LUCAS RD.	CROCKETT BLVD.	27,630	29,670	26,310	31,490	NC	01/09/23-01/10/23	38,430	0.82	D	C3C	Urban Principal Arterial-Other
136	N. COURTENAY PKWY. (SR 3)	CROCKETT BLVD.	PIONEER RD.	26,550	28,580	30,190	31,760	30,230	01/30/24-01/31/24	38,430	0.79	D	C3C	Urban Principal Arterial-Other
152	N. COURTENAY PKWY. (SR 3)	PIONEER RD.	S RAMPS SR 528	33,250	31,170	29,990	27,060	33,650	02/13/24-02/14/24	38,430	0.88	D	C3C	Urban Principal Arterial-Other
155	N. COURTENAY PKWY. (SR 3)	S RAMPS SR 528	N RAMPS SR 528	27,270	29,280	26,850	30,650	34,460	01/29/24-01/30/24	38,430	0.90	D	C3C	Urban Principal Arterial-Other
	N. COURTENAY PKWY. (SR 3)	N RAMPS	SPACE COMMERCE WAY	14,903	12,881	12,660	15,443	16,480						
140	N. COURTENAY PKWY. (SR 3)	N RAMPS	HALL RD.	19,790	18,030	17,900	21,590	24,960	01/29/24-01/30/24	38,430	0.65	D	C3C	Urban Principal Arterial-Other
157	N. COURTENAY PKWY. (SR 3)	HALL RD.	N TROPICAL TR.	15,610	14,330	13,070	15,390	18,380	01/29/24-01/30/24	39,170	0.47	D	C3R	Urban Principal Arterial-Other
141	N. COURTENAY PKWY. (SR 3)	N TROPICAL TR.	SPACE COMMERCE WAY	10,310	6,320	7,010	9,250	12,040	01/29/24-01/30/24	45,800	0.26	C	C2, C1	Rural Principal Arterial Other
	N. TROPICAL TR.	SR 520	PIONEER RD.	8,440	8,040	8,110	8,060	8,080						
147	N. TROPICAL TR.	SR 520	MERRITT AVE.	8,240	8,100	8,030	8,560	7,480	02/06/24-02/07/24	21,700	0.34	E	C3C	Urban Major Collector
146	N. TROPICAL TR.	MERRITT AVE.	LUCAS RD.	6,270	6,110	6,390	6,660	5,360	02/06/24-02/07/24	22,400	0.24	E	C3R	Urban Major Collector
145	N. TROPICAL TR.	LUCAS RD.	CROCKETT BLVD.	3,930	3,990	4,010	4,320	5,230	02/06/24-02/07/24	22,400	0.23	E	C3R	Urban Major Collector
156	N. TROPICAL TR.	CROCKETT BLVD.	PIONEER RD.	1,890	1,960	2,040	2,250	2,040	02/06/24-02/07/24	22,400	0.09	E	C3R	Urban Major Collector
	N. TROPICAL TR.	GRANT RD.	N COURTENAY PKWY. (SR 3)	1,040	1,000	1,100	1,470	1,360						
144	N. TROPICAL TR.	GRANT RD.	HALL RD.	760	NC	760	NC	720	01/29/24-01/30/24	22,400	0.03	E	C3R	Urban Major Collector
143	N. TROPICAL TR.	HALL RD.	CRISAFULLI RD.	1,560	870	970	970	1,590	01/29/24-01/30/24	22,400	0.07	E	C2, C3R	Urban Major Collector
142	N. TROPICAL TR.	CRISAFULLI RD.	N COURTENAY PKWY. (SR 3)	1,990	1,720	1,750	1,980	1,830	01/29/24-01/30/24	22,400	0.08	E	C3R	Urban Major Collector
	PLUMOSA ST.	CONE RD.	MERRITT AVE.	5,280	4,705	4,795	4,690							
118	PLUMOSA ST.	CONE RD.	FORTENBERRY RD.	4,870	NC	4,440	NC	4,550	01/31/24-02/01/24	21,700	0.21	E	C3C	Urban Minor Collector
120	PLUMOSA ST.	FORTENBERRY RD.	SR 520	NC	4,150	NC	3,600	NC	01/10/23-01/20/23	21,700	0.17	E	C3C	Urban Minor Collector
106	PLUMOSA ST.	SR 520	MERRITT AVE.	5,740	5,360	5,070	5,780	5,580	01/31/24-02/01/24	21,700	0.26	E	C3C	Urban Minor Collector
105	S. BANANA RIVER DR.	END	SR 520	2,230	2,330	2,120	1,920	1,980	01/31/24-02/01/24	17,920	0.11	E	C3R	Urban Local
	S. TROPICAL TR./S. COURTENAY PKWY.	PINEDA CSWY. (SR 404)	FORTENBERRY RD.	12,113	10,193	10,690	10,298	11,410						
112	S. TROPICAL TR.	PINEDA CSWY. (SR 404)	S COURTENAY PKWY.	8,600	7,530	8,160	7,750	8,530	01/29/24-01/30/24	17,920	0.48	E	C3R	Urban Minor Arterial
113	S. COURTENAY PKWY.	S. TROPICAL TR.	BANANA BLVD.	10,300	8,880	9,430	8,750	10,110	01/29/24-01/30/24	22,400	0.45	E	C3R	Urban Minor Arterial
114	S. COURTENAY PKWY.	BANANA BLVD.	CONE RD.	13,010	10,970	11,570	11,170	12,570	01/29/24-01/30/24	22,400	0.56	E	C3R	Urban Minor Arterial
116	S. COURTENAY PKWY.	CONE RD.	FORTENBERRY RD.	16,540	13,390	13,600	13,970	14,430	01/31/24-02/01/24	22,400	0.64	E	C3R	Urban Minor Arterial
	S. COURTENAY PKWY.	FORTENBERRY RD.	SR 520	20,060	16,660	16,865	17,735	18,015						
122	S. COURTENAY PKWY.	FORTENBERRY RD.	MAGNOLIA AVE.	17,160	16,840	15,680	16,710	17,510	01/31/24-02/01/24	36,600	0.48	E	C3C	Urban Minor Arterial
139	S. COURTENAY PKWY.	MAGNOLIA AVE	SR 520	18,450	17,860	18,050	18,760	18,520	02/06/24-02/07/24	36,600	0.51	E	C3C	Urban Minor Arterial
111	S. TROPICAL TR.	MATHERS BRIDGE	PINEDA CSWY. (SR 404)	1,740	1,550	1,460	1,500	1,500	01/29/24-01/30/24	17,920	0.08	E	C3R	Urban Major Collector
	S. TROPICAL TR.	S COURTENAY PKWY.	SR 520	4,987	4,383	4,477	4,467	4,390						
125	S. TROPICAL TR.	S COURTENAY PKWY.	PLANTATION RD.	1,520	1,290	1,420	1,320	1,300	01/29/24-01/30/24	17,920	0.07	D	C3R	Urban Major Collector
126	S. TROPICAL TR.	PLANTATION RD.	CONE RD.	7,410	6,730	7,000	6,620	6,760	01/29/24-01/30/24	17,920	0.38	E	C3R	Urban Major Collector
124	S. TROPICAL TR.	CONE RD.	SR 520	5,730	5,070	5,010	5,260	5,110	01/20/24-01/30/24	17,360	0.29	E	C3C, C3R	Urban Major Collector
603	SPACE COMMERCE WY.	SR 3	NASA CSWY.	3,960	3,270	4,430	5,770	6,200	01/29/24-01/30/24	21,700	0.29	D	C3C	Rural Principal Arterial Other
	SR 520	HUMPHREY BRIDGE	S BANANA RIVER DR.	30,794	30,014	28,571	30,761	30,076						
101	SR 520	HUMPHREY BRIDGE	N TROPICAL TR.	44,660	44,030	42,590	46,700	44,050	01/31/24-02/01/24	53,900	0.82	D	C5, C4	Urban Principal Arterial-Other
148	SR 520	N TROPICAL TR.	SR 3	33,180	37,330	34,490	37,790	37,660	01/31/24-02/01/24	56,800	0.66	D	C4	Urban Principal Arterial-Other
97	SR 520	SR 3	GOODWIN DR.	31,100	30,030	30,440	29,770	29,750	01/31/24-02/01/24	56,810	0.52	D	C4, C3C	Urban Principal Arterial-Other
98	SR 520	GOODWIN DR.	PLUMOSA ST.	27,800	29,670	28,930	30,540	31,270	01/31/24-02/01/24	56,810	0.55	D	C3C	Urban Principal Arterial-Other
99	SR 520	PLUMOSA ST.	MALL ENTRANCE	26,780	28,180	27,450	29,310	30,020	01/31/24-02/01/24	56,810	0.53	D	C3C	Urban Principal Arterial-Other
100	SR 520	MALL ENTRANCE	SYKES CREEK PKWY.	25,190	23,830	21,580	24,900	21,830	01/31/24-02/01/24	56,810	0.38	D	C3C	Urban Principal Arterial-Other
149	SR 520	SYKES CREEK PKWY.	NEWFOUND HARBOR DR.	26,850	28,480	28,120	29,030	25,280	01/31/24-02/01/24	56,810	0.44	D	C3C	Urban Principal Arterial-Other
150	SR 520	NEWFOUND HARBOR DR.	N BANANA RIVER DR.	NC	24,780	22,090	24,520	26,090	01/31/24-02/01/24	56,810	0.46	D	C3C	Urban Principal Arterial-Other
151	SR 520	N BANANA RIVER DR.	S BANANA RIVER DR.	NC	23,800	21,450	22,840	24,680	01/31/24-02/01/24	56,810	0.43	D	C3C	Urban Principal Arterial-Other

NC=Not Counted, UC=Under Construction

5/19/2025

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2020 - 2024

ID	ROAD	FROM	TO	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Last Count Taken	Current MAV	Existing Vol/MAV	Acceptable LOS	Context Classification	Functional Classification
AREA: MERRITT ISLAND														
	SR 528	US 1	SR 401	47,357	36,517	33,900	37,690	44,317						
128	SR 528	US 1	N COURTENAY PKWY. (SR 3)	55,910	46,300	38,530	39,270	53,870	01/29/24-01/30/24	82,200	0.66	D	LA	Urban Principal Arterial-Other
129	SR 528	N COURTENAY PKWY. (SR 3)	N BANANA RIVER DR.	44,790	35,050	33,410	37,750	41,270	01/29/24-01/30/24	82,200	0.50	D	LA	Urban Principal Arterial-Other
127	SR 528	N BANANA RIVER DR.	SR 401	41,370	26,200	29,760	35,050	37,810	01/29/24-01/30/24	82,200	0.45	D	LA	Urban Principal Arterial-Other
123	SYKES CREEK PKWY.	FORTENBERRY RD.	SR 520	4,850	4,050	4,370	4,230	3,820	02/05/24-02/06/24	36,800	0.10	E	C3C	Urban Major Collector
121	SYKES CREEK PKWY.	SR 520	MERRITT AVE.	12,910	10,770	10,700	11,840	11,540	01/31/24-02/01/24	36,800	0.32	E	C3C	Urban Major Collector
108	SYKES CREEK PKWY.	MERRITT AVE.	N BANANA RIVER DR.	11,410	9,840	9,840	9,530	9,720	01/31/24-02/01/24	21,700	0.45	E	C1, C3R, C3C	Urban Major Collector

NC=Not Counted; UC=Under Construction

ATTACHMENT M-5

RANGEWATER RESIDENTIAL N COURTNEY PARKWAY MERRIT ISLAND

Growth Rate Calculations Summary

Roadway	From	To	ID #	2020[1]	2021[1]	2022[1]	2023[1]	2024[1]	Trend Growth Rate to Design Year[2]		Applicable Growth Rate	
N. Courtenay Pkwy. (S.R. 3)	Crockett Blvd.	Pioneer Rd.	136	-	28,680	30,190	31,760	30,230	2.10%	Exp	2.10%	Exp
	Pioneer Rd.	S Ramps SR 528	152	-	31,170	26,990	27,080	33,650	0.33%	Linear	1.34%	Linear
	S Ramps SR 528	N Ramps SR 528	155	-	29,280	26,850	30,650	34,400	3.63%	Linear	3.63%	Linear
	N Ramps	Hall Rd.	140	-	18,030	17,900	21,690	24,960	8.83%	Exp	8.83%	Exp
SR 528	US 1	N. Courtenay Pkwy. (SR 3)	128	-	46,300	38,530	39,270	53,870	1.77%	Linear	1.77%	Linear
	N. Courtenay Pkwy. (SR 3)	N Banana River Dr.	129	-	35,050	33,410	37,750	41,270	3.79%	Linear	3.79%	Linear

(1) AADT Values Extracted from **SCTPO Traffic Counts and LOS Historical Report: 2020-2024**
2020 removed due to atypical traffic conditions caused by COVID-19 Pandemic

(2) Trend Growth Rates calculated using FDOT TRENDS Software
The highest R-Squared regression was recorded, excluding the decaying exponential growth rate

A minimum 1.34% growth rate was considered based on the Bureau of Economic and Business Research *Projections of Florida Population by County for Brevard*

RANGEWATER RESIDENTIAL N COURTNEY PARKWAY MERRIT ISLAND

Minimum Growth Rate Calculations Summary Per BERB

Year	2024	2025	2030	2026[(1)]	Growth Rate[(2)]
Projections of Population (Brevard)	653,703	663,200	703,300	671,220	1.34%

Information from **BEBR Project of Florida Population by County, 2025-2050, with Estimates for 2024**, Medium Values

(1) 2026 population interpolated between 2025 and 2030 populations

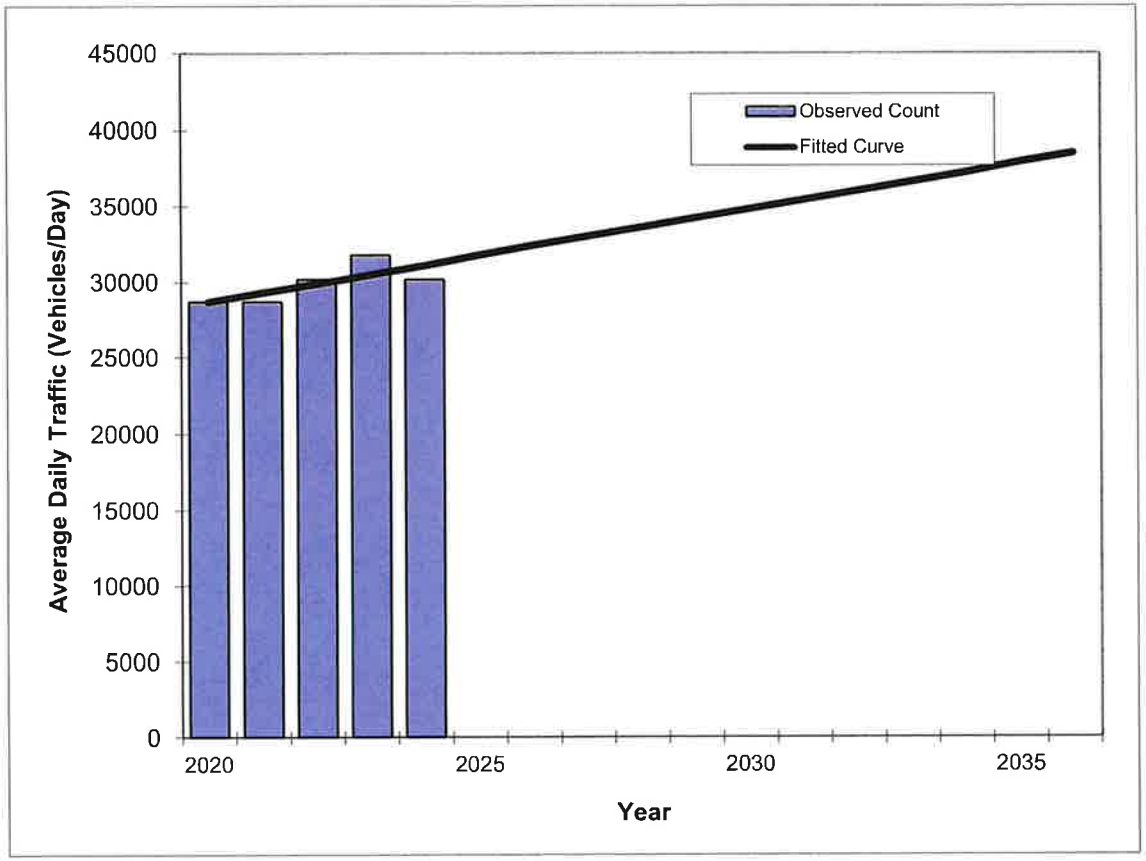
(2) Annual growth rate from 2024 to 2026

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 136

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	28700	28700
2021	28700	29300
2022	30200	29900
2023	31800	30500
2024	30200	31100
2026 Opening Year Trend		
2026	N/A	32400
2027 Mid-Year Trend		
2027	N/A	33000
2028 Design Year Trend		
2028	N/A	33600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	610
Trend R-squared:	55.80%
Trend Annual Historic Growth Rate:	2.09%
Trend Growth Rate (2024 to Design Year):	2.01%
Printed:	23-Sep-25
Straight Line Growth Option	

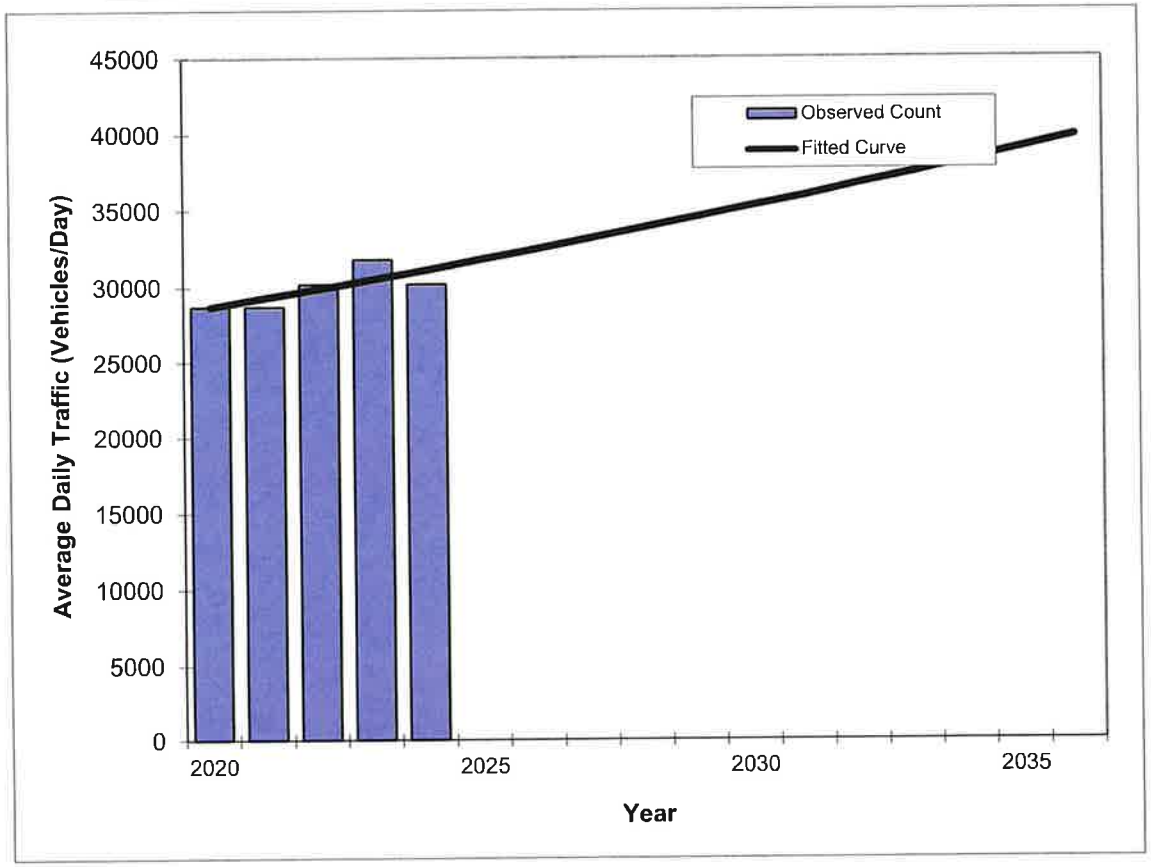
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 136

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	28700	28700
2021	28700	29300
2022	30200	29900
2023	31800	30500
2024	30200	31100
2026 Opening Year Trend		
2026	N/A	32400
2027 Mid-Year Trend		
2027	N/A	33100
2028 Design Year Trend		
2028	N/A	33800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	56.87%
Compounded Annual Historic Growth Rate:	2.03%
Compounded Growth Rate (2024 to Design Year):	2.10%
Printed:	23-Sep-25

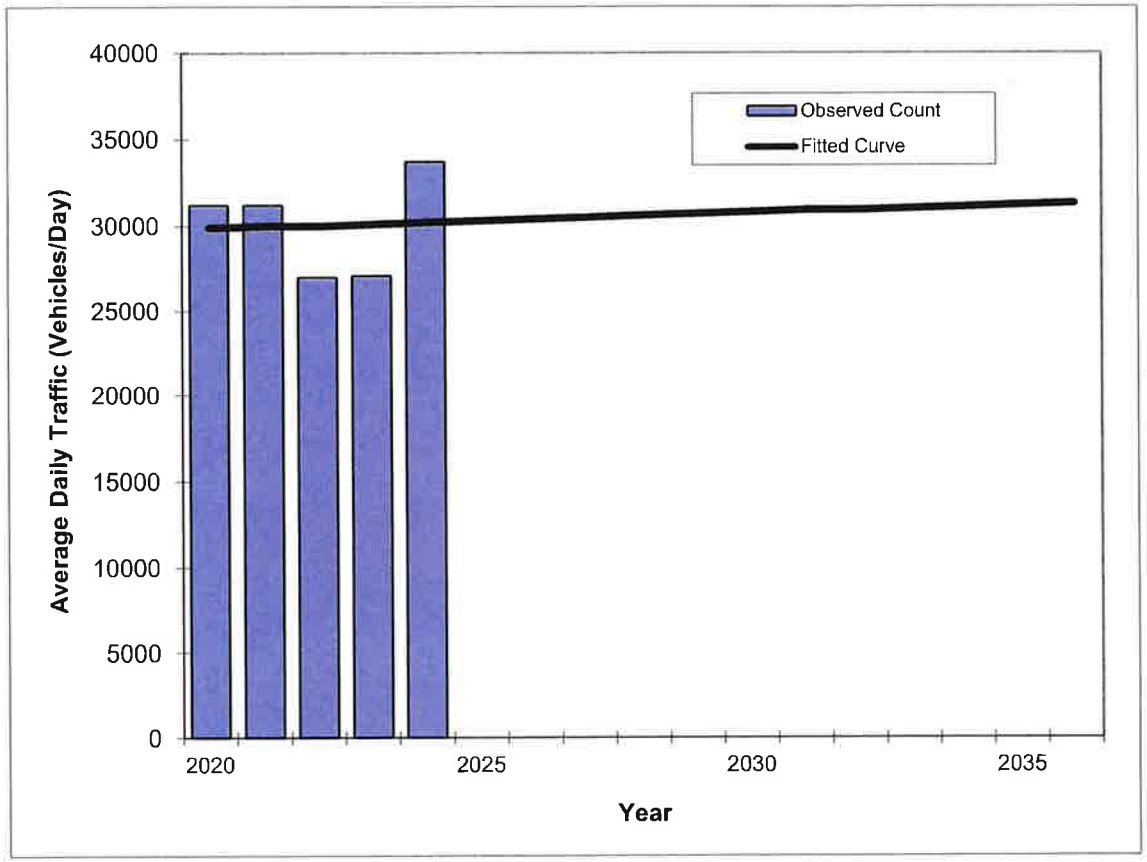
Exponential Growth Option

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 152

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	31200	29900
2021	31200	30000
2022	27000	30000
2023	27100	30100
2024	33700	30200
2026 Opening Year Trend		
2026	N/A	30400
2027 Mid-Year Trend		
2027	N/A	30500
2028 Design Year Trend		
2028	N/A	30600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	90
Trend R-squared:	0.24%
Trend Annual Historic Growth Rate:	0.25%
Trend Growth Rate (2024 to Design Year):	0.33%
Printed:	23-Sep-25
Straight Line Growth Option	

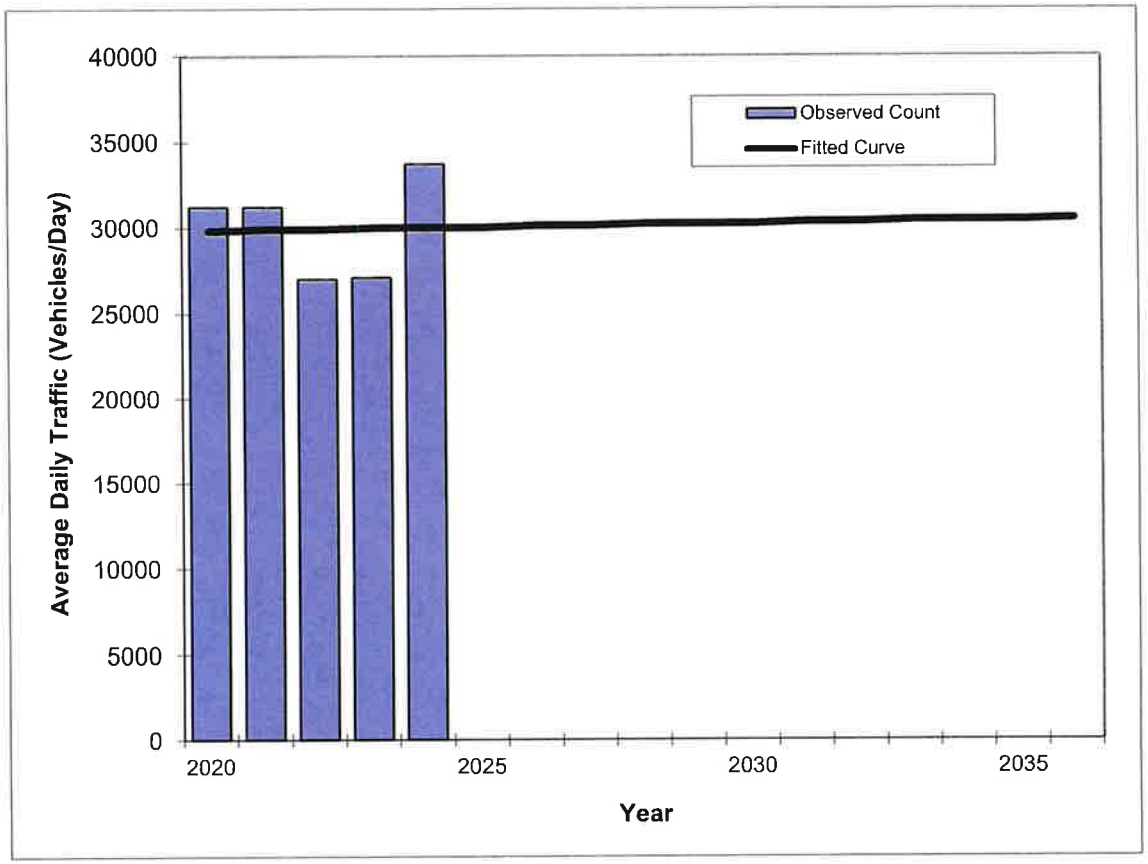
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 152

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	31200	29800
2021	31200	29900
2022	27000	29900
2023	27100	30000
2024	33700	30000
2026 Opening Year Trend		
2026	N/A	30100
2027 Mid-Year Trend		
2027	N/A	30100
2028 Design Year Trend		
2028	N/A	30200
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.05%
Compounded Annual Historic Growth Rate:	0.17%
Compounded Growth Rate (2024 to Design Year):	0.17%
Printed:	23-Sep-25

Exponential Growth Option

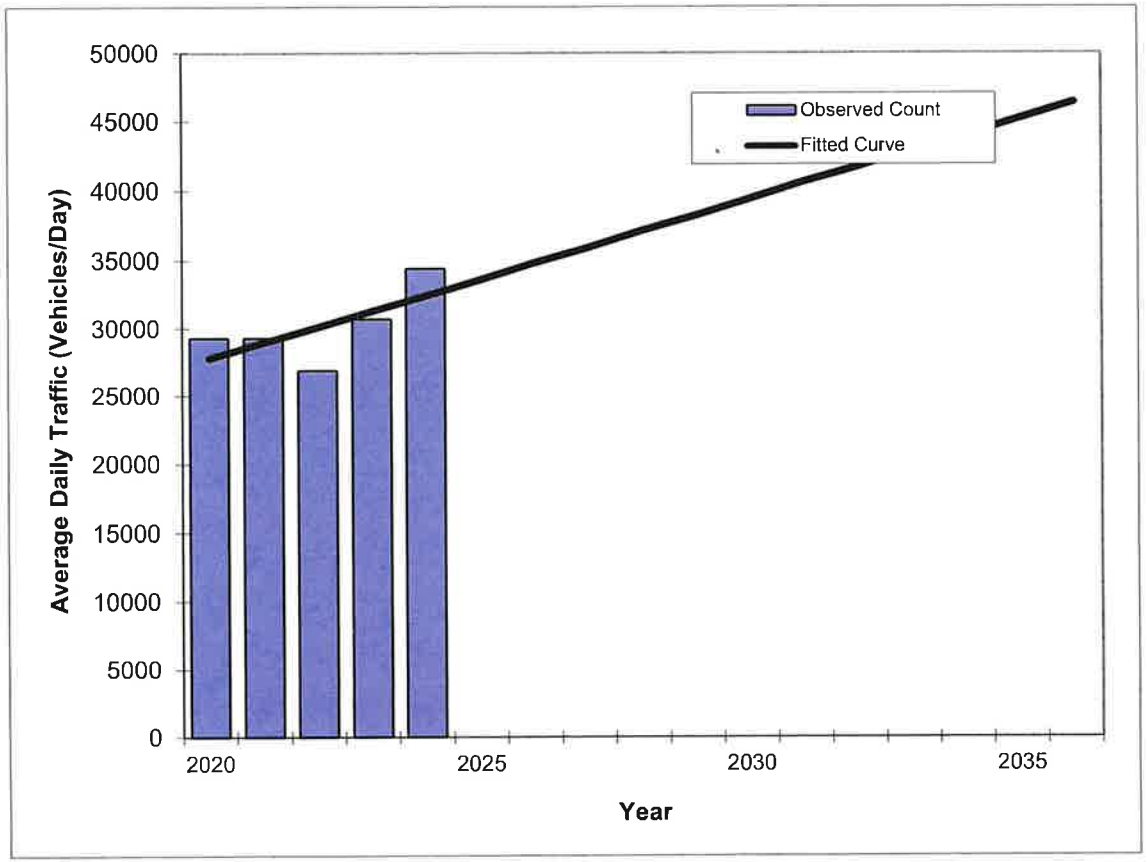
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 155

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	29300	27800
2021	29300	29000
2022	26900	30100
2023	30700	31300
2024	34400	32400
2026 Opening Year Trend		
2026	N/A	34800
2027 Mid-Year Trend		
2027	N/A	35900
2028 Design Year Trend		
2028	N/A	37100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,160
Trend R-squared:	44.31%
Trend Annual Historic Growth Rate:	4.14%
Trend Growth Rate (2024 to Design Year):	3.63%
Printed:	23-Sep-25

Straight Line Growth Option

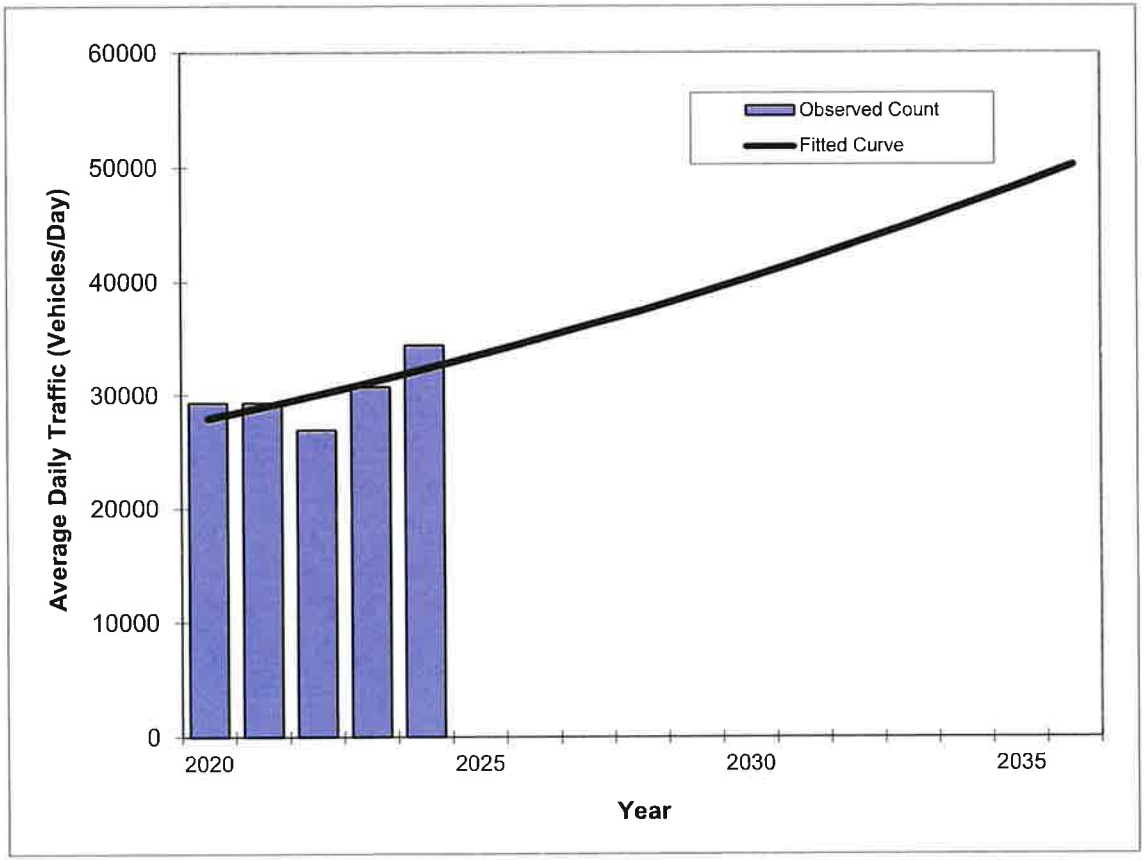
*Axle-Adjusted

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 155

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	29300	27900
2021	29300	28900
2022	26900	30000
2023	30700	31100
2024	34400	32300
2026 Opening Year Trend		
2026	N/A	34800
2027 Mid-Year Trend		
2027	N/A	36100
2028 Design Year Trend		
2028	N/A	37400
TRANPLAN Forecasts/Trends		

Trend R-squared:	41.88%
Compounded Annual Historic Growth Rate:	3.73%
Compounded Growth Rate (2024 to Design Year):	3.73%
Printed:	23-Sep-25

Exponential Growth Option

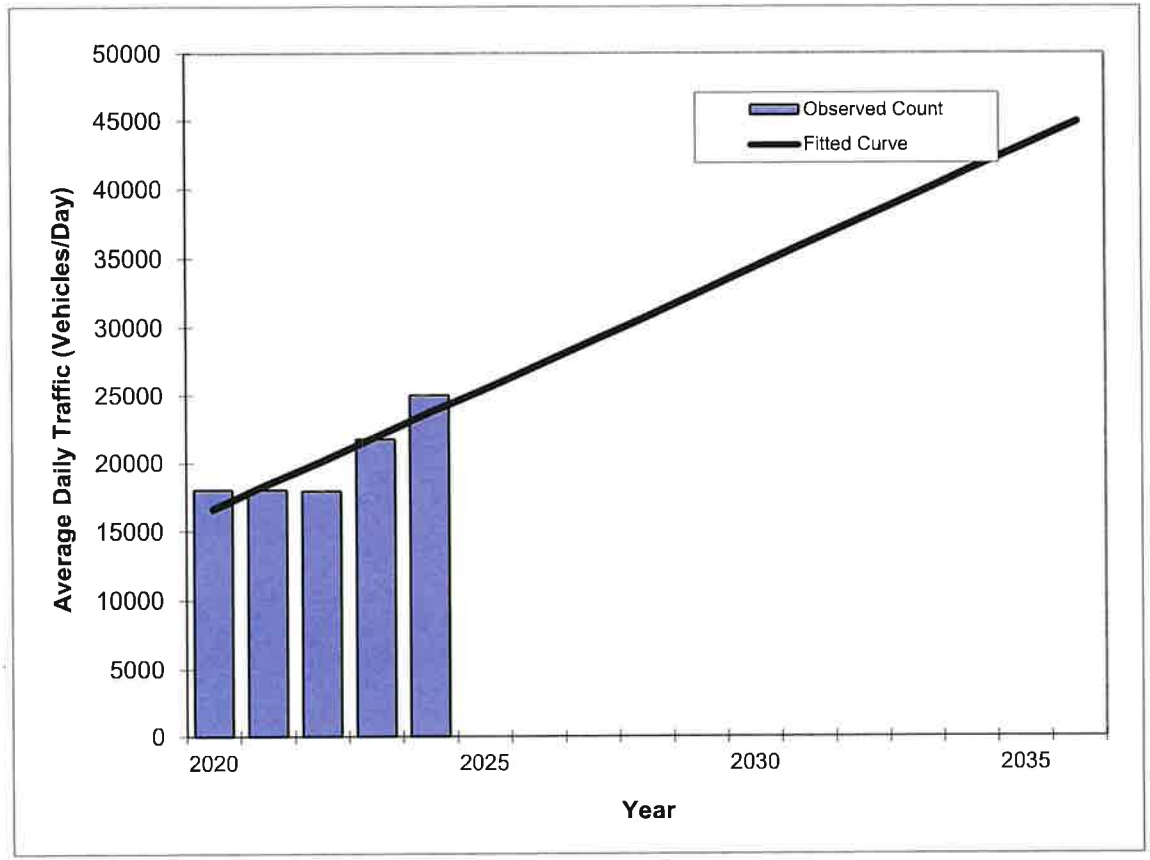
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 140

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	18000	16600
2021	18000	18400
2022	17900	20100
2023	21700	21900
2024	25000	23700
2026 Opening Year Trend		
2026	N/A	27200
2027 Mid-Year Trend		
2027	N/A	29000
2028 Design Year Trend		
2028	N/A	30700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	1,770
Trend R-squared:	77.88%
Trend Annual Historic Growth Rate:	10.69%
Trend Growth Rate (2024 to Design Year):	7.38%
Printed:	23-Sep-25

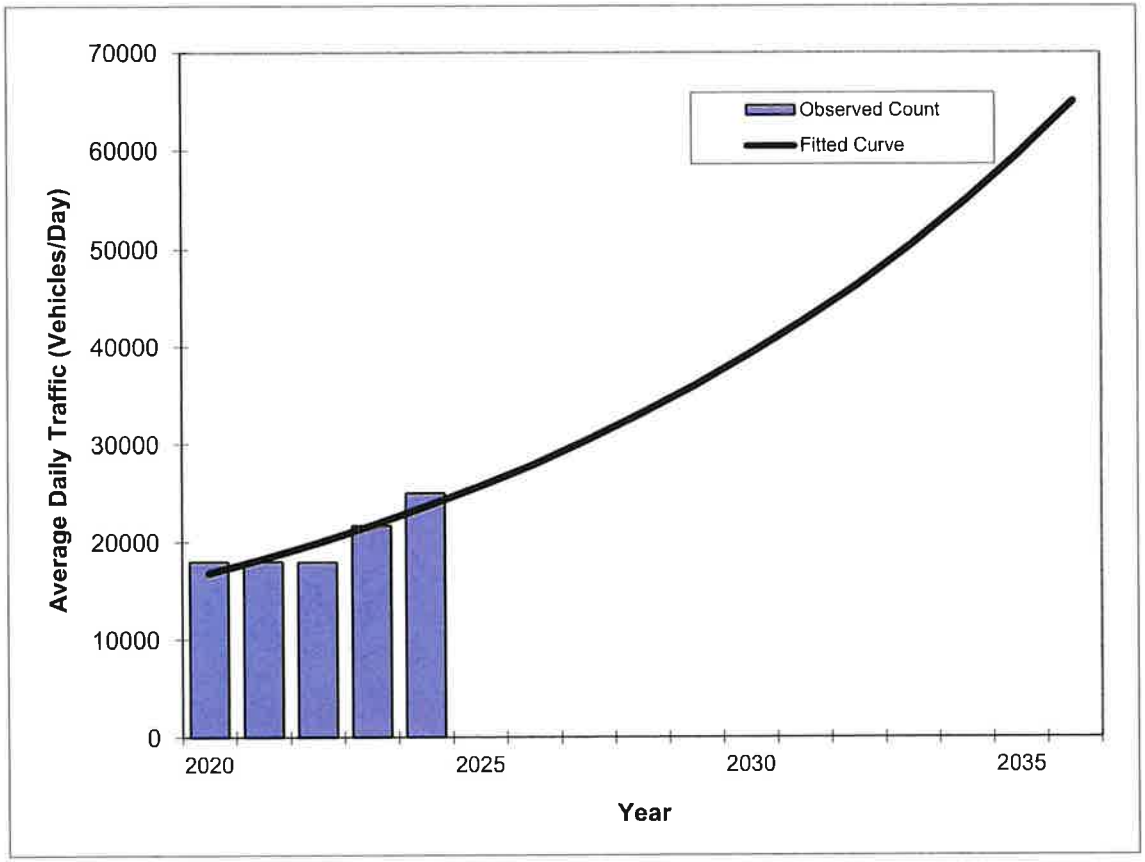
Straight Line Growth Option

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 140

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	18000	16800
2021	18000	18300
2022	17900	19900
2023	21700	21700
2024	25000	23600
2026 Opening Year Trend		
2026	N/A	27900
2027 Mid-Year Trend		
2027	N/A	30400
2028 Design Year Trend		
2028	N/A	33100
TRANPLAN Forecasts/Trends		

Trend R-squared:	78.36%
Compounded Annual Historic Growth Rate:	8.87%
Compounded Growth Rate (2024 to Design Year):	8.83%
Printed:	23-Sep-25

Exponential Growth Option

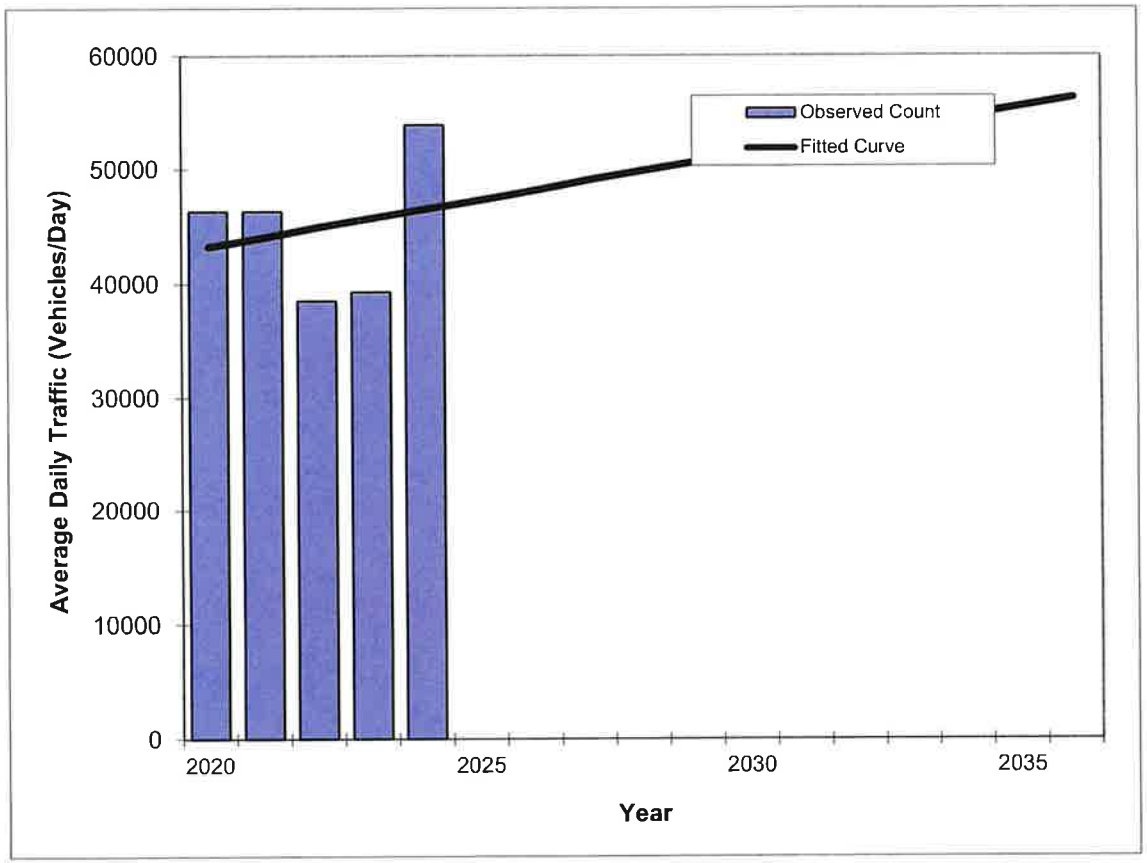
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 128

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	46300	43200
2021	46300	44000
2022	38500	44900
2023	39300	45700
2024	53900	46500
2026 Opening Year Trend		
2026	N/A	48100
2027 Mid-Year Trend		
2027	N/A	49000
2028 Design Year Trend		
2028	N/A	49800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	820
Trend R-squared:	4.28%
Trend Annual Historic Growth Rate:	1.91%
Trend Growth Rate (2024 to Design Year):	1.77%
Printed:	23-Sep-25
Straight Line Growth Option	

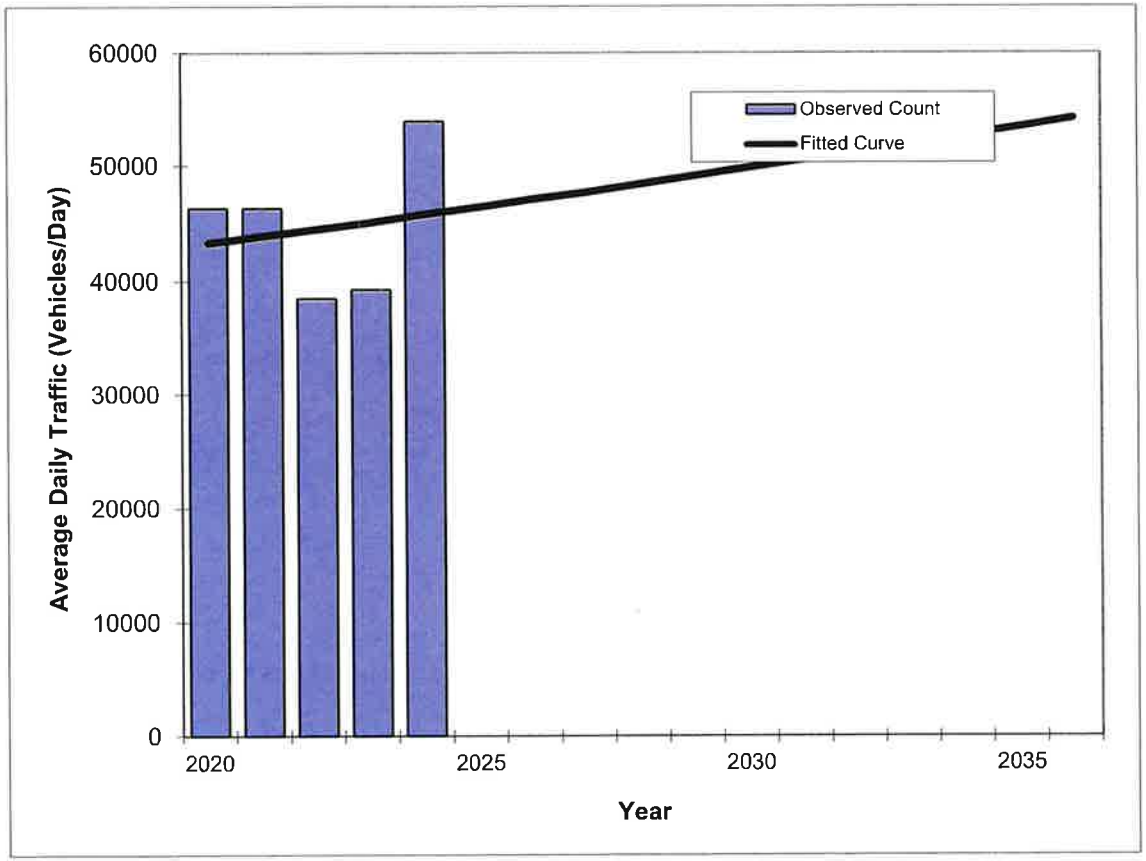
*Axle-Adjusted

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 128

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	46300	43300
2021	46300	43900
2022	38500	44500
2023	39300	45100
2024	53900	45800
2026 Opening Year Trend		
2026	N/A	47100
2027 Mid-Year Trend		
2027	N/A	47700
2028 Design Year Trend		
2028	N/A	48400
TRANPLAN Forecasts/Trends		

Trend R-squared:	2.57%
Compounded Annual Historic Growth Rate:	1.41%
Compounded Growth Rate (2024 to Design Year):	1.39%
Printed:	23-Sep-25

Exponential Growth Option

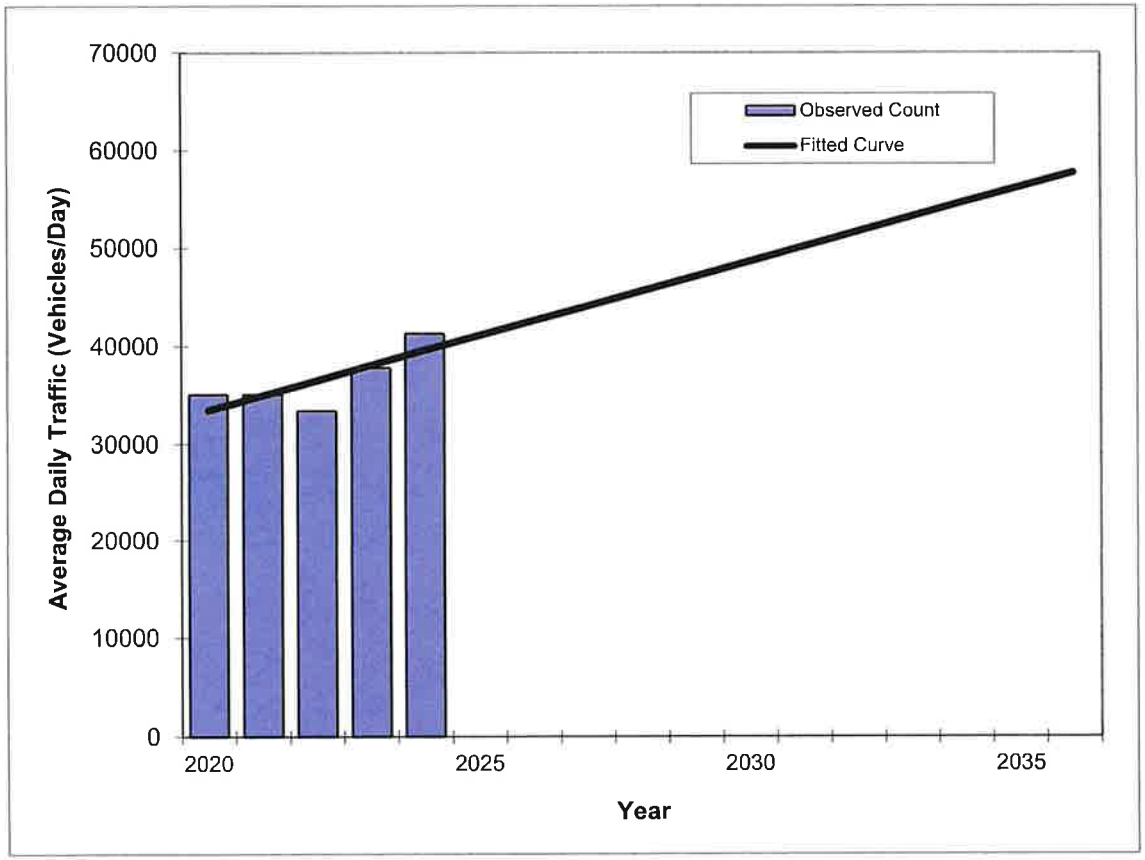
***Axle-Adjusted**

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 129

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	35100	33500
2021	35100	35000
2022	33400	36500
2023	37800	38100
2024	41300	39600
2026 Opening Year Trend		
2026	N/A	42600
2027 Mid-Year Trend		
2027	N/A	44100
2028 Design Year Trend		
2028	N/A	45600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,510
Trend R-squared:	59.61%
Trend Annual Historic Growth Rate:	4.55%
Trend Growth Rate (2024 to Design Year):	3.79%
Printed:	23-Sep-25

Straight Line Growth Option

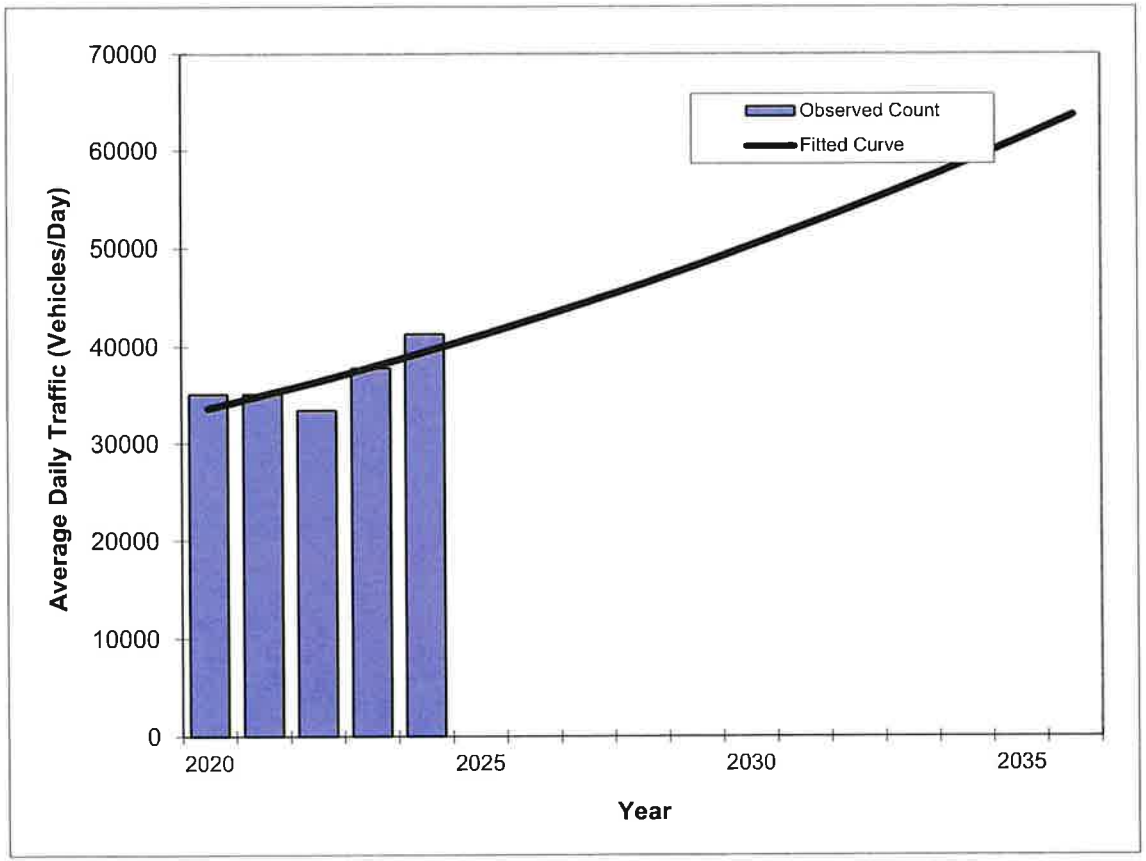
*Axle-Adjusted

Traffic Trends - V03.a

N COURTENAY PKWY (SR 3) -- 129

FIN#	1234
Location	1

County:	Brevard (70)
Station #:	0
Highway:	N COURTENAY PKWY (SR 3)



Year	Traffic (ADT/AADT) Count*	Trend**
2020	35100	33600
2021	35100	35000
2022	33400	36400
2023	37800	37900
2024	41300	39500
2026 Opening Year Trend		
2026	N/A	42800
2027 Mid-Year Trend		
2027	N/A	44500
2028 Design Year Trend		
2028	N/A	46300
TRANPLAN Forecasts/Trends		

Trend R-squared:	58.20%
Compounded Annual Historic Growth Rate:	4.13%
Compounded Growth Rate (2024 to Design Year):	4.05%
Printed:	10-Dec-25

Exponential Growth Option

***Axle-Adjusted**

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2020 - 2024

ID	ROAD	FROM	TO	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Last Count Taken	Current MAV	Existing Vol/MAV	Acceptable LOS	Context Classification	Functional Classification
AREA: MERRITT ISLAND														
	CONE RD.	S TROPICAL TR.	PLUMOSA ST.	4,580	4,515	4,715	4,600	4,530						
117	CONE RD.	S TROPICAL TR.	S COURTENAY PKWY.	4,720	4,230	4,260	4,180	4,260	01/29/24-01/30/24	22,400	0.19	E	C3R	Urban Minor Collector
115	CONE RD.	S COURTENAY PKWY.	PLUMOSA ST.	5,040	4,800	5,170	5,070	4,980	01/31/24-02/01/24	21,700	0.23	E	C3C	Urban Minor Collector
137	CROCKETT BLVD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	1,880	1,850	1,870	1,990	2,080	02/06/24-02/07/24	21,700	0.10	E	C3C	Urban Minor Collector
	FORTENBERRY RD.	S COURTENAY PKWY.	SYKES CREEK PKWY.	4,700	3,845	4,105	3,865	3,970						
119	FORTENBERRY RD.	S COURTENAY PKWY.	PLUMOSA ST.	4,960	3,900	3,930	3,620	3,620	01/31/24-02/01/24	21,700	0.17	E	C3C	Urban Major Collector
154	FORTENBERRY RD.	PLUMOSA ST.	SYKES CREEK PKWY.	4,440	3,990	4,390	4,100	4,320	01/31/24-02/01/24	21,700	0.20	E	C3C	Urban Major Collector
156	HALL RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	2,950	NC	2,960	2,140	3,160	01/29/24-01/30/24	22,400	0.14	E	C3R	Urban Minor Collector
139	LUCAS RD.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	3,410	3,090	3,200	3,120	NC	01/09/23-01/10/23	22,400	0.14	E	C3R	Urban Minor Collector
153	MERRITT AVE.	N TROPICAL TR.	N COURTENAY PKWY. (SR 3)	3,940	3,240	3,030	3,030	3,140	02/06/24-02/07/24	21,700	0.14	E	C3C	Urban Major Collector
	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	SYKES CREEK PKWY.	14,890	13,000	13,080	13,295	12,810						
103	MERRITT AVE.	N COURTENAY PKWY. (SR 3)	PLUMOSA ST.	15,150	12,780	12,380	13,020	11,760	02/06/24-02/07/24	36,600	0.32	E	C3C	Urban Major Collector
119	MERRITT AVE.	PLUMOSA ST.	SYKES CREEK PKWY.	14,170	13,270	13,780	13,570	13,660	01/31/24-02/01/24	36,600	0.38	E	C3C	Urban Major Collector
104	NEWFOUND HARBOR DR.	END	SR 520	6,260	5,400	5,640	5,060	5,410	01/31/24-02/01/24	22,400	0.24	E	C3R	Urban Minor Collector
	N. BANANA RIVER DR.	SR 520	SEA RAY DR.	8,902	7,860	8,275	7,840	8,456						
109	N. BANANA RIVER DR.	SR 520	SYKES CREEK PKWY.	6,390	6,140	6,130	6,280	6,470	01/31/24-02/01/24	22,400	0.29	E	C3R	Urban Minor Arterial
107	N. BANANA RIVER DR.	SYKES CREEK PKWY.	CENTRAL AVE.	12,300	11,680	12,430	11,540	12,260	01/31/24-02/01/24	21,700	0.56	E	C3C, C3R	Urban Minor Arterial
102	N. BANANA RIVER DR.	CENTRAL AVE.	MARTIN BLVD.	11,920	10,050	10,910	9,710	10,890	01/31/24-02/01/24	22,400	0.49	E	C3R	Urban Minor Arterial
802	N. BANANA RIVER DR.	MARTIN BLVD.	SR 528	11,900	10,000	10,370	9,970	11,000	01/29/24-01/30/24	21,700	0.51	E	C3C	Urban Minor Arterial
813	N. BANANA RIVER DR.	SR 528	SEA RAY DR.	1,500	1,430	1,550	1,660	1,880	01/29/24-01/30/24	21,700	0.08	E	C3C	Urban Local
	N. COURTENAY PKWY. (SR 3)	SR 520	PIONEER RD.	29,001	30,290	28,214	30,073	31,287						
130	N. COURTENAY PKWY. (SR 3)	SR 520	MERRITT AVE.	25,760	26,150	25,640	26,290	27,300	01/31/24-02/01/24	37,910	0.72	D	C4	Urban Principal Arterial-Other
131	N. COURTENAY PKWY. (SR 3)	MERRITT AVE.	NEEDLE BLVD.	30,220	32,130	30,980	32,030	31,490	02/06/24-02/07/24	37,910	0.83	D	C4	Urban Principal Arterial-Other
129	N. COURTENAY PKWY. (SR 3)	NEEDLE BLVD.	LUCAS RD.	32,190	34,740	30,540	31,210	30,650	02/06/24-02/07/24	37,910	0.81	D	C4	Urban Principal Arterial-Other
135	N. COURTENAY PKWY. (SR 3)	LUCAS RD.	CROCKETT BLVD.	27,630	29,670	26,310	31,490	NC	01/09/23-01/10/23	38,430	0.82	D	C3C	Urban Principal Arterial-Other
136	N. COURTENAY PKWY. (SR 3)	CROCKETT BLVD.	PIONEER RD.	26,690	28,560	30,190	31,760	30,230	01/30/24-01/31/24	38,430	0.79	D	C3C	Urban Principal Arterial-Other
152	N. COURTENAY PKWY. (SR 3)	PIONEER RD.	S RAMPS SR 528	33,250	31,170	26,990	27,080	33,650	02/13/24-02/14/24	38,430	0.88	D	C3C	Urban Principal Arterial-Other
155	N. COURTENAY PKWY. (SR 3)	S RAMPS SR 528	N RAMPS SR 528	27,270	29,280	26,850	30,650	34,400	01/29/24-01/30/24	38,430	0.89	D	C3C	Urban Principal Arterial-Other
	N. COURTENAY PKWY. (SR 3)	N RAMPS	SPACE COMMERCE WAY	14,903	12,893	12,850	15,443	18,480						
140	N. COURTENAY PKWY. (SR 3)	N RAMPS	HALL RD.	18,790	18,930	17,900	21,490	24,900	01/29/24-01/30/24	38,430	0.65	D	C3C	Urban Principal Arterial-Other
157	N. COURTENAY PKWY. (SR 3)	HALL RD.	N TROPICAL TR.	15,610	14,330	13,070	15,390	18,380	01/29/24-01/30/24	39,170	0.47	D	C3R	Urban Principal Arterial-Other
141	N. COURTENAY PKWY. (SR 3)	N TROPICAL TR.	SPACE COMMERCE WAY	10,310	6,320	7,010	9,250	12,040	01/29/24-01/30/24	45,800	0.26	C	C2, C1	Rural Principal Arterial Other
	N. TROPICAL TR.	SR 520	PIONEER RD.	5,093	5,040	5,115	5,448	5,925						
147	N. TROPICAL TR.	SR 520	MERRITT AVE.	8,240	8,100	8,030	8,560	7,480	02/06/24-02/07/24	21,700	0.34	E	C3C	Urban Major Collector
146	N. TROPICAL TR.	MERRITT AVE.	LUCAS RD.	6,270	6,110	6,390	6,660	5,360	02/06/24-02/07/24	22,400	0.24	E	C3R	Urban Major Collector
145	N. TROPICAL TR.	LUCAS RD.	CROCKETT BLVD.	3,930	3,990	4,010	4,320	5,230	02/06/24-02/07/24	22,400	0.23	E	C3R	Urban Major Collector
150	N. TROPICAL TR.	CROCKETT BLVD.	PIONEER RD.	1,890	1,960	2,040	2,250	2,040	02/06/24-02/07/24	22,400	0.09	E	C3R	Urban Major Collector
	N. TROPICAL TR.	GRANT RD.	N COURTENAY PKWY. (SR 3)	1,403	1,298	1,705	1,475	1,395						
144	N. TROPICAL TR.	GRANT RD.	HALL RD.	760	NC	760	NC	720	01/29/24-01/30/24	22,400	0.03	E	C3R	Urban Major Collector
143	N. TROPICAL TR.	HALL RD.	CRISAFULLI RD.	1,560	970	970	970	1,590	01/29/24-01/30/24	22,400	0.07	E	C2, C3R	Urban Major Collector
142	N. TROPICAL TR.	CRISAFULLI RD.	N COURTENAY PKWY. (SR 3)	1,890	1,720	1,750	1,980	1,830	01/29/24-01/30/24	22,400	0.08	E	C3R	Urban Major Collector
	PLUMOSA ST.	CONE RD.	MERRITT AVE.	5,284	5,109	5,078	4,864	5,000						
118	PLUMOSA ST.	CONE RD.	FORTENBERRY RD.	4,820	NC	4,440	NC	4,550	01/31/24-02/01/24	21,700	0.21	E	C3C	Urban Minor Collector
120	PLUMOSA ST.	FORTENBERRY RD.	SR 520	NC	4,150	NC	3,600	NC	01/19/23-01/20/23	21,700	0.17	E	C3C	Urban Minor Collector
106	PLUMOSA ST.	SR 520	MERRITT AVE.	5,740	5,260	5,070	5,760	5,580	01/31/24-02/01/24	21,700	0.26	E	C3C	Urban Minor Collector
105	S. BANANA RIVER DR.	END	SR 520	2,230	2,330	2,120	1,920	1,940	01/31/24-02/01/24	17,920	0.11	E	C3R	Urban Local
	S. TROPICAL TR./S. COURTENAY PKWY.	PINEDA CSWY. (SR 404)	FORTENBERRY RD.	12,113	10,193	10,690	10,398	11,410						
112	S. TROPICAL TR.	PINEDA CSWY. (SR 404)	S COURTENAY PKWY.	8,600	7,530	8,160	7,750	8,530	01/29/24-01/30/24	17,920	0.48	E	C3R	Urban Minor Arterial
113	S. COURTENAY PKWY.	S. TROPICAL TR.	BANANA BLVD.	10,300	8,880	9,430	8,750	10,110	01/29/24-01/30/24	22,400	0.45	E	C3R	Urban Minor Arterial
114	S. COURTENAY PKWY.	BANANA BLVD.	CONE RD.	13,010	10,970	11,570	11,170	12,570	01/29/24-01/30/24	22,400	0.56	E	C3R	Urban Minor Arterial
116	S. COURTENAY PKWY.	CONE RD.	FORTENBERRY RD.	16,540	13,390	13,680	13,920	14,430	01/31/24-02/01/24	22,400	0.64	E	C3R	Urban Minor Arterial
	S. COURTENAY PKWY.	FORTENBERRY RD.	SR 520	17,905	17,350	16,865	17,735	16,015						
122	S. COURTENAY PKWY.	FORTENBERRY RD.	MAGNOLIA AVE.	17,160	16,840	15,680	16,710	17,510	01/31/24-02/01/24	36,600	0.48	E	C3C	Urban Minor Arterial
138	S. COURTENAY PKWY.	MAGNOLIA AVE.	SR 520	18,450	17,860	18,050	18,760	18,520	02/06/24-02/07/24	36,600	0.51	E	C3C	Urban Minor Arterial
111	S. TROPICAL TR.	MATHERS BRIDGE	PINEDA CSWY. (SR 404)	1,740	1,550	1,460	1,500	1,500	01/29/24-01/30/24	17,920	0.08	E	C3R	Urban Major Collector
	S. TROPICAL TR.	S COURTENAY PKWY.	SR 520	4,987	4,363	4,477	4,467	4,290						
125	S. TROPICAL TR.	S COURTENAY PKWY.	PLANTATION RD.	1,520	1,290	1,420	1,320	1,300	01/29/24-01/30/24	17,920	0.07	D	C3R	Urban Major Collector
126	S. TROPICAL TR.	PLANTATION RD.	CONE RD.	7,410	6,730	7,000	6,820	6,760	01/29/24-01/30/24	17,920	0.38	E	C3R	Urban Major Collector
124	S. TROPICAL TR.	CONE RD.	SR 520	5,730	5,070	5,010	5,260	5,110	01/29/24-01/30/24	17,360	0.29	E	C3C, C3R	Urban Major Collector
803	SPACE COMMERCE WY.	SR 3	NASA CSWY.	3,860	3,270	4,430	3,720	4,200	01/29/24-01/30/24	21,700	0.20	D	C3C	Rural Principal Arterial Other
	SR 520	HUMPHREY BRIDGE	S BANANA RIVER DR.	30,794	30,014	29,571	30,751	30,079						
101	SR 520	HUMPHREY BRIDGE	N TROPICAL TR.	44,660	44,030	42,580	46,700	44,050	01/31/24-02/01/24	53,900	0.82	D	C5, C4	Urban Principal Arterial-Other
148	SR 520	N TROPICAL TR.	SR 3	33,180	37,330	34,490	37,760	37,660	01/31/24-02/01/24	56,800	0.66	D	C4	Urban Principal Arterial-Other
97	SR 520	SR 3	GOODWIN DR.	31,100	30,030	30,440	29,770	29,750	01/31/24-02/01/24	56,810	0.52	D	C4, C3C	Urban Principal Arterial-Other
98	SR 520	GOODWIN DR.	PLUMOSA ST.	27,800	29,870	28,930	30,540	31,270	01/31/24-02/01/24	56,810	0.55	D	C3C	Urban Principal Arterial-Other
99	SR 520	PLUMOSA ST.	MALL ENTRANCE	26,780	26,180	27,450	29,310	30,020	01/31/24-02/01/24	56,810	0.53	D	C3C	Urban Principal Arterial-Other
100	SR 520	MALL ENTRANCE	SYKES CREEK PKWY.	25,190	23,830	21,580	24,900	21,830	01/31/24-02/01/24	56,810	0.38	D	C3C	Urban Principal Arterial-Other
149	SR 520	SYKES CREEK PKWY.	NEWFOUND HARBOR DR.	26,850	28,480	26,120	29,030	25,280	01/31/24-02/01/24	56,810	0.44	D	C3C	Urban Principal Arterial-Other
150	SR 520	NEWFOUND HARBOR DR.	N BANANA RIVER DR.	NC	24,780	22,090	24,520	26,090	01/31/24-02/01/24	56,810	0.46	D	C3C	Urban Principal Arterial-Other
151	SR 520	N BANANA RIVER DR.	S BANANA RIVER DR.	NC	23,800	21,450	22,840	24,680	01/31/24-02/01/24	56,810	0.43	D	C3C	Urban Principal Arterial-Other

NC=Not Counted, UC=Under Construction

5/19/2025

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2020 - 2024

ID	ROAD	FROM	TO	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Last Count Taken	Current MAV	Existing Vol/MAV	Acceptable LOS	Context Classification	Functional Classification
AREA: MERRITT ISLAND														
	SR 528	US 1	SR 401	47,357	36,517	33,000	37,500	44,317						
128	SR 528	US 1	N COURTENAY PKWY. (SR 3)	55,910	46,300	38,530	39,270	53,870	01/29/24-01/30/24	82,200	0.66	D	LA	Urban Principal Arterial-Other
129	SR 528	N COURTENAY PKWY. (SR 3)	N BANANA RIVER DR.	44,790	35,050	33,410	37,750	41,270	01/29/24-01/30/24	82,200	0.50	D	LA	Urban Principal Arterial-Other
127	SR 528	N BANANA RIVER DR.	SR 401	41,370	28,200	28,700	36,050	37,810	01/29/24-01/30/24	82,200	0.46	D	LA	Urban Principal Arterial-Other
123	SYKES CREEK PKWY.	FORTENBERRY RD.	SR 520	4,850	4,050	4,370	4,230	3,820	02/05/24-02/06/24	36,600	0.10	E	C3C	Urban Major Collector
121	SYKES CREEK PKWY.	SR 520	MERRITT AVE.	12,910	10,770	10,700	11,940	11,540	01/31/24-02/01/24	36,600	0.32	E	C3C	Urban Major Collector
108	SYKES CREEK PKWY.	MERRITT AVE.	N BANANA RIVER DR.	11,410	9,690	9,840	9,530	9,720	01/31/24-02/01/24	21,700	0.45	E	C1, C3R, C3C	Urban Major Collector

College of Liberal Arts and Sciences
Bureau of Economic and Business Research

Florida Population Studies

BEBR
Volume 58, Bulletin 201
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Projections of Florida Population by County, 2025–2050, with Estimates for 2024

Stefan Rayer, Population Program Director
Conor Comfort, Research Demographer

The Bureau of Economic and Business Research (BEBR) at the University of Florida has produced population projections for Florida and its counties since the 1970s. This report presents our 2025 set of projections and describes the methodology used to construct those projections. To account for uncertainty regarding future population growth, we publish three series of projections: low, medium, and high. We recommend using the medium series for most purposes; this series has historically provided the most accurate forecasts for Florida counties. It should be noted that these projections refer solely to the resident population of Florida; they do not include temporary or seasonal residents whose usual place of residence is in another jurisdiction.

State Projections

The starting point for the state-level projections was the decennial census count for April 1, 2020. Projections were made in one-year intervals using a cohort-component methodology in which births, deaths, and migration are projected separately for each age-sex cohort in Florida.

Survival rates were applied by single year of age and sex to project future deaths in the population. These rates were based on the CDC Florida Life Tables for 2019. We adjusted the survival rates for 2020–2030 to make them consistent with recent mortality trends, and to align the projected deaths with those from the State of Florida's Demographic Estimating Conference (DEC) held June 30, 2025. After 2030, we made small adjustments to the survival rates based on projected changes in survival rates released by the U.S. Census Bureau.

Domestic migration rates by age and sex were based on Public Use Microdata Sample (PUMS) files from the 2021–2023 American Community Survey (ACS) 1-year estimates and 2019–2023 ACS 5-year estimates. We calculated a weighted average of those two sets; projections based on input data from more than one period tend to be more accurate than those based on a single period. By combining 1-year ACS estimates, which are more current, with 5-year ACS estimates, which are more stable, we make use of the different strengths of each type of ACS data.

We applied smoothing techniques to the migration rates by single year of age and sex to adjust for data irregularities caused by small sample sizes. The smoothed in- and out-migration rates were weighted to account for recent changes in Florida's population growth rates. Projections of domestic in-migration were made by applying weighted in-migration rates to the projected population of the United States (minus Florida), using the most recent set of national projections produced by the U.S. Census Bureau. Projections of out-migration were made by applying weighted out-migration rates to the Florida population. In both instances, rates were calculated separately for males and females for each age up to 90 and over.

The distribution of foreign immigrants by age and sex was also based on averages of the patterns observed

over the same time periods using the same ACS data sets as for domestic migration. Again, we smoothed the estimates to account for data irregularities in the age/sex distribution of immigrants.

Projections were made in one-year intervals, with each projection serving as the base for the following projection. Projected in-migration for each one-year interval was added to the survived Florida population at the end of the interval and projected out-migration was subtracted, giving a projection of the population age one and older.

Births were projected by applying age-specific birth rates (adjusted for child mortality) to the projected female population. These birth rates were based on Florida birth data for 2012–2018 published by the Office of Vital Statistics in the Florida Department of Health. They imply a total fertility rate (TFR) of 1.75 births per woman. These rates were reduced in the short-term projections to make them consistent with recent fertility trends, and to align the projected births with those from the June 30, 2025 DEC. The long-term projections imply about 1.78 births per woman.

The medium projections of total population for 2025–2030 were adjusted to be consistent with the state population forecasts for those years produced by the June 30, 2025 DEC. The projections after 2030 did not have any further controls.

In addition to the medium series, we also created a low and a high series for Florida. These should not be considered low and high growth scenarios; rather, they represent an indication of the uncertainty surrounding the medium projections. The low and high series were based on analyses of past population forecast errors for Florida. In this publication, we provide projections for 2025, 2030, 2035, 2040, 2045, and 2050. State projections for other years are available by request.

County Projections

The cohort-component model is the most widely used technique to make population projections for larger areas such as states, but it is not necessarily the best way to make projections at the county level. Many counties in Florida have small populations, which make it difficult to produce reliable cohort-component projections by age and sex. Furthermore, county growth patterns can be volatile, and projections based on a single technique using data from a single time period may provide suboptimal results. We believe more useful projections of total population can be made by applying different techniques that incorporate data from different time periods.

For counties, we started with the population estimate constructed by BEBR for April 1, 2024. We made projections for each county using six different techniques in five-year increments. The six techniques were:

1. Linear – the population will change by the same number of persons in each future year as the average annual change during the base period.

2. Exponential – the population will change at the same percentage rate in each future year as the average annual rate during the base period.

3. Share-of-growth – each county's share of state population growth in the future will be the same as its share during the base period.

4. Shift-share – each county's share of the state population will change by the same annual amount in the future as the average annual change during the base period.

5. Constant-share – each county's share of the state population will remain constant at its 2024 level.

6. Constant – each county's population will remain equal to its 2024 estimate.

For the linear technique, we used base periods of ten and twenty years (2014–2024, and 2004–2024) yielding two sets of projections; for the exponential technique, we used a fifteen-year base period (2009–2024) yielding one projection; for the share-of-growth technique, we used base periods of two, ten, and twenty years (2022–2024, 2014–2024, and 2004–2024) yielding three sets of projections; and for the shift-share technique, we used base periods of five and fifteen

years (2019–2024 and 2009–2024) yielding two sets of projections. The constant-share and constant techniques were based on data from a single year (2024).

This methodology produced ten different projections for each county for each projection year (2025, 2030, 2035, 2040, 2045, and 2050). From these, we calculated four averages: one using all ten projections (AVE-10), one that excluded the highest and lowest projections (AVE-8), one that excluded the two highest and two lowest projections (AVE-6), and one that excluded the three highest and three lowest projections (AVE-4). Based on the results of previous research, we designated the average that excluded the three highest and three lowest projections (AVE-4) as the default technique for each county. For counties in which AVE-4 did not provide reasonable projections, we selected the technique which produced projections that fit most closely with our evaluation criteria. We evaluated the resulting projections by comparing them with historical population trends and with the level of population growth projected for the state.

For 65 counties we selected projections made with AVE-4, the default technique. In the remaining two counties – Gadsden and Hardee – we selected projections made with an individual technique (Constant).

In counties with large institutional populations – including university students and state and federal prison inmates – we projected the non-institutional population separately from the institutional population. In the present set of projections, such adjustments were made for Alachua, Baker, Bradford, Calhoun, Columbia, DeSoto, Dixie, Franklin, Gadsden, Gilchrist, Glades, Gulf, Hamilton, Hardee, Hendry, Holmes, Jackson, Jefferson, Lafayette, Leon, Liberty, Madison, Okeechobee, Santa Rosa, Sumter, Suwannee, Taylor, Union, Wakulla, Walton, and Washington counties. In all other counties the projections were made for the total population.

Range of County Projections

The methodology described above was used to construct the medium series of county projections. This is the series we believe will generally provide the most accurate forecasts of future population change. We also constructed a low and a high series, which provide an indication of the uncertainty surrounding the medium county projections. The low and high series were based on analyses of past population forecast errors for counties in Florida, broken down by population size and growth rate. They indicate the range into which approximately three-quarters of future county populations will fall, if the future distribution of forecast errors is similar to the past distribution.

The range between the low and high projections varies based on three factors: a county's population size in 2024 (less than 30,000; 30,000–199,999; and 200,000 or more), rate of population growth between 2014 and 2024 (less than 7.5%; 7.5–15%; 15–30%; and 30% or more), and the length of the projection horizon. Our studies have found that the distribution of absolute percent errors tends to remain relatively stable over time, leading us to believe that the low and high projections provide a reasonable range of errors for most counties. It must be emphasized, however, that the actual future population of any given county could be below the low projection or above the high projection.

For the medium series of projections, the sum of the county projections equals the state projection for each year (except for slight differences due to rounding). However, for the low and the high series, the sum of the county projections does not equal the state projection. The sum of the low projections for counties is lower than the state's low projection and the sum of the high projections for counties is higher than the state's high projection. This occurs because potential variation around the medium projection is greater for counties than for the state.

Acknowledgement

Funding for these projections was provided by the Florida Legislature.

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Projections of Florida Population by County, 2025–2050, with Estimates for 2024

County and State	Estimates April 1, 2024	Projections, April 1					
		2025	2030	2035	2040	2045	2050
ALACHUA	296,313						
Low		291,200	294,900	293,000	288,000	281,400	274,500
Medium		300,200	316,400	328,300	336,600	342,800	347,900
High		309,200	337,900	363,600	385,300	404,200	421,300
BAKER	28,899						
Low		28,400	29,500	29,200	28,700	28,100	27,400
Medium		29,200	31,600	32,700	33,600	34,200	34,800
High		30,100	33,800	36,200	38,400	40,300	42,100
BAY	196,112						
Low		192,600	195,100	194,700	192,800	190,100	187,100
Medium		198,600	209,400	218,100	225,400	231,500	237,200
High		204,600	223,600	241,600	257,900	273,000	287,200
BRADFORD	27,335						
Low		26,700	26,100	25,400	24,700	23,900	23,200
Medium		27,500	28,000	28,500	28,800	29,100	29,400
High		28,300	29,900	31,500	33,000	34,300	35,600
BREVARD	653,703						
Low		643,300	655,500	656,200	649,900	639,600	628,000
Medium		663,200	703,300	735,200	759,700	779,000	796,000
High		683,100	751,200	814,200	869,500	918,500	963,900
BROWARD	1,981,888						
Low		1,948,200	1,948,200	1,919,500	1,880,800	1,837,700	1,795,100
Medium		1,998,100	2,065,900	2,112,900	2,145,800	2,169,700	2,189,100
High		2,048,100	2,183,700	2,306,200	2,410,800	2,501,600	2,583,100
CALHOUN	13,700						
Low		13,200	12,800	12,300	11,900	11,400	11,000
Medium		13,600	13,700	13,800	13,900	13,900	13,900
High		14,000	14,700	15,300	15,900	16,400	16,900
CHARLOTTE	210,645						
Low		208,300	217,000	221,100	223,100	222,000	219,900
Medium		214,800	232,800	247,800	260,800	270,400	278,700
High		221,200	248,600	274,400	298,500	318,800	337,500
CITRUS	166,151						
Low		162,600	164,200	163,000	160,600	157,200	153,200
Medium		168,400	178,300	186,000	192,500	197,700	202,100
High		174,300	192,400	208,900	224,300	238,200	251,000
CLAY	236,365						
Low		233,100	240,600	243,100	242,100	238,700	234,500
Medium		240,300	258,100	272,400	283,000	290,800	297,300
High		247,500	275,700	301,700	323,900	342,800	360,000
COLLIER	408,381						
Low		403,300	417,300	420,700	419,300	414,800	409,000
Medium		415,800	447,800	471,400	490,200	505,300	518,400
High		428,300	478,200	522,100	561,000	595,700	627,800
COLUMBIA	72,155						
Low		71,000	70,800	70,000	68,700	67,400	66,000
Medium		72,800	75,100	77,000	78,400	79,600	80,500
High		74,600	79,400	84,100	88,100	91,700	95,000
DESOTO	35,487						
Low		34,800	34,400	33,600	32,800	31,900	31,000
Medium		35,700	36,400	37,000	37,400	37,600	37,800
High		36,600	38,500	40,400	42,000	43,400	44,600
DIXIE	17,555						
Low		17,200	17,000	16,700	16,300	15,800	15,400
Medium		17,700	18,300	18,700	19,000	19,300	19,500
High		18,300	19,500	20,700	21,800	22,700	23,700

APPENDIX C

TMC

Bi-Directional Class Count || Location Overview

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Lat/Long
28.398034°, -80.702878°

Click here for Map

0000 - 2400 (Weekday 24h Session) (All Dates)
Location Overview

Description	Time Interval	Visible	Tabs
[illegible]	[illegible]	☑	4
Bi-Directional Class Count	60min	☑	4
Graphical Analysis	-	☑	3
Base Data	15min	☑	2
Base Data	60min	☑	2

Daily & Monthly Factors

	Wed 11/05
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Miami Island, FL

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

Click here for Detailed Weather

Click here for Map

0000 - 1400 (Weekday 24h Session) (11-05-2025)
NB EB 15min

Time	Eastbound (Movement 1,2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	7
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0600 - 0615	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0615 - 0630	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0630 - 0645	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0645 - 0700	0	11	1	0	0	0	0	1	0	0	1	0	0	14	24
0700 - 0715	0	21	5	1	0	0	0	0	0	0	0	0	0	27	
0715 - 0730	0	47	12	0	0	0	0	0	0	0	0	0	0	59	
0730 - 0745	0	81	23	0	1	0	0	0	0	0	0	0	0	105	
0745 - 0800	0	76	21	0	1	0	0	0	0	0	0	0	0	98	289
0800 - 0815	0	14	5	0	0	0	0	0	0	0	0	0	0	19	
0815 - 0830	0	15	8	0	0	0	0	1	0	0	0	0	0	24	
0830 - 0845	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
0845 - 0900	0	8	4	0	0	0	0	0	0	0	0	0	0	13	67
0900 - 0915	0	8	3	0	0	0	0	0	0	0	0	0	0	20	
0915 - 0930	0	11	7	0	0	0	0	0	0	0	0	0	0	23	
0930 - 0945	0	13	6	0	0	0	0	0	0	0	0	0	0	25	
0945 - 1000	0	13	3	0	0	0	0	0	0	0	0	0	0	16	83
1000 - 1015	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1015 - 1030	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
1030 - 1045	0	19	3	0	1	0	0	0	0	0	0	0	0	23	
1045 - 1100	0	17	4	0	0	0	0	0	0	0	0	0	0	21	66
1100 - 1115	0	16	8	0	1	0	0	0	0	0	0	0	0	25	
1115 - 1130	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
1130 - 1145	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
1145 - 1200	0	20	3	0	1	0	0	0	0	0	0	0	0	24	88
1200 - 1215	0	18	6	0	1	0	0	0	0	0	0	0	0	27	
1215 - 1230	0	26	5	0	1	0	0	0	0	0	0	0	0	32	
1230 - 1245	0	18	3	0	1	0	0	0	0	0	0	0	0	22	
1245 - 1300	0	11	3	0	1	0	0	0	0	0	0	0	0	15	96
1300 - 1315	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
1315 - 1330	0	10	6	0	0	0	0	0	0	0	0	0	0	16	
1330 - 1345	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
1345 - 1400	0	22	5	0	0	0	0	0	0	0	0	0	0	27	103
1400 - 1415	0	44	9	0	0	0	0	1	0	0	0	0	0	54	
1415 - 1430	0	49	8	0	0	0	0	0	0	0	0	0	0	57	
1430 - 1445	0	62	8	0	2	0	0	1	0	0	0	0	0	73	
1445 - 1500	0	27	5	0	0	0	0	0	0	0	0	0	0	32	217
1500 - 1515	0	23	3	1	0	0	0	0	0	0	0	0	0	28	
1515 - 1530	0	19	7	0	1	0	0	0	0	0	0	0	0	27	
1530 - 1545	0	28	7	0	0	0	0	0	0	0	0	0	0	35	
1545 - 1600	0	23	10	0	0	0	0	0	0	0	0	0	0	33	113
1600 - 1615	0	22	6	1	0	0	0	0	0	0	0	0	0	29	
1615 - 1630	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
1630 - 1645	0	30	7	1	0	0	0	0	0	0	0	0	0	38	
1645 - 1700	0	31	7	0	0	0	0	0	0	0	0	0	0	38	127
1700 - 1715	0	31	8	0	0	0	0	0	0	0	0	0	0	40	
1715 - 1730	0	35	9	0	0	0	0	0	0	0	0	0	0	45	
1730 - 1745	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
1745 - 1800	0	35	13	0	1	0	0	0	0	0	0	0	0	49	134
1800 - 1815	0	22	7	0	0	0	0	0	0	1	0	0	0	30	
1815 - 1830	0	14	6	0	1	0	0	0	0	0	0	0	0	21	
1830 - 1845	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
1845 - 1900	0	18	6	0	1	0	0	0	0	0	0	0	0	25	89
1900 - 1915	0	18	3	0	0	0	0	0	0	0	0	0	0	21	
1915 - 1930	0	23	6	0	0	0	0	0	0	0	0	0	0	29	
1930 - 1945	0	31	5	0	0	0	0	0	0	0	0	0	0	36	
1945 - 2000	0	27	5	0	0	0	0	0	0	0	0	0	0	32	118
2000 - 2015	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
2015 - 2030	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
2030 - 2045	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
2045 - 2100	0	6	2	0	0	0	0	0	0	0	0	0	0	8	49
2100 - 2115	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2115 - 2130	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2130 - 2145	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
2145 - 2200	0	5	1	0	0	0	0	0	0	0	0	0	0	6	29
2200 - 2215	0	5	1	0	0	0	0	0	0	0	0	0	0	7	
2215 - 2230	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2245 - 2300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15
2300 - 2315	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2315 - 2330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	0	1	0	0	0	0	0	0	0	0	0	0	1	11

Session Total	0	1295	370	4	21	0	0	1	1	0	0	0	0	1692
Session Average	0.00	11.49	3.65	0.04	0.22	0.00	0.00	0.06	0.01	0.00	0.00	0.00	0.00	17.68
Session Percentage	0.00	76.11	21.80	0.24	1.24	0.00	0.00	0.35	0.06	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0700 - 0800	0615 - 0715	0845 - 0945	-	-	0845 - 0945	-	-	-	-	-	0700 - 0800
AM Peak Volume	0	235	61	1	4	0	0	2	0	0	0	0	0	304
AM Peak Rate	0.00	78.33	20.47	0.34	1.34	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1345 - 1445	1415 - 1515	1145 - 1245	-	-	1345 - 1445	-	-	-	-	-	1400 - 1500
Noon Peak Volume	0	182	51	1	4	0	0	2	0	0	0	0	0	217
Noon Peak Rate	0.00	81.87	14.29	0.45	1.84	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1630 - 1730	1715 - 1815	1545 - 1645	1730 - 1830	-	-	1900 - 1900	1815 - 1915	-	-	-	-	1630 - 1730
PM Peak Volume	0	127	33	2	3	0	0	1	1	0	0	0	0	155
PM Peak Rate	0.00	81.94	21.29	1.29	1.29	0.00	0.00	0.65	0.65	0.00	0.00	0.00	0.00	

User Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
User Peak Rate	0.00	71.43	28.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Marriott Island, FL

Site 1
Pioneer Rd.
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Weather
Fair
75°F

Lat/Long
28.398034°, -80.702879°

Click here for Detailed Weather

Click here for Map

2000 - 2400 (Weekday 24h Session) [11-05-2025]
SB WB 15min

Time	Westbound (Movement 1,2): 1	2	3	4	5	6	7	8	9	10	11	12	13	15min Total	60min Total
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0300 - 0315	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	1	4	0	0	0	0	0	0	0	0	0	0	5	10
0500 - 0515	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0515 - 0530	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0530 - 0545	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0545 - 0600	0	6	3	0	0	0	0	0	0	0	0	0	0	9	23
0600 - 0615	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0615 - 0630	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0630 - 0645	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
0645 - 0700	0	20	3	1	0	0	0	0	0	0	0	0	0	19	53
0700 - 0715	0	20	3	1	0	0	0	0	0	0	0	0	0	24	
0715 - 0730	0	31	1	1	0	0	0	0	0	0	0	0	0	33	
0730 - 0745	0	98	27	8	0	0	0	0	0	0	0	0	0	133	
0745 - 0800	0	109	26	0	0	0	0	0	0	0	0	0	0	135	322
0800 - 0815	0	54	7	1	0	0	0	0	0	0	0	0	0	62	
0815 - 0830	0	33	7	0	0	0	0	0	0	0	0	0	0	40	
0830 - 0845	0	24	11	0	0	0	0	1	0	0	0	0	0	36	
0845 - 0900	0	28	9	1	0	0	0	0	0	0	0	0	0	38	146
0900 - 0915	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
0915 - 0930	0	21	4	0	1	0	0	0	0	0	0	0	0	26	
0930 - 0945	0	23	5	0	1	0	0	0	0	0	0	0	0	29	
0945 - 1000	1	18	5	0	0	0	0	1	0	0	0	0	0	25	86
1000 - 1015	0	23	7	0	1	0	0	0	0	0	0	0	0	31	
1015 - 1030	0	9	2	0	0	0	0	1	0	0	0	0	0	12	
1030 - 1045	0	17	7	0	1	0	0	0	0	0	0	0	0	25	
1045 - 1100	0	17	5	0	0	0	0	0	0	0	0	0	0	22	90
1100 - 1115	0	15	6	0	0	0	0	0	0	0	0	0	0	23	
1115 - 1130	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
1130 - 1145	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
1145 - 1200	0	22	14	0	0	0	0	0	0	0	0	0	0	36	100
1200 - 1215	0	17	6	0	0	0	0	0	0	0	0	0	0	23	
1215 - 1230	0	19	4	0	0	0	0	1	0	0	0	0	0	24	
1230 - 1245	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
1245 - 1300	0	16	4	0	0	0	0	0	0	0	0	0	0	22	92
1300 - 1315	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
1315 - 1330	0	17	1	0	0	0	0	0	0	0	0	0	0	19	
1330 - 1345	0	18	0	1	0	0	0	0	0	0	0	0	0	19	
1345 - 1400	0	15	2	0	0	0	0	0	0	0	0	0	0	17	86
1400 - 1415	0	21	5	0	0	0	0	1	0	0	0	0	0	27	
1415 - 1430	0	18	3	0	1	0	0	0	0	0	0	0	0	22	
1430 - 1445	0	87	12	7	1	0	0	0	0	0	0	0	0	106	
1445 - 1500	0	63	13	1	1	0	0	0	0	1	0	0	1	78	233
1500 - 1515	0	26	10	1	1	0	0	0	0	0	0	0	0	38	
1515 - 1530	0	20	9	1	0	0	0	1	0	0	0	0	0	31	
1530 - 1545	0	23	11	1	1	0	0	0	0	0	0	0	0	36	
1545 - 1600	0	22	5	1	0	0	0	0	0	0	0	0	0	28	133
1600 - 1615	0	13	3	1	0	0	0	0	0	0	0	0	0	18	
1615 - 1630	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
1630 - 1645	0	17	5	2	0	0	0	0	0	0	0	0	0	22	
1645 - 1700	1	27	8	0	0	0	0	0	0	0	0	0	0	35	105
1700 - 1715	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
1715 - 1730	0	23	7	0	0	0	0	0	0	0	0	0	0	30	
1730 - 1745	0	30	8	0	0	0	0	0	0	0	0	0	0	38	
1745 - 1800	0	36	18	0	0	0	0	0	0	0	0	0	0	54	217
1800 - 1815	0	12	5	0	0	0	0	0	0	0	0	0	0	17	
1815 - 1830	0	13	4	0	1	0	0	0	0	0	0	0	0	18	
1830 - 1845	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1845 - 1900	0	13	2	0	0	0	0	0	0	0	0	0	0	15	56
1900 - 1915	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
1915 - 1930	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1930 - 1945	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1945 - 2000	0	7	2	0	0	0	0	0	0	0	0	0	0	9	43
2000 - 2015	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2015 - 2030	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2030 - 2045	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
2045 - 2100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21
2100 - 2115	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2215 - 2230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	1	1	0	0	0	0	0	0	0	0	0	0	2	7
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Session Total	1	1411	393	31	20	1	0	1	0	0	0	0	0	1763
Session Average	0.01	13.44	4.09	0.32	0.21	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.00	18.36
Session Percentage	0.06	74.16	22.29	1.76	1.13	0.06	0.00	0.34	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0715 - 0815	0715 - 0815	0645 - 0745	0915 - 1015	-	-	0930 - 1030	-	-	-	-	-	0715 - 0815
AM Peak Volume	1	262	68	11	5	0	0	3	0	0	0	0	0	349
AM Peak %age	0.29	77.06	20.00	3.24	1.47	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1430 - 1530	1430 - 1530	1430 - 1530	1400 - 1500	1245 - 1345	-	1000 - 1100	-	-	-	-	-	1430 - 1530
Noon Peak Volume	0	296	45	10	5	1	0	1	0	0	0	0	0	255
Noon Peak %age	0.00	76.80	17.65	3.92	1.96	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1645 - 1745	1500 - 1600	1515 - 1615	1500 - 1600	-	-	1500 - 1600	-	-	-	-	-	1645 - 1745
PM Peak Volume	0	99	35	5	2	0	0	1	0	0	0	0	0	126
PM Peak %age	0.00	78.57	27.78	3.97	1.59	0.00	0.00	0.79	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	3	1	0	0	0	0	0	0	0	0	0	0	4
User Peak %age	0.00	75.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 15min

Merritz Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Pioneer Rd.
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Lat/Long
28.4380134°, -80.7028878°

Weather
Fair
75°F

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0000 - 2400 (Weekday 24h Session) (11-05-2025)
Bi Directional 15min

	Bi Directional 15min														15min Total	60min Total
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14		
0000 - 0015	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	11
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5
0300 - 0315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4
0400 - 0415	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8
0500 - 0515	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
0515 - 0530	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0545 - 0600	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	10
0600 - 0615	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9	
0615 - 0630	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14	
0630 - 0645	0	17	3	0	1	0	0	0	0	0	0	0	0	0	21	
0645 - 0700	0	11	11	1	0	0	0	0	0	0	0	0	0	0	43	87
0700 - 0715	0	41	8	2	1	0	0	0	0	0	0	0	0	0	52	
0715 - 0730	0	70	29	1	0	0	0	0	0	0	0	0	0	0	100	
0730 - 0745	0	170	50	8	1	0	0	0	0	0	0	0	0	0	229	
0745 - 0800	0	155	47	0	1	0	0	0	0	0	0	0	0	0	203	584
0800 - 0815	0	48	12	1	0	0	0	0	0	0	0	0	0	0	61	
0815 - 0830	0	38	13	0	0	0	0	1	0	0	0	0	0	0	54	
0830 - 0845	0	32	15	0	0	0	0	1	0	0	0	0	0	0	48	
0845 - 0900	0	36	13	1	0	0	0	0	0	0	0	0	0	0	50	213
0900 - 0915	0	27	13	0	2	0	0	0	0	0	0	0	0	0	42	
0915 - 0930	0	39	11	0	1	0	0	0	0	0	0	0	0	0	51	
0930 - 0945	0	38	11	1	2	0	0	1	0	2	0	0	0	0	55	
0945 - 1000	1	33	8	0	0	0	0	1	0	0	0	0	0	0	43	179
1000 - 1015	0	30	10	0	1	0	0	0	0	0	0	0	0	0	41	
1015 - 1030	0	18	3	0	0	0	0	1	0	0	0	0	0	0	22	
1030 - 1045	0	36	10	0	2	0	0	0	0	0	0	0	0	0	48	
1045 - 1100	0	34	9	0	0	0	0	0	0	0	0	0	0	0	43	156
1100 - 1115	0	31	10	0	0	0	0	0	0	0	0	0	0	0	41	
1115 - 1130	0	33	4	0	0	0	0	0	0	0	0	0	0	0	37	
1130 - 1145	0	38	8	0	2	0	0	0	0	0	0	0	0	0	48	
1145 - 1200	0	42	17	0	1	0	0	0	0	0	0	0	0	0	60	186
1200 - 1215	0	35	14	0	1	0	0	0	0	0	0	0	0	0	50	
1215 - 1230	0	45	9	0	1	0	0	1	0	0	0	0	0	0	56	
1230 - 1245	0	36	8	0	1	0	0	0	0	0	0	0	0	0	45	
1245 - 1300	0	27	7	0	1	0	0	0	0	0	0	0	0	0	37	188
1300 - 1315	0	33	13	0	0	0	0	0	0	0	0	0	0	0	46	
1315 - 1330	0	47	8	0	0	0	0	0	0	0	0	0	0	0	55	
1330 - 1345	0	36	10	1	0	0	0	0	0	0	0	0	0	0	47	
1345 - 1400	0	37	8	0	0	0	0	0	0	0	0	0	0	0	45	200
1400 - 1415	0	39	14	0	2	0	0	2	0	0	0	0	0	0	77	
1415 - 1430	0	67	11	0	1	0	0	0	0	0	0	0	0	0	79	
1430 - 1445	0	149	21	7	3	0	0	1	0	0	0	0	0	0	181	
1445 - 1500	0	90	19	1	1	0	0	0	0	0	0	0	0	0	111	448
1500 - 1515	0	61	13	1	1	0	0	0	0	0	0	0	0	0	76	
1515 - 1530	0	85	18	1	1	0	0	1	0	0	0	0	0	0	106	
1530 - 1545	0	48	18	1	1	0	0	0	0	0	0	0	0	0	68	
1545 - 1600	0	36	15	1	0	0	0	0	0	0	0	0	0	0	52	332
1600 - 1615	0	45	9	3	0	0	0	0	0	0	0	0	0	0	57	
1615 - 1630	0	32	6	0	0	0	0	0	0	0	0	0	0	0	38	
1630 - 1645	0	47	15	3	0	0	0	0	0	0	0	0	0	0	65	
1645 - 1700	0	58	15	0	0	0	0	0	0	0	0	0	0	0	73	233
1700 - 1715	0	30	8	0	0	0	0	0	0	0	0	0	0	0	38	
1715 - 1730	0	34	18	0	0	0	0	0	0	0	0	0	0	0	52	
1730 - 1745	0	53	13	0	0	0	0	0	0	0	0	0	0	0	66	
1745 - 1800	0	31	12	1	0	0	0	0	0	0	0	0	0	0	44	200
1800 - 1815	0	34	13	0	0	0	0	0	0	0	0	0	0	0	47	
1815 - 1830	0	26	10	0	2	0	0	0	0	0	0	0	0	0	38	
1830 - 1845	0	15	8	0	0	0	0	0	0	0	0	0	0	0	23	
1845 - 1900	0	29	8	0	1	0	0	1	0	0	0	0	0	0	39	147
1900 - 1915	0	39	9	0	0	0	0	0	0	1	0	0	0	0	49	
1915 - 1930	0	18	8	0	0	0	0	0	0	0	0	0	0	0	26	
1930 - 1945	0	16	7	0	0	0	0	0	0	0	0	0	0	0	23	
1945 - 2000	0	26	9	0	0	0	0	0	0	0	0	0	0	0	35	110
2000 - 2015	0	15	10	0	0	0	0	0	0	0	0	0	0	0	25	
2015 - 2030	0	15	5	0	0	0	0	0	0	0	0	0	0	0	20	
2030 - 2045	0	11	7	0	0	0	0	0	0	0	0	0	0	0	18	
2045 - 2100	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12	75
2100 - 2115	0	9	0	0	0	0	0	0	0	0	0	0	0	0	10	
2115 - 2130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
2130 - 2145	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
2145 - 2200	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	29
2200 - 2215	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9	
2215 - 2230	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	
2230 - 2245	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6	
2245 - 2300	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	25
2300 - 2315	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
2315 - 2330	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
2330 - 2345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
2345 - 0000	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14

Session Type	1	2606	763	93	41	1	0	12	1	0	0	0	0	3465
Session Average	0.01	27.15	7.95	0.96	0.43	0.01	0.00	0.13	0.01	0.00	0.00	0.00	0.00	36.04
Session Percentage	0.03	75.32	22.05	2.69	1.18	0.03	0.00	0.35	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	0930 - 1030	0715 - 0815	0715 - 0815	0645 - 0745	0915 - 1015	-	-	0930 - 1030	-	-	-	-	-	0715 - 0815
AM Peak Volume	1	488	129	12	7	0	0	4	0	0	0	0	0	629
AM Peak %age	0.15	77.58	20.51	1.91	1.11	0.00	0.00	0.64	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1430 - 1530	1430 - 1530	1400 - 1500	1245 - 1345	-	-	1345 - 1445	-	-	-	-	-	1400 - 1500
Noon Peak Volume	0	365	89	11	7	1	0	1	0	0	0	0	0	0	448
Noon Peak %age	0.00	81.47	19.80	2.46	1.56	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1645 - 1745	1715 - 1815	1545 - 1645	1500 - 1600	-	-	1500 - 1600	1815 - 1915	-	-	-	-	-	1630 - 1730
PM Peak Volume	0	218	64	7	3	0	0	1	1	0	0	0	0	0	270
PM Peak %age	0.00	80.74	23.70	2.59	1.11	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.00	0.00	

User Peak Volume	0	8	3	0	0	0	0	0	0	0	0	0	0	11
User Peak %age	0.00	72.73	27.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION

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Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

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0000 - 2400 (Weekday 24h Session) (11-05-2025)
Volume Summary 15min

TIME	Volume Summary 15min EB	WB	15min Total	60min Total
0000 - 0015	1	3	4	
0015 - 0030	2	1	3	
0030 - 0045	1	0	1	
0045 - 0100	3	0	3	11
0100 - 0115	1	1	2	
0115 - 0130	0	0	0	
0130 - 0145	0	0	0	
0145 - 0200	0	0	0	2
0200 - 0215	1	0	1	
0215 - 0230	1	1	2	
0230 - 0245	0	1	1	
0245 - 0300	0	1	1	5
0300 - 0315	0	1	1	
0315 - 0330	0	0	0	
0330 - 0345	0	2	2	
0345 - 0400	0	2	2	5
0400 - 0415	1	1	2	
0415 - 0430	0	4	4	
0430 - 0445	1	0	1	
0445 - 0500	0	5	5	12
0500 - 0515	0	3	3	
0515 - 0530	1	2	3	
0530 - 0545	0	9	9	
0545 - 0600	0	9	9	24
0600 - 0615	1	8	9	
0615 - 0630	5	9	14	
0630 - 0645	4	17	21	
0645 - 0700	14	29	43	87
0700 - 0715	28	24	52	
0715 - 0730	59	40	99	
0730 - 0745	115	123	238	
0745 - 0800	96	135	231	620
0800 - 0815	19	42	61	
0815 - 0830	24	30	54	
0830 - 0845	12	36	48	
0845 - 0900	12	38	50	213
0900 - 0915	19	23	42	
0915 - 0930	25	26	51	
0930 - 0945	23	22	45	
0945 - 1000	16	25	41	179
1000 - 1015	12	31	43	
1015 - 1030	10	12	22	
1030 - 1045	23	25	48	
1045 - 1100	21	22	43	156
1100 - 1115	25	23	48	
1115 - 1130	18	19	37	
1130 - 1145	18	22	40	
1145 - 1200	24	36	60	185

Session Total	1697	1763	3460
Session Average	17.68	18.36	36.04
Session Percentage	49.05	50.95	

Time	Volume Summary 15min EB	WB	15min Total	60min Total
1200 - 1215	27	23	50	
1215 - 1230	32	24	56	
1230 - 1245	22	23	45	
1245 - 1300	15	22	37	188
1300 - 1315	22	22	44	
1315 - 1330	36	19	55	
1330 - 1345	18	28	46	
1345 - 1400	28	17	45	190
1400 - 1415	54	23	77	
1415 - 1430	57	22	79	
1430 - 1445	73	108	181	
1445 - 1500	33	78	111	448
1500 - 1515	25	38	63	
1515 - 1530	23	31	54	
1530 - 1545	33	35	68	
1545 - 1600	32	18	50	235
1600 - 1615	29	28	57	
1615 - 1630	22	16	38	
1630 - 1645	38	27	65	
1645 - 1700	38	35	73	233
1700 - 1715	35	23	58	
1715 - 1730	44	30	74	
1730 - 1745	27	38	65	
1745 - 1800	28	26	54	251
1800 - 1815	29	18	47	
1815 - 1830	21	17	38	
1830 - 1845	15	8	23	
1845 - 1900	24	15	39	147
1900 - 1915	20	17	37	
1915 - 1930	18	10	28	
1930 - 1945	13	8	21	
1945 - 2000	23	9	32	118
2000 - 2015	19	6	25	
2015 - 2030	15	5	20	
2030 - 2045	11	7	18	
2045 - 2100	9	3	12	75
2100 - 2115	6	4	10	
2115 - 2130	4	1	5	
2130 - 2145	7	4	11	
2145 - 2200	8	1	9	35
2200 - 2215	7	2	9	
2215 - 2230	3	2	5	
2230 - 2245	3	3	6	
2245 - 2300	2	3	5	25
2300 - 2315	3	0	3	
2315 - 2330	4	1	5	
2330 - 2345	2	2	4	
2345 - 0000	4	0	4	16

Bi-Directional Class Count || NB EB 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtrafflc.com

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

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0000 - 2400 (Weekday 24h Session) (11-05-2025)
NB EB 60min

	Eastbound (Movement 1.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	5	2	0	0	0	0	0	0	0	0	0	0	7
0100 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0500 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0600 - 0700	0	19	4	0	1	0	0	0	0	0	0	0	0	24
0700 - 0800	0	233	61	1	3	0	0	0	0	0	0	0	0	298
0800 - 0900	0	45	21	0	0	0	0	1	0	0	0	0	0	67
0900 - 1000	0	52	25	0	4	0	0	2	0	0	0	0	0	83
1000 - 1100	0	54	11	0	1	0	0	0	0	0	0	0	0	66
1100 - 1200	0	66	17	0	2	0	0	0	0	0	0	0	0	85
1200 - 1300	0	73	19	0	4	0	0	0	0	0	0	0	0	96
1300 - 1400	0	85	19	0	0	0	0	0	0	0	0	0	0	104
1400 - 1500	0	182	31	0	2	0	0	2	0	0	0	0	0	217
1500 - 1600	0	84	27	1	1	0	0	0	0	0	0	0	0	113
1600 - 1700	0	100	25	2	0	0	0	0	0	0	0	0	0	127
1700 - 1800	0	103	30	0	1	0	0	0	0	0	0	0	0	134
1800 - 1900	0	62	24	0	2	0	0	1	0	0	0	0	0	89
1900 - 2000	0	53	20	0	0	0	0	0	1	0	0	0	0	74
2000 - 2100	0	36	18	0	0	0	0	0	0	0	0	0	0	54
2100 - 2200	0	17	8	0	0	0	0	0	0	0	0	0	0	25
2200 - 2300	0	11	4	0	0	0	0	0	0	0	0	0	0	15
2300 - 2400	0	10	3	0	0	0	0	0	0	0	0	0	0	13
Session Total	0	1295	370	4	21	0	0	6	1	0	0	0	0	1697
Session Average	0.00	53.96	15.42	0.17	0.88	0.00	0.00	0.25	0.04	0.00	0.00	0.00	0.00	70.71
Session Percentage	0.00	76.31	21.80	0.24	1.24	0.00	0.00	0.35	0.06	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	-	-	0900 - 1000	-	-	-	-	-	0700 - 0800
AM Peak Volume	0	233	61	1	4	0	0	2	0	0	0	0	0	298
AM Peak %age	0.00	78.19	20.47	0.34	1.34	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	
Noon Peak Hour	-	1400 - 1500	1400 - 1500	-	1200 - 1300	-	-	1400 - 1500	-	-	-	-	-	1400 - 1500
Noon Peak Volume	0	182	31	0	4	0	0	2	0	0	0	0	0	217
Noon Peak %age	0.00	83.87	14.29	0.00	1.84	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	
PM Peak Hour	-	1700 - 1800	1700 - 1800	1600 - 1700	1800 - 1900	-	-	1800 - 1900	1900 - 2000	-	-	-	-	1700 - 1800
PM Peak Volume	0	103	30	2	2	0	0	1	1	0	0	0	0	134
PM Peak %age	0.00	76.87	22.39	1.49	1.49	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

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0000 - 2400 (Weekday 24h Session) (11-05-2025)
SB WB 60min

	Westbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0100 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0300	0	1	2	0	0	0	0	0	0	0	0	0	0	3
0300 - 0400	0	3	2	0	0	0	0	0	0	0	0	0	0	5
0400 - 0500	0	5	5	0	0	0	0	0	0	0	0	0	0	10
0500 - 0600	0	16	7	0	0	0	0	0	0	0	0	0	0	23
0600 - 0700	0	46	16	1	0	0	0	0	0	0	0	0	0	63
0700 - 0800	0	248	64	10	0	0	0	0	0	0	0	0	0	322
0800 - 0900	0	109	34	2	0	0	0	1	0	0	0	0	0	146
0900 - 1000	1	73	18	1	2	0	0	1	0	0	0	0	0	96
1000 - 1100	0	64	21	0	4	0	0	1	0	0	0	0	0	90
1100 - 1200	0	69	27	0	4	0	0	0	0	0	0	0	0	100
1200 - 1300	0	70	19	0	2	0	0	1	0	0	0	0	0	92
1300 - 1400	0	64	20	1	0	1	0	0	0	0	0	0	0	86
1400 - 1500	0	183	34	8	5	0	0	1	0	0	0	0	0	231
1500 - 1600	0	80	35	4	2	0	0	1	0	0	0	0	0	122
1600 - 1700	0	82	20	4	0	0	0	0	0	0	0	0	0	106
1700 - 1800	0	88	29	0	0	0	0	0	0	0	0	0	0	117
1800 - 1900	0	42	15	0	1	0	0	0	0	0	0	0	0	58
1900 - 2000	0	33	11	0	0	0	0	0	0	0	0	0	0	44
2000 - 2100	0	13	8	0	0	0	0	0	0	0	0	0	0	21
2100 - 2200	0	8	2	0	0	0	0	0	0	0	0	0	0	10
2200 - 2300	0	7	3	0	0	0	0	0	0	0	0	0	0	10
2300 - 2400	0	3	0	0	0	0	0	0	0	0	0	0	0	3

Session Total	1	1311	393	31	20	1	0	6	0	0	0	0	0	1763
Session Average	0.04	54.63	16.38	1.29	0.83	0.04	0.00	0.25	0.00	0.00	0.00	0.00	0.00	73.46
Session Percentage	0.06	74.36	22.29	1.76	1.13	0.06	0.00	0.34	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	-	-	0800 - 0900	-	-	-	-	-	0700 - 0800
AM Peak Volume	1	248	64	10	2	0	0	1	0	0	0	0	0	322
AM Peak %age	0.31	77.02	19.88	3.11	0.62	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1300 - 1400	-	1000 - 1100	-	-	-	-	-	1400 - 1500
Noon Peak Volume	0	183	34	8	5	1	0	1	0	0	0	0	0	231
Noon Peak %age	0.00	79.22	14.72	3.46	2.16	0.43	0.00	0.43	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1700 - 1800	1500 - 1600	1500 - 1600	1500 - 1600	-	-	1500 - 1600	-	-	-	-	-	1500 - 1600
PM Peak Volume	0	88	35	4	2	0	0	1	0	0	0	0	0	122
PM Peak %age	0.00	72.13	28.69	3.28	1.64	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Pioneer Rd,
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Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (11-05-2025)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	8	3	0	0	0	0	0	0	0	0	0	0	11
0100 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0200 - 0300	0	3	2	0	0	0	0	0	0	0	0	0	0	5
0300 - 0400	0	3	2	0	0	0	0	0	0	0	0	0	0	5
0400 - 0500	0	6	6	0	0	0	0	0	0	0	0	0	0	12
0500 - 0600	0	17	7	0	0	0	0	0	0	0	0	0	0	24
0600 - 0700	0	65	20	1	1	0	0	0	0	0	0	0	0	87
0700 - 0800	0	481	125	11	3	0	0	0	0	0	0	0	0	620
0800 - 0900	0	154	55	2	0	0	0	2	0	0	0	0	0	213
0900 - 1000	1	125	43	1	6	0	0	3	0	0	0	0	0	179
1000 - 1100	0	118	32	0	5	0	0	1	0	0	0	0	0	156
1100 - 1200	0	135	44	0	6	0	0	0	0	0	0	0	0	185
1200 - 1300	0	143	38	0	6	0	0	1	0	0	0	0	0	188
1300 - 1400	0	149	39	1	0	1	0	0	0	0	0	0	0	190
1400 - 1500	0	365	65	8	7	0	0	3	0	0	0	0	0	448
1500 - 1600	0	164	62	5	3	0	0	1	0	0	0	0	0	235
1600 - 1700	0	182	45	6	0	0	0	0	0	0	0	0	0	233
1700 - 1800	0	191	59	0	1	0	0	0	0	0	0	0	0	251
1800 - 1900	0	104	39	0	3	0	0	1	0	0	0	0	0	147
1900 - 2000	0	86	31	0	0	0	0	0	1	0	0	0	0	118
2000 - 2100	0	49	26	0	0	0	0	0	0	0	0	0	0	75
2100 - 2200	0	25	10	0	0	0	0	0	0	0	0	0	0	35
2200 - 2300	0	18	7	0	0	0	0	0	0	0	0	0	0	25
2300 - 2400	0	13	3	0	0	0	0	0	0	0	0	0	0	16

Session Total	1	2606	763	35	41	1	0	12	1	0	0	0	0	3460
Session Average	0.04	108.58	31.79	1.46	1.71	0.04	0.00	0.50	0.04	0.00	0.00	0.00	0.00	144.17
Session Percentage	0.03	75.32	22.05	1.01	1.18	0.03	0.00	0.35	0.03	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	-	-	0900 - 1000	-	-	-	-	-	0700 - 0800
AM Peak Volume	1	481	125	11	6	0	0	3	0	0	0	0	0	620
AM Peak %age	0.16	77.58	20.16	1.77	0.97	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	

Noon Peak Hour	-	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1300 - 1400	-	1400 - 1500	-	-	-	-	-	1400 - 1500
Noon Peak Volume	0	365	65	8	7	1	0	3	0	0	0	0	0	448
Noon Peak %age	0.00	81.47	14.51	1.79	1.56	0.22	0.00	0.67	0.00	0.00	0.00	0.00	0.00	

PM Peak Hour	-	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	-	-	1500 - 1600	1900 - 2000	-	-	-	-	1700 - 1800
PM Peak Volume	0	191	62	6	3	0	0	1	1	0	0	0	0	251
PM Peak %age	0.00	76.10	24.70	2.39	1.20	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Date
Wednesday, November 5, 2025

Lat/Long
28.398034°, -80.702878°

Weather
Fair
75°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (11-05-2025)
Volume Summary 60min

TIME	Volume Summary 60min EB	WB	Total
0000 - 0100	7	4	11
0100 - 0200	1	1	2
0200 - 0300	2	3	5
0300 - 0400	0	5	5
0400 - 0500	2	10	12
0500 - 0600	1	23	24
0600 - 0700	24	63	87
0700 - 0800	298	322	620
0800 - 0900	67	146	213
0900 - 1000	83	96	179
1000 - 1100	66	90	156
1100 - 1200	85	100	185

Session Total	1697	1763	3460
Session Average	70.71	73.46	144.17
Session Percentage	49.05	50.95	

Time	Volume Summary 60min EB	WB	Total
1200 - 1300	96	92	188
1300 - 1400	104	86	190
1400 - 1500	217	231	448
1500 - 1600	113	122	235
1600 - 1700	127	106	233
1700 - 1800	134	117	251
1800 - 1900	89	58	147
1900 - 2000	74	44	118
2000 - 2100	54	21	75
2100 - 2200	25	10	35
2200 - 2300	15	10	25
2300 - 2400	13	3	16

Bi-Directional Class Count || Graphical Analysis NB EB

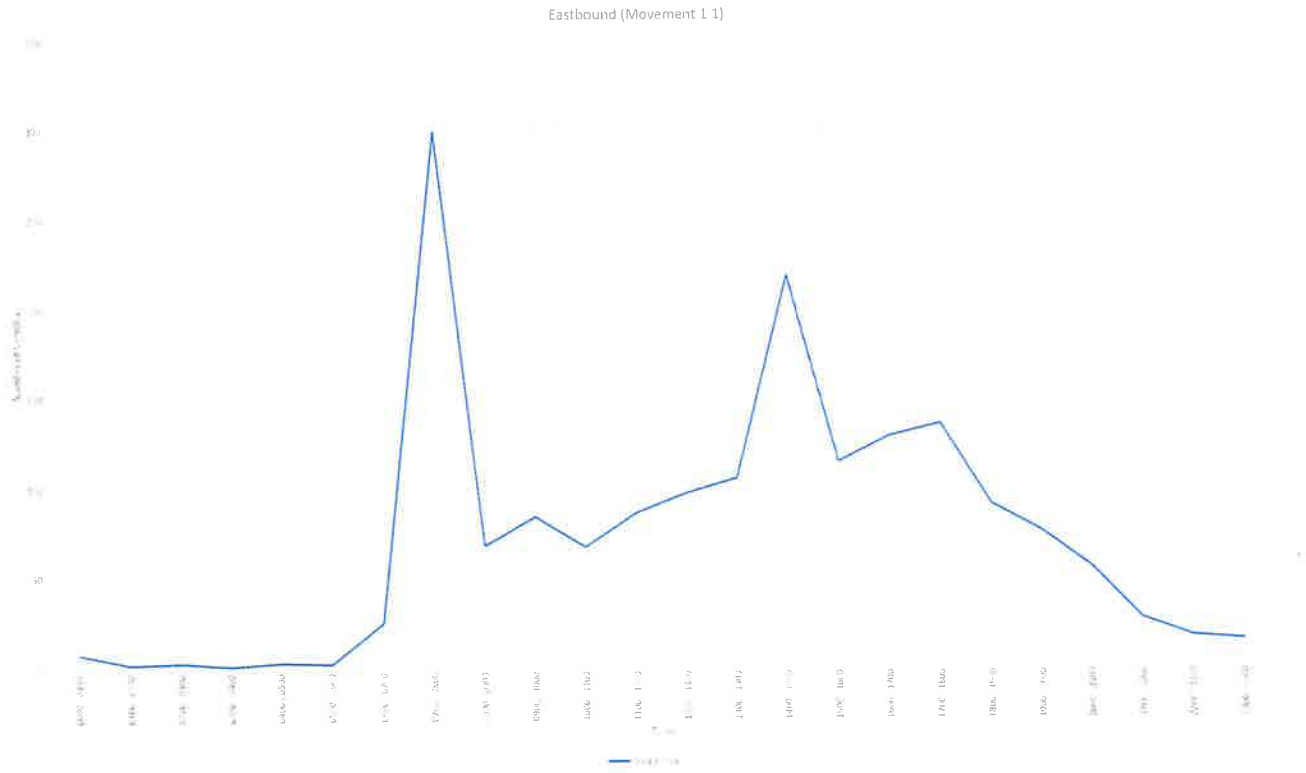
Merritt Island, FL

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Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Lat/Long
28.398034°, -80.702828°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Time	Wed 11/05
0000 - 0100	7
0100 - 0200	1
0200 - 0300	2
0300 - 0400	0
0400 - 0500	2
0500 - 0600	1
0600 - 0700	24
0700 - 0800	298
0800 - 0900	67
0900 - 1000	83
1000 - 1100	66
1100 - 1200	85
1200 - 1300	96
1300 - 1400	104
1400 - 1500	217
1500 - 1600	113
1600 - 1700	127
1700 - 1800	134
1800 - 1900	89
1900 - 2000	74
2000 - 2100	54
2100 - 2200	25
2200 - 2300	15
2300 - 2400	13
Daily Total	1697

Bi-Directional Class Count || Graphical Analysis SB WB

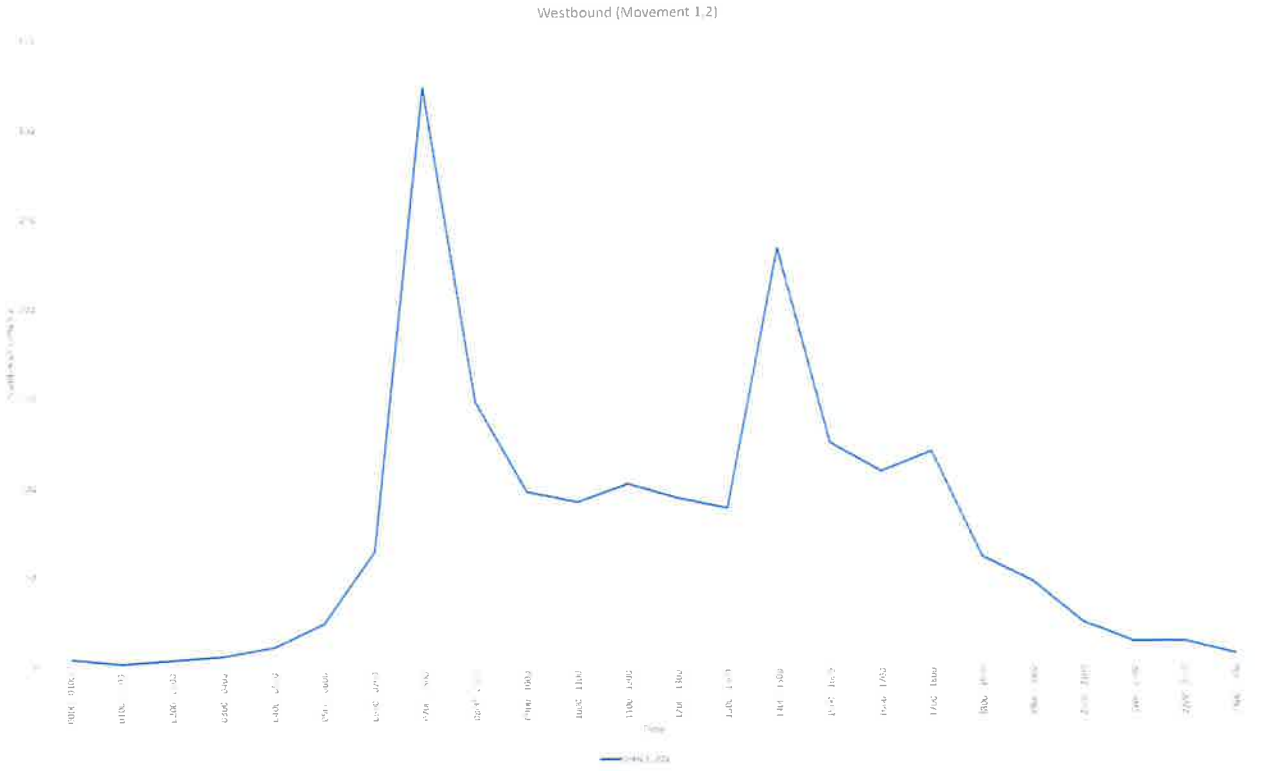
Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Lat/Long
28.398034°, -80.702874°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Time	Wed 11/05						
0000 - 0100	4						
0100 - 0200	1						
0200 - 0300	3						
0300 - 0400	5						
0400 - 0500	10						
0500 - 0600	23						
0600 - 0700	63						
0700 - 0800	122						
0800 - 0900	146						
0900 - 1000	86						
1000 - 1100	90						
1100 - 1200	100						
1200 - 1300	92						
1300 - 1400	86						
1400 - 1500	231						
1500 - 1600	122						
1600 - 1700	106						
1700 - 1800	117						
1800 - 1900	58						
1900 - 2000	44						
2000 - 2100	21						
2100 - 2200	10						
2200 - 2300	10						
2300 - 2400	3						
Daily Total	1763						

Bi-Directional Class Count || Graphical Analysis BiDir

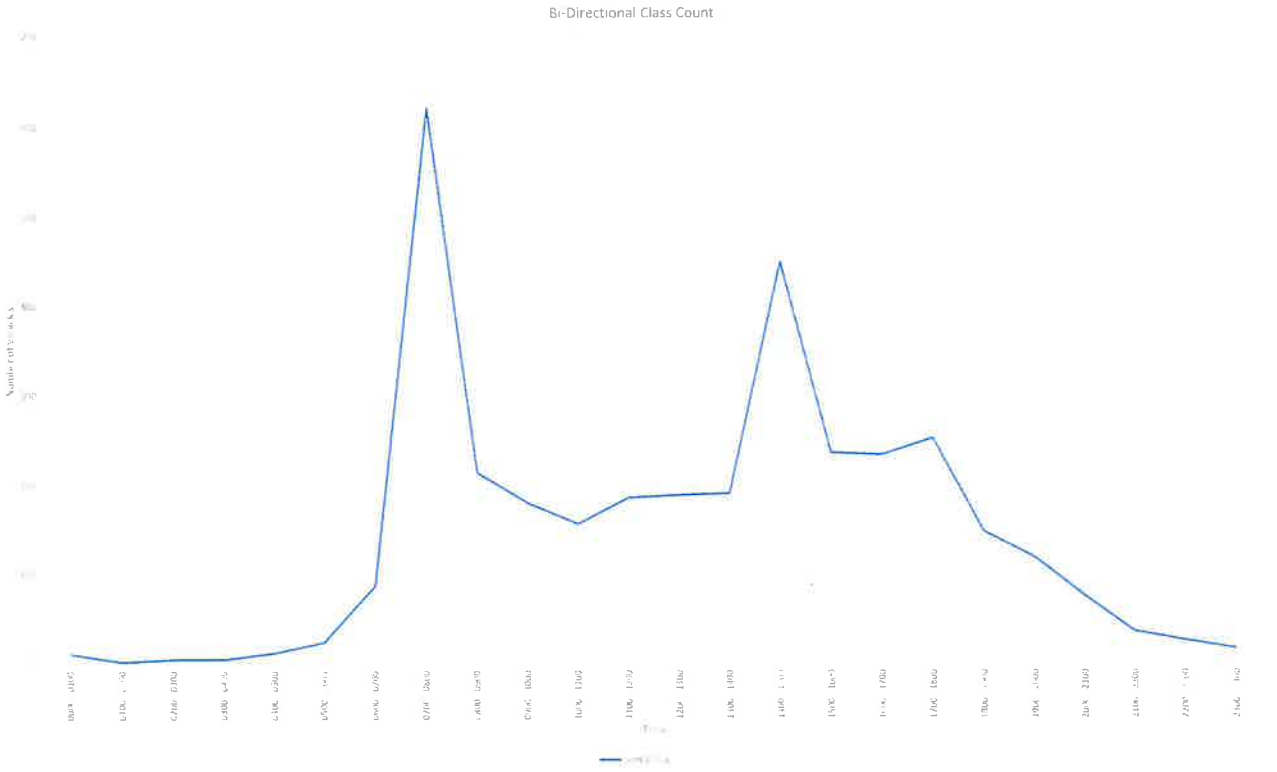
Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Pioneer Rd,
east of FL-3 N Courtenay Pkwy

Lat/Long
28.398034°, -80.702878°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis BiDir



Time	Wed 11/05						
0000 - 0100	11						
0100 - 0200	2						
0200 - 0300	5						
0300 - 0400	5						
0400 - 0500	12						
0500 - 0600	24						
0600 - 0700	97						
0700 - 0800	620						
0800 - 0900	213						
0900 - 1000	179						
1000 - 1100	156						
1100 - 1200	185						
1200 - 1300	188						
1300 - 1400	190						
1400 - 1500	448						
1500 - 1600	235						
1600 - 1700	233						
1700 - 1800	251						
1800 - 1900	147						
1900 - 2000	118						
2000 - 2100	75						
2100 - 2200	35						
2200 - 2300	75						
2300 - 2400	16						
Daily Total	3460						

EB
File Name:
Start Date: 11/5/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Pioneer Rd, east of FL-3 N Courtenay Pkwy
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
11/5/2025	12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:30 AM	0	2	1	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:45 AM	0	11	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:00 AM	0	21	5	1	1	0	0	0	0	0	0	0	0
11/5/2025	7:15 AM	0	47	12	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 AM	0	91	23	0	1	0	0	0	0	0	0	0	0
11/5/2025	7:45 AM	0	74	21	0	1	0	0	0	0	0	0	0	0
11/5/2025	8:00 AM	0	14	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:15 AM	0	15	8	0	0	0	0	1	0	0	0	0	0
11/5/2025	8:30 AM	0	8	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:45 AM	0	8	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 AM	0	8	9	0	2	0	0	0	0	0	0	0	0
11/5/2025	9:15 AM	0	18	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:30 AM	0	13	6	0	2	0	0	2	0	0	0	0	0
11/5/2025	9:45 AM	0	13	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:00 AM	0	9	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:30 AM	0	19	3	0	1	0	0	0	0	0	0	0	0
11/5/2025	10:45 AM	0	17	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 AM	0	16	8	0	1	0	0	0	0	0	0	0	0
11/5/2025	11:15 AM	0	16	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 AM	0	14	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:45 AM	0	20	3	0	1	0	0	0	0	0	0	0	0
11/5/2025	12:00 PM	0	18	8	0	1	0	0	0	0	0	0	0	0
11/5/2025	12:15 PM	0	26	5	0	1	0	0	0	0	0	0	0	0
11/5/2025	12:30 PM	0	18	3	0	1	0	0	0	0	0	0	0	0
11/5/2025	12:45 PM	0	11	3	0	1	0	0	0	0	0	0	0	0
11/5/2025	1:00 PM	0	17	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 PM	0	30	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:30 PM	0	16	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:45 PM	0	22	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:00 PM	0	44	9	0	0	0	0	1	0	0	0	0	0
11/5/2025	2:15 PM	0	49	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:30 PM	0	62	8	0	2	0	0	1	0	0	0	0	0
11/5/2025	2:45 PM	0	27	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:00 PM	0	21	3	1	0	0	0	0	0	0	0	0	0
11/5/2025	3:15 PM	0	15	7	0	1	0	0	0	0	0	0	0	0
11/5/2025	3:30 PM	0	26	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:45 PM	0	22	10	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 PM	0	22	6	1	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 PM	0	17	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 PM	0	30	7	1	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 PM	0	31	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 PM	0	31	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 PM	0	35	9	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 PM	0	22	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:45 PM	0	15	12	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:00 PM	0	22	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:15 PM	0	14	6	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:30 PM	0	10	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:45 PM	0	16	6	0	1	0	0	1	0	0	0	0	0
11/5/2025	7:00 PM	0	16	3	0	0	0	0	0	1	0	0	0	0
11/5/2025	7:15 PM	0	12	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 PM	0	8	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 PM	0	17	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:00 PM	0	11	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:15 PM	0	12	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:30 PM	0	7	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:45 PM	0	6	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:45 PM	0	5	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 11/5/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Pioneer Rd, east of FL-3 N Courtenay Pkwy
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
11/5/2025	12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4 45 AM	0	1	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:45 AM	0	6	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:15 AM	0	6	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:30 AM	0	15	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:45 AM	0	20	8	1	0	0	0	0	0	0	0	0	0
11/5/2025	7:00 AM	0	20	3	1	0	0	0	0	0	0	0	0	0
11/5/2025	7:15 AM	0	31	8	1	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 AM	0	88	27	5	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 AM	0	109	26	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:00 AM	0	34	7	1	0	0	0	0	0	0	0	0	0
11/5/2025	8:15 AM	0	23	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:30 AM	0	24	11	0	0	0	0	1	0	0	0	0	0
11/5/2025	8:45 AM	0	28	9	1	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 AM	0	19	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:15 AM	0	21	4	0	1	0	0	0	0	0	0	0	0
11/5/2025	9:30 AM	0	15	5	1	1	0	0	0	0	0	0	0	0
11/5/2025	9:45 AM	1	18	5	0	0	0	0	1	0	0	0	0	0
11/5/2025	10:00 AM	0	21	7	0	3	0	0	0	0	0	0	0	0
11/5/2025	10:15 AM	0	9	2	0	0	0	0	1	0	0	0	0	0
11/5/2025	10:30 AM	0	17	7	0	1	0	0	0	0	0	0	0	0
11/5/2025	10:45 AM	0	17	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 AM	0	15	6	0	2	0	0	0	0	0	0	0	0
11/5/2025	11:15 AM	0	17	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 AM	0	15	5	0	2	0	0	0	0	0	0	0	0
11/5/2025	11:45 AM	0	22	14	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:00 PM	0	17	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:15 PM	0	19	4	0	0	0	0	1	0	0	0	0	0
11/5/2025	12:30 PM	0	18	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:45 PM	0	16	4	0	2	0	0	0	0	0	0	0	0
11/5/2025	1:00 PM	0	14	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 PM	0	17	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:30 PM	0	18	8	1	0	1	0	0	0	0	0	0	0
11/5/2025	1:45 PM	0	15	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:00 PM	0	15	5	0	2	0	0	1	0	0	0	0	0
11/5/2025	2:15 PM	0	18	3	0	1	0	0	0	0	0	0	0	0
11/5/2025	2:30 PM	0	87	13	7	1	0	0	0	0	0	0	0	0
11/5/2025	2:45 PM	0	63	13	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:00 PM	0	26	10	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:15 PM	0	20	9	1	0	0	0	1	0	0	0	0	0
11/5/2025	3:30 PM	0	22	11	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:45 PM	0	12	5	1	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 PM	0	23	3	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 PM	0	17	8	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 PM	0	27	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 PM	0	19	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 PM	0	23	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 PM	0	30	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:45 PM	0	16	10	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:00 PM	0	12	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:15 PM	0	12	4	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:30 PM	0	5	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	6 45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:00 PM	0	13	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:15 PM	0	7	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	8 15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:30 PM	0	4	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:45 PM	0	1	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

EB
File Name:
Start Date: 11/5/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Pioneer Rd, east of FL-3 N Courtenay Pkwy
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
11/5/2025	12:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:45 AM	0	8	1	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:00 AM	0	19	4	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:15 AM	0	39	9	1	2	0	0	0	0	0	0	0	0
11/5/2025	6 30 AM	0	81	21	1	2	0	0	0	0	0	0	0	0
11/5/2025	6:45 AM	0	170	43	1	2	0	0	0	0	0	0	0	0
11/5/2025	7:00 AM	0	233	61	1	3	0	0	0	0	0	0	0	0
11/5/2025	7:15 AM	0	226	61	0	2	0	0	0	0	0	0	0	0
11/5/2025	7:30 AM	0	194	57	0	2	0	0	1	0	0	0	0	0
11/5/2025	7:45 AM	0	111	38	0	1	0	0	1	0	0	0	0	0
11/5/2025	8:00 AM	0	45	21	0	0	0	0	1	0	0	0	0	0
11/5/2025	8 15 AM	0	39	25	0	2	0	0	1	0	0	0	0	0
11/5/2025	8:30 AM	0	42	24	0	2	0	0	0	0	0	0	0	0
11/5/2025	8 45 AM	0	47	26	0	4	0	0	2	0	0	0	0	0
11/5/2025	9:00 AM	0	52	25	0	4	0	0	2	0	0	0	0	0
11/5/2025	9:15 AM	0	53	19	0	2	0	0	2	0	0	0	0	0
11/5/2025	9:30 AM	0	44	13	0	2	0	0	2	0	0	0	0	0
11/5/2025	9:45 AM	0	50	10	0	1	0	0	0	0	0	0	0	0
11/5/2025	10:00 AM	0	54	11	0	1	0	0	0	0	0	0	0	0
11/5/2025	10:15 AM	0	61	16	0	2	0	0	0	0	0	0	0	0
11/5/2025	10:30 AM	0	68	17	0	2	0	0	0	0	0	0	0	0
11/5/2025	10:45 AM	0	63	18	0	1	0	0	0	0	0	0	0	0
11/5/2025	11:00 AM	0	66	17	0	2	0	0	0	0	0	0	0	0
11/5/2025	11:15 AM	0	68	17	0	2	0	0	0	0	0	0	0	0
11/5/2025	11:30 AM	0	78	20	0	3	0	0	0	0	0	0	0	0
11/5/2025	11:45 AM	0	82	19	0	4	0	0	0	0	0	0	0	0
11/5/2025	12:00 PM	0	73	19	0	4	0	0	0	0	0	0	0	0
11/5/2025	12:15 PM	0	72	16	0	3	0	0	0	0	0	0	0	0
11/5/2025	12:30 PM	0	76	17	0	2	0	0	0	0	0	0	0	0
11/5/2025	12:45 PM	0	74	16	0	1	0	0	0	0	0	0	0	0
11/5/2025	1:00 PM	0	85	19	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 PM	0	112	23	0	0	0	0	1	0	0	0	0	0
11/5/2025	1:30 PM	0	131	25	0	0	0	0	1	0	0	0	0	0
11/5/2025	1:45 PM	0	177	31	0	2	0	0	2	0	0	0	0	0
11/5/2025	2:00 PM	0	182	31	0	2	0	0	2	0	0	0	0	0
11/5/2025	2:15 PM	0	159	25	1	2	0	0	1	0	0	0	0	0
11/5/2025	2:30 PM	0	125	24	1	3	0	0	1	0	0	0	0	0
11/5/2025	2:45 PM	0	89	23	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:00 PM	0	84	27	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:15 PM	0	85	30	1	1	0	0	0	0	0	0	0	0
11/5/2025	3:30 PM	0	87	28	1	0	0	0	0	0	0	0	0	0
11/5/2025	3:45 PM	0	91	28	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 PM	0	100	25	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 PM	0	109	23	1	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 PM	0	127	27	1	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 PM	0	119	25	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 PM	0	103	30	0	1	0	0	0	0	0	0	0	0
11/5/2025	5:15 PM	0	94	33	0	1	0	0	0	0	0	0	0	0
11/5/2025	5:30 PM	0	73	30	0	2	0	0	0	0	0	0	0	0
11/5/2025	5:45 PM	0	61	30	0	2	0	0	0	0	0	0	0	0
11/5/2025	6:00 PM	0	62	24	0	2	0	0	1	0	0	0	0	0
11/5/2025	6:15 PM	0	56	20	0	2	0	0	1	1	0	0	0	0
11/5/2025	6:30 PM	0	54	20	0	1	0	0	1	1	0	0	0	0
11/5/2025	6:45 PM	0	52	20	0	1	0	0	1	1	0	0	0	0
11/5/2025	7:00 PM	0	53	20	0	0	0	0	0	1	0	0	0	0
11/5/2025	7:15 PM	0	48	25	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 PM	0	48	22	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 PM	0	47	21	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:00 PM	0	36	18	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:15 PM	0	29	12	0	0	0	0	0	0	0	0	0	0
11/5/2025	8 30 PM	0	20	10	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:45 PM	0	18	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 PM	0	17	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:15 PM	0	18	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:30 PM	0	17	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:45 PM	0	14	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:00 PM	0	11	4	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:30 PM	0	9	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 PM	0	10	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 11/5/2025
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Pioneer Rd, east of FL-3 N Courtenay Pkwy
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
11/5/2025	12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	1:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:15 AM	0	1	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	2:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	3:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 AM	0	5	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 AM	0	6	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 AM	0	4	6	0	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 AM	0	11	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 AM	0	16	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 AM	0	19	9	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 AM	0	24	11	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:45 AM	0	32	11	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:00 AM	0	46	16	1	0	0	0	0	0	0	0	0	0
11/5/2025	6:15 AM	0	61	16	2	0	0	0	0	0	0	0	0	0
11/5/2025	6:30 AM	0	86	21	3	0	0	0	0	0	0	0	0	0
11/5/2025	6:45 AM	0	159	46	11	0	0	0	0	0	0	0	0	0
11/5/2025	7:00 AM	0	248	64	10	0	0	0	0	0	0	0	0	0
11/5/2025	7:15 AM	0	262	68	10	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 AM	0	254	67	9	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 AM	0	190	51	1	0	0	0	1	0	0	0	0	0
11/5/2025	8:00 AM	0	109	34	2	0	0	0	1	0	0	0	0	0
11/5/2025	8:15 AM	0	94	31	1	0	0	0	1	0	0	0	0	0
11/5/2025	8:30 AM	0	92	28	1	1	0	0	1	0	0	0	0	0
11/5/2025	8:45 AM	0	83	22	2	2	0	0	0	0	0	0	0	0
11/5/2025	9:00 AM	1	73	18	1	2	0	0	1	0	0	0	0	0
11/5/2025	9:15 AM	1	75	21	1	5	0	0	1	0	0	0	0	0
11/5/2025	9:30 AM	1	63	19	1	4	0	0	2	0	0	0	0	0
11/5/2025	9:45 AM	1	65	21	0	4	0	0	2	0	0	0	0	0
11/5/2025	10:00 AM	0	64	21	0	4	0	0	1	0	0	0	0	0
11/5/2025	10:15 AM	0	58	20	0	3	0	0	1	0	0	0	0	0
11/5/2025	10:30 AM	0	66	20	0	3	0	0	0	0	0	0	0	0
11/5/2025	10:45 AM	0	64	18	0	4	0	0	0	0	0	0	0	0
11/5/2025	11:00 AM	0	69	27	0	4	0	0	0	0	0	0	0	0
11/5/2025	11:15 AM	0	71	27	0	2	0	0	0	0	0	0	0	0
11/5/2025	11:30 AM	0	73	29	0	2	0	0	1	0	0	0	0	0
11/5/2025	11:45 AM	0	76	29	0	0	0	0	1	0	0	0	0	0
11/5/2025	12:00 PM	0	70	19	0	2	0	0	1	0	0	0	0	0
11/5/2025	12:15 PM	0	67	21	0	2	0	0	1	0	0	0	0	0
11/5/2025	12:30 PM	0	65	19	0	2	0	0	0	0	0	0	0	0
11/5/2025	12:45 PM	0	65	22	1	2	1	0	0	0	0	0	0	0
11/5/2025	1:00 PM	0	64	20	1	0	1	0	0	0	0	0	0	0
11/5/2025	1:15 PM	0	65	17	1	2	1	0	1	0	0	0	0	0
11/5/2025	1:30 PM	0	66	18	1	3	1	0	1	0	0	0	0	0
11/5/2025	1:45 PM	0	135	23	7	4	0	0	1	0	0	0	0	0
11/5/2025	2:00 PM	0	183	34	8	5	0	0	1	0	0	0	0	0
11/5/2025	2:15 PM	0	194	39	9	4	0	0	0	0	0	0	0	0
11/5/2025	2:30 PM	0	196	45	10	3	0	0	1	0	0	0	0	0
11/5/2025	2:45 PM	0	131	43	4	3	0	0	1	0	0	0	0	0
11/5/2025	3:00 PM	0	80	35	4	2	0	0	1	0	0	0	0	0
11/5/2025	3:15 PM	0	77	28	5	1	0	0	1	0	0	0	0	0
11/5/2025	3:30 PM	0	72	20	4	1	0	0	0	0	0	0	0	0
11/5/2025	3:45 PM	0	67	17	5	0	0	0	0	0	0	0	0	0
11/5/2025	4:00 PM	0	82	20	4	0	0	0	0	0	0	0	0	0
11/5/2025	4:15 PM	0	78	21	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:30 PM	0	86	27	2	0	0	0	0	0	0	0	0	0
11/5/2025	4:45 PM	0	99	27	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:00 PM	0	88	29	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:15 PM	0	81	31	0	0	0	0	0	0	0	0	0	0
11/5/2025	5:30 PM	0	70	28	0	1	0	0	0	0	0	0	0	0
11/5/2025	5:45 PM	0	45	23	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:00 PM	0	42	15	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:15 PM	0	43	13	0	1	0	0	0	0	0	0	0	0
11/5/2025	6:30 PM	0	38	12	0	0	0	0	0	0	0	0	0	0
11/5/2025	6:45 PM	0	39	11	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:00 PM	0	33	11	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:15 PM	0	24	9	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:30 PM	0	20	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	7:45 PM	0	18	9	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:00 PM	0	13	8	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:15 PM	0	12	7	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:30 PM	0	10	5	0	0	0	0	0	0	0	0	0	0
11/5/2025	8:45 PM	0	9	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	9:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:15 PM	0	5	3	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	10:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
11/5/2025	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || Location Overview

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Lat/Long
28.398730°, -80.705063°

Click here for Map

0000 - 2400 (Weekday 24h Session) (All Dates)
Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	☑	4
Bi-Directional Class Count	60min	☑	4
Graphical Analysis	-	☑	3
Base Data	15min	☑	2
Base Data	60min	☑	2

Daily & Monthly Factors

	Tue 01/27
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

Marrtz Island, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
FL-9 N Courtenay Pkwy,
north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.188730°, -80.705063°

Weather
Fair
48°F

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2000 - 2400 (Weekday 24h Session) [01-27-2026]
NB EB 15min

	Northbound (Movement 1, 11)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	9	11	2	0	0	0	0	0	0	0	0	0	0	14	
0015 - 0030	8	13	1	0	0	0	0	0	0	0	0	0	0	14	
0030 - 0045	8	10	0	0	0	0	0	0	0	0	0	0	0	10	
0045 - 0100	8	8	0	0	0	0	0	0	0	0	0	0	0	10	48
0100 - 0115	6	10	0	0	0	0	0	0	0	0	0	0	0	10	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	5	0	0	0	0	0	0	1	0	0	0	0	0	27
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0230 - 0245	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0245 - 0300	0	9	1	0	1	0	0	0	0	0	0	0	0	11	38
0300 - 0315	0	10	0	0	1	0	0	0	0	0	0	0	0	11	
0315 - 0330	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0330 - 0345	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
0345 - 0400	0	9	0	0	0	0	0	0	0	0	0	0	0	9	40
0400 - 0415	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
0415 - 0430	1	27	0	0	0	0	0	0	1	0	0	0	0	35	
0430 - 0445	1	34	10	0	0	0	2	0	0	0	0	0	0	65	
0445 - 0500	0	46	12	0	0	0	0	0	0	0	0	0	0	68	194
0500 - 0515	0	58	11	1	0	2	0	0	1	0	0	0	0	73	
0515 - 0530	0	68	18	0	0	0	0	0	1	0	0	0	0	109	
0530 - 0545	0	130	32	0	0	0	0	0	0	0	0	0	0	153	
0545 - 0600	0	100	26	0	0	0	0	0	0	0	0	0	0	126	460
0600 - 0615	1	73	31	0	0	0	0	0	0	0	0	0	0	105	
0615 - 0630	0	125	24	2	0	0	0	0	0	0	0	0	0	151	
0630 - 0645	0	171	34	4	0	0	0	1	0	0	0	0	0	210	
0645 - 0700	0	132	44	1	2	1	0	1	0	0	0	0	0	181	647
0700 - 0715	1	173	48	2	1	0	0	0	0	0	0	0	0	225	
0715 - 0730	0	170	53	0	2	1	0	0	2	0	0	0	0	228	
0730 - 0745	2	222	69	0	0	0	0	2	0	0	0	0	0	295	
0745 - 0800	0	197	71	2	0	0	0	1	0	0	0	0	0	271	1020
0800 - 0815	0	248	83	1	0	1	0	1	0	0	0	0	0	334	
0815 - 0830	0	185	64	2	0	0	0	1	0	0	0	0	0	252	
0830 - 0845	0	207	66	0	0	1	0	1	0	0	0	0	0	275	
0845 - 0900	0	179	56	0	0	0	0	1	0	0	0	0	0	236	1097
0900 - 0915	1	198	47	0	0	0	0	0	0	0	0	0	0	246	
0915 - 0930	1	148	51	0	0	0	0	0	0	0	0	0	0	200	
0930 - 0945	0	182	68	0	0	0	0	0	0	0	0	0	0	250	
0945 - 1000	0	167	70	0	0	0	0	0	0	0	0	0	0	237	933
1000 - 1015	0	166	66	0	0	0	0	0	0	0	0	0	0	232	
1015 - 1030	0	170	64	0	0	0	0	0	0	0	0	0	0	234	
1030 - 1045	0	156	73	0	0	0	0	0	0	0	0	0	0	229	
1045 - 1100	0	153	53	0	0	0	0	0	0	0	0	0	0	206	901
1100 - 1115	0	169	52	0	0	0	0	0	0	0	0	0	0	221	
1115 - 1130	0	167	70	0	0	0	0	0	0	0	0	0	0	237	
1130 - 1145	0	176	69	0	0	0	0	0	0	0	0	0	0	245	
1145 - 1200	0	169	78	0	0	0	0	0	0	0	0	0	0	247	950
1200 - 1215	0	211	61	0	0	0	0	0	0	0	0	0	0	272	
1215 - 1230	0	212	68	0	0	0	0	0	0	0	0	0	0	280	
1230 - 1245	0	226	59	0	0	0	0	0	0	0	0	0	0	285	
1245 - 1300	0	208	57	0	0	0	0	0	0	0	0	0	0	265	1102
1300 - 1315	0	208	72	0	0	0	0	0	0	0	0	0	0	280	
1315 - 1330	0	208	86	0	0	0	0	0	0	0	0	0	0	294	
1330 - 1345	0	206	78	0	0	0	0	0	0	0	0	0	0	284	
1345 - 1400	0	225	82	0	0	0	0	0	0	0	0	0	0	307	1165
1400 - 1415	0	201	62	0	0	0	0	0	0	0	0	0	0	263	
1415 - 1430	0	214	73	0	0	0	0	0	0	0	0	0	0	287	
1430 - 1445	0	272	48	0	0	0	0	0	0	0	0	0	0	320	
1445 - 1500	0	286	73	0	0	0	0	0	0	0	0	0	0	359	1229
1500 - 1515	0	238	57	0	0	0	0	0	0	0	0	0	0	295	
1515 - 1530	0	262	72	0	0	0	0	0	0	0	0	0	0	334	
1530 - 1545	0	289	85	0	0	0	0	0	0	0	0	0	0	374	
1545 - 1600	0	253	71	0	0	0	0	0	0	0	0	0	0	324	1327
1600 - 1615	0	298	71	0	0	0	0	0	0	0	0	0	0	369	
1615 - 1630	0	248	70	0	0	0	0	0	0	0	0	0	0	318	
1630 - 1645	0	283	86	0	0	0	0	0	0	0	0	0	0	369	
1645 - 1700	0	278	61	0	0	0	0	0	0	0	0	0	0	339	1395
1700 - 1715	0	306	63	0	0	0	0	0	0	0	0	0	0	369	
1715 - 1730	0	289	83	0	0	0	0	0	0	0	0	0	0	372	
1730 - 1745	0	285	64	0	0	0	0	0	0	0	0	0	0	349	
1745 - 1800	0	287	56	0	0	0	0	0	0	0	0	0	0	343	1433
1800 - 1815	0	220	36	0	0	0	0	0	0	0	0	0	0	256	
1815 - 1830	0	229	17	0	0	0	0	0	0	0	0	0	0	246	
1830 - 1845	0	203	25	0	0	0	0	0	0	0	0	0	0	227	
1845 - 1900	0	225	20	0	0	0	0	0	0	0	0	0	0	246	977
1900 - 1915	0	173	20	0	0	0	0	0	0	0	0	0	0	193	
1915 - 1930	1	178	25	0	1	0	0	0	0	0	0	0	0	205	
1930 - 1945	0	160	13	0	0	0	0	0	0	0	0	0	0	173	
1945 - 2000	0	188	20	0	1	0	0	0	0	0	0	0	0	209	781
2000 - 2015	0	181	29	0	1	0	0	0	0	0	0	0	0	211	
2015 - 2030	0	103	13	0	0	0	0	0	0	0	0	0	0	117	
2030 - 2045	0	118	20	0	0	0	0	0	0	0	0	0	0	138	
2045 - 2100	0	102	17	0	0	0	0	0	1	0	0	0	0	120	586
2100 - 2115	0	80	17	0	0	0	0	0	1	0	0	0	0	98	
2115 - 2130	0	60	16	0	0	0	0	0	0	0	0	0	0	76	
2130 - 2145	0	59	16	0	0	0	0	0	1	0	0	0	0	76	
2145 - 2200	0	55	11	0	0	0	0	0	1	0	0	0	0	67	317
2200 - 2215	0	40	7	0	0	0	0	0	0	0	0	0	0	47	
2215 - 2230	0	41	13	0	0	0	0	0	0	0	0	0	0	58	
2230 - 2245	0	33	10	0	0	0	0	0	0	0	0	0	0	43	
2245 - 2300	0	30	5	0	0	0	0	0	0	0	0	0	0	35	183
2300 - 2315	0	30	0	0	0	0	0	0	0	0	0	0	0	30	
2315 - 2330	0	29	0	0	0	0	0	0	0	0	0	0	0	29	
2330 - 2345	0	28	0	0	0	0	0	0	0	0	0	0	0	28	
2345 - 0000	0	30	2	0	0	0	0	0	0	0	0	0	0	32	119

Session Total	27	13270	1447	11	15	5	0	11	4	0	0	0	0	17096
Session Average	0.28	138.23	15.91	0.11	1.77	0.24	0.00	0.12	0.47	0.00	0.00	0.00	0.00	178.08
Session Percentage	0.16	77.62	20.16	0.06	0.09	0.03	0.00	0.06	0.02	0.00	0.00	0.00	0.00	

AM Peak Hour	0645 - 0745	0730 - 0830	0730 - 0830	0815 - 0915	0730 - 0830	0945 - 1045	-	0945 - 1045	0815 - 0915	-	-	-	-	0730 - 0830
AM Peak Volume	7	862	287	13	23	7	0	7	5	0	0	0	0	1190
AM Peak Rate	0.29	72.44	24.12	1.09	1.85	0.59	0.00	0.59	0.42	0.00	0.00	0.00	0.00	

Noon Peak Hour	1200 - 1300	1445 - 1545	1445 - 1545	1345 - 1445	1000 - 1100	1015 - 1115	-	1015 - 1115	1100 - 1200	-	-	-	-	1445 - 1545
Noon Peak Volume	4	1047	288	10	17	9	0	7	8	0	0	0	0	1372
Noon Peak Rate	0.29	76.46	20.99	0.77	1.24	0.66	0.00	0.51	0.58	0.00	0.00	0.00	0.00	

PM Peak Hour	1530 - 1630	1645 - 1745	1515 - 1615	1515 - 1615	1545 - 1645	1600 - 1700	-	1300 - 1600	1545 - 1745	-	-	-	-	1530 - 1630
PM Peak Volume	4	1162	302	14	19	2	0	4	8	0	0	0	0	1482
PM Peak Rate	0.27	77.91	20.13	0.94	1.27	0.13	0.00	0.27	0.29	0.00	0.00	0.00	0.00	

User Peak Volume	0	43	3	0	2	0	0	0	0	0	0	0	0	48
User Peak Rate	0.00	89.58	6.25	0.00	4.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 15min

Marr Traffic DATA COLLECTION

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Merritt Island, FL

Site 1
FL 3 N Courtenay Pkwy,
north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.398730° -80.705063°

Weather
Fair
48°F

Click here for Detailed Weather

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2000 - 2400 (Weekday 24h Session) | 01-27-2026
SB WB 15min

	Southbound (Movement 1 2)													15min	Hourly
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0015 - 0030	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0030 - 0045	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
0045 - 0100	0	9	0	0	1	0	0	0	0	0	0	0	0	10	53
0100 - 0115	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0115 - 0130	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0130 - 0145	0	10	1	0	0	0	0	0	1	0	0	0	0	12	
0145 - 0200	0	12	1	0	0	0	0	0	0	0	0	0	0	13	38
0200 - 0215	0	8	0	0	0	0	0	0	0	0	0	0	1	9	
0215 - 0230	0	14	3	0	0	0	0	0	2	0	0	0	0	19	
0230 - 0245	0	10	1	0	2	0	0	0	0	0	0	0	0	13	
0245 - 0300	0	9	1	0	0	0	0	0	0	0	0	0	0	10	50
0300 - 0315	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0315 - 0330	0	9	0	0	2	0	0	0	2	0	0	0	0	13	
0330 - 0345	0	13	0	0	0	0	0	0	1	0	0	0	0	14	
0345 - 0400	0	13	2	0	1	0	0	0	1	0	0	0	0	17	49
0400 - 0415	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0415 - 0430	0	15	2	0	1	0	0	0	0	0	0	0	0	18	
0430 - 0445	0	18	6	0	0	0	0	0	0	0	0	0	0	24	
0445 - 0500	0	26	7	0	0	0	0	0	0	0	0	0	1	33	87
0500 - 0515	0	28	0	0	1	0	0	0	0	0	0	0	0	29	
0515 - 0530	0	43	0	0	0	0	0	0	1	0	0	0	0	44	
0530 - 0545	0	68	0	0	1	0	0	0	0	0	0	0	0	69	
0545 - 0600	0	66	0	0	0	0	0	1	2	0	0	0	0	69	245
0600 - 0615	0	90	19	0	1	0	0	0	1	0	0	0	0	111	
0615 - 0630	0	107	20	1	2	0	0	0	0	0	0	0	0	130	
0630 - 0645	0	130	27	0	2	0	0	0	1	0	0	0	0	160	
0645 - 0700	0	138	33	1	2	1	0	0	2	0	0	0	0	187	557
0700 - 0715	0	150	39	1	5	1	0	0	0	0	0	0	0	196	
0715 - 0730	1	230	50	0	7	0	0	1	0	0	0	0	0	289	
0730 - 0745	0	265	63	1	5	0	0	0	0	0	0	0	0	334	
0745 - 0800	0	325	76	0	5	0	0	0	0	0	0	0	0	406	1225
0800 - 0815	0	298	75	1	4	0	0	1	1	0	0	0	0	380	
0815 - 0830	0	277	80	3	5	1	0	1	2	0	0	0	0	369	
0830 - 0845	0	248	70	1	6	1	0	1	0	0	0	0	0	327	
0845 - 0900	0	129	65	0	3	0	0	0	0	0	0	0	0	200	1352
0900 - 0915	0	223	52	0	4	1	0	1	2	0	0	0	0	287	
0915 - 0930	0	202	63	1	6	1	0	1	1	0	0	0	0	280	
0930 - 0945	1	201	61	0	5	1	0	1	1	0	0	0	0	272	
0945 - 1000	0	235	56	0	6	1	0	0	1	0	0	0	0	299	1121
1000 - 1015	0	176	71	2	5	0	0	1	1	0	0	0	0	256	
1015 - 1030	0	178	60	0	4	1	0	1	0	0	0	0	0	244	
1030 - 1045	0	197	62	0	2	0	0	1	0	0	0	0	0	262	
1045 - 1100	0	214	69	0	12	0	0	0	1	0	0	0	0	296	1052
1100 - 1115	0	200	71	4	7	1	0	1	0	0	0	0	0	284	
1115 - 1130	0	209	65	0	5	0	0	1	0	0	0	0	0	280	
1130 - 1145	0	222	60	1	4	0	0	1	1	0	0	0	0	289	
1145 - 1200	1	253	60	0	5	0	0	1	0	0	0	0	0	320	1173
1200 - 1215	0	195	58	1	1	2	0	1	2	0	0	0	0	260	
1215 - 1230	0	196	66	1	3	0	0	1	0	0	0	0	0	267	
1230 - 1245	0	186	74	1	2	1	0	1	0	0	0	0	0	265	
1245 - 1300	0	192	68	0	3	0	0	1	0	0	0	0	0	264	1056
1300 - 1315	0	209	63	0	4	0	0	0	0	0	0	0	0	276	
1315 - 1330	1	200	67	0	3	0	0	0	1	0	0	0	0	272	
1330 - 1345	1	225	59	0	3	0	0	1	1	0	0	0	0	290	
1345 - 1400	0	189	68	1	0	1	0	1	1	0	0	0	0	261	1079
1400 - 1415	0	197	56	11	1	0	0	1	0	0	0	0	0	270	
1415 - 1430	0	247	62	2	1	0	0	0	1	0	0	0	0	313	
1430 - 1445	0	247	72	1	4	1	0	1	1	0	0	0	0	326	
1445 - 1500	0	262	56	1	7	1	0	1	0	0	0	0	0	328	1227
1500 - 1515	1	235	60	0	4	1	0	1	0	0	0	0	0	302	
1515 - 1530	1	278	76	1	2	0	0	1	2	0	0	0	0	360	
1530 - 1545	1	276	61	1	2	0	0	0	0	0	0	0	0	341	
1545 - 1600	1	286	70	0	1	0	0	1	1	0	0	0	0	360	1363
1600 - 1615	0	263	87	4	3	0	0	0	2	0	0	0	0	359	
1615 - 1630	0	334	102	1	3	1	0	1	0	0	0	0	0	425	
1630 - 1645	0	299	83	2	5	0	0	1	0	0	0	0	0	390	
1645 - 1700	0	306	78	1	0	0	0	0	1	0	0	0	0	386	1560
1700 - 1715	0	296	94	1	4	0	0	0	0	0	0	0	0	395	
1715 - 1730	0	287	82	0	4	0	0	0	0	0	0	0	0	373	
1730 - 1745	1	258	68	0	1	0	0	0	0	0	0	0	0	328	
1745 - 1800	0	270	70	1	1	0	0	1	0	0	0	0	0	343	1439
1800 - 1815	0	257	58	0	0	0	0	1	1	0	0	0	0	317	
1815 - 1830	0	233	30	0	0	0	0	0	0	0	0	0	0	263	
1830 - 1845	0	185	39	0	0	0	0	0	0	0	0	0	0	234	
1845 - 1900	0	154	24	0	1	0	0	0	0	0	0	0	0	179	973
1900 - 1915	0	130	13	0	0	0	0	0	1	0	0	0	0	144	
1915 - 1930	0	133	15	0	0	0	0	0	0	0	0	0	0	148	
1930 - 1945	0	110	12	0	0	0	0	0	0	0	0	0	0	122	
1945 - 2000	0	98	10	0	1	0	0	0	0	0	0	0	0	109	623
2000 - 2015	0	92	12	0	1	0	0	0	1	0	0	0	0	106	
2015 - 2030	0	80	10	0	0	0	0	0	1	0	0	0	0	91	
2030 - 2045	0	66	8	0	0	0	0	0	2	0	0	0	0	76	
2045 - 2100	0	64	6	0	0	0	0	0	0	0	0	0	0	70	343
2100 - 2115	0	56	6	0	0	0	0	0	0	0	0	0	0	62	
2115 - 2130	0	50	0	0	0	0	0	0	0	0	0	0	0	55	
2130 - 2145	0	48	4	0	0	0	0	0	0	0	0	0	0	52	
2145 - 2200	0	35	6	0	0	0	0	0	0	0	0	0	0	41	209
2200 - 2215	0	37	5	0	0	0	0	0	0	0	0	0	0	42	
2215 - 2230	0	36	4	0	0	0	0	0	0	0	0	0	0	40	
2230 - 2245	0	30	3	0	0	0	0	0	0	0	0	0	0	33	
2245 - 2300	0	29	5	0	0	0	0	0	0	0	0	0	0	34	149
2300 - 2315	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
2315 - 2330	0	20	0	0	0	0	0	0	0	0	0	0	0	21	
2330 - 2345	0	22	4	0	0	0	0	0	0	0	0	0	0	26	
2345 - 0000	0	22	5	0	0	0	0	0	0	0	0	0	0	27	93

Session Total	15	11157	1454	93	179	21	8	17	45	0	0	0	0	13046
Session Average	0.16	117.47	15.32	0.97	1.88	0.22	0.08	0.18	0.51	0.00	0.00	0.00	0.00	137.36
Session Percentage	0.09	77.43	10.29	0.55	1.03	0.12	0.05	0.12	0.29	0.00	0.00	0.00	0.00	

AM Peak Hour	0630 - 0730	0730 - 0830	0745 - 0845	0630 - 0730	0915 - 1015	0900 - 1000	-	0745 - 0845	0900 - 1000	-	-	-	-	0730 - 0830
AM Peak Volume	1	1130	1021	21	24	5	0	1	9	0	0	0	0	1506
AM Peak %age	0.07	78.75	71.14	1.79	1.59	0.11	0.00	0.20	0.62	0.00	0.00	0.00	0.00	

Noon Peak Hour	1445 - 1545	1445 - 1545	1445 - 1545	1400 - 1500	1045 - 1145	1415 - 1515	-	1430 - 1530	1300 - 1400	-	-	-	-	1445 - 1545
Noon Peak Volume	5	1024	781	17	28	4	0	4	0	0	0	0	0	1343
Noon Peak %age	0.37	76.75	20.52	1.27	2.08	0.30	0.00	0.45	0.30	0.00	0.00	0.00	0.00	

PM Peak Hour	1300 - 1400	1615 - 1715	1615 - 1715	1500 - 1600	1545 - 1645	1130 - 1230	-	1545 - 1645	1515 - 1615	-	-	-	-	1615 - 1715
PM Peak Volume	2	1214	357	11	12	3	0	5	5	0	0	0	0	1596
PM Peak %age	0.44	76.07	22.37	0.69	0.75	0.11	0.00	0.31	0.31	0.00	0.00	0.00	0.00	

User Peak Volume	0	42	5	0	1	0	0	0	0	0	0	0	0	53
User Peak %age	0.00	62.68	8.41	0.00	1.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 15min

Marr Traffic DATA COLLECTION

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Merritt Island, FL

Site 1
FL-3 N Courtenay Pkwy, north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Weather
Fair
49°F

Click Here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (01-27-2026)
Bi-Directional 15min

	Bi-Directional 15min														
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	15min Total	60min Total
0000 - 0015	0	23	3	0	0	0	0	0	0	0	0	0	0	26	
0015 - 0030	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
0030 - 0045	0	25	3	0	0	0	0	0	0	0	0	0	0	28	
0045 - 0100	0	17	0	0	1	0	0	0	0	0	0	0	0	18	101
0100 - 0115	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
0115 - 0130	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
0130 - 0145	0	16	1	0	0	0	0	0	1	0	0	0	0	18	
0145 - 0200	0	13	0	0	0	0	0	0	1	0	0	0	0	14	64
0200 - 0215	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0215 - 0230	0	26	5	0	0	0	0	0	2	0	0	0	0	33	
0230 - 0245	0	20	1	0	2	0	0	0	0	0	0	0	0	23	
0245 - 0300	0	18	2	0	1	0	0	0	0	0	0	0	0	21	88
0300 - 0315	0	17	1	0	1	0	0	0	0	0	0	0	0	19	
0315 - 0330	0	16	0	0	2	0	0	0	2	0	0	0	0	20	
0330 - 0345	0	23	2	0	0	0	0	0	1	0	0	0	0	26	
0345 - 0400	0	22	0	0	1	0	0	0	1	0	0	0	0	24	90
0400 - 0415	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
0415 - 0430	1	42	8	0	1	0	0	0	1	0	0	0	0	53	
0430 - 0445	1	72	16	0	0	0	0	0	0	0	0	0	0	89	
0445 - 0500	1	72	19	0	0	0	0	0	0	0	0	0	0	91	271
0500 - 0515	0	87	20	1	1	0	0	0	1	0	0	0	0	111	
0515 - 0530	1	110	27	0	0	0	0	0	2	0	0	0	0	140	
0530 - 0545	1	120	10	0	1	0	0	0	0	0	0	0	0	132	
0545 - 0600	0	109	16	0	0	0	0	1	2	0	0	0	0	128	509
0600 - 0615	1	101	50	0	1	0	0	0	1	0	0	0	0	154	
0615 - 0630	0	132	44	1	2	0	0	0	0	0	0	0	0	181	
0630 - 0645	0	203	61	13	2	0	0	0	2	0	0	0	0	281	
0645 - 0700	1	260	77	6	4	1	0	1	2	0	0	0	0	352	1368
0700 - 0715	1	322	87	7	8	1	0	0	0	0	0	0	0	426	
0715 - 0730	1	349	129	6	12	1	0	1	2	0	0	0	0	501	
0730 - 0745	1	328	131	7	11	0	0	2	0	0	0	0	0	481	
0745 - 0800	0	352	147	2	18	0	0	0	1	0	0	0	0	520	2221
0800 - 0815	0	346	158	2	8	1	0	2	1	0	0	0	0	518	
0815 - 0830	0	462	144	7	7	1	0	1	3	0	0	0	0	625	
0830 - 0845	0	455	136	5	12	2	0	2	1	0	0	0	0	613	
0845 - 0900	0	408	121	2	7	0	0	1	1	0	0	0	0	540	2486
0900 - 0915	1	434	88	6	7	1	0	1	4	0	0	0	0	553	
0915 - 0930	1	357	118	1	7	1	0	1	4	0	0	0	0	490	
0930 - 0945	1	373	131	2	8	1	0	1	3	0	0	0	0	521	
0945 - 1000	0	373	126	1	10	2	0	1	2	0	0	0	0	515	2078
1000 - 1015	0	342	137	1	9	0	0	2	3	0	0	0	0	495	
1015 - 1030	0	348	124	1	10	1	0	1	2	0	0	0	0	491	
1030 - 1045	0	353	135	0	6	4	0	1	0	0	0	0	0	501	
1045 - 1100	1	387	116	0	15	1	0	1	1	0	0	0	0	532	3019
1100 - 1115	0	387	109	4	9	1	0	1	1	0	0	0	0	492	
1115 - 1130	0	370	133	0	8	1	0	1	4	0	0	0	0	518	
1130 - 1145	1	388	131	1	9	0	0	2	2	0	0	0	0	534	
1145 - 1200	1	421	130	0	9	1	0	1	2	0	0	0	0	570	2078
1200 - 1215	1	404	118	1	5	1	0	1	2	0	0	0	0	536	
1215 - 1230	0	428	134	1	5	0	0	1	1	0	0	0	0	570	
1230 - 1245	0	412	133	1	7	1	0	1	2	0	0	0	0	557	
1245 - 1300	1	400	126	0	4	1	0	1	1	0	1	0	0	534	2302
1300 - 1315	0	417	135	2	7	0	0	1	0	0	0	0	0	562	
1315 - 1330	1	388	129	1	7	0	0	2	2	0	0	0	0	530	
1330 - 1345	2	439	126	0	7	0	0	1	2	0	0	0	0	577	
1345 - 1400	0	419	126	1	0	1	0	1	2	0	0	0	0	548	2181
1400 - 1415	0	398	126	18	5	0	0	2	1	0	0	0	0	544	
1415 - 1430	2	461	135	2	5	0	0	0	1	0	0	0	0	606	
1430 - 1445	1	519	120	0	6	2	0	2	1	0	0	0	0	660	
1445 - 1500	0	530	139	1	9	1	0	2	1	0	0	0	0	686	2496
1500 - 1515	1	455	113	0	7	1	0	1	1	0	0	0	0	580	
1515 - 1530	1	515	109	1	5	0	0	1	2	0	0	0	0	654	
1530 - 1545	1	573	105	11	4	0	0	0	0	0	0	0	0	694	
1545 - 1600	0	616	130	2	5	0	0	1	1	0	0	0	0	755	2810
1600 - 1615	0	561	158	7	9	0	0	0	2	0	1	0	0	737	
1615 - 1630	1	560	172	1	9	3	0	1	0	0	0	0	0	749	
1630 - 1645	0	580	147	6	8	0	0	2	0	0	0	0	0	745	
1645 - 1700	1	581	138	1	7	1	0	0	1	0	0	0	0	731	2962
1700 - 1715	1	609	177	1	9	0	0	0	1	0	0	0	0	798	
1715 - 1730	0	586	180	1	9	0	0	1	0	0	0	0	0	777	
1730 - 1745	3	664	125	0	9	0	0	1	1	0	0	0	0	803	
1745 - 1800	0	636	139	1	3	0	0	1	0	0	0	0	0	780	3158
1800 - 1815	1	477	92	0	1	0	0	1	1	0	0	0	0	573	
1815 - 1830	0	482	47	0	2	0	0	0	0	0	0	0	0	531	
1830 - 1845	0	386	54	0	0	0	0	0	1	0	0	0	0	441	
1845 - 1900	0	377	44	0	4	0	0	0	0	0	0	0	0	426	1980
1900 - 1915	0	309	33	0	0	0	0	0	0	0	0	0	0	342	
1915 - 1930	1	309	35	0	1	0	0	0	0	0	0	0	0	345	
1930 - 1945	0	309	29	0	0	0	0	0	0	0	0	0	0	339	
1945 - 2000	0	301	34	0	2	0	0	0	0	0	0	0	0	337	1323
2000 - 2015	0	253	32	0	2	1	0	0	1	0	0	0	0	289	
2015 - 2030	0	181	26	0	0	0	0	0	1	0	0	0	0	208	
2030 - 2045	0	184	28	0	0	0	0	0	2	0	0	0	0	214	
2045 - 2100	0	166	22	0	0	0	0	0	1	0	0	0	0	189	901
2100 - 2115	0	136	23	0	0	0	0	0	0	0	0	0	0	159	
2115 - 2130	0	130	21	0	0	0	0	0	0	0	0	0	0	151	
2130 - 2145	0	106	18	0	0	0	0	0	1	0	0	0	0	125	
2145 - 2200	0	90	15	0	0	0	0	0	1	0	0	0	0	106	530
2200 - 2215	0	77	12	0	0	0	0	0	0	0	0	0	0	89	
2215 - 2230	0	81	17	0	0	0	0	0	0	0	0	0	0	98	
2230 - 2245	0	63	13	0	0	0	0	0	0	0	0	0	0	76	
2245 - 2300	0	69	16	0	0	0	0	0	0	0	0	0	0	85	322
2300 - 2315	0	45	10	0	0	0	0	0	0	0	0	0	0	55	
2315 - 2330	0	69	11	0	0	0	0	0	0	0	0	0	0	80	
2330 - 2345	0	59	10	0	0	0	0	0	0	0	0	0	0	69	
2345 - 0000	0	62	7	0	0	0	0	0	0	0	0	0	0	69	310

Session Total	42	20467	3905	171	346	49	0	48	94	0	0	0	0	24142
Session Average	0.44	375.70	71.93	3.78	3.60	0.51	0.00	0.71	0.98	0.00	0.00	0.00	0.00	155.65
Session Percentage	0.17	77.57	20.22	0.50	1.01	0.14	0.00	0.20	0.28	0.00	0.00	0.00	0.00	

AM Peak Hour	0445 - 0745	0730 - 0830	0745 - 0845	0630 - 0730	0715 - 0815	0800 - 1000	-	0945 - 1045	0900 - 1000	-	-	-	-	0730 - 0830
AM Peak Volume	6	2048	583	12	41	10	0	10	13	0	0	0	0	2696
AM Peak %age	0.15	71.96	21.79	1.19	1.32	0.17	0.00	0.17	0.48	0.00	0.00	0.00	0.00	

Noon Peak Hour	1245 - 1345	1445 - 1545	1445 - 1545	1600 - 1500	1045 - 1145	1015 - 1115	-	1015 - 1115	1115 - 1215	-	-	-	-	1445 - 1545
Noon Peak Volume	8	2073	569	33	41	11	0	11	10	0	0	0	0	2719
Noon Peak %age	0.29	76.15	20.96	1.22	1.51	0.41	0.00	0.41	0.37	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1630 - 1730	1530 - 1630	1500 - 1600	1545 - 1645	1600 - 1700	-	1545 - 1645	1515 - 1615	-	-	-	-	1530 - 1630
PM Peak Volume	10	2149	646	24	31	6	0	9	8	0	0	0	0	3024
PM Peak %age	0.33	77.63	21.35	0.79	1.02	0.13	0.00	0.30	0.17	0.00	0.00	0.00	0.00	

User Peak Volume	0	10	8	0	3	0	0	0	0	0	0	0	0	136
User Peak %age	0.00	89.11	2.92	0.00	2.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Merritt Island, FL

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Weather
Fair
48°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (01-27-2026)
Volume Summary 15min

TIME	Volume Summary 15min NB	SB	15min Total	60min Total
0000 - 0015	14	12	26	
0015 - 0030	14	13	27	
0030 - 0045	10	18	28	
0045 - 0100	10	10	20	101
0100 - 0115	10	7	17	
0115 - 0130	9	6	15	
0130 - 0145	6	12	18	
0145 - 0200	2	13	15	65
0200 - 0215	3	8	11	
0215 - 0230	14	19	33	
0230 - 0245	10	13	23	
0245 - 0300	11	10	21	88
0300 - 0315	12	7	19	
0315 - 0330	7	13	20	
0330 - 0345	14	12	26	
0345 - 0400	9	17	26	91
0400 - 0415	26	12	38	
0415 - 0430	35	18	53	
0430 - 0445	65	24	89	
0445 - 0500	58	33	91	271
0500 - 0515	73	39	112	
0515 - 0530	108	52	160	
0530 - 0545	132	77	209	
0545 - 0600	126	81	207	688
0600 - 0615	105	111	216	
0615 - 0630	151	130	281	
0630 - 0645	210	149	359	
0645 - 0700	186	167	353	1209
0700 - 0715	224	200	424	
0715 - 0730	199	295	494	
0730 - 0745	317	364	681	
0745 - 0800	276	396	672	2271
0800 - 0815	338	380	718	
0815 - 0830	259	366	625	
0830 - 0845	286	327	613	
0845 - 0900	241	299	540	2496
0900 - 0915	246	287	533	
0915 - 0930	220	269	489	
0930 - 0945	257	266	523	
0945 - 1000	204	309	513	2058
1000 - 1015	239	256	495	
1015 - 1030	247	244	491	
1030 - 1045	239	262	501	
1045 - 1100	242	290	532	2019
1100 - 1115	228	263	491	
1115 - 1130	246	274	520	
1130 - 1145	249	245	494	
1145 - 1200	271	299	570	2075

Time	Volume Summary 15min NB	SB	15min Total	60min Total
1200 - 1215	277	259	536	
1215 - 1230	303	267	570	
1230 - 1245	292	265	557	
1245 - 1300	272	267	539	2202
1300 - 1315	284	278	562	
1315 - 1330	264	252	516	
1330 - 1345	286	281	567	
1345 - 1400	278	268	546	2191
1400 - 1415	274	270	544	
1415 - 1430	293	313	606	
1430 - 1445	332	328	660	
1445 - 1500	370	316	686	2496
1500 - 1515	286	307	593	
1515 - 1530	320	357	677	
1530 - 1545	396	363	759	
1545 - 1600	393	388	781	2810
1600 - 1615	378	359	737	
1615 - 1630	324	425	749	
1630 - 1645	355	390	745	
1645 - 1700	347	384	731	2962
1700 - 1715	392	397	789	
1715 - 1730	374	379	753	
1730 - 1745	351	321	672	
1745 - 1800	308	353	661	2875
1800 - 1815	256	317	573	
1815 - 1830	248	263	511	
1830 - 1845	227	214	441	
1845 - 1900	246	179	425	1950
1900 - 1915	193	144	337	
1915 - 1930	195	148	343	
1930 - 1945	173	121	294	
1945 - 2000	190	107	297	1271
2000 - 2015	183	106	289	
2015 - 2030	117	91	208	
2030 - 2045	138	76	214	
2045 - 2100	120	70	190	901
2100 - 2115	98	62	160	
2115 - 2130	76	55	131	
2130 - 2145	74	49	123	
2145 - 2200	67	39	106	520
2200 - 2215	47	42	89	
2215 - 2230	58	40	98	
2230 - 2245	43	33	76	
2245 - 2300	25	34	59	322
2300 - 2315	36	19	55	
2315 - 2330	33	23	56	
2330 - 2345	34	26	60	
2345 - 0000	12	27	39	210

Session Total	17096	17046	34142
Session Average	178.08	177.56	355.65
Session Percentage	50.07	49.93	

Bi-Directional Class Count || NB EB 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Weather
Fair
48°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (01-27-2026)
NB EB 60min

	Northbound (Movement 1,1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	43	3	0	2	0	0	0	0	0	0	0	0	48
0100 - 0200	0	26	0	0	0	0	0	0	1	0	0	0	0	27
0200 - 0300	0	34	3	0	1	0	0	0	0	0	0	0	0	38
0300 - 0400	0	38	3	0	1	0	0	0	0	0	0	0	0	42
0400 - 0500	2	148	33	0	0	0	0	0	1	0	0	0	0	184
0500 - 0600	0	356	78	1	0	2	0	0	2	0	0	0	0	439
0600 - 0700	1	501	133	11	2	2	0	1	1	0	0	0	0	652
0700 - 0800	3	740	240	10	17	1	0	2	3	0	0	0	0	1016
0800 - 0900	0	819	269	7	21	2	0	3	3	0	0	0	0	1124
0900 - 1000	2	687	214	3	10	5	0	2	4	0	0	0	0	927
1000 - 1100	1	675	256	1	17	7	0	6	4	0	0	0	0	967
1100 - 1200	1	701	262	0	14	4	0	4	8	0	0	0	0	994
1200 - 1300	4	877	245	0	12	2	0	0	4	0	0	0	0	1144
1300 - 1400	1	825	266	3	12	0	0	3	2	0	0	0	0	1112
1400 - 1500	3	975	256	16	14	0	0	1	4	0	0	0	0	1269
1500 - 1600	3	1073	286	13	15	0	0	4	1	0	0	0	0	1395
1600 - 1700	2	1103	266	12	17	2	0	1	1	0	0	0	0	1404
1700 - 1800	2	1141	270	1	6	0	0	3	2	0	0	0	0	1425
1800 - 1900	1	873	96	0	6	0	0	0	1	0	0	0	0	977
1900 - 2000	1	668	80	0	2	0	0	0	0	0	0	0	0	751
2000 - 2100	0	482	73	0	1	1	0	0	1	0	0	0	0	558
2100 - 2200	0	254	58	0	0	0	0	1	2	0	0	0	0	315
2200 - 2300	0	138	35	0	0	0	0	0	0	0	0	0	0	173
2300 - 2400	0	93	22	0	0	0	0	0	0	0	0	0	0	115

Session Total	27	13270	3447	78	170	28	0	31	45	0	0	0	0	17096
Session Average	1.13	552.92	143.63	3.25	7.08	1.17	0.00	1.29	1.88	0.00	0.00	0.00	0.00	712.33
Session Percentage	0.16	77.62	20.16	0.46	0.99	0.16	0.00	0.18	0.26	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0800 - 0900	0800 - 0900	0600 - 0700	0800 - 0900	0900 - 1000	-	0800 - 0900	0900 - 1000	-	-	-	-	0800 - 0900
AM Peak Volume	3	819	269	11	21	5	0	3	4	0	0	0	0	1124
AM Peak %age	0.27	72.86	23.93	0.98	1.87	0.44	0.00	0.27	0.36	0.00	0.00	0.00	0.00	

Noon Peak Hour	1200 - 1300	1400 - 1500	1300 - 1400	1400 - 1500	1000 - 1100	1000 - 1100	-	1000 - 1100	1100 - 1200	-	-	-	-	1400 - 1500
Noon Peak Volume	4	975	266	16	17	7	0	6	8	0	0	0	0	1269
Noon Peak %age	0.32	76.83	20.96	1.26	1.34	0.55	0.00	0.47	0.63	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1700 - 1800	1500 - 1600	1500 - 1600	1600 - 1700	1600 - 1700	-	1500 - 1600	1700 - 1800	-	-	-	-	1700 - 1800
PM Peak Volume	3	1141	286	13	17	2	0	4	2	0	0	0	0	1425
PM Peak %age	0.21	80.07	20.07	0.91	1.19	0.14	0.00	0.28	0.14	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || SB WB 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Weather
Fair
48°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (01-27-2026)
SB WB 60min

	Southbound (Movement 1,2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	47	5	0	1	0	0	0	0	0	0	0	0	53
0100 - 0200	0	35	2	0	0	0	0	0	1	0	0	0	0	38
0200 - 0300	0	41	5	0	2	0	0	0	2	0	0	0	0	50
0300 - 0400	0	40	2	0	3	0	0	0	4	0	0	0	0	49
0400 - 0500	0	70	16	0	1	0	0	0	0	0	0	0	0	87
0500 - 0600	0	209	34	0	2	0	0	1	3	0	0	0	0	249
0600 - 0700	0	435	99	11	7	1	0	0	4	0	0	0	0	557
0700 - 0800	1	971	247	12	22	1	0	1	0	0	0	0	0	1255
0800 - 0900	0	1052	290	9	13	2	0	3	3	0	0	0	0	1372
0900 - 1000	1	829	253	9	23	5	0	2	9	0	0	0	0	1131
1000 - 1100	0	765	256	2	23	1	0	3	2	0	0	0	0	1052
1100 - 1200	1	805	242	5	21	1	0	5	1	0	0	0	0	1081
1200 - 1300	2	767	267	3	9	3	0	5	2	0	0	0	0	1058
1300 - 1400	2	810	247	3	9	1	0	3	4	0	0	0	0	1079
1400 - 1500	0	933	258	17	10	3	0	4	2	0	0	0	0	1227
1500 - 1600	7	1086	294	11	9	1	0	4	3	0	0	0	0	1415
1600 - 1700	0	1179	350	9	11	2	0	4	3	0	0	0	0	1558
1700 - 1800	1	1127	312	2	7	0	0	1	0	0	0	0	0	1450
1800 - 1900	0	829	141	0	1	0	0	1	1	0	0	0	0	973
1900 - 2000	0	468	50	0	1	0	0	0	1	0	0	0	0	520
2000 - 2100	0	302	36	0	1	0	0	0	4	0	0	0	0	343
2100 - 2200	0	186	19	0	0	0	0	0	0	0	0	0	0	205
2200 - 2300	0	132	17	0	0	0	0	0	0	0	0	0	0	149
2300 - 2400	0	79	16	0	0	0	0	0	0	0	0	0	0	95

Session Total	15	13197	3458	93	176	21	0	37	49	0	0	0	0	17046
Session Average	0.63	549.88	144.08	3.88	7.33	0.88	0.00	1.54	2.04	0.00	0.00	0.00	0.00	710.25
Session Percentage	0.09	77.42	20.29	0.55	1.03	0.12	0.00	0.22	0.29	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0800 - 0900	0800 - 0900	0700 - 0800	0900 - 1000	0900 - 1000	-	0800 - 0900	0900 - 1000	-	-	-	-	0800 - 0900
AM Peak Volume	1	1052	290	12	23	5	0	3	9	0	0	0	0	1372
AM Peak %age	0.07	76.68	21.14	0.87	1.68	0.36	0.00	0.22	0.66	0.00	0.00	0.00	0.00	

Noon Peak Hour	1200 - 1300	1400 - 1500	1200 - 1300	1400 - 1500	1000 - 1100	1200 - 1300	-	1100 - 1200	1300 - 1400	-	-	-	-	1400 - 1500
Noon Peak Volume	2	933	267	17	23	3	0	5	4	0	0	0	0	1227
Noon Peak %age	0.16	76.04	21.76	1.39	1.87	0.24	0.00	0.41	0.33	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	1600 - 1700	1600 - 1700	-	1500 - 1600	1500 - 1600	-	-	-	-	1600 - 1700
PM Peak Volume	7	1179	350	11	11	2	0	4	3	0	0	0	0	1558
PM Peak %age	0.45	75.67	22.46	0.71	0.71	0.13	0.00	0.26	0.19	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Bi-Directional 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Weather
Fair
48°F

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0000 - 2400 (Weekday 24h Session) (01-27-2026)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	90	8	0	3	0	0	0	0	0	0	0	0	101
0100 - 0200	0	61	2	0	0	0	0	0	2	0	0	0	0	65
0200 - 0300	0	75	8	0	3	0	0	0	2	0	0	0	0	88
0300 - 0400	0	78	5	0	4	0	0	0	4	0	0	0	0	91
0400 - 0500	2	218	49	0	1	0	0	0	1	0	0	0	0	271
0500 - 0600	0	565	112	1	2	2	0	1	5	0	0	0	0	688
0600 - 0700	1	936	232	22	9	3	0	1	5	0	0	0	0	1209
0700 - 0800	4	1711	487	22	39	2	0	3	3	0	0	0	0	2271
0800 - 0900	0	1871	559	16	34	4	0	6	6	0	0	0	0	2496
0900 - 1000	3	1516	467	12	33	10	0	4	13	0	0	0	0	2058
1000 - 1100	1	1440	512	3	40	8	0	9	6	0	0	0	0	2019
1100 - 1200	2	1506	504	5	35	5	0	9	9	0	0	0	0	2075
1200 - 1300	6	1644	512	3	21	5	0	5	6	0	0	0	0	2202
1300 - 1400	3	1635	513	6	21	1	0	6	6	0	0	0	0	2191
1400 - 1500	3	1908	514	33	24	3	0	5	6	0	0	0	0	2496
1500 - 1600	10	2159	580	24	24	1	0	8	4	0	0	0	0	2810
1600 - 1700	2	2282	616	21	28	4	0	5	4	0	0	0	0	2962
1700 - 1800	3	2268	582	3	13	0	0	4	2	0	0	0	0	2875
1800 - 1900	1	1702	237	0	7	0	0	1	2	0	0	0	0	1950
1900 - 2000	1	1136	130	0	3	0	0	0	1	0	0	0	0	1271
2000 - 2100	0	784	109	0	2	1	0	0	5	0	0	0	0	901
2100 - 2200	0	440	77	0	0	0	0	1	2	0	0	0	0	520
2200 - 2300	0	270	52	0	0	0	0	0	0	0	0	0	0	322
2300 - 2400	0	172	38	0	0	0	0	0	0	0	0	0	0	210

Session Total	42	26467	6905	171	346	49	0	68	94	0	0	0	0	34142
Session Average	1.75	1102.79	287.71	7.13	14.42	2.04	0.00	2.83	3.92	0.00	0.00	0.00	0.00	1422.58
Session Percentage	0.12	77.52	20.22	0.50	1.01	0.14	0.00	0.20	0.28	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0800 - 0900	0800 - 0900	0600 - 0700	0700 - 0800	0900 - 1000	-	0800 - 0900	0900 - 1000	-	-	-	-	0800 - 0900
AM Peak Volume	4	1871	559	22	39	10	0	6	13	0	0	0	0	2496
AM Peak %age	0.16	74.96	22.40	0.88	1.56	0.40	0.00	0.24	0.52	0.00	0.00	0.00	0.00	

Noon Peak Hour	1200 - 1300	1400 - 1500	1400 - 1500	1400 - 1500	1000 - 1100	1000 - 1100	-	1000 - 1100	1100 - 1200	-	-	-	-	1400 - 1500
Noon Peak Volume	6	1908	514	33	40	8	0	9	9	0	0	0	0	2496
Noon Peak %age	0.24	76.44	20.59	1.32	1.60	0.32	0.00	0.36	0.36	0.00	0.00	0.00	0.00	

PM Peak Hour	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	1600 - 1700	1600 - 1700	-	1500 - 1600	1500 - 1600	-	-	-	-	1600 - 1700
PM Peak Volume	10	2282	616	24	28	4	0	8	4	0	0	0	0	2962
PM Peak %age	0.34	77.04	20.80	0.81	0.95	0.14	0.00	0.27	0.14	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 60min

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
28.398730°, -80.705063°

Weather
Fair
48°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (01-27-2026)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	Total
0000 - 0100	48	53	101
0100 - 0200	27	38	65
0200 - 0300	38	50	88
0300 - 0400	42	49	91
0400 - 0500	184	87	271
0500 - 0600	439	249	688
0600 - 0700	652	557	1209
0700 - 0800	1016	1255	2271
0800 - 0900	1124	1372	2496
0900 - 1000	927	1131	2058
1000 - 1100	967	1052	2019
1100 - 1200	994	1081	2075

Session Total	17096	17046	34142
Session Average	712.33	710.25	1422.58
Session Percentage	50.07	49.93	

	Volume Summary 60min		
Time	NB	SB	Total
1200 - 1300	1144	1058	2202
1300 - 1400	1112	1079	2191
1400 - 1500	1269	1227	2496
1500 - 1600	1395	1415	2810
1600 - 1700	1404	1558	2962
1700 - 1800	1425	1450	2875
1800 - 1900	977	973	1950
1900 - 2000	751	520	1271
2000 - 2100	558	343	901
2100 - 2200	315	205	520
2200 - 2300	173	149	322
2300 - 2400	115	95	210

Bi-Directional Class Count || Graphical Analysis NB EB

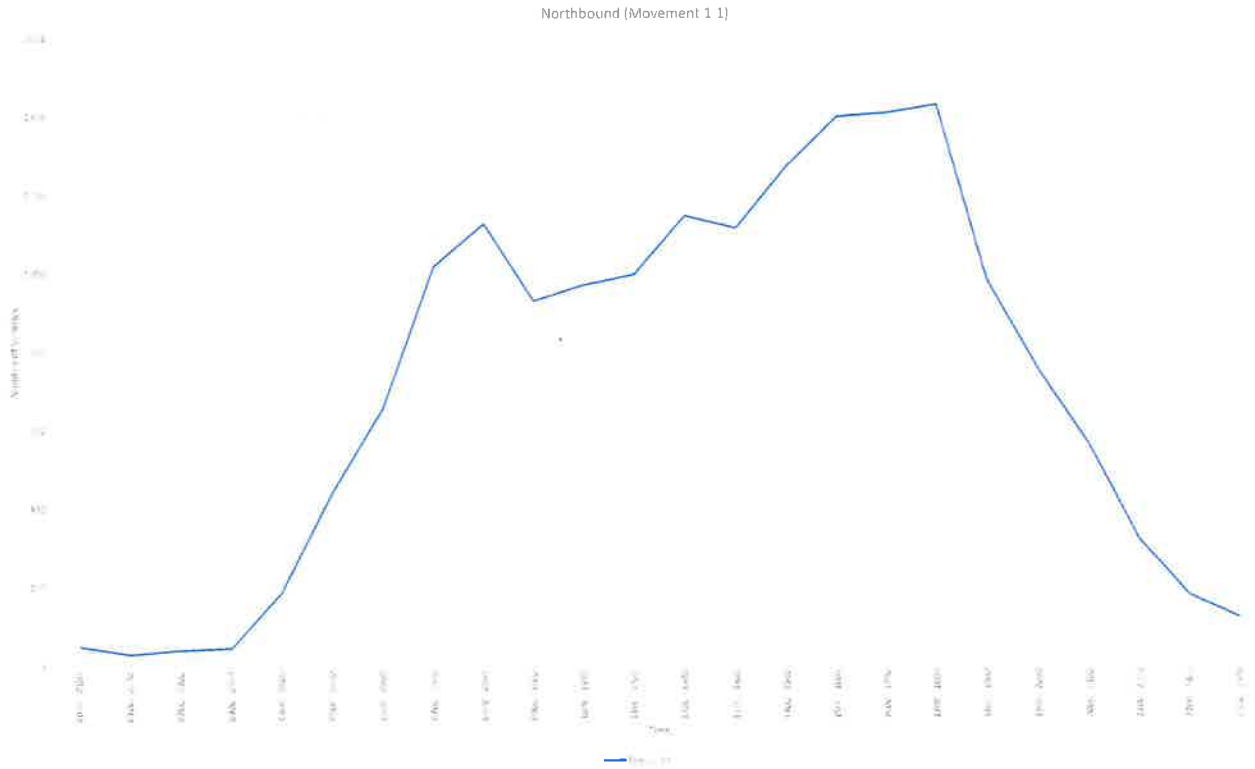
Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Lat/Long
28.398730°, -80.705063°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Time	Tue 01/27						
0000 - 0100	48						
0100 - 0200	27						
0200 - 0300	38						
0300 - 0400	42						
0400 - 0500	184						
0500 - 0600	439						
0600 - 0700	652						
0700 - 0800	1016						
0800 - 0900	1124						
0900 - 1000	927						
1000 - 1100	967						
1100 - 1200	994						
1200 - 1300	1144						
1300 - 1400	1112						
1400 - 1500	1269						
1500 - 1600	1305						
1600 - 1700	1404						
1700 - 1800	1425						
1800 - 1900	977						
1900 - 2000	751						
2000 - 2100	558						
2100 - 2200	315						
2200 - 2300	173						
2300 - 2400	115						
Daily Total	17096						

Bi-Directional Class Count || Graphical Analysis SB WB

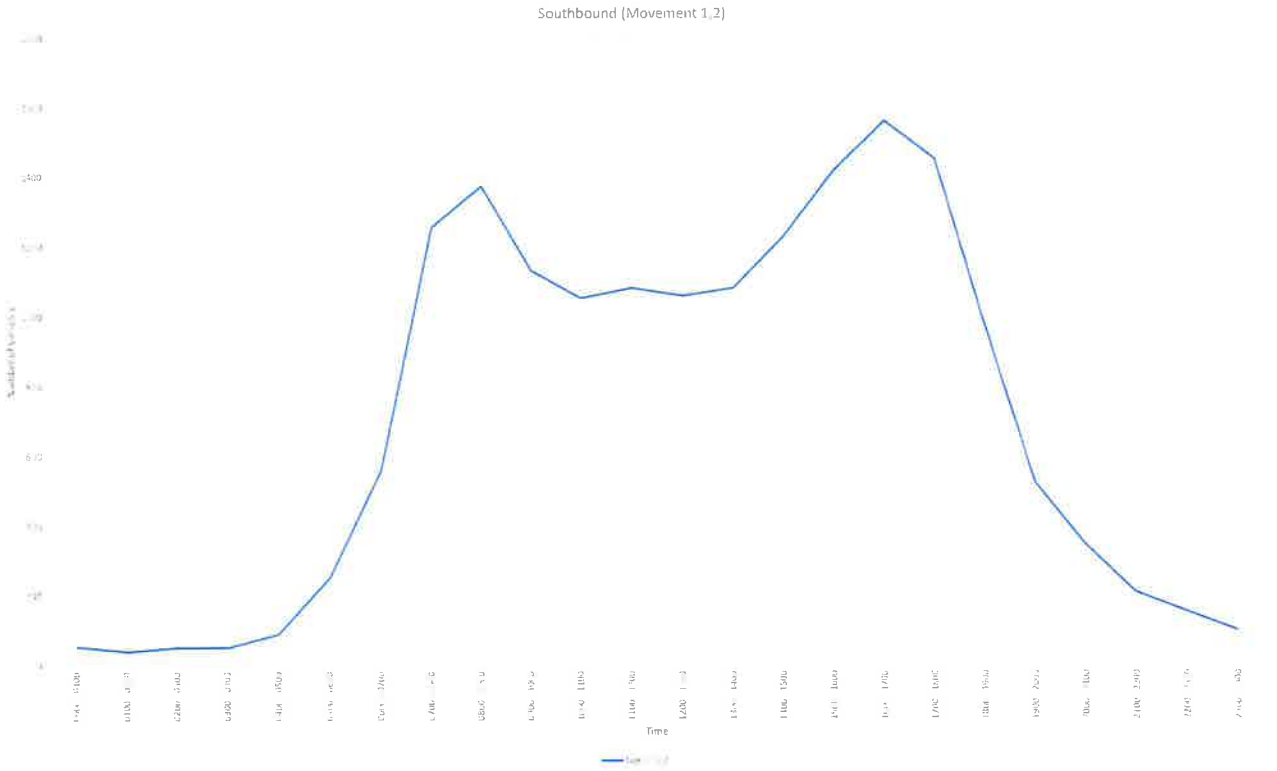
Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtrafficc.com

Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Lat/Long
28.398730°, -80.705063°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Time	Tue 01/27
0000 - 0100	53
0100 - 0200	[illegible]
0200 - 0300	50
0300 - 0400	[illegible]
0400 - 0500	87
0500 - 0600	[illegible]
0600 - 0700	557
0700 - 0800	[illegible]
0800 - 0900	1372
0900 - 1000	[illegible]
1000 - 1100	1052
1100 - 1200	[illegible]
1200 - 1300	1058
1300 - 1400	1079
1400 - 1500	1227
1500 - 1600	[illegible]
1600 - 1700	1558
1700 - 1800	[illegible]
1800 - 1900	973
1900 - 2000	[illegible]
2000 - 2100	343
2100 - 2200	[illegible]
2200 - 2300	149
2300 - 2400	95
Daily Total	17046

Bi-Directional Class Count || Graphical Analysis BiDir

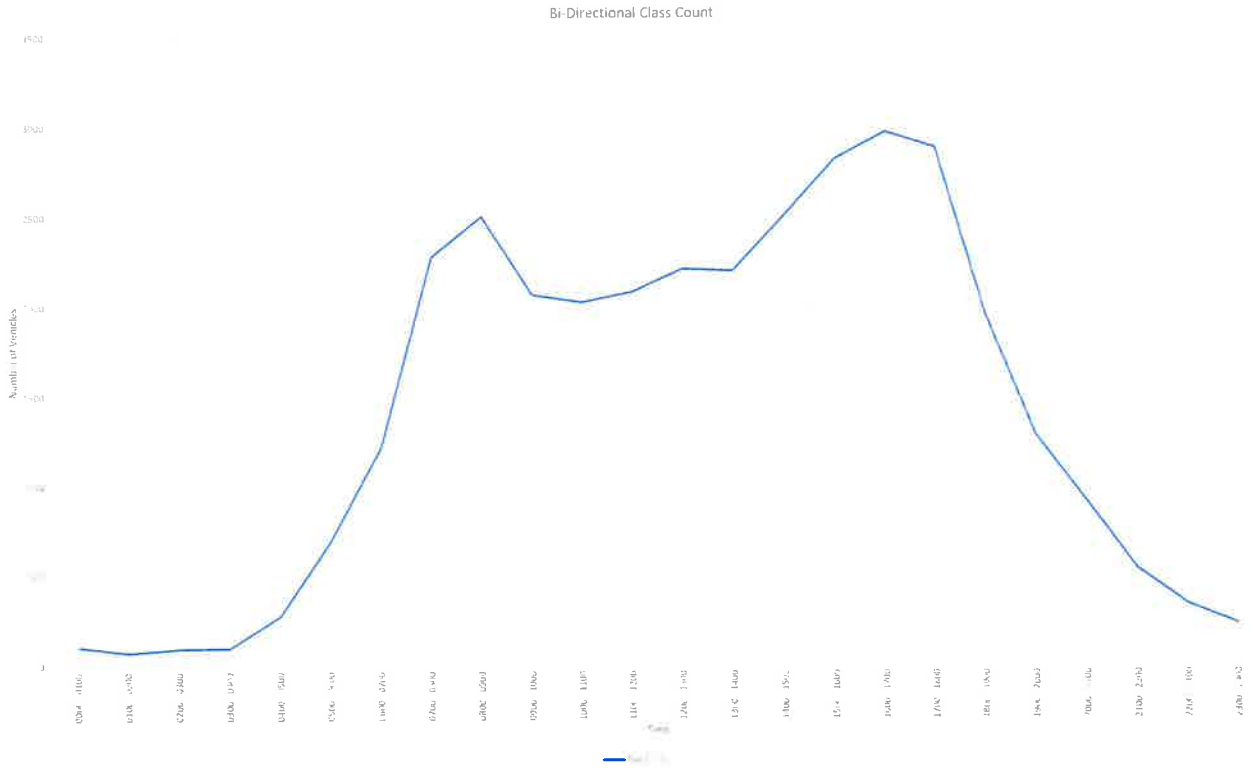
Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Lat/Long
28.398730°, -80.705063°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis BiDir



Time	Tue 01/27
0000 - 0100	101
0100 - 0200	[illegible]
0200 - 0300	88
0300 - 0400	[illegible]
0400 - 0500	271
0500 - 0600	[illegible]
0600 - 0700	1209
0700 - 0800	2271
0800 - 0900	2496
0900 - 1000	[illegible]
1000 - 1100	2019
1100 - 1200	[illegible]
1200 - 1300	2202
1300 - 1400	2191
1400 - 1500	2496
1500 - 1600	2810
1600 - 1700	2962
1700 - 1800	2875
1800 - 1900	1950
1900 - 2000	1271
2000 - 2100	901
2100 - 2200	520
2200 - 2300	377
2300 - 2400	210
Daily Total	34142

NB
File Name:
Start Date: 1/27/2026
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: FL-3 N Courtenay Pkwy, north of Pioneer Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/27/2026	12:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:45 AM	0	8	0	0	2	0	0	0	0	0	0	0	0
1/27/2026	1:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0
1/27/2026	2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:45 AM	0	9	1	0	1	0	0	0	0	0	0	0	0
1/27/2026	3:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0
1/27/2026	3:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:00 AM	0	21	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:15 AM	1	27	6	0	0	0	0	0	1	0	0	0	0
1/27/2026	4:30 AM	1	54	10	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:45 AM	0	46	12	0	0	0	0	0	0	0	0	0	0
1/27/2026	5:00 AM	0	58	11	1	0	2	0	0	1	0	0	0	0
1/27/2026	5:15 AM	0	88	19	0	0	0	0	0	1	0	0	0	0
1/27/2026	5:30 AM	0	110	22	0	0	0	0	0	0	0	0	0	0
1/27/2026	5:45 AM	0	100	26	0	0	0	0	0	0	0	0	0	0
1/27/2026	6:00 AM	1	73	31	0	0	0	0	0	0	0	0	0	0
1/27/2026	6:15 AM	0	125	24	2	0	0	0	0	0	0	0	0	0
1/27/2026	6:30 AM	0	171	34	4	0	0	0	0	1	0	0	0	0
1/27/2026	6:45 AM	0	132	44	5	2	2	0	1	0	0	0	0	0
1/27/2026	7:00 AM	1	172	48	2	1	0	0	0	0	0	0	0	0
1/27/2026	7:15 AM	0	139	52	0	5	1	0	0	2	0	0	0	0
1/27/2026	7:30 AM	2	232	69	6	6	0	0	2	0	0	0	0	0
1/27/2026	7:45 AM	0	197	71	2	5	0	0	0	1	0	0	0	0
1/27/2026	8:00 AM	0	248	83	1	4	1	0	1	0	0	0	0	0
1/27/2026	8:15 AM	0	185	64	2	7	0	0	0	1	0	0	0	0
1/27/2026	8:30 AM	0	207	66	4	6	1	0	1	1	0	0	0	0
1/27/2026	8:45 AM	0	179	56	0	4	0	0	1	1	0	0	0	0
1/27/2026	9:00 AM	1	193	47	0	3	0	0	0	2	0	0	0	0
1/27/2026	9:15 AM	1	165	51	0	1	1	0	0	1	0	0	0	0
1/27/2026	9:30 AM	0	182	66	2	4	3	0	0	0	0	0	0	0
1/27/2026	9:45 AM	0	147	50	1	2	1	0	2	1	0	0	0	0
1/27/2026	10:00 AM	0	166	66	0	4	0	0	1	2	0	0	0	0
1/27/2026	10:15 AM	0	170	64	1	6	2	0	2	2	0	0	0	0
1/27/2026	10:30 AM	0	156	73	0	4	4	0	2	0	0	0	0	0
1/27/2026	10:45 AM	1	183	53	0	3	1	0	1	0	0	0	0	0
1/27/2026	11:00 AM	0	169	52	0	2	2	0	2	1	0	0	0	0
1/27/2026	11:15 AM	0	167	70	0	3	1	0	1	4	0	0	0	0
1/27/2026	11:30 AM	1	176	65	0	5	0	0	1	1	0	0	0	0
1/27/2026	11:45 AM	0	189	75	0	4	1	0	0	2	0	0	0	0
1/27/2026	12:00 PM	1	211	61	0	4	0	0	0	0	0	0	0	0
1/27/2026	12:15 PM	0	232	68	0	2	0	0	0	1	0	0	0	0
1/27/2026	12:30 PM	0	226	59	0	5	0	0	0	2	0	0	0	0
1/27/2026	12:45 PM	3	208	57	0	1	2	0	0	1	0	0	0	0
1/27/2026	1:00 PM	0	208	72	0	3	0	0	1	0	0	0	0	0
1/27/2026	1:15 PM	0	190	66	1	5	0	0	2	0	0	0	0	0
1/27/2026	1:30 PM	1	204	76	0	4	0	0	0	1	0	0	0	0
1/27/2026	1:45 PM	0	223	52	2	0	0	0	0	1	0	0	0	0
1/27/2026	2:00 PM	0	201	62	7	2	0	0	1	1	0	0	0	0
1/27/2026	2:15 PM	2	214	73	0	4	0	0	0	0	0	0	0	0
1/27/2026	2:30 PM	1	272	48	7	2	0	0	0	2	0	0	0	0
1/27/2026	2:45 PM	0	288	73	2	6	0	0	0	1	0	0	0	0
1/27/2026	3:00 PM	0	220	57	2	5	0	0	1	1	0	0	0	0
1/27/2026	3:15 PM	0	242	73	1	4	0	0	0	0	0	0	0	0
1/27/2026	3:30 PM	2	299	85	8	2	0	0	0	0	0	0	0	0
1/27/2026	3:45 PM	1	312	71	2	4	0	0	3	0	0	0	0	0
1/27/2026	4:00 PM	0	298	71	3	6	0	0	0	0	0	0	0	0
1/27/2026	4:15 PM	1	246	70	0	5	1	0	0	0	0	0	0	0
1/27/2026	4:30 PM	0	281	64	6	3	0	0	1	0	0	0	0	0
1/27/2026	4:45 PM	1	278	61	3	2	1	0	0	1	0	0	0	0
1/27/2026	5:00 PM	1	306	83	0	0	0	0	1	1	0	0	0	0
1/27/2026	5:15 PM	0	287	82	1	3	0	0	1	0	0	0	0	0
1/27/2026	5:30 PM	1	291	55	0	2	0	0	1	1	0	0	0	0
1/27/2026	5:45 PM	0	257	50	0	1	0	0	0	0	0	0	0	0
1/27/2026	6:00 PM	1	220	34	0	1	0	0	0	0	0	0	0	0
1/27/2026	6:15 PM	0	229	17	0	2	0	0	0	0	0	0	0	0
1/27/2026	6:30 PM	0	201	25	0	0	0	0	0	1	0	0	0	0
1/27/2026	6:45 PM	0	223	20	0	3	0	0	0	0	0	0	0	0
1/27/2026	7:00 PM	0	173	20	0	0	0	0	0	0	0	0	0	0
1/27/2026	7:15 PM	1	170	23	0	1	0	0	0	0	0	0	0	0
1/27/2026	7:30 PM	0	160	13	0	0	0	0	0	0	0	0	0	0
1/27/2026	7:45 PM	0	165	24	0	1	0	0	0	0	0	0	0	0
1/27/2026	8:00 PM	0	161	20	0	1	1	0	0	0	0	0	0	0
1/27/2026	8:15 PM	0	101	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	8:30 PM	0	118	20	0	0	0	0	0	0	0	0	0	0
1/27/2026	8:45 PM	0	102	17	0	0	0	0	0	1	0	0	0	0
1/27/2026	9:00 PM	0	80	17	0	0	0	0	1	0	0	0	0	0
1/27/2026	9:15 PM	0	60	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:30 PM	0	59	14	0	0	0	0	0	1	0	0	0	0
1/27/2026	9:45 PM	0	55	11	0	0	0	0	0	1	0	0	0	0
1/27/2026	10:00 PM	0	40	7	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:15 PM	0	45	13	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:30 PM	0	33	10	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:45 PM	0	20	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:00 PM	0	30	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:15 PM	0	25	8	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:30 PM	0	28	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 1/27/2026
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: FL-3 N Courtenay Pkwy, north of Pioneer Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/27/2026	12:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:30 AM	0	15	3	0	0	0	0	0	0	0	0	0	0
1/27/2026	12:45 AM	0	9	0	0	1	0	0	0	0	0	0	0	0
1/27/2026	1:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	1:30 AM	0	10	1	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	2:15 AM	0	14	3	0	0	0	0	0	2	0	0	0	0
1/27/2026	2:30 AM	0	10	1	0	2	0	0	0	0	0	0	0	0
1/27/2026	2:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:15 AM	0	9	0	0	2	0	0	0	2	0	0	0	0
1/27/2026	3:30 AM	0	11	0	0	0	0	0	0	1	0	0	0	0
1/27/2026	3:45 AM	0	13	2	0	1	0	0	0	1	0	0	0	0
1/27/2026	4:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:15 AM	0	15	2	0	1	0	0	0	0	0	0	0	0
1/27/2026	4:30 AM	0	18	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	4:45 AM	0	26	7	0	0	0	0	0	0	0	0	0	0
1/27/2026	5:00 AM	0	29	9	0	1	0	0	0	0	0	0	0	0
1/27/2026	5:15 AM	0	43	8	0	0	0	0	0	1	0	0	0	0
1/27/2026	5:30 AM	0	68	8	0	1	0	0	0	0	0	0	0	0
1/27/2026	5:45 AM	0	69	9	0	0	0	0	1	2	0	0	0	0
1/27/2026	6:00 AM	0	90	19	0	1	0	0	0	1	0	0	0	0
1/27/2026	6:15 AM	0	107	20	1	2	0	0	0	0	0	0	0	0
1/27/2026	6:30 AM	0	110	27	9	2	0	0	0	1	0	0	0	0
1/27/2026	6:45 AM	0	128	33	1	2	1	0	0	2	0	0	0	0
1/27/2026	7:00 AM	0	150	39	5	5	1	0	0	0	0	0	0	0
1/27/2026	7:15 AM	1	210	70	6	7	0	0	1	0	0	0	0	0
1/27/2026	7:30 AM	0	296	62	1	5	0	0	0	0	0	0	0	0
1/27/2026	7:45 AM	0	315	76	0	5	0	0	0	0	0	0	0	0
1/27/2026	8:00 AM	0	298	75	1	4	0	0	1	1	0	0	0	0
1/27/2026	8:15 AM	0	277	80	5	0	1	0	1	2	0	0	0	0
1/27/2026	8:30 AM	0	248	70	1	6	1	0	1	0	0	0	0	0
1/27/2026	8:45 AM	0	229	65	2	3	0	0	0	0	0	0	0	0
1/27/2026	9:00 AM	0	221	52	6	4	1	0	1	2	0	0	0	0
1/27/2026	9:15 AM	0	192	62	3	6	2	0	1	3	0	0	0	0
1/27/2026	9:30 AM	1	191	65	0	5	1	0	0	3	0	0	0	0
1/27/2026	9:45 AM	0	225	74	0	8	1	0	0	1	0	0	0	0
1/27/2026	10:00 AM	0	176	71	2	5	0	0	1	1	0	0	0	0
1/27/2026	10:15 AM	0	178	60	0	4	1	0	1	0	0	0	0	0
1/27/2026	10:30 AM	0	197	62	0	2	0	0	1	0	0	0	0	0
1/27/2026	10:45 AM	0	214	63	0	12	0	0	0	1	0	0	0	0
1/27/2026	11:00 AM	0	198	51	4	7	1	0	2	0	0	0	0	0
1/27/2026	11:15 AM	0	203	65	0	5	0	0	1	0	0	0	0	0
1/27/2026	11:30 AM	0	172	66	1	4	0	0	1	1	0	0	0	0
1/27/2026	11:45 AM	1	232	60	0	5	0	0	1	0	0	0	0	0
1/27/2026	12:00 PM	0	193	58	1	1	2	0	2	2	0	0	0	0
1/27/2026	12:15 PM	0	196	66	1	3	0	0	1	0	0	0	0	0
1/27/2026	12:30 PM	0	186	74	1	2	1	0	1	0	0	0	0	0
1/27/2026	12:45 PM	2	192	69	0	3	0	0	1	0	0	0	0	0
1/27/2026	1:00 PM	0	209	63	2	4	0	0	0	0	0	0	0	0
1/27/2026	1:15 PM	1	190	57	0	2	0	0	0	2	0	0	0	0
1/27/2026	1:30 PM	1	215	59	0	3	0	0	2	1	0	0	0	0
1/27/2026	1:45 PM	0	196	68	1	0	1	0	1	1	0	0	0	0
1/27/2026	2:00 PM	0	197	58	11	3	0	0	1	0	0	0	0	0
1/27/2026	2:15 PM	0	247	62	2	1	0	0	0	1	0	0	0	0
1/27/2026	2:30 PM	0	247	72	1	4	2	0	1	1	0	0	0	0
1/27/2026	2:45 PM	0	242	66	3	2	1	0	2	0	0	0	0	0
1/27/2026	3:00 PM	1	235	58	6	4	1	0	2	0	0	0	0	0
1/27/2026	3:15 PM	1	273	76	2	2	0	0	1	2	0	0	0	0
1/27/2026	3:30 PM	3	274	81	3	2	0	0	0	0	0	0	0	0
1/27/2026	3:45 PM	2	304	79	0	1	0	0	1	1	0	0	0	0
1/27/2026	4:00 PM	0	263	87	4	3	0	0	0	2	0	0	0	0
1/27/2026	4:15 PM	0	314	102	1	3	2	0	3	0	0	0	0	0
1/27/2026	4:30 PM	0	299	83	2	5	0	0	1	0	0	0	0	0
1/27/2026	4:45 PM	0	303	78	2	0	0	0	0	1	0	0	0	0
1/27/2026	5:00 PM	0	298	94	1	4	0	0	0	0	0	0	0	0
1/27/2026	5:15 PM	0	297	82	0	0	0	0	0	0	0	0	0	0
1/27/2026	5:30 PM	1	253	66	0	1	0	0	0	0	0	0	0	0
1/27/2026	5:45 PM	0	279	70	1	2	0	0	1	0	0	0	0	0
1/27/2026	6:00 PM	0	257	58	0	0	0	0	1	1	0	0	0	0
1/27/2026	6:15 PM	0	233	30	0	0	0	0	0	0	0	0	0	0
1/27/2026	6:30 PM	0	185	29	0	0	0	0	0	0	0	0	0	0
1/27/2026	6:45 PM	0	154	24	0	1	0	0	0	0	0	0	0	0
1/27/2026	7:00 PM	0	130	13	0	0	0	0	0	1	0	0	0	0
1/27/2026	7:15 PM	0	133	15	0	0	0	0	0	0	0	0	0	0
1/27/2026	7:30 PM	0	109	12	0	0	0	0	0	0	0	0	0	0
1/27/2026	7:45 PM	0	96	10	0	1	0	0	0	0	0	0	0	0
1/27/2026	8:00 PM	0	92	12	0	1	0	0	0	1	0	0	0	0
1/27/2026	8:15 PM	0	80	10	0	0	0	0	0	1	0	0	0	0
1/27/2026	8:30 PM	0	66	8	0	0	0	0	0	2	0	0	0	0
1/27/2026	8:45 PM	0	64	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:00 PM	0	56	6	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:15 PM	0	50	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:30 PM	0	45	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:45 PM	0	35	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:00 PM	0	37	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:15 PM	0	36	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:30 PM	0	30	3	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:45 PM	0	29	5	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:00 PM	0	15	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:15 PM	0	20	3	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:30 PM	0	22	4	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:45 PM	0	22	5	0	0	0	0	0	0	0	0	0	0

NB
File Name:
Start Date: 1/27/2026
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: FL-3 N Courtenay Pkwy, north of Pioneer Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/27/2026	12:00 AM	0	43	3	0	2	0	0	0	0	0	0	0	0
1/27/2026	12:15 AM	0	41	1	0	2	0	0	0	0	0	0	0	0
1/27/2026	12:30 AM	0	37	0	0	2	0	0	0	0	0	0	0	0
1/27/2026	12:45 AM	0	33	0	0	2	0	0	0	0	0	0	0	0
1/27/2026	1:00 AM	0	26	0	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:15 AM	0	19	0	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:30 AM	0	22	2	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:45 AM	0	26	2	0	0	0	0	0	1	0	0	0	0
1/27/2026	2:00 AM	0	34	3	0	1	0	0	0	0	0	0	0	0
1/27/2026	2:15 AM	0	41	4	0	2	0	0	0	0	0	0	0	0
1/27/2026	2:30 AM	0	36	2	0	2	0	0	0	0	0	0	0	0
1/27/2026	2:45 AM	0	38	4	0	2	0	0	0	0	0	0	0	0
1/27/2026	3:00 AM	0	38	3	0	1	0	0	0	0	0	0	0	0
1/27/2026	3:15 AM	0	49	7	0	0	0	0	0	0	0	0	0	0
1/27/2026	3:30 AM	1	69	13	0	0	0	0	0	1	0	0	0	0
1/27/2026	3:45 AM	2	111	21	0	0	0	0	0	1	0	0	0	0
1/27/2026	4:00 AM	2	148	33	0	0	0	0	0	1	0	0	0	0
1/27/2026	4:15 AM	2	185	39	1	0	2	0	0	2	0	0	0	0
1/27/2026	4:30 AM	1	246	52	1	0	2	0	0	2	0	0	0	0
1/27/2026	4:45 AM	0	302	64	1	0	2	0	0	2	0	0	0	0
1/27/2026	5:00 AM	0	356	78	1	0	2	0	0	2	0	0	0	0
1/27/2026	5:15 AM	1	371	98	0	0	0	0	0	1	0	0	0	0
1/27/2026	5:30 AM	1	408	103	2	0	0	0	0	0	0	0	0	0
1/27/2026	5:45 AM	1	469	115	6	0	0	0	0	1	0	0	0	0
1/27/2026	6:00 AM	1	501	133	11	2	2	0	1	1	0	0	0	0
1/27/2026	6:15 AM	1	600	150	13	3	2	0	1	1	0	0	0	0
1/27/2026	6:30 AM	1	614	178	11	8	3	0	1	3	0	0	0	0
1/27/2026	6 45 AM	3	675	213	13	14	3	0	3	2	0	0	0	0
1/27/2026	7:00 AM	3	740	240	10	17	1	0	2	3	0	0	0	0
1/27/2026	7:15 AM	2	816	275	9	20	2	0	3	3	0	0	0	0
1/27/2026	7:30 AM	2	862	287	11	22	1	0	3	2	0	0	0	0
1/27/2026	7:45 AM	0	837	284	9	22	2	0	2	3	0	0	0	0
1/27/2026	8:00 AM	0	819	269	7	21	2	0	3	3	0	0	0	0
1/27/2026	8:15 AM	1	764	233	6	20	1	0	2	5	0	0	0	0
1/27/2026	8:30 AM	2	744	220	4	14	2	0	2	5	0	0	0	0
1/27/2026	8:45 AM	2	719	220	2	12	4	0	1	4	0	0	0	0
1/27/2026	9:00 AM	2	687	214	3	10	5	0	2	4	0	0	0	0
1/27/2026	9:15 AM	1	660	233	3	11	5	0	3	4	0	0	0	0
1/27/2026	9:30 AM	0	665	246	4	16	6	0	5	5	0	0	0	0
1/27/2026	9:45 AM	0	639	253	2	16	7	0	7	5	0	0	0	0
1/27/2026	10:00 AM	1	675	256	1	17	7	0	6	4	0	0	0	0
1/27/2026	10:15 AM	1	678	242	1	15	9	0	7	3	0	0	0	0
1/27/2026	10:30 AM	1	675	248	0	12	8	0	6	5	0	0	0	0
1/27/2026	10:45 AM	2	695	240	0	13	4	0	5	6	0	0	0	0
1/27/2026	11:00 AM	1	701	262	0	14	4	0	4	8	0	0	0	0
1/27/2026	11:15 AM	2	743	271	0	16	2	0	2	7	0	0	0	0
1/27/2026	11:30 AM	2	808	269	0	15	1	0	1	4	0	0	0	0
1/27/2026	11:45 AM	1	858	263	0	15	1	0	0	5	0	0	0	0
1/27/2026	12:00 PM	4	877	245	0	12	2	0	0	4	0	0	0	0
1/27/2026	12:15 PM	3	874	256	0	11	2	0	1	4	0	0	0	0
1/27/2026	12:30 PM	3	832	254	1	14	2	0	3	3	0	0	0	0
1/27/2026	12:45 PM	4	810	271	1	13	2	0	3	2	0	0	0	0
1/27/2026	1:00 PM	1	825	266	3	12	0	0	3	2	0	0	0	0
1/27/2026	1:15 PM	1	818	256	10	11	0	0	3	3	0	0	0	0
1/27/2026	1:30 PM	3	842	263	9	10	0	0	1	3	0	0	0	0
1/27/2026	1:45 PM	3	910	235	16	8	0	0	1	4	0	0	0	0
1/27/2026	2:00 PM	3	975	256	16	14	0	0	1	4	0	0	0	0
1/27/2026	2:15 PM	3	994	251	11	17	0	0	1	4	0	0	0	0
1/27/2026	2:30 PM	1	1022	251	12	17	0	0	1	4	0	0	0	0
1/27/2026	2:45 PM	2	1049	288	13	17	0	0	1	2	0	0	0	0
1/27/2026	3:00 PM	3	1073	286	13	15	0	0	4	1	0	0	0	0
1/27/2026	3:15 PM	3	1151	300	14	16	0	0	3	0	0	0	0	0
1/27/2026	3:30 PM	4	1155	297	13	18	1	0	3	0	0	0	0	0
1/27/2026	3:45 PM	2	1137	276	11	19	1	0	4	0	0	0	0	0
1/27/2026	4:00 PM	2	1103	266	12	17	2	0	1	1	0	0	0	0
1/27/2026	4:15 PM	3	1111	278	9	11	2	0	2	2	0	0	0	0
1/27/2026	4:30 PM	2	1152	290	10	8	1	0	3	2	0	0	0	0
1/27/2026	4:45 PM	3	1162	281	4	7	1	0	3	3	0	0	0	0
1/27/2026	5:00 PM	2	1141	270	1	6	0	0	3	2	0	0	0	0
1/27/2026	5:15 PM	2	1055	221	1	7	0	0	2	1	0	0	0	0
1/27/2026	5:30 PM	2	997	156	0	6	0	0	1	1	0	0	0	0
1/27/2026	5:45 PM	1	907	126	0	4	0	0	0	1	0	0	0	0
1/27/2026	6 00 PM	1	873	96	0	6	0	0	0	1	0	0	0	0
1/27/2026	6:15 PM	0	826	82	0	5	0	0	0	1	0	0	0	0
1/27/2026	6:30 PM	1	767	88	0	4	0	0	0	1	0	0	0	0
1/27/2026	6 45 PM	1	726	76	0	4	0	0	0	0	0	0	0	0
1/27/2026	7:00 PM	1	668	80	0	2	0	0	0	0	0	0	0	0
1/27/2026	7:15 PM	1	656	80	0	3	1	0	0	0	0	0	0	0
1/27/2026	7:30 PM	0	587	73	0	2	1	0	0	0	0	0	0	0
1/27/2026	7:45 PM	0	545	80	0	2	1	0	0	0	0	0	0	0
1/27/2026	8:00 PM	0	482	73	0	1	1	0	0	1	0	0	0	0
1/27/2026	8 15 PM	0	401	70	0	0	0	0	1	1	0	0	0	0
1/27/2026	8 30 PM	0	360	70	0	0	0	0	1	1	0	0	0	0
1/27/2026	8:45 PM	0	301	64	0	0	0	0	1	2	0	0	0	0
1/27/2026	9:00 PM	0	254	58	0	0	0	0	1	2	0	0	0	0
1/27/2026	9:15 PM	0	214	48	0	0	0	0	0	2	0	0	0	0
1/27/2026	9:30 PM	0	199	45	0	0	0	0	0	2	0	0	0	0
1/27/2026	9:45 PM	0	173	41	0	0	0	0	0	1	0	0	0	0
1/27/2026	10:00 PM	0	138	35	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:15 PM	0	128	34	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:30 PM	0	108	29	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:45 PM	0	103	25	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:00 PM	0	93	22	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:15 PM	0	63	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:30 PM	0	38	8	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 1/27/2026
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: FL-3 N Courtenay Pkwy, north of Pioneer Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
1/27/2026	12:00 AM	0	47	5	0	1	0	0	0	0	0	0	0	0
1/27/2026	12:15 AM	0	43	4	0	1	0	0	0	0	0	0	0	0
1/27/2026	12:30 AM	0	37	3	0	1	0	0	0	0	0	0	0	0
1/27/2026	12:45 AM	0	32	1	0	1	0	0	0	1	0	0	0	0
1/27/2026	1:00 AM	0	35	2	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:15 AM	0	36	2	0	0	0	0	0	1	0	0	0	0
1/27/2026	1:30 AM	0	44	5	0	0	0	0	0	3	0	0	0	0
1/27/2026	1:45 AM	0	44	5	0	2	0	0	0	2	0	0	0	0
1/27/2026	2:00 AM	0	41	5	0	2	0	0	0	2	0	0	0	0
1/27/2026	2:15 AM	0	40	5	0	2	0	0	0	2	0	0	0	0
1/27/2026	2:30 AM	0	35	2	0	4	0	0	0	2	0	0	0	0
1/27/2026	2:45 AM	0	36	1	0	2	0	0	0	3	0	0	0	0
1/27/2026	3:00 AM	0	40	2	0	3	0	0	0	4	0	0	0	0
1/27/2026	3:15 AM	0	44	3	0	3	0	0	0	4	0	0	0	0
1/27/2026	3:30 AM	0	50	5	0	2	0	0	0	2	0	0	0	0
1/27/2026	3:45 AM	0	57	11	0	2	0	0	0	1	0	0	0	0
1/27/2026	4:00 AM	0	70	16	0	1	0	0	0	0	0	0	0	0
1/27/2026	4:15 AM	0	88	24	0	2	0	0	0	0	0	0	0	0
1/27/2026	4:30 AM	0	116	30	0	1	0	0	0	1	0	0	0	0
1/27/2026	4:45 AM	0	166	32	0	2	0	0	0	1	0	0	0	0
1/27/2026	5:00 AM	0	209	34	0	2	0	0	1	3	0	0	0	0
1/27/2026	5:15 AM	0	270	44	0	2	0	0	1	4	0	0	0	0
1/27/2026	5:30 AM	0	334	56	1	4	0	0	1	3	0	0	0	0
1/27/2026	5:45 AM	0	376	75	10	5	0	0	1	4	0	0	0	0
1/27/2026	6:00 AM	0	435	99	11	7	1	0	0	4	0	0	0	0
1/27/2026	6:15 AM	0	495	119	16	11	2	0	0	3	0	0	0	0
1/27/2026	6:30 AM	1	598	169	21	16	2	0	1	3	0	0	0	0
1/27/2026	6:45 AM	1	784	204	13	19	2	0	1	2	0	0	0	0
1/27/2026	7:00 AM	1	971	247	12	22	1	0	1	0	0	0	0	0
1/27/2026	7:15 AM	1	1119	283	8	21	0	0	2	1	0	0	0	0
1/27/2026	7:30 AM	0	1186	293	7	14	1	0	2	3	0	0	0	0
1/27/2026	7:45 AM	0	1138	301	7	15	2	0	3	3	0	0	0	0
1/27/2026	8:00 AM	0	1052	290	9	13	2	0	3	3	0	0	0	0
1/27/2026	8:15 AM	0	975	267	14	13	3	0	3	4	0	0	0	0
1/27/2026	8:30 AM	0	890	249	12	19	4	0	3	5	0	0	0	0
1/27/2026	8:45 AM	1	833	244	11	18	4	0	2	8	0	0	0	0
1/27/2026	9:00 AM	1	829	253	9	23	5	0	2	9	0	0	0	0
1/27/2026	9:15 AM	1	784	272	5	24	4	0	2	8	0	0	0	0
1/27/2026	9:30 AM	1	770	270	2	22	3	0	2	5	0	0	0	0
1/27/2026	9:45 AM	0	776	267	2	19	2	0	3	2	0	0	0	0
1/27/2026	10:00 AM	0	765	256	2	23	1	0	3	2	0	0	0	0
1/27/2026	10:15 AM	0	787	236	4	25	2	0	4	1	0	0	0	0
1/27/2026	10:30 AM	0	812	241	4	26	1	0	4	1	0	0	0	0
1/27/2026	10:45 AM	0	787	245	5	28	1	0	4	2	0	0	0	0
1/27/2026	11:00 AM	1	805	242	5	21	1	0	5	1	0	0	0	0
1/27/2026	11:15 AM	1	800	249	2	15	2	0	5	3	0	0	0	0
1/27/2026	11:30 AM	1	793	250	3	13	2	0	5	3	0	0	0	0
1/27/2026	11:45 AM	1	807	258	3	11	3	0	5	2	0	0	0	0
1/27/2026	12:00 PM	2	767	267	3	9	3	0	5	2	0	0	0	0
1/27/2026	12:15 PM	2	783	272	4	12	1	0	3	0	0	0	0	0
1/27/2026	12:30 PM	3	777	263	3	11	1	0	2	2	0	0	0	0
1/27/2026	12:45 PM	4	806	248	2	12	0	0	3	3	0	0	0	0
1/27/2026	1:00 PM	2	810	247	3	9	1	0	3	4	0	0	0	0
1/27/2026	1:15 PM	2	798	242	12	8	1	0	4	4	0	0	0	0
1/27/2026	1:30 PM	1	855	247	14	7	1	0	4	3	0	0	0	0
1/27/2026	1:45 PM	0	887	260	15	8	3	0	3	3	0	0	0	0
1/27/2026	2:00 PM	0	933	258	17	10	3	0	4	2	0	0	0	0
1/27/2026	2:15 PM	1	971	258	12	11	4	0	5	2	0	0	0	0
1/27/2026	2:30 PM	2	997	272	12	12	4	0	6	3	0	0	0	0
1/27/2026	2:45 PM	5	1024	281	14	10	2	0	5	2	0	0	0	0
1/27/2026	3:00 PM	7	1086	294	11	9	1	0	4	3	0	0	0	0
1/27/2026	3:15 PM	6	1114	323	9	8	0	0	2	5	0	0	0	0
1/27/2026	3:30 PM	5	1155	349	8	9	2	0	4	3	0	0	0	0
1/27/2026	3:45 PM	2	1180	351	7	12	2	0	5	3	0	0	0	0
1/27/2026	4:00 PM	0	1179	350	9	11	2	0	4	3	0	0	0	0
1/27/2026	4:15 PM	0	1214	357	6	12	2	0	4	1	0	0	0	0
1/27/2026	4:30 PM	0	1197	337	5	9	0	0	1	1	0	0	0	0
1/27/2026	4:45 PM	1	1151	320	3	5	0	0	0	1	0	0	0	0
1/27/2026	5:00 PM	1	1127	312	2	7	0	0	1	0	0	0	0	0
1/27/2026	5:15 PM	1	1086	276	1	3	0	0	2	1	0	0	0	0
1/27/2026	5:30 PM	1	1022	224	1	3	0	0	2	1	0	0	0	0
1/27/2026	5:45 PM	0	954	187	1	2	0	0	2	1	0	0	0	0
1/27/2026	6:00 PM	0	829	141	0	1	0	0	1	1	0	0	0	0
1/27/2026	6:15 PM	0	702	96	0	1	0	0	0	1	0	0	0	0
1/27/2026	6:30 PM	0	602	81	0	1	0	0	0	1	0	0	0	0
1/27/2026	6:45 PM	0	526	64	0	1	0	0	0	1	0	0	0	0
1/27/2026	7:00 PM	0	468	50	0	1	0	0	0	1	0	0	0	0
1/27/2026	7:15 PM	0	430	49	0	2	0	0	0	1	0	0	0	0
1/27/2026	7:30 PM	0	377	44	0	2	0	0	0	2	0	0	0	0
1/27/2026	7:45 PM	0	334	40	0	2	0	0	0	4	0	0	0	0
1/27/2026	8:00 PM	0	302	36	0	1	0	0	0	4	0	0	0	0
1/27/2026	8:15 PM	0	266	30	0	0	0	0	0	3	0	0	0	0
1/27/2026	8:30 PM	0	236	25	0	0	0	0	0	2	0	0	0	0
1/27/2026	8:45 PM	0	215	21	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:00 PM	0	186	19	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:15 PM	0	167	18	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:30 PM	0	153	17	0	0	0	0	0	0	0	0	0	0
1/27/2026	9:45 PM	0	138	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:00 PM	0	132	17	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:15 PM	0	110	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:30 PM	0	94	15	0	0	0	0	0	0	0	0	0	0
1/27/2026	10:45 PM	0	86	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:00 PM	0	79	16	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:15 PM	0	64	12	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:30 PM	0	44	9	0	0	0	0	0	0	0	0	0	0
1/27/2026	11:45 PM	0	22	5	0	0	0	0	0	0	0	0	0	0

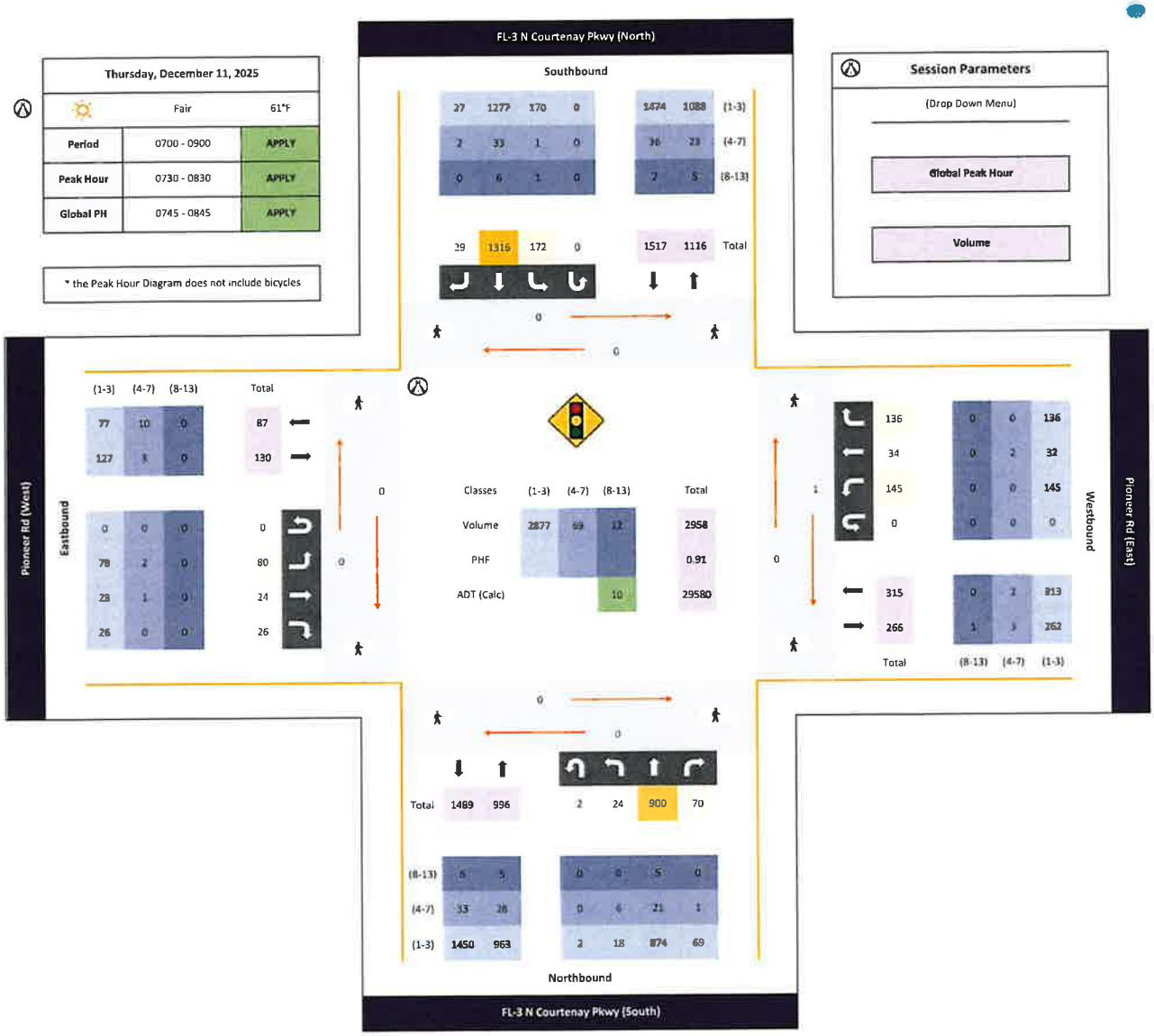
Peak Hour Turning Movement Count

Merritt Island, FL

Marr Traffic DATA COLLECTION

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

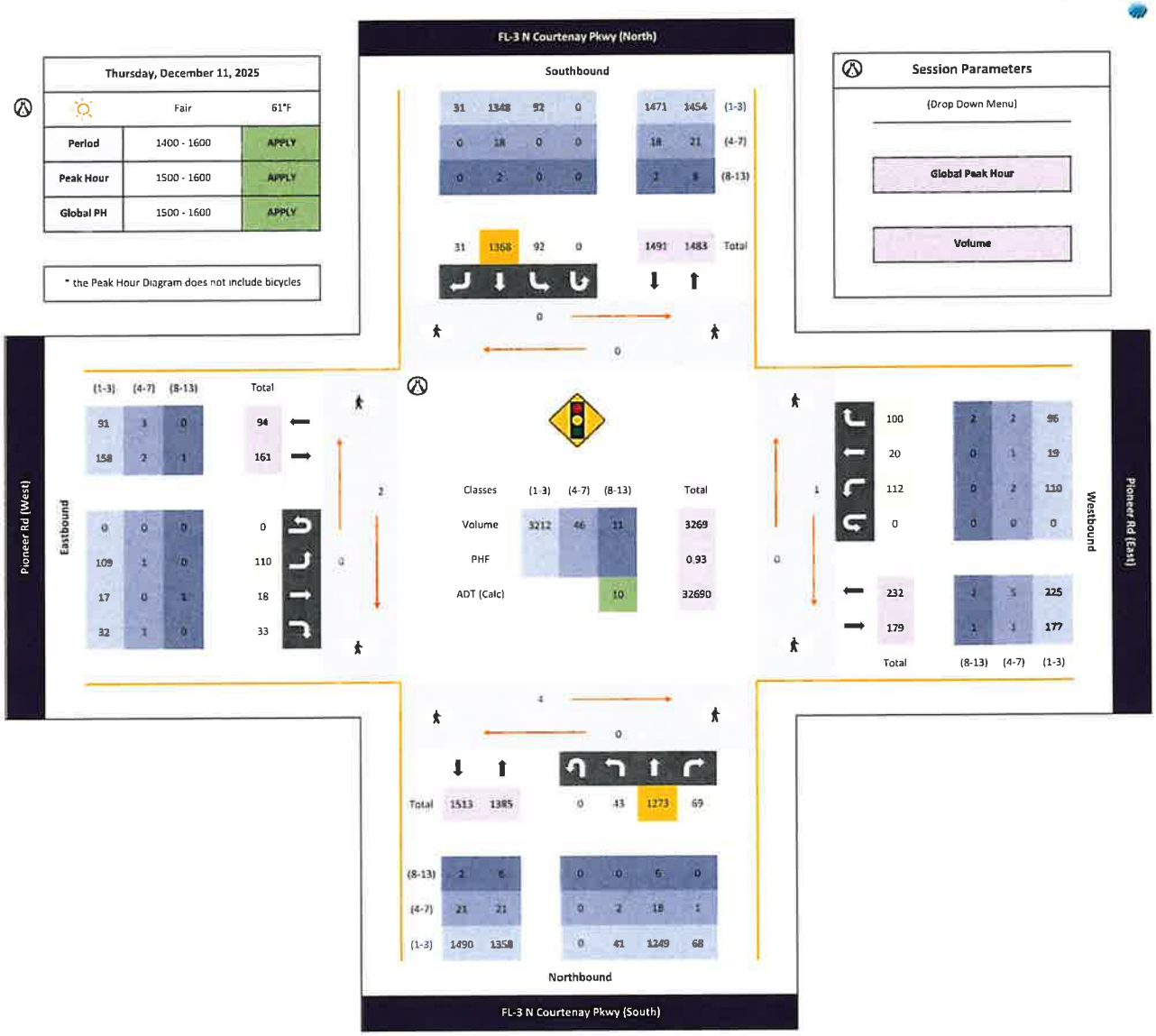
Peak Hour Turning Movement Count

Merritt Island, FL

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Marr Traffic DATA COLLECTION

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Peak Hour Turning Movement Count

Merritt Island, FL

Marr Traffic DATA COLLECTION

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (Pioneer Rd (West))					Westbound (Pioneer Rd (East))					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	8	161	2	0	171	28	136	5	0	169	11	2	5	0	18	7	5	25	0	37	395
0715 - 0730	6	169	14	0	189	53	239	12	0	304	12	6	6	0	24	17	3	24	0	44	561
0730 - 0745	8	233	27	0	268	69	259	7	0	335	17	9	9	0	35	37	6	58	0	101	739
0745 - 0800	5	172	30	1	208	95	308	10	0	413	22	16	6	0	44	59	14	72	0	145	810
Hourly Total	27	735	73	1	836	245	942	34	0	1221	62	33	26	0	121	120	28	179	0	327	2505
0800 - 0815	11	228	13	0	252	23	340	9	0	372	16	2	10	0	28	39	13	33	0	85	737
0815 - 0830	4	247	14	1	266	25	359	3	0	387	20	3	5	0	28	35	3	14	0	52	733
0830 - 0845	4	253	13	0	270	29	309	7	0	345	22	3	5	0	30	12	4	17	0	33	678
0845 - 0900	6	218	12	0	236	20	303	5	0	328	19	4	7	0	30	22	4	17	0	43	637
Hourly Total	25	946	52	1	1024	97	1311	24	0	1432	77	12	27	0	116	108	24	81	0	213	2785
Grand Total	52	1681	125	2	1860	342	2253	58	0	2653	139	45	53	0	237	228	52	260	0	540	5290
Approach %	2.80	90.38	6.72	0.11	-	12.89	84.92	2.19	0.00	-	58.65	18.99	22.36	0.00	-	42.22	9.63	48.15	0.00	-	
Intersection %	0.98	31.78	2.36	0.04	35.16	6.47	42.59	1.10	0.00	50.15	2.63	0.85	1.00	0.00	4.48	4.31	0.98	4.91	0.00	10.21	
Heavy Vehicle %	13	3	1	0	3	2	4	7	-	4	5	2	2	-	4	2	4	2	-	2	3
PHF	0.55	0.89	0.58	0.50	0.92	0.45	0.92	0.73	0.00	0.92	0.91	0.38	0.65	0.00	0.74	0.61	0.61	0.47	0.00	0.54	0.91
Peak Hour Total	24	900	70	2	996	172	1316	29	0	1517	80	24	26	0	130	145	34	136	0	315	2958
Peak Hour HV %	25	3	1	0	3	1	3	7	0	3	3	4	0	0	2	0	6	0	0	1	3

1400 - 1600 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (Pioneer Rd (West))					Westbound (Pioneer Rd (East))					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	15	252	26	0	293	26	283	6	0	315	17	2	3	0	22	17	1	21	0	39	669
1415 - 1430	7	271	27	0	305	40	293	7	0	340	16	3	5	0	24	22	2	10	0	34	703
1430 - 1445	12	294	30	0	336	49	286	13	0	348	17	4	10	0	31	40	7	59	0	106	821
1445 - 1500	8	293	22	0	323	18	300	6	0	324	15	1	6	0	22	40	4	48	0	92	761
Hourly Total	42	1110	105	0	1257	133	1162	32	0	1327	65	10	24	0	99	119	14	138	0	271	2954
1500 - 1515	7	256	23	0	286	18	325	5	0	348	26	4	12	0	42	29	3	20	0	52	728
1515 - 1530	10	307	18	0	335	29	348	11	0	388	23	5	7	0	35	25	3	19	0	47	805
1530 - 1545	8	336	14	0	358	24	365	10	0	399	25	7	6	0	38	27	4	31	0	62	857
1545 - 1600	18	374	14	0	406	21	331	5	0	357	36	2	8	0	46	31	10	30	0	71	880
Hourly Total	43	1273	69	0	1385	92	1369	31	0	1492	110	18	33	0	161	112	20	100	0	232	3270
Grand Total	85	2383	174	0	2642	225	2531	63	0	2819	175	28	57	0	260	231	34	238	0	503	6224
Approach %	3.22	90.20	6.59	0.00	-	7.98	89.78	2.23	0.00	-	67.31	10.77	21.92	0.00	-	45.92	6.76	47.32	0.00	-	
Intersection %	1.37	38.29	2.80	0.00	42.45	3.62	40.67	1.01	0.00	45.29	2.81	0.45	0.92	0.00	4.18	3.71	0.55	3.82	0.00	8.08	
Heavy Vehicle %	8	2	2	-	2	0	2	8	-	2	5	4	4	-	4	2	9	5	-	4	2
PHF	0.60	0.85	0.75	0.00	0.85	0.79	0.94	0.70	0.00	0.93	0.76	0.64	0.69	0.00	0.88	0.90	0.50	0.81	0.00	0.82	0.93
Peak Hour Total	43	1273	69	0	1385	92	1369	31	0	1492	110	18	33	0	161	112	20	100	0	232	3270
Peak Hour HV %	5	2	1	0	2	0	1	0	0	1	1	6	3	0	2	2	5	4	0	3	2

1600 - 1800 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (Pioneer Rd (West))					Westbound (Pioneer Rd (East))					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	14	351	24	0	389	21	350	5	0	376	19	5	8	0	32	19	5	20	0	44	841
1615 - 1630	6	342	26	0	374	29	350	13	0	392	25	2	8	0	35	17	2	25	0	44	845
1630 - 1645	7	315	18	0	340	23	344	11	0	378	31	5	6	0	42	22	7	22	0	51	811
1645 - 1700	8	276	23	0	307	23	363	2	1	389	26	7	6	0	39	41	4	26	0	71	806
Hourly Total	35	1284	91	0	1410	96	1407	31	1	1535	101	19	28	0	148	99	18	93	0	210	3303
1700 - 1715	10	376	15	0	401	21	332	7	1	361	25	3	10	0	38	22	5	26	0	53	853
1715 - 1730	6	309	22	0	337	23	378	6	1	408	17	8	6	0	31	29	6	19	0	54	830
1730 - 1745	4	276	13	0	293	17	356	7	0	380	25	5	10	0	40	26	3	20	0	49	762
1745 - 1800	9	273	14	0	296	9	353	3	0	365	13	2	5	0	20	24	2	9	0	35	716
Hourly Total	29	1234	64	0	1327	70	1419	23	2	1514	80	18	31	0	129	101	16	74	0	191	3161
Grand Total	64	2518	155	0	2737	166	2826	54	3	3049	181	37	59	0	277	200	34	167	0	401	6464
Approach %	2.34	92.00	5.66	0.00	-	5.44	92.69	1.77	0.10	-	65.34	13.36	21.30	0.00	-	49.88	8.48	41.65	0.00	-	
Intersection %	0.99	38.95	2.40	0.00	42.34	2.57	43.72	0.84	0.05	47.17	2.80	0.57	0.91	0.00	4.29	3.09	0.53	2.58	0.00	6.20	
Heavy Vehicle %	8	2	0	-	2	1	1	9	0	1	4	0	3	-	3	1	0	4	-	2	2
PHF	0.63	0.91	0.88	0.00	0.91	0.83	0.97	0.60	0.25	0.98	0.81	0.68	0.88	0.00	0.88	0.60	0.64	0.89	0.00	0.74	0.98
Peak Hour Total	35	1284	91	0	1410	96	1407	31	1	1535	101	19	28	0	148	99	18	93	0	210	3303
Peak Hour HV %	11	2	0	0	2	2	2	3	0	2	6	0	4	0	5	1	0	6	0	3	2

Classified Turn Movement Count || Passenger Vehicles (1-3)

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (Pioneer Rd (West))					Westbound (Pioneer Rd (East))					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	7	158	2	0	167	25	127	4	0	156	9	2	5	0	16	7	5	25	0	37	376
0715 - 0730	6	166	14	0	186	53	220	11	0	284	11	6	5	0	22	15	3	24	0	42	534
0730 - 0745	8	228	27	0	263	67	250	7	0	324	16	9	9	0	34	36	6	53	0	95	716
0745 - 0800	5	165	30	1	201	94	302	10	0	406	22	16	6	0	44	59	13	72	0	144	795
Hourly Total	26	717	73	1	817	239	899	32	0	1170	58	33	25	0	116	117	27	174	0	318	2421
0800 - 0815	10	223	13	0	246	23	329	7	0	359	16	2	10	0	28	39	12	33	0	84	717
0815 - 0830	0	241	14	1	256	24	347	3	0	374	18	2	5	0	25	35	3	14	0	52	707
0830 - 0845	3	245	12	0	260	29	299	7	0	335	22	3	5	0	30	12	4	17	0	33	658
0845 - 0900	6	211	12	0	229	20	292	5	0	317	18	4	7	0	29	21	4	17	0	42	617
Hourly Total	19	920	51	1	991	96	1267	22	0	1385	74	11	27	0	112	107	23	81	0	211	2699
Grand Total	45	1637	124	2	1808	335	2166	54	0	2555	132	44	52	0	228	224	50	255	0	529	5120
Approach %	2.49	90.54	6.86	0.11	-	13.11	84.77	2.11	0.00	-	57.89	19.30	22.81	0.00	-	42.34	9.45	48.20	0.00	-	
Intersection %	0.88	31.97	2.42	0.04	35.31	6.54	42.30	1.05	0.00	49.90	2.58	0.86	1.02	0.00	4.45	4.38	0.98	4.98	0.00	10.33	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (Pioneer Rd (West))					Westbound (Pioneer Rd (East))					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	13	245	26	0	284	26	277	6	0	309	13	2	3	0	18	16	1	20	0	37	648
1415 - 1430	7	266	27	0	300	40	286	7	0	333	16	3	5	0	24	22	2	10	0	34	691
1430 - 1445	10	286	29	0	325	49	283	10	0	342	15	4	10	0	29	40	5	52	0	97	793
1445 - 1500	7	288	21	0	316	18	295	4	0	317	14	1	5	0	20	39	4	48	0	91	744
Hourly Total	37	1085	103	0	1225	133	1141	27	0	1301	58	10	23	0	91	117	12	130	0	259	2876
1500 - 1515	5	255	23	0	283	18	318	5	0	341	26	4	12	0	42	28	3	18	0	49	715
1515 - 1530	10	302	17	0	329	29	342	11	0	382	23	4	6	0	33	25	3	18	0	46	790
1530 - 1545	8	323	14	0	345	24	361	10	0	395	24	7	6	0	37	26	4	31	0	61	838
1545 - 1600	18	369	14	0	401	21	327	5	0	353	36	2	8	0	46	31	9	29	0	69	869
Hourly Total	41	1249	68	0	1358	92	1348	31	0	1471	109	17	32	0	158	110	19	96	0	225	3212
Grand Total	78	2334	171	0	2583	225	2489	58	0	2772	167	27	55	0	249	227	31	226	0	484	6088
Approach %	3.02	90.36	6.62	0.00	-	8.12	89.79	2.09	0.00	-	67.07	10.84	22.09	0.00	-	46.90	6.40	46.69	0.00	-	
Intersection %	1.28	38.34	2.81	0.00	42.43	3.70	40.88	0.95	0.00	45.53	2.74	0.44	0.90	0.00	4.09	3.73	0.51	3.71	0.00	7.95	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (Pioneer Rd (West))					Westbound (Pioneer Rd (East))					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	14	345	24	0	383	21	343	5	0	369	18	5	7	0	30	19	5	20	0	44	826
1615 - 1630	4	336	26	0	366	28	343	13	0	384	22	2	8	0	32	17	2	23	0	42	824
1630 - 1645	7	306	18	0	331	22	338	10	0	370	31	5	6	0	42	22	7	20	0	49	792
1645 - 1700	6	274	23	0	303	23	357	2	1	383	24	7	6	0	37	40	4	24	0	68	791
Hourly Total	31	1261	91	0	1383	94	1381	30	1	1506	95	19	27	0	141	98	18	87	0	203	3233
1700 - 1715	9	372	15	0	396	21	330	6	1	358	25	3	10	0	38	22	5	25	0	52	844
1715 - 1730	6	302	22	0	330	23	377	6	1	407	16	8	5	0	29	29	6	19	0	54	820
1730 - 1745	4	272	13	0	289	17	354	5	0	376	25	5	10	0	40	26	3	20	0	49	754
1745 - 1800	9	270	14	0	293	9	351	2	0	362	13	2	5	0	20	24	2	9	0	35	710
Hourly Total	28	1216	64	0	1308	70	1412	19	2	1503	79	18	30	0	127	101	16	73	0	190	3128
Grand Total	59	2477	155	0	2691	164	2793	49	3	3009	174	37	57	0	268	199	34	160	0	393	6361
Approach %	2.19	92.05	5.76	0.00	-	5.45	92.82	1.63	0.10	-	64.93	13.81	21.27	0.00	-	50.64	8.65	40.71	0.00	-	
Intersection %	0.93	38.94	2.44	0.00	42.30	2.58	43.91	0.77	0.05	47.30	2.74	0.58	0.90	0.00	4.21	3.13	0.53	2.52	0.00	6.18	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)

Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (Pioneer Rd (West))					Westbound (Pioneer Rd (East))					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	1	2	0	0	3	3	5	1	0	9	2	0	0	0	2	0	0	0	0	0	14
0715 - 0730	0	3	0	0	3	0	15	1	0	16	1	0	1	0	2	2	0	0	0	2	23
0730 - 0745	0	3	0	0	3	2	8	0	0	10	1	0	0	0	1	1	0	5	0	6	20
0745 - 0800	0	5	0	0	5	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	12
Hourly Total	1	13	0	0	14	6	33	2	0	41	4	0	1	0	5	3	1	5	0	9	69
0800 - 0815	1	4	0	0	5	0	10	2	0	12	0	0	0	0	0	0	1	0	0	1	18
0815 - 0830	4	5	0	0	9	0	11	0	0	11	2	1	0	0	3	0	0	0	0	0	23
0830 - 0845	1	7	1	0	9	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	16
0845 - 0900	0	6	0	0	6	0	9	0	0	9	1	0	0	0	1	1	0	0	0	1	17
Hourly Total	6	22	1	0	29	0	37	2	0	39	3	1	0	0	4	1	1	0	0	2	74
Grand Total	7	35	1	0	43	6	70	4	0	80	7	1	1	0	9	4	2	5	0	11	143
Approach %	16.28	81.40	2.33	0.00	-	7.50	87.50	5.00	0.00	-	77.78	11.11	11.11	0.00	-	36.36	18.18	45.45	0.00	-	
Intersection %	4.90	24.48	0.70	0.00	30.07	4.20	48.95	2.80	0.00	55.94	4.90	0.70	0.70	0.00	6.29	2.80	1.40	3.50	0.00	7.69	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (Pioneer Rd (West))					Westbound (Pioneer Rd (East))					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	2	5	0	0	7	0	6	0	0	6	4	0	0	0	4	1	0	1	0	2	19
1415 - 1430	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
1430 - 1445	2	6	1	0	9	0	2	3	0	5	2	0	0	0	2	0	2	7	0	9	25
1445 - 1500	1	5	1	0	7	0	4	2	0	6	1	0	1	0	2	1	0	0	0	1	16
Hourly Total	5	21	2	0	28	0	19	5	0	24	7	0	1	0	8	2	2	8	0	12	72
1500 - 1515	2	1	0	0	3	0	6	0	0	6	0	0	0	0	0	1	0	1	0	2	11
1515 - 1530	0	3	1	0	4	0	4	0	0	4	0	0	1	0	1	0	0	1	0	1	10
1530 - 1545	0	11	0	0	11	0	4	0	0	4	1	0	0	0	1	1	0	0	0	1	17
1545 - 1600	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	8
Hourly Total	2	18	1	0	21	0	18	0	0	18	1	0	1	0	2	2	1	2	0	5	46
Grand Total	7	39	3	0	49	0	37	5	0	42	8	0	2	0	10	4	3	10	0	17	118
Approach %	14.29	79.59	6.12	0.00	-	0.00	88.10	11.90	0.00	-	80.00	0.00	20.00	0.00	-	23.53	17.65	58.82	0.00	-	
Intersection %	5.93	33.05	2.54	0.00	41.53	0.00	31.36	4.24	0.00	35.59	6.78	0.00	1.69	0.00	8.47	3.39	2.54	8.47	0.00	14.41	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (Pioneer Rd (West))					Westbound (Pioneer Rd (East))					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	5	0	0	5	0	4	0	0	4	1	0	1	0	2	0	0	0	0	0	11
1615 - 1630	2	5	0	0	7	1	6	0	0	7	2	0	0	0	2	0	0	2	0	2	18
1630 - 1645	0	8	0	0	8	1	6	0	0	7	0	0	0	0	0	0	0	2	0	2	17
1645 - 1700	2	1	0	0	3	0	5	0	0	5	2	0	0	0	2	1	0	0	0	1	11
Hourly Total	4	19	0	0	23	2	21	0	0	23	5	0	1	0	6	1	0	4	0	5	57
1700 - 1715	1	3	0	0	4	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	8
1715 - 1730	0	5	0	0	5	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	8
1730 - 1745	0	3	0	0	3	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	7
1745 - 1800	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	1	13	0	0	14	0	7	4	0	11	1	0	1	0	2	0	0	1	0	1	28
Grand Total	5	32	0	0	37	2	28	4	0	34	6	0	2	0	8	1	0	5	0	6	85
Approach %	13.51	86.49	0.00	0.00	-	5.88	82.35	11.76	0.00	-	75.00	0.00	25.00	0.00	-	16.67	0.00	83.33	0.00	-	
Intersection %	5.88	37.65	0.00	0.00	43.53	2.35	32.94	4.71	0.00	40.00	7.06	0.00	2.35	0.00	9.41	1.18	0.00	5.88	0.00	7.06	

Classified Turn Movement Count || Combination Trucks (8-13)

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)

Combination Trucks (8-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
0715 - 0730	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
0730 - 0745	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0745 - 0800	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	5	0	0	5	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	15
0800 - 0815	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0815 - 0830	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0845 - 0900	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	4	0	0	4	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	12
Grand Total	0	9	0	0	9	1	17	0	0	18	0	0	0	0	0	0	0	0	0	0	27
Approach %	0.00	100.00	0.00	0.00	-	5.56	94.44	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	33.33	0.00	0.00	33.33	3.70	62.96	0.00	0.00	66.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Combination Trucks (8-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1445 - 1500	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
1500 - 1515	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
1515 - 1530	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
1530 - 1545	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Hourly Total	0	6	0	0	6	0	2	0	0	2	0	1	0	0	1	0	0	2	0	2	11
Grand Total	0	10	0	0	10	0	4	0	0	4	0	1	0	0	1	0	0	2	0	2	17
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	58.82	0.00	0.00	58.82	0.00	23.53	0.00	0.00	23.53	0.00	5.88	0.00	0.00	5.88	0.00	0.00	11.76	0.00	11.76	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Combination Trucks (8-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
1630 - 1645	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	4
Hourly Total	0	4	0	0	4	0	3	1	0	4	1	0	0	0	1	0	0	2	0	2	11
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	9	0	0	9	0	3	1	0	4	1	0	0	0	1	0	0	2	0	2	16
Approach %	0.00	100.00	0.00	0.00	-	0.00	75.00	25.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	56.25	0.00	0.00	56.25	0.00	18.75	6.25	0.00	25.00	6.25	0.00	0.00	0.00	6.25	0.00	0.00	12.50	0.00	12.50	

Classified Turn Movement Count || Bicycles

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

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0700 - 0900 (Weekday 2h Session) (12-11-2025)

All Trucks (4-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	1	3	0	0	4	3	9	1	0	13	2	0	0	0	2	0	0	0	0	0	19
0715 - 0730	0	3	0	0	3	0	19	1	0	20	1	0	1	0	2	2	0	0	0	2	27
0730 - 0745	0	5	0	0	5	2	9	0	0	11	1	0	0	0	1	1	0	5	0	6	23
0745 - 0800	0	7	0	0	7	1	6	0	0	7	0	0	0	0	0	0	1	0	0	1	15
Hourly Total	1	18	0	0	19	6	43	2	0	51	4	0	1	0	5	3	1	5	0	9	84
0800 - 0815	1	5	0	0	6	0	11	2	0	13	0	0	0	0	0	0	1	0	0	1	20
0815 - 0830	4	6	0	0	10	1	12	0	0	13	2	1	0	0	3	0	0	0	0	0	26
0830 - 0845	1	8	1	0	10	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	20
0845 - 0900	0	7	0	0	7	0	11	0	0	11	1	0	0	0	1	1	0	0	0	1	20
Hourly Total	6	26	1	0	33	1	44	2	0	47	3	1	0	0	4	1	1	0	0	2	86
Grand Total	7	44	1	0	52	7	87	4	0	98	7	1	1	0	9	4	2	5	0	11	170
Approach %	13.46	84.62	1.92	0.00	-	7.14	88.78	4.08	0.00	-	77.78	11.11	11.11	0.00	-	36.36	18.18	45.45	0.00	-	
Intersection %	4.12	25.88	0.59	0.00	30.59	4.12	51.18	2.35	0.00	57.65	4.12	0.59	0.59	0.00	5.29	2.35	1.18	2.94	0.00	6.47	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

All Trucks (4-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1400 - 1415	2	7	0	0	9	0	6	0	0	6	4	0	0	0	4	1	0	1	0	2	21
1415 - 1430	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
1430 - 1445	2	8	1	0	11	0	3	3	0	6	2	0	0	0	2	0	2	7	0	9	28
1445 - 1500	1	5	1	0	7	0	5	2	0	7	1	0	1	0	2	1	0	0	0	1	17
Hourly Total	5	25	2	0	32	0	21	5	0	26	7	0	1	0	8	2	2	8	0	12	78
1500 - 1515	2	1	0	0	3	0	7	0	0	7	0	0	0	0	0	1	0	2	0	3	13
1515 - 1530	0	5	1	0	6	0	5	0	0	5	0	1	1	0	2	0	0	1	0	1	14
1530 - 1545	0	13	0	0	13	0	4	0	0	4	1	0	0	0	1	1	0	0	0	1	19
1545 - 1600	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	11
Hourly Total	2	24	1	0	27	0	20	0	0	20	1	1	1	0	3	2	1	4	0	7	57
Grand Total	7	49	3	0	59	0	41	5	0	46	8	1	2	0	11	4	3	12	0	19	135
Approach %	11.86	83.05	5.08	0.00	-	0.00	89.13	10.87	0.00	-	72.73	9.09	18.18	0.00	-	21.05	15.79	63.16	0.00	-	
Intersection %	5.19	36.30	2.22	0.00	43.70	0.00	30.37	3.70	0.00	34.07	5.93	0.74	1.48	0.00	8.15	2.96	2.22	8.89	0.00	14.07	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

All Trucks (4-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound Pioneer Rd (West)					Westbound Pioneer Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	6	0	0	6	0	5	0	0	5	1	0	1	0	2	0	0	0	0	0	13
1615 - 1630	2	6	0	0	8	1	7	0	0	8	3	0	0	0	3	0	0	2	0	2	21
1630 - 1645	0	9	0	0	9	1	6	1	0	8	0	0	0	0	0	0	0	2	0	2	19
1645 - 1700	2	2	0	0	4	0	6	0	0	6	2	0	0	0	2	1	0	2	0	3	15
Hourly Total	4	23	0	0	27	2	24	1	0	27	6	0	1	0	7	1	0	6	0	7	68
1700 - 1715	1	4	0	0	5	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	9
1715 - 1730	0	7	0	0	7	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	10
1730 - 1745	0	4	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	8
1745 - 1800	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	1	18	0	0	19	0	7	4	0	11	1	0	1	0	2	0	0	1	0	1	33
Grand Total	5	41	0	0	46	2	31	5	0	38	7	0	2	0	9	1	0	7	0	8	101
Approach %	10.87	89.13	0.00	0.00	-	5.26	81.58	13.16	0.00	-	77.78	0.00	22.22	0.00	-	12.50	0.00	87.50	0.00	-	
Intersection %	4.95	40.59	0.00	0.00	45.54	1.98	30.69	4.95	0.00	37.62	6.93	0.00	1.98	0.00	8.91	0.99	0.00	6.93	0.00	7.92	

Crosswalk Counts || Pedestrians

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound FL-3 N Courtenay Pkwy (South)			Southbound FL-3 N Courtenay Pkwy (North)			Eastbound Pioneer Rd (West)			Westbound Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	2	2	2
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound FL-3 N Courtenay Pkwy (South)			Southbound FL-3 N Courtenay Pkwy (North)			Eastbound Pioneer Rd (West)			Westbound Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	1	1	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	4	0	4	0	0	0	0	1	1	0	1	1	6
Hourly Total	4	0	4	0	0	0	0	1	1	0	1	1	6
Grand Total	4	0	4	0	0	0	0	1	1	0	2	2	7
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	57.14	0.00	57.14	0.00	0.00	0.00	0.00	14.29	14.29	0.00	28.57	28.57	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound FL-3 N Courtenay Pkwy (South)			Southbound FL-3 N Courtenay Pkwy (North)			Eastbound Pioneer Rd (West)			Westbound Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	2	0	2	2
1645 - 1700	0	0	0	0	2	2	0	2	2	0	0	0	4
Hourly Total	0	0	0	0	2	2	0	2	2	2	1	3	7
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	2	2	0	2	2	2	1	3	7
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	66.67	33.33	-	
Intersection %	0.00	0.00	0.00	0.00	28.57	28.57	0.00	28.57	28.57	28.57	14.29	42.86	

Crosswalk Counts || Bicycles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Merritt Island, FL

Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
Pioneer Rd (East)

Date
Thursday, December 11, 2025

Lat/Long
28.398035°, -80.704930°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	1	1	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	1	0	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	0	1
Grand Total	0	0	0	0	1	1	0	1	1	0	0	0	2
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	50.00	50.00	0.00	50.00	50.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	0	1
Grand Total	0	0	0	0	0	0	0	1	1	0	1	1	2
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	0.00	50.00	50.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 4
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
Pioneer Rd (West)
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Date
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28.398035°, -80.704930°
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Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 12/11/2025	Pioneer Rd (West) Eastbound			Pioneer Rd (East) Westbound			FL-3 N Courtenay Pkwy (South) Northbound			FL-3 N Courtenay Pkwy (North) Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	11	2	5	7	5	25	8	161	2	28	136	5	395
07:15 AM - 07:30 AM	12	6	6	17	3	24	6	169	14	53	239	12	561
07:30 AM - 07:45 AM	17	9	9	37	6	58	8	233	27	69	259	7	739
07:45 AM - 08:00 AM	22	16	6	59	14	72	5	172	30	95	308	10	809
08:00 AM - 08:15 AM	16	2	10	39	13	33	11	228	13	23	340	9	737
08:15 AM - 08:30 AM	20	3	5	35	3	14	4	247	14	25	359	3	732
08:30 AM - 08:45 AM	22	3	5	12	4	17	4	253	13	29	309	7	678
08:45 AM - 09:00 AM	19	4	7	22	4	17	6	218	12	20	303	5	637
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	17	2	3	17	1	21	15	252	26	26	283	6	669
02:15 PM - 02:30 PM	16	3	5	22	2	10	7	271	27	40	293	7	703
02:30 PM - 02:45 PM	17	4	10	40	7	59	12	294	30	49	286	13	821
02:45 PM - 03:00 PM	15	1	6	40	4	48	8	293	22	18	300	6	761
03:00 PM - 03:15 PM	26	4	12	29	3	20	7	256	23	18	325	5	728
03:15 PM - 03:30 PM	23	5	7	25	3	19	10	307	18	29	348	11	805
03:30 PM - 03:45 PM	25	7	6	27	4	31	8	336	14	24	365	10	857
03:45 PM - 04:00 PM	36	2	8	31	10	30	18	374	14	21	331	5	880
04:00 PM - 04:15 PM	19	5	8	19	5	20	14	351	24	21	350	5	841
04:15 PM - 04:30 PM	25	2	8	17	2	25	6	342	26	29	350	13	845
04:30 PM - 04:45 PM	31	5	6	22	7	22	7	315	18	23	344	11	811
04:45 PM - 05:00 PM	26	7	6	41	4	26	8	276	23	23	363	2	805
05:00 PM - 05:15 PM	25	3	10	22	5	26	10	376	15	21	332	7	852
05:15 PM - 05:30 PM	17	8	6	29	6	19	6	309	22	23	378	6	829
05:30 PM - 05:45 PM	25	5	10	26	3	20	4	276	13	17	356	7	762
05:45 PM - 06:00 PM	13	2	5	24	2	9	9	273	14	9	353	3	716
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Merritt Island, FL

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

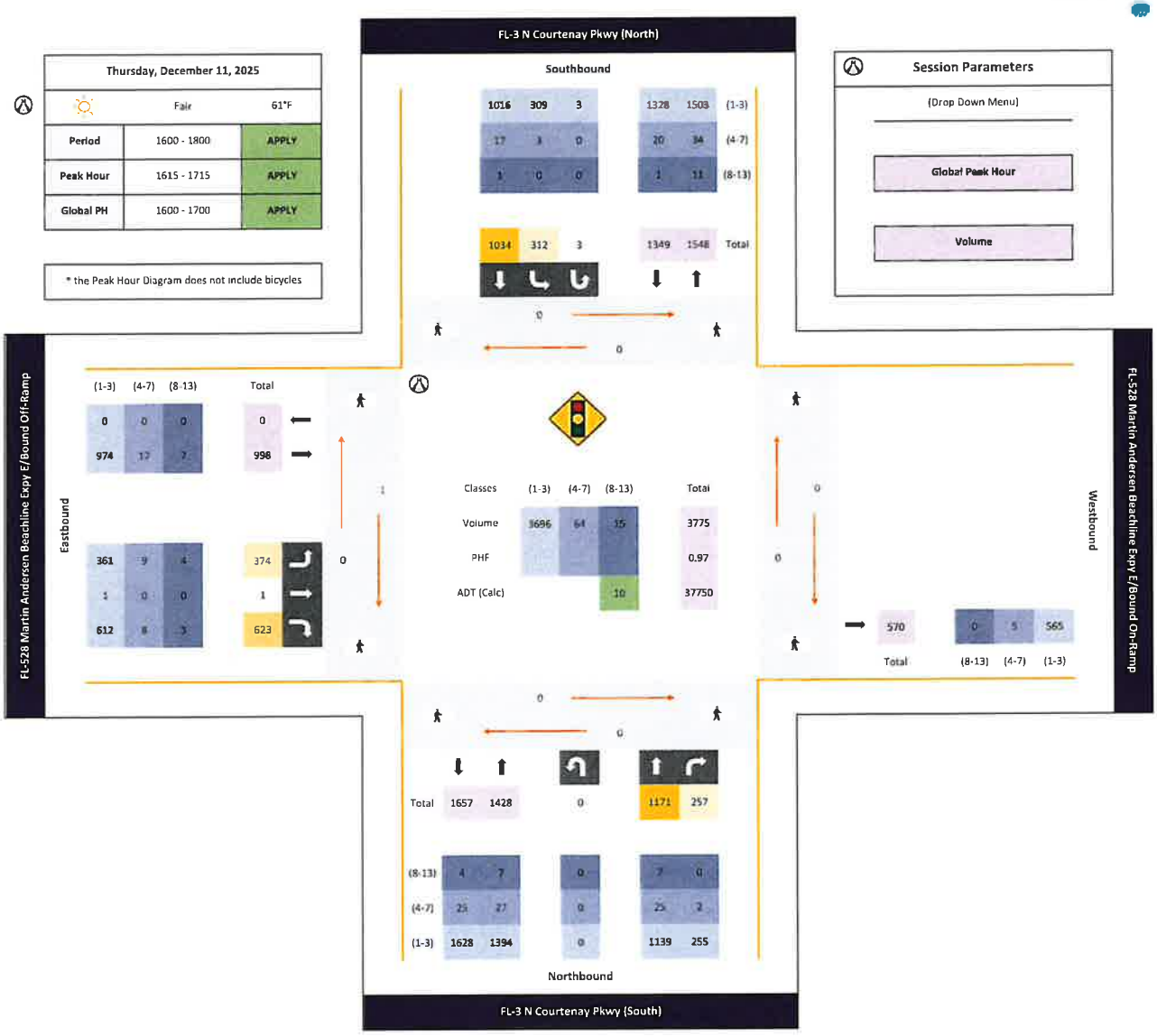
Peak Hour Turning Movement Count

Merritt Island, FL

Marr Traffic DATA COLLECTION

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy E/Bound Off-R						28 Martin Andersen Beachline Expy E/Bound On-R						
Time		Thru 2.1	Right 2.2		U-Turn 2.3	App Total	Left 2.4	Thru 2.5			U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9			App Total						App Total	Int Total
0000 - 0015	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0015 - 0030	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0030 - 0045	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
0045 - 0100	-	0	0	-	0	0	0	0	-	-	0	0	0	0	0	-	-	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Merrit Island, FL

Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
0700 - 0715	137	55	0	192	38	92	1	131	197	0	102	299					622
0715 - 0730	187	75	0	262	29	167	2	198	148	0	171	319					779
0730 - 0745	244	57	0	301	58	179	2	239	130	0	170	300					840
0745 - 0800	230	64	0	294	58	208	1	267	189	0	227	416					977
Hourly Total	**798**	**251**	**0**	**1049**	**183**	**646**	**6**	**835**	**664**	**0**	**670**	**1334**					**3218**
0800 - 0815	252	55	0	307	57	188	1	246	155	0	181	336					889
0815 - 0830	231	69	0	300	58	227	0	285	191	0	180	371					956
0830 - 0845	231	97	0	328	35	178	0	213	145	0	183	328					869
0845 - 0900	221	59	0	280	40	169	1	210	110	0	179	289					779
Hourly Total	**935**	**280**	**0**	**1215**	**190**	**762**	**2**	**954**	**601**	**0**	**723**	**1324**					**3493**
Grand Total	**1733**	**531**	**0**	**2264**	**373**	**1408**	**8**	**1789**	**1265**	**0**	**1393**	**2658**					**6711**
Approach %	76.55	23.45	0.00	-	20.85	78.70	0.45	-	47.59	0.00	52.41	-					
Intersection %	25.82	7.91	0.00	33.74	5.56	20.98	0.12	26.66	18.85	0.00	20.76	39.61					
Heavy Vehicle %	2	4	-	3	8	4	0	5	6	-	3	4					4
PHF	**0.94**	**0.73**	**0.00**	**0.94**	**0.90**	**0.88**	**0.50**	**0.89**	**0.89**	**0.00**	**0.85**	**0.87**					**0.94**
Peak Hour Total	**944**	**285**	**0**	**1229**	**208**	**801**	**2**	**1011**	**680**	**0**	**771**	**1451**					**3691**
Peak Hour HV %	2	2	0	2	7	2	0	3	6	0	2	4					3

1400 - 1600 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1400 - 1415	223	50	0	273	35	163	1	199	79	0	137	216					688
1415 - 1430	237	61	0	298	67	205	0	272	83	0	139	222					792
1430 - 1445	296	44	0	340	63	207	2	272	89	0	143	232					844
1445 - 1500	311	61	0	372	52	217	0	269	79	0	123	202					843
Hourly Total	**1067**	**216**	**0**	**1283**	**217**	**792**	**3**	**1012**	**330**	**0**	**542**	**872**					**3167**
1500 - 1515	238	61	0	299	61	232	0	293	99	0	174	273					865
1515 - 1530	293	64	0	357	72	285	2	359	78	0	139	217					933
1530 - 1545	317	68	0	385	68	271	0	339	92	0	175	267					991
1545 - 1600	361	67	0	428	62	254	1	317	96	0	158	254					999
Hourly Total	**1209**	**260**	**0**	**1469**	**263**	**1042**	**3**	**1308**	**365**	**0**	**646**	**1011**					**3788**
Grand Total	**2276**	**476**	**0**	**2752**	**480**	**1834**	**6**	**2320**	**695**	**0**	**1188**	**1883**					**6955**
Approach %	82.70	17.30	0.00	-	20.69	79.05	0.26	-	36.91	0.00	63.09	-					
Intersection %	32.72	6.84	0.00	39.57	6.90	26.37	0.09	33.36	9.99	0.00	17.08	27.07					
Heavy Vehicle %	3	1	-	3	2	1	17	2	5	-	2	3					2
PHF	**0.84**	**0.96**	**0.00**	**0.86**	**0.91**	**0.91**	**0.38**	**0.91**	**0.92**	**0.00**	**0.92**	**0.93**					**0.95**
Peak Hour Total	**1209**	**260**	**0**	**1469**	**263**	**1042**	**3**	**1308**	**365**	**0**	**646**	**1011**					**3788**
Peak Hour HV %	2	2	0	2	0	1	33	1	5	0	1	3					2

1600 - 1800 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1600 - 1615	279	71	0	350	89	251	1	341	91	0	141	232					923
1615 - 1630	339	57	0	396	70	270	2	342	85	0	155	240					978
1630 - 1645	310	68	0	378	74	248	0	322	92	0	166	258					958
1645 - 1700	243	61	0	304	79	266	0	345	106	1	161	268					917
Hourly Total	**1171**	**257**	**0**	**1428**	**312**	**1035**	**3**	**1350**	**374**	**1**	**623**	**998**					**3776**
1700 - 1715	324	67	0	391	97	234	0	331	78	0	132	210					932
1715 - 1730	308	63	0	371	79	238	0	317	77	0	175	252					940
1730 - 1745	251	54	0	305	90	211	0	301	106	0	196	302					908
1745 - 1800	239	45	0	284	107	238	0	345	71	0	142	213					842
Hourly Total	**1122**	**229**	**0**	**1351**	**373**	**921**	**0**	**1294**	**332**	**0**	**645**	**977**					**3622**
Grand Total	**2293**	**486**	**0**	**2779**	**685**	**1956**	**3**	**2644**	**706**	**1**	**1268**	**1975**					**7398**
Approach %	82.51	17.49	0.00	-	35.91	73.98	0.11	-	35.75	0.05	64.20	-					
Intersection %	30.99	6.57	0.00	37.56	9.26	26.44	0.04	35.74	9.54	0.01	17.14	26.70					
Heavy Vehicle %	2	1	-	2	1	1	0	1	2	0	1	2					2
PHF	**0.86**	**0.90**	**0.00**	**0.90**	**0.88**	**0.96**	**0.38**	**0.98**	**0.88**	**0.25**	**0.94**	**0.93**					**0.97**
Peak Hour Total	**1171**	**257**	**0**	**1428**	**312**	**1035**	**3**	**1350**	**374**	**1**	**623**	**998**					**3776**
Peak Hour HV %	3	1	0	2	1	2	0	2	3	0	2	2					2

Classified Turn Movement Count || Passenger Vehicles (1-3)

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)

Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp)				Int
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Total
0700 - 0715	135	50	0	185	33	84	1	118	192	0	96	288					591
0715 - 0730	186	74	0	260	24	145	2	171	137	0	168	305					736
0730 - 0745	233	54	0	287	56	176	2	234	124	0	164	288					809
0745 - 0800	225	64	0	289	55	207	1	263	177	0	224	401					953
Hourly Total	779	242	0	1021	168	612	6	786	630	0	652	1282					3089
0800 - 0815	246	55	0	301	56	186	1	243	149	0	178	327					871
0815 - 0830	226	68	0	294	50	214	0	264	179	0	175	354					912
0830 - 0845	225	91	0	316	32	173	0	205	135	0	178	313					834
0845 - 0900	217	56	0	273	37	159	1	197	101	0	172	273					743
Hourly Total	914	270	0	1184	175	732	2	909	564	0	703	1267					3360
Grand Total	1693	512	0	2205	343	1344	8	1695	1194	0	1355	2549					6449
Approach %	76.78	23.22	0.00	-	20.24	79.29	0.47	-	46.84	0.00	53.16	-					
Intersection %	26.25	7.94	0.00	34.19	5.32	20.84	0.12	26.28	18.51	0.00	21.01	39.53					

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp)				Int
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Total
1400 - 1415	218	50	0	268	34	160	1	195	73	0	133	206					669
1415 - 1430	227	60	0	287	62	203	0	265	79	0	137	216					768
1430 - 1445	280	43	0	323	63	206	2	271	85	0	137	222					816
1445 - 1500	303	61	0	364	50	212	0	262	76	0	120	196					822
Hourly Total	1028	214	0	1242	209	781	3	993	313	0	527	840					3075
1500 - 1515	236	61	0	297	61	225	0	286	94	0	171	265					848
1515 - 1530	289	64	0	353	72	282	2	356	69	0	138	207					916
1530 - 1545	303	65	0	368	68	269	0	337	89	0	171	260					965
1545 - 1600	356	66	0	422	62	250	0	312	95	0	157	252					986
Hourly Total	1184	256	0	1440	263	1026	2	1291	347	0	637	984					3715
Grand Total	2212	470	0	2682	472	1807	5	2284	660	0	1164	1824					6790
Approach %	82.48	17.52	0.00	-	20.67	79.12	0.22	-	36.18	0.00	63.82	-					
Intersection %	32.58	6.92	0.00	39.50	6.95	26.61	0.07	33.64	9.72	0.00	17.14	26.86					

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp)				Int
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Total
1600 - 1615	272	71	0	343	88	245	1	334	88	0	137	225					902
1615 - 1630	329	56	0	385	70	266	2	338	81	0	152	233					956
1630 - 1645	301	67	0	368	73	245	0	318	88	0	164	252					938
1645 - 1700	237	61	0	298	78	260	0	338	104	1	159	264					900
Hourly Total	1139	255	0	1394	309	1016	3	1328	361	1	612	974					3696
1700 - 1715	320	67	0	387	96	231	0	327	76	0	131	207					921
1715 - 1730	383	62	0	365	79	238	0	317	77	0	174	251					933
1730 - 1745	245	54	0	299	90	207	0	297	106	0	196	302					898
1745 - 1800	236	45	0	281	107	235	0	342	69	0	141	210					833
Hourly Total	1104	228	0	1332	372	911	0	1283	328	0	642	970					3585
Grand Total	2243	483	0	2726	681	1927	3	2611	689	1	1254	1944					7281
Approach %	82.28	17.72	0.00	-	26.08	73.80	0.11	-	35.44	0.05	64.51	-					
Intersection %	30.81	6.63	0.00	37.44	9.35	26.47	0.04	35.86	9.46	0.01	17.22	26.70					

Classified Turn Movement Count || Single Unit Trucks (4-7)

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)

Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp)	Int
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Total
0700 - 0715	2	4	0	6	4	7	0	11	5	0	4	9		26
0715 - 0730	1	1	0	2	3	18	0	21	9	0	2	11		34
0730 - 0745	9	2	0	11	2	2	0	4	5	0	5	10		25
0745 - 0800	4	0	0	4	2	1	0	3	10	0	3	13		20
Hourly Total	16	7	0	23	11	28	0	39	29	0	14	43		105
0800 - 0815	5	0	0	5	1	2	0	3	5	0	2	7		15
0815 - 0830	4	1	0	5	8	11	0	19	8	0	4	12		36
0830 - 0845	5	6	0	11	3	3	0	6	8	0	4	12		29
0845 - 0900	3	3	0	6	3	9	0	12	8	0	5	13		31
Hourly Total	17	10	0	27	15	25	0	40	29	0	15	44		111
Grand Total	33	17	0	50	26	53	0	79	58	0	29	87		216
Approach %	66.00	34.00	0.00	-	32.91	67.09	0.00	-	66.67	0.00	33.33	-		
Intersection %	15.28	7.87	0.00	23.15	12.04	24.54	0.00	36.57	26.85	0.00	13.43	40.28		

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp)	Int
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Total
1400 - 1415	3	0	0	3	1	3	0	4	4	0	4	8		15
1415 - 1430	10	1	0	11	5	2	0	7	3	0	2	5		23
1430 - 1445	14	0	0	14	0	1	0	1	4	0	6	10		25
1445 - 1500	8	0	0	8	2	4	0	6	2	0	2	4		18
Hourly Total	35	1	0	36	8	10	0	18	13	0	14	27		81
1500 - 1515	1	0	0	1	0	6	0	6	4	0	3	7		14
1515 - 1530	4	0	0	4	0	3	0	3	4	0	0	4		11
1530 - 1545	14	0	0	14	0	2	0	2	1	0	4	5		21
1545 - 1600	1	1	0	2	0	3	0	3	1	0	1	2		7
Hourly Total	20	1	0	21	0	14	0	14	10	0	8	18		53
Grand Total	55	2	0	57	8	24	0	32	23	0	22	45		134
Approach %	96.49	3.51	0.00	-	25.00	75.00	0.00	-	51.11	0.00	48.89	-		
Intersection %	41.04	1.49	0.00	42.54	5.97	17.91	0.00	23.88	17.16	0.00	16.42	33.58		

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Single Unit Trucks (4-7)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp)	Int
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Total
1600 - 1615	6	0	0	6	1	5	0	6	1	0	2	3		15
1615 - 1630	8	1	0	9	0	3	0	3	2	0	2	4		16
1630 - 1645	8	1	0	9	1	3	0	4	4	0	2	6		19
1645 - 1700	3	0	0	3	1	6	0	7	2	0	2	4		14
Hourly Total	25	2	0	27	3	17	0	20	9	0	8	17		64
1700 - 1715	3	0	0	3	1	3	0	4	2	0	1	3		10
1715 - 1730	3	1	0	4	0	0	0	0	0	0	1	1		5
1730 - 1745	5	0	0	5	0	4	0	4	0	0	0	0		9
1745 - 1800	2	0	0	2	0	3	0	3	1	0	1	2		7
Hourly Total	13	1	0	14	1	10	0	11	3	0	3	6		31
Grand Total	38	3	0	41	4	27	0	31	12	0	11	23		95
Approach %	92.68	7.32	0.00	-	12.90	87.10	0.00	-	52.17	0.00	47.83	-		
Intersection %	40.00	3.16	0.00	43.16	4.21	28.42	0.00	32.63	12.63	0.00	11.58	24.21		

Classified Turn Movement Count || Combination Trucks (8-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
0700 - 0715	0	1	0	1	1	1	0	2	0	0	2	2					5
0715 - 0730	0	0	0	0	2	4	0	6	2	0	1	3					9
0730 - 0745	2	1	0	3	0	1	0	1	1	0	1	2					6
0745 - 0800	1	0	0	1	1	0	0	1	2	0	0	2					4
Hourly Total	3	2	0	5	4	6	0	10	5	0	4	9					24
0800 - 0815	1	0	0	1	0	0	0	0	1	0	1	2					3
0815 - 0830	1	0	0	1	0	2	0	2	4	0	1	5					8
0830 - 0845	1	0	0	1	0	1	0	1	2	0	1	3					5
0845 - 0900	1	0	0	1	0	0	0	0	1	0	2	3					4
Hourly Total	4	0	0	4	0	3	0	3	8	0	5	13					20
Grand Total	7	2	0	9	4	9	0	13	13	0	9	22					44
Approach %	77.78	22.22	0.00	-	30.77	69.23	0.00	-	59.09	0.00	40.91						
Intersection %	15.91	4.55	0.00	20.45	9.09	20.45	0.00	29.55	29.55	0.00	20.45	50.00					

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1400 - 1415	2	0	0	2	0	0	0	0	2	0	0	2					4
1415 - 1430	0	0	0	0	0	0	0	0	1	0	0	1					1
1430 - 1445	1	1	0	2	0	0	0	0	0	0	0	0					2
1445 - 1500	0	0	0	0	0	1	0	1	1	0	1	2					3
Hourly Total	3	1	0	4	0	1	0	1	4	0	1	5					10
1500 - 1515	1	0	0	1	0	1	0	1	1	0	0	1					3
1515 - 1530	0	0	0	0	0	0	0	0	5	0	1	6					6
1530 - 1545	0	3	0	3	0	0	0	0	2	0	0	2					5
1545 - 1600	4	0	0	4	0	0	1	1	0	0	0	0					5
Hourly Total	5	3	0	8	0	1	1	2	8	0	1	9					19
Grand Total	8	4	0	12	0	2	1	3	12	0	2	14					29
Approach %	66.67	33.33	0.00	-	0.00	66.67	33.33	-	85.71	0.00	14.29						
Intersection %	27.59	13.79	0.00	41.38	0.00	6.90	3.45	10.34	41.38	0.00	6.90	48.28					

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total					Int Total
1600 - 1615	1	0	0	1	0	0	0	0	2	0	2	4					5
1615 - 1630	2	0	0	2	0	1	0	1	2	0	1	3					6
1630 - 1645	1	0	0	1	0	0	0	0	0	0	0	0					1
1645 - 1700	3	0	0	3	0	0	0	0	0	0	0	0					3
Hourly Total	7	0	0	7	0	1	0	1	4	0	3	7					15
1700 - 1715	1	0	0	1	0	0	0	0	0	0	0	0					1
1715 - 1730	2	0	0	2	0	0	0	0	0	0	0	0					2
1730 - 1745	1	0	0	1	0	0	0	0	0	0	0	0					1
1745 - 1800	1	0	0	1	0	0	0	0	1	0	0	1					2
Hourly Total	5	0	0	5	0	0	0	0	1	0	0	1					6
Grand Total	12	0	0	12	0	1	0	1	5	0	3	8					21
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	62.50	0.00	37.50						
Intersection %	57.14	0.00	0.00	57.14	0.00	4.76	0.00	4.76	23.81	0.00	14.29	38.10					

Classified Turn Movement Count || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
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0700 - 0900 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp)					Westbound (FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp)				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total						Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0						0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0						0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0						0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0						0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0						0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0						0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0						0
0830 - 0845	0	0	0	0	0	1	0	1	0	0	0	0						1
0845 - 0900	0	0	0	0	0	1	0	1	0	0	0	0						1
Hourly Total	0	0	0	0	0	2	0	2	0	0	0	0						2
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0						2
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-						
Intersection %	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00						

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp)					Westbound (FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp)				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total						Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0						0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0						0
1430 - 1445	1	0	0	1	0	0	0	0	0	0	0	0						1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0						0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0						1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0						0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0						0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0						0
1545 - 1600	0	0	0	0	0	1	0	1	0	0	0	0						1
Hourly Total	0	0	0	0	0	1	0	1	0	0	0	0						1
Grand Total	1	0	0	1	0	1	0	1	0	0	0	0						2
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-						
Intersection %	50.00	0.00	0.00	50.00	0.00	50.00	0.00	50.00	0.00	0.00	0.00	0.00						

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp)					Westbound (FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp)				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total						Int Total
1600 - 1615	0	0	0	0	0	1	0	1	0	0	0	0						1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0						0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0						0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0						0
Hourly Total	0	0	0	0	0	1	0	1	0	0	0	0						1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0						0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0						0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0						0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0						0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0						0
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0						1
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-						
Intersection %	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00						

Classified Turn Movement Count || All Trucks (4-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
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0700 - 0900 (Weekday 2h Session) (12-11-2025)

All Trucks (4-13)

TIME	Northbound FL-3 N Courtenay Pkwy (South)				Southbound FL-3 N Courtenay Pkwy (North)				Eastbound FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				Westbound FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	Int
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Total
0700 - 0715	2	5	0	7	5	8	0	13	5	0	6	11		31
0715 - 0730	1	1	0	2	5	22	0	27	11	0	3	14		43
0730 - 0745	11	3	0	14	2	3	0	5	6	0	6	12		31
0745 - 0800	5	0	0	5	3	1	0	4	12	0	3	15		24
Hourly Total	19	9	0	28	15	34	0	49	34	0	18	52		129
0800 - 0815	6	0	0	6	1	2	0	3	6	0	3	9		18
0815 - 0830	5	1	0	6	8	13	0	21	12	0	5	17		44
0830 - 0845	6	6	0	12	3	4	0	7	10	0	5	15		34
0845 - 0900	4	3	0	7	3	9	0	12	9	0	7	16		35
Hourly Total	21	10	0	31	15	28	0	43	37	0	20	57		131
Grand Total	40	19	0	59	30	62	0	92	71	0	38	109		260
Approach %	67.80	32.20	0.00	-	32.61	67.39	0.00	-	65.14	0.00	34.86	-		
Intersection %	15.38	7.31	0.00	22.69	11.54	23.85	0.00	35.38	27.31	0.00	14.62	41.92		

1400 - 1600 (Weekday 2h Session) (12-11-2025)

All Trucks (4-13)

TIME	Northbound FL-3 N Courtenay Pkwy (South)				Southbound FL-3 N Courtenay Pkwy (North)				Eastbound FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				Westbound FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	Int
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Total
1400 - 1415	5	0	0	5	1	3	0	4	6	0	4	10		19
1415 - 1430	10	1	0	11	5	2	0	7	4	0	2	6		24
1430 - 1445	15	1	0	16	0	1	0	1	4	0	6	10		27
1445 - 1500	8	0	0	8	2	5	0	7	3	0	3	6		21
Hourly Total	38	2	0	40	8	11	0	19	17	0	15	32		91
1500 - 1515	2	0	0	2	0	7	0	7	5	0	3	8		17
1515 - 1530	4	0	0	4	0	3	0	3	9	0	1	10		17
1530 - 1545	14	3	0	17	0	2	0	2	3	0	4	7		26
1545 - 1600	5	1	0	6	0	3	1	4	1	0	1	2		12
Hourly Total	25	4	0	29	0	15	1	16	18	0	9	27		72
Grand Total	63	6	0	69	8	26	1	35	35	0	24	59		163
Approach %	91.30	8.70	0.00	-	22.86	74.29	2.86	-	59.32	0.00	40.68	-		
Intersection %	38.65	3.68	0.00	42.33	4.91	15.95	0.61	21.47	21.47	0.00	14.72	36.20		

1600 - 1800 (Weekday 2h Session) (12-11-2025)

All Trucks (4-13)

TIME	Northbound FL-3 N Courtenay Pkwy (South)				Southbound FL-3 N Courtenay Pkwy (North)				Eastbound FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				Westbound FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp	Int
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	Right 2.9	App Total		Total
1600 - 1615	7	0	0	7	1	5	0	6	3	0	4	7		20
1615 - 1630	10	1	0	11	0	4	0	4	4	0	3	7		22
1630 - 1645	9	1	0	10	1	3	0	4	4	0	2	6		20
1645 - 1700	6	0	0	6	1	6	0	7	2	0	2	4		17
Hourly Total	32	2	0	34	3	18	0	21	13	0	11	24		79
1700 - 1715	4	0	0	4	1	3	0	4	2	0	1	3		11
1715 - 1730	5	1	0	6	0	0	0	0	0	0	1	1		7
1730 - 1745	6	0	0	6	0	4	0	4	0	0	0	0		10
1745 - 1800	3	0	0	3	0	3	0	3	2	0	1	3		9
Hourly Total	18	1	0	19	1	10	0	11	4	0	3	7		37
Grand Total	50	3	0	53	4	28	0	32	17	0	14	31		116
Approach %	94.34	5.66	0.00	-	12.50	87.50	0.00	-	54.84	0.00	45.16	-		
Intersection %	43.10	2.59	0.00	45.69	3.45	24.14	0.00	27.59	14.66	0.00	12.07	26.72		

Crosswalk Counts || Pedestrians

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

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0700 - 0900 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound			Southbound			Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total		NB 2g	SB 2h	App Total		Int Total
0700 - 0715	0	0	0	0	0	0	1	0	1		0	0	0		1
0715 - 0730	0	0	0	0	0	0	0	0	0		0	0	0		0
0730 - 0745	0	0	0	0	0	0	0	0	0		0	0	0		0
0745 - 0800	0	0	0	0	0	0	0	0	0		0	0	0		0
Hourly Total	0	0	0	0	0	0	1	0	1		0	0	0		1
0800 - 0815	0	0	0	0	0	0	0	0	0		0	0	0		0
0815 - 0830	0	0	0	0	0	0	0	0	0		0	0	0		0
0830 - 0845	0	0	0	0	0	0	0	0	0		0	0	0		0
0845 - 0900	0	0	0	0	0	0	0	0	0		0	0	0		0
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0		0
Grand Total	0	0	0	0	0	0	1	0	1		0	0	0		1
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-		0.00	0.00	-		
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00		0.00	0.00	0.00		

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound			Southbound			Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total		NB 2g	SB 2h	App Total		Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0		1	0	1		1
1415 - 1430	0	0	0	0	0	0	0	0	0		0	0	0		0
1430 - 1445	0	0	0	0	0	0	0	0	0		0	0	0		0
1445 - 1500	0	0	0	0	0	0	1	0	1		0	0	0		1
Hourly Total	0	0	0	0	0	0	1	0	1		1	0	1		2
1500 - 1515	0	0	0	0	0	0	0	0	0		0	0	0		0
1515 - 1530	0	0	0	0	0	0	0	0	0		0	0	0		0
1530 - 1545	0	0	0	0	0	0	0	2	0		2	0	1		1
1545 - 1600	0	0	0	0	0	0	0	0	0		0	0	0		0
Hourly Total	0	0	0	0	0	0	0	2	0		2	0	1		1
Grand Total	0	0	0	0	0	0	1	2	0		3	1	1		2
Approach %	0.00	0.00	-	0.00	0.00	-	33.33	66.67	-		50.00	50.00	-		
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	20.00	40.00	0.00		20.00	20.00	60.00		40.00

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound			Southbound			Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total		NB 2g	SB 2h	App Total		Int Total
1600 - 1615	0	0	0	0	0	0	0	1	0		1	0	0		1
1615 - 1630	0	0	0	0	0	0	0	0	0		0	0	0		0
1630 - 1645	0	0	0	0	0	0	0	0	0		0	0	0		0
1645 - 1700	0	0	0	0	0	0	0	0	0		0	0	0		0
Hourly Total	0	0	0	0	0	0	0	1	0		1	0	0		1
1700 - 1715	0	0	0	0	0	0	0	0	0		0	0	0		0
1715 - 1730	0	0	0	0	0	0	0	0	0		0	0	0		0
1730 - 1745	0	0	0	0	0	0	0	1	0		1	0	0		1
1745 - 1800	0	0	0	0	0	0	0	0	0		0	0	0		0
Hourly Total	0	0	0	0	0	0	0	1	0		1	0	0		1
Grand Total	0	0	0	0	0	0	0	2	0		2	0	0		2
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-		0.00	0.00	-		
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00		0.00	0.00	100.00		0.00

Crosswalk Counts || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	1	0	1	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	1	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	1	1	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	1
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp			FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 2
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp
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Date
Thursday, December 11, 2025

Lat/Long
28.404641°, -80.705715°
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Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total		NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0		0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0		0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0		0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0		0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0		0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0		0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0		0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0		0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0		0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-		0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total		NB 2g	SB 2h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0		0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0		0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0		0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0		0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0		0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0		0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0		0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0		0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0		0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-		0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound				Westbound				
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy E/Bound Off-Ramp				FL-528 Martin Andersen Beachline Expy E/Bound On-Ramp				
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total		NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0		0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0		0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0		0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0		0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0		0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0		0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0		0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0		0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0		0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-		0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	

Start Date: 12/11/2025	n Andersen Beachline Expy E/Bou			n Andersen Beachline Expy E/Bou			FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			
	Eastbound			Westbound			Northbound			Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	197	0	102	0	0	0	0	137	55	38	92	0	621
07:15 AM - 07:30 AM	148	0	171	0	0	0	0	187	75	29	167	0	777
07:30 AM - 07:45 AM	130	0	170	0	0	0	0	244	57	58	179	0	838
07:45 AM - 08:00 AM	189	0	227	0	0	0	0	230	64	58	208	0	976
08:00 AM - 08:15 AM	155	0	181	0	0	0	0	252	55	57	188	0	888
08:15 AM - 08:30 AM	191	0	180	0	0	0	0	231	69	58	227	0	956
08:30 AM - 08:45 AM	145	0	183	0	0	0	0	231	97	35	178	0	869
08:45 AM - 09:00 AM	110	0	179	0	0	0	0	221	59	40	169	0	778
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	79	0	137	0	0	0	0	223	50	35	163	0	687
02:15 PM - 02:30 PM	83	0	139	0	0	0	0	237	61	67	205	0	792
02:30 PM - 02:45 PM	89	0	143	0	0	0	0	296	44	63	207	0	842
02:45 PM - 03:00 PM	79	0	123	0	0	0	0	311	61	52	217	0	843
03:00 PM - 03:15 PM	99	0	174	0	0	0	0	238	61	61	232	0	865
03:15 PM - 03:30 PM	78	0	139	0	0	0	0	293	64	72	285	0	931
03:30 PM - 03:45 PM	92	0	175	0	0	0	0	317	68	68	271	0	991
03:45 PM - 04:00 PM	96	0	158	0	0	0	0	361	67	62	254	0	998
04:00 PM - 04:15 PM	91	0	141	0	0	0	0	279	71	89	251	0	922
04:15 PM - 04:30 PM	85	0	155	0	0	0	0	339	57	70	270	0	976
04:30 PM - 04:45 PM	92	0	166	0	0	0	0	310	68	74	248	0	958
04:45 PM - 05:00 PM	106	1	161	0	0	0	0	243	61	79	266	0	917
05:00 PM - 05:15 PM	78	0	132	0	0	0	0	324	67	97	234	0	932
05:15 PM - 05:30 PM	77	0	175	0	0	0	0	308	63	79	238	0	940
05:30 PM - 05:45 PM	106	0	196	0	0	0	0	251	54	90	211	0	908
05:45 PM - 06:00 PM	71	0	142	0	0	0	0	239	45	107	238	0	842
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Click here for Map

Peak Hour Turning Movement Count

Merritt Island, FL

Marr Traffic DATA COLLECTION

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-						28 Martin Andersen Beachline Expy W/Bound Off-						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-						28 Martin Andersen Beachline Expy W/Bound Off-						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-						28 Martin Andersen Beachline Expy W/Bound Off-						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-						28 Martin Andersen Beachline Expy W/Bound Off-						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-						28 Martin Andersen Beachline Expy W/Bound Off-						
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App						App	Left	Thru	Right			App	Int
Time	3.1	3.2			3.3	Total		3.4	3.5		3.6	Total						Total	3.7	3.8	3.9			Total	Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total						App Total	Left 3.7	Thru 3.8	Right 3.9			App Total	Int Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total						App Total	Left 3.7	Thru 3.8	Right 3.9			App Total	Int Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total						App Total	Left 3.7	Thru 3.8	Right 3.9			App Total	Int Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total						App Total	Left 3.7	Thru 3.8	Right 3.9			App Total	Int Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						28 Martin Andersen Beachline Expy W/Bound On-R						28 Martin Andersen Beachline Expy W/Bound Off-R						
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total						App Total	Left 3.7	Thru 3.8	Right 3.9			App Total	Int Total
0000 - 0015	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0015 - 0030	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0030 - 0045	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
0045 - 0100	0	0	-	-	0	0	-	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	79	276	0	355	97	88	0	185					29	0	51	80	620
0715 - 0730	83	236	0	319	179	77	0	256					27	0	72	99	674
0730 - 0745	92	248	1	341	187	88	0	275					42	0	84	126	742
0745 - 0800	112	361	0	473	226	92	0	318					41	0	89	130	921
Hourly Total	366	1121	1	1488	689	345	0	1034					139	0	296	435	2957
0800 - 0815	111	285	0	396	198	95	0	293					43	0	75	118	807
0815 - 0830	93	308	0	401	219	104	0	323					58	0	86	144	868
0830 - 0845	106	307	0	413	173	80	0	253					53	0	103	156	822
0845 - 0900	104	203	0	307	159	90	0	249					55	0	80	135	691
Hourly Total	414	1103	0	1517	749	369	0	1118					209	0	344	553	3188
Grand Total	780	2224	1	3005	1438	714	0	2152					348	0	640	988	6145
Approach %	25.96	74.01	0.03	-	66.82	33.18	0.00	-					35.22	0.00	64.78	-	
Intersection %	12.69	36.19	0.02	48.90	23.40	11.62	0.00	35.02					5.66	0.00	10.41	16.08	
Heavy Vehicle %	3	4	0	4	6	7	-	6					2	-	4	3	5
PHF	0.94	0.87	0.00	0.89	0.90	0.89	0.00	0.92					0.84	0.00	0.86	0.88	0.93
Peak Hour Total	422	1261	0	1683	816	371	0	1187					195	0	353	548	3418
Peak Hour HV %	3	4	0	4	4	10	0	6					1	0	4	3	4

1400 - 1600 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	112	182	0	294	162	98	0	260					44	0	39	83	637
1415 - 1430	108	223	1	332	207	92	0	299					67	0	53	120	751
1430 - 1445	134	240	0	374	220	132	0	352					55	0	42	97	823
1445 - 1500	152	233	0	385	209	132	0	341					53	1	56	110	836
Hourly Total	506	878	1	1385	798	454	0	1252					219	1	190	410	3047
1500 - 1515	135	209	0	344	217	125	0	342					71	0	51	122	808
1515 - 1530	145	242	0	387	285	181	0	466					60	0	58	118	971
1530 - 1545	154	261	1	416	270	204	0	474					66	0	58	124	1014
1545 - 1600	184	259	0	443	220	235	0	455					105	0	72	177	1075
Hourly Total	618	971	1	1590	992	745	0	1737					302	0	239	541	3868
Grand Total	1124	1849	2	2975	1790	1199	0	2989					521	1	429	951	6915
Approach %	37.78	62.15	0.07	-	59.89	40.11	0.00	-					54.78	0.11	45.11	-	
Intersection %	16.25	26.74	0.03	43.02	25.89	17.34	0.00	43.22					7.53	0.01	6.20	13.75	
Heavy Vehicle %	2	4	0	3	2	5	-	3					1	0	5	3	3
PHF	0.84	0.93	0.25	0.90	0.87	0.79	0.00	0.92					0.72	0.00	0.83	0.76	0.90
Peak Hour Total	618	971	1	1590	992	745	0	1737					302	0	239	541	3868
Peak Hour HV %	1	4	0	3	1	4	0	2					1	0	4	2	3

1600 - 1800 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	146	223	0	369	268	226	0	494					66	0	63	129	992
1615 - 1630	157	253	0	410	273	211	0	484					80	0	68	148	1042
1630 - 1645	160	250	0	410	263	172	0	435					62	0	71	133	978
1645 - 1700	135	217	0	352	246	209	0	455					93	0	65	158	965
Hourly Total	598	943	0	1541	1050	818	0	1868					301	0	267	568	3977
1700 - 1715	154	237	0	391	280	175	0	455					55	0	52	107	953
1715 - 1730	158	229	0	387	249	214	0	463					66	0	57	123	973
1730 - 1745	143	217	0	360	243	188	0	431					62	0	44	106	897
1745 - 1800	120	207	0	327	296	182	0	478					47	0	32	79	884
Hourly Total	575	890	0	1465	1068	759	0	1827					230	0	185	415	3707
Grand Total	1173	1833	0	3006	2118	1577	0	3695					531	0	452	983	7684
Approach %	39.02	60.98	0.00	-	57.32	42.68	0.00	-					54.02	0.00	45.98	-	
Intersection %	15.27	23.85	0.00	39.12	27.56	20.52	0.00	48.09					6.91	0.00	5.88	12.79	
Heavy Vehicle %	2	2	-	2	1	3	-	2					1	-	3	2	2
PHF	0.93	0.93	0.00	0.94	0.96	0.90	0.00	0.95					0.81	0.00	0.94	0.90	0.95
Peak Hour Total	598	943	0	1541	1050	818	0	1868					301	0	267	568	3977
Peak Hour HV %	3	3	0	3	1	3	0	2					2	0	4	3	3

Classified Turn Movement Count || Passenger Vehicles (1-3)

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Merritt Island, FL

Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
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0700 - 0900 (Weekday 2h Session) (12-11-2025)

Passenger Vehicles (1-3)

	Northbound FL-3 N Courtenay Pkwy (South)				Southbound FL-3 N Courtenay Pkwy (North)				Eastbound FL-528 Martin Andersen Beachline Expy W/Bound				Westbound FD628 Martin Andersen Beachline Expy W/Bound Off-Ramp				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	77	268	0	345	84	84	0	168					29	0	49	78	591
0715 - 0730	83	226	0	309	153	74	0	227					26	0	67	93	629
0730 - 0745	87	236	1	324	183	87	0	270					41	0	81	122	716
0745 - 0800	108	349	0	457	222	84	0	306					41	0	88	129	892
Hourly Total	355	1079	1	1435	642	329	0	971					137	0	285	422	2828
0800 - 0815	108	275	0	383	192	85	0	277					43	0	70	113	773
0815 - 0830	90	296	0	386	202	89	0	291					57	0	82	139	816
0830 - 0845	102	294	0	396	166	76	0	242					52	0	98	150	788
0845 - 0900	101	193	0	294	150	84	0	234					52	0	78	130	658
Hourly Total	401	1058	0	1459	710	334	0	1044					204	0	328	532	3035
Grand Total	756	2137	1	2894	1352	663	0	2015					341	0	613	954	5863
Approach %	26.12	73.84	0.03	-	67.10	32.90	0.00	-					35.74	0.00	64.26		
Intersection %	12.89	36.45	0.02	49.36	23.06	11.31	0.00	34.37					5.82	0.00	10.46	16.27	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Passenger Vehicles (1-3)

	Northbound FL-3 N Courtenay Pkwy (South)				Southbound FL-3 N Courtenay Pkwy (North)				Eastbound FL-528 Martin Andersen Beachline Expy W/Bound				Westbound FD628 Martin Andersen Beachline Expy W/Bound Off-Ramp				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	109	174	0	283	157	88	0	245					43	0	36	79	607
1415 - 1430	99	215	1	315	202	86	0	288					67	0	51	118	721
1430 - 1445	130	226	0	356	219	125	0	344					55	0	38	93	793
1445 - 1500	149	226	0	375	204	127	0	331					51	1	54	106	812
Hourly Total	487	841	1	1329	782	426	0	1208					216	1	179	396	2933
1500 - 1515	135	204	0	339	211	120	0	331					68	0	47	115	785
1515 - 1530	142	232	0	374	284	172	0	456					60	0	57	117	947
1530 - 1545	152	248	1	401	268	198	0	466					66	0	58	124	991
1545 - 1600	182	250	0	432	216	227	0	443					104	0	68	172	1047
Hourly Total	611	934	1	1546	979	717	0	1696					298	0	230	528	3770
Grand Total	1098	1775	2	2875	1761	1143	0	2904					514	1	409	924	6703
Approach %	38.19	61.74	0.07	-	60.64	39.36	0.00	-					55.63	0.11	44.26	-	
Intersection %	16.38	26.48	0.03	42.89	26.27	17.05	0.00	43.32					7.67	0.01	6.10	13.78	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Passenger Vehicles (1-3)

	Northbound FL-3 N Courtenay Pkwy (South)				Southbound FL-3 N Courtenay Pkwy (North)				Eastbound FL-528 Martin Andersen Beachline Expy W/Bound				Westbound FD628 Martin Andersen Beachline Expy W/Bound Off-Ramp				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	139	219	0	358	262	220	0	482					66	0	62	128	968
1615 - 1630	151	246	0	397	271	207	0	478					78	0	64	142	1017
1630 - 1645	155	243	0	398	260	167	0	427					61	0	68	129	954
1645 - 1700	134	209	0	343	243	200	0	443					89	0	61	150	936
Hourly Total	579	917	0	1496	1036	794	0	1830					294	0	255	549	3875
1700 - 1715	150	234	0	384	276	167	0	443					55	0	51	106	933
1715 - 1730	156	226	0	382	249	207	0	456					66	0	57	123	961
1730 - 1745	141	213	0	354	239	183	0	422					62	0	44	106	882
1745 - 1800	118	204	0	322	293	180	0	473					47	0	32	79	874
Hourly Total	565	877	0	1442	1057	737	0	1794					230	0	184	414	3650
Grand Total	1144	1794	0	2938	2093	1531	0	3624					524	0	439	963	7525
Approach %	38.94	61.06	0.00	-	57.75	42.25	0.00	-					54.41	0.00	45.59	-	
Intersection %	15.20	23.84	0.00	39.04	27.81	20.35	0.00	48.16					6.96	0.00	5.83	12.80	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound					
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp				FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9		App Total	Int Total
0700 - 0715	1	8	0	9	11	4	0	15					0	0	2		2	26
0715 - 0730	0	8	0	8	20	2	0	22					1	0	4		5	35
0730 - 0745	3	11	0	14	4	1	0	5					1	0	0		1	20
0745 - 0800	4	10	0	14	2	8	0	10					0	0	1		1	25
Hourly Total	8	37	0	45	37	15	0	52					2	0	7		9	106
0800 - 0815	2	8	0	10	6	10	0	16					0	0	4		4	30
0815 - 0830	3	9	0	12	16	9	0	25					0	0	2		2	39
0830 - 0845	2	11	0	13	5	4	0	9					1	0	3		4	26
0845 - 0900	2	9	0	11	9	5	0	14					3	0	2		5	30
Hourly Total	9	37	0	46	36	28	0	64					4	0	11		15	125
Grand Total	17	74	0	91	73	43	0	116					6	0	18		24	231
Approach %	18.68	81.32	0.00	-	62.93	37.07	0.00	-					25.00	0.00	75.00		-	
Intersection %	7.36	32.03	0.00	39.39	31.60	18.61	0.00	50.22					2.60	0.00	7.79		10.39	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound					
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp				FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9		App Total	Int Total
1400 - 1415	1	7	0	8	5	8	0	13					1	0	1		2	23
1415 - 1430	9	6	0	15	5	5	0	10					0	0	2		2	27
1430 - 1445	4	12	0	16	1	6	0	7					0	0	3		3	26
1445 - 1500	3	6	0	9	4	4	0	8					2	0	2		4	21
Hourly Total	17	31	0	48	15	23	0	38					3	0	8		11	97
1500 - 1515	0	3	0	3	5	4	0	9					3	0	3		6	18
1515 - 1530	3	5	0	8	1	5	0	6					0	0	1		1	15
1530 - 1545	2	11	0	13	2	5	0	7					0	0	0		0	20
1545 - 1600	1	5	0	6	2	6	0	8					1	0	4		5	19
Hourly Total	6	24	0	30	10	20	0	30					4	0	8		12	72
Grand Total	23	55	0	78	25	43	0	68					7	0	16		23	169
Approach %	29.49	70.51	0.00	-	36.76	63.24	0.00	-					30.43	0.00	69.57		-	
Intersection %	13.61	32.54	0.00	46.15	14.79	25.44	0.00	40.24					4.14	0.00	9.47		13.61	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound					
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp				FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9		App Total	Int Total
1600 - 1615	6	2	0	8	6	5	0	11					0	0	1		1	20
1615 - 1630	5	5	0	10	2	4	0	6					1	0	3		4	20
1630 - 1645	3	5	0	8	3	4	0	7					1	0	3		4	19
1645 - 1700	1	7	0	8	3	7	0	10					4	0	4		8	26
Hourly Total	15	19	0	34	14	20	0	34					6	0	11		17	85
1700 - 1715	3	3	0	6	4	4	0	8					0	0	1		1	15
1715 - 1730	1	2	0	3	0	7	0	7					0	0	0		0	10
1730 - 1745	1	2	0	3	4	5	0	9					0	0	0		0	12
1745 - 1800	1	3	0	4	3	1	0	4					0	0	0		0	8
Hourly Total	6	10	0	16	11	17	0	28					0	0	1		1	45
Grand Total	21	29	0	50	25	37	0	62					6	0	12		18	130
Approach %	42.00	58.00	0.00	-	40.32	59.68	0.00	-					33.33	0.00	66.67		-	
Intersection %	16.15	22.31	0.00	38.46	19.23	28.46	0.00	47.69					4.62	0.00	9.23		13.85	

Classified Turn Movement Count || Combination Trucks (8-13)

Merritt Island, FL

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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	1	0	0	1	2	0	0	2					0	0	0	0	3
0715 - 0730	0	2	0	2	6	1	0	7					0	0	1	1	10
0730 - 0745	2	1	0	3	0	0	0	0					0	0	3	3	6
0745 - 0800	0	2	0	2	2	0	0	2					0	0	0	0	4
Hourly Total	3	5	0	8	10	1	0	11					0	0	4	4	23
0800 - 0815	1	2	0	3	0	0	0	0					0	0	1	1	4
0815 - 0830	0	3	0	3	1	6	0	7					1	0	2	3	13
0830 - 0845	2	2	0	4	1	0	0	1					0	0	2	2	7
0845 - 0900	1	1	0	2	0	1	0	1					0	0	0	0	3
Hourly Total	4	8	0	12	2	7	0	9					1	0	5	6	27
Grand Total	7	13	0	20	12	8	0	20					1	0	9	10	50
Approach %	35.00	65.00	0.00	-	60.00	40.00	0.00	-					10.00	0.00	90.00	-	
Intersection %	14.00	26.00	0.00	40.00	24.00	16.00	0.00	40.00					2.00	0.00	18.00	20.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	2	1	0	3	0	2	0	2					0	0	2	2	7
1415 - 1430	0	2	0	2	0	1	0	1					0	0	0	0	3
1430 - 1445	0	1	0	1	0	1	0	1					0	0	1	1	3
1445 - 1500	0	1	0	1	1	1	0	2					0	0	0	0	3
Hourly Total	2	5	0	7	1	5	0	6					0	0	3	3	16
1500 - 1515	0	2	0	2	1	1	0	2					0	0	1	1	5
1515 - 1530	0	3	0	3	0	4	0	4					0	0	0	0	9
1530 - 1545	0	2	0	2	0	1	0	1					0	0	0	0	3
1545 - 1600	1	4	0	5	1	2	0	3					0	0	0	0	8
Hourly Total	1	13	0	14	2	8	0	10					0	0	1	1	25
Grand Total	3	18	0	21	3	13	0	16					0	0	4	4	41
Approach %	14.29	85.71	0.00	-	18.75	81.25	0.00	-					0.00	0.00	100.00	-	
Intersection %	7.32	43.90	0.00	51.22	7.32	31.71	0.00	39.02					0.00	0.00	9.76	9.76	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))				Southbound (FL-3 N Courtenay Pkwy (North))				Eastbound (FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp)				Westbound (FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp)					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	1	2	0	3	0	1	0	1					0	0	0	0	4
1615 - 1630	1	2	0	3	0	0	0	0					1	0	1	2	5
1630 - 1645	2	2	0	4	0	1	0	1					0	0	0	0	5
1645 - 1700	0	1	0	1	0	2	0	2					0	0	0	0	3
Hourly Total	4	7	0	11	0	4	0	4					1	0	1	2	17
1700 - 1715	1	0	0	1	0	4	0	4					0	0	0	0	5
1715 - 1730	1	0	0	1	0	0	0	0					0	0	0	0	1
1730 - 1745	1	2	0	3	0	0	0	0					0	0	0	0	3
1745 - 1800	1	0	0	1	0	1	0	1					0	0	0	0	2
Hourly Total	4	2	0	6	0	5	0	5					0	0	0	0	11
Grand Total	8	9	0	17	0	9	0	9					1	0	1	2	28
Approach %	47.06	52.94	0.00	-	0.00	100.00	0.00	-					50.00	0.00	50.00	-	
Intersection %	28.57	32.14	0.00	60.71	0.00	32.14	0.00	32.14					3.57	0.00	3.57	7.14	

Classified Turn Movement Count || Bicycles

Merritt Island, FL

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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound				Southbound				Eastbound				Westbound					
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy W/Bound				FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0					0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0					0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0					0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0					0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0					0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0					0	0	0	0	0
0830 - 0845	0	0	0	0	1	0	0	1					0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	0	0	0	1	0	0	1					0	0	0	0	1
Grand Total	0	0	0	0	1	0	0	1					0	0	0	0	1
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-					0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00					0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound				Southbound				Eastbound				Westbound					
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy W/Bound				FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0					0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0					0	0	0	0	0
1430 - 1445	0	1	0	1	0	0	0	0					0	0	0	0	1
1445 - 1500	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	1	0	1	0	0	0	0					0	0	0	0	1
1500 - 1515	0	0	0	0	0	0	0	0					0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0					0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0					0	0	0	0	0
1545 - 1600	0	0	0	0	1	0	0	1					0	0	0	0	1
Hourly Total	0	0	0	0	1	0	0	1					0	0	0	0	1
Grand Total	0	1	0	1	1	0	0	1					0	0	0	0	2
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-					0.00	0.00	0.00	-	
Intersection %	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00					0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Bicycles

	Northbound				Southbound				Eastbound				Westbound					
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy W/Bound				FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total					Left 3.7	Thru 3.8	Right 3.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0					0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0					0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0					0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0					0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0					0	0	0	0	0
1715 - 1730	0	1	0	1	0	0	0	0					0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0					0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0					0	0	0	0	0
Hourly Total	0	1	0	1	0	0	0	0					0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0					0	0	0	0	1
Approach %	0.00	100.00	0.00	-	0.00	0.00	0.00	-					0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00					0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405441°, -80.705816°
Click here for Map

Weather
Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound					
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp				FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	Right 3.9	App Total	App Total	Int Total
0700 - 0715	2	8	0	10	13	4	0	17	0	0	2	2	29
0715 - 0730	0	10	0	10	26	3	0	29	1	0	5	6	45
0730 - 0745	5	12	0	17	4	1	0	5	1	0	3	4	26
0745 - 0800	4	12	0	16	4	8	0	12	0	0	1	1	29
Hourly Total	11	42	0	53	47	16	0	63	2	0	11	13	129
0800 - 0815	3	10	0	13	6	10	0	16	0	0	5	5	34
0815 - 0830	3	12	0	15	17	15	0	32	1	0	4	5	52
0830 - 0845	4	13	0	17	6	4	0	10	1	0	5	6	33
0845 - 0900	3	10	0	13	9	6	0	15	3	0	2	5	33
Hourly Total	13	45	0	58	38	35	0	73	5	0	16	21	152
Grand Total	24	87	0	111	85	51	0	136	7	0	27	34	281
Approach %	21.62	78.38	0.00	-	62.50	37.50	0.00	-	20.59	0.00	79.41	-	
Intersection %	8.54	30.96	0.00	39.50	30.25	18.15	0.00	48.40	2.49	0.00	9.61	12.10	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound					
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp				FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	Right 3.9	App Total	App Total	Int Total
1400 - 1415	3	8	0	11	5	10	0	15	1	0	3	4	30
1415 - 1430	9	8	0	17	5	6	0	11	0	0	2	2	30
1430 - 1445	4	13	0	17	1	7	0	8	0	0	4	4	29
1445 - 1500	3	7	0	10	5	5	0	10	2	0	2	4	24
Hourly Total	19	36	0	55	16	28	0	44	3	0	11	14	113
1500 - 1515	0	5	0	5	6	5	0	11	3	0	4	7	23
1515 - 1530	3	10	0	13	1	9	0	10	0	0	1	1	24
1530 - 1545	2	13	0	15	2	6	0	8	0	0	0	0	23
1545 - 1600	2	9	0	11	3	8	0	11	1	0	4	5	27
Hourly Total	7	37	0	44	12	28	0	40	4	0	9	13	97
Grand Total	26	73	0	99	28	56	0	84	7	0	20	27	210
Approach %	26.26	73.74	0.00	-	33.33	66.67	0.00	-	25.93	0.00	74.07	-	
Intersection %	12.38	34.76	0.00	47.14	13.33	26.67	0.00	40.00	3.33	0.00	9.52	12.86	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				Westbound					
	FL-3 N Courtenay Pkwy (South)				FL-3 N Courtenay Pkwy (North)				FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp				FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp					
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Thru 3.8	Right 3.9	App Total	App Total	Int Total
1600 - 1615	7	4	0	11	6	6	0	12	0	0	1	1	24
1615 - 1630	6	7	0	13	2	4	0	6	2	0	4	6	25
1630 - 1645	5	7	0	12	3	5	0	8	1	0	3	4	24
1645 - 1700	1	8	0	9	3	9	0	12	4	0	4	8	29
Hourly Total	19	26	0	45	14	24	0	38	7	0	12	19	102
1700 - 1715	4	3	0	7	4	8	0	12	0	0	1	1	20
1715 - 1730	2	2	0	4	0	7	0	7	0	0	0	0	11
1730 - 1745	2	4	0	6	4	5	0	9	0	0	0	0	15
1745 - 1800	2	3	0	5	3	2	0	5	0	0	0	0	10
Hourly Total	10	12	0	22	11	22	0	33	0	0	1	1	56
Grand Total	29	38	0	67	25	46	0	71	7	0	13	20	158
Approach %	43.28	56.72	0.00	-	35.21	64.79	0.00	-	35.00	0.00	65.00	-	
Intersection %	18.35	24.05	0.00	42.41	15.82	29.11	0.00	44.94	4.43	0.00	8.23	12.66	

Crosswalk Counts || Pedestrians

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
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0700 - 0900 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound			Southbound			Eastbound				Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp				FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total		NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0		0	0	0	0
0715 - 0730	0	0	0	0	0	0	1	0	1		0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0		0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0		0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	1		0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0		0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0		0	0	0	0
0830 - 0845	0	0	0	1	0	1	0	0	0		0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	1	1		1	0	1	2
Hourly Total	0	0	0	1	0	1	0	1	1		1	0	1	3
Grand Total	0	0	0	1	0	1	1	1	2		0	1	1	4
Approach %	0.00	0.00	-	100.00	0.00	-	50.00	50.00	-		0.00	100.00	-	
Intersection %	0.00	0.00	0.00	25.00	0.00	25.00	25.00	25.00	50.00		0.00	25.00	25.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound			Southbound			Eastbound				Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp				FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total		NB 3g	SB 3h	App Total	Int Total
1400 - 1415	0	0	0	0	1	1	0	0	0		1	0	1	2
1415 - 1430	0	0	0	0	0	0	0	0	0		0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0		0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	1	1		0	0	0	1
Hourly Total	0	0	0	0	1	1	0	1	1		1	0	1	3
1500 - 1515	0	0	0	0	0	0	0	0	0		0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0		0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	2	2		0	1	1	3
1545 - 1600	0	0	0	0	0	0	0	0	0		0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	2		0	1	1	3
Grand Total	0	0	0	0	1	1	0	3	3		1	1	2	6
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-		50.00	50.00	-	
Intersection %	0.00	0.00	0.00	0.00	16.67	16.67	0.00	50.00	50.00		16.67	16.67	33.33	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound			Southbound			Eastbound				Westbound			
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp				FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total		NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0		0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0		0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0		0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0		0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0		0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0		0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0		0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0		0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0		0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-		0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	

Crosswalk Counts || Bicycles

Merritt Island, FL

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Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
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Lat/Long
28.405841°, -80.705816°
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0700 - 0900 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound				
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp				
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound				
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp				
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound			Southbound			Eastbound			Westbound				
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp				
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	1	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	1	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	1	1
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	100.00	

Crosswalk Counts || Motorized Vehicles

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Merritt Island, FL

Site 3
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp
FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp

Date
Thursday, December 11, 2025

Lat/Long
28.405841°, -80.705816°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound				
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp				
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound				
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp				
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound				
	FL-3 N Courtenay Pkwy (South)			FL-3 N Courtenay Pkwy (North)			FL-528 Martin Andersen Beachline Expy W/Bound On-Ramp			FL-528 Martin Andersen Beachline Expy W/Bound Off-Ramp				
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 12/11/2025	n Andersen Beachline Expy W/Boun Eastbound			n Andersen Beachline Expy W/Bou Westbound			FL-3 N Courtenay Pkwy (South) Northbound			FL-3 N Courtenay Pkwy (North) Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	29	0	51	79	276	0	0	97	88	620
07:15 AM - 07:30 AM	0	0	0	27	0	72	83	236	0	0	179	77	674
07:30 AM - 07:45 AM	0	0	0	42	0	84	92	248	0	0	187	88	741
07:45 AM - 08:00 AM	0	0	0	41	0	89	112	361	0	0	226	92	921
08:00 AM - 08:15 AM	0	0	0	43	0	75	111	285	0	0	198	95	807
08:15 AM - 08:30 AM	0	0	0	58	0	86	93	308	0	0	219	104	868
08:30 AM - 08:45 AM	0	0	0	53	0	103	106	307	0	0	173	80	822
08:45 AM - 09:00 AM	0	0	0	55	0	80	104	203	0	0	159	90	691
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	44	0	39	112	182	0	0	162	98	637
02:15 PM - 02:30 PM	0	0	0	67	0	53	108	223	0	0	207	92	750
02:30 PM - 02:45 PM	0	0	0	55	0	42	134	240	0	0	220	132	823
02:45 PM - 03:00 PM	0	0	0	53	1	56	152	233	0	0	209	132	836
03:00 PM - 03:15 PM	0	0	0	71	0	51	135	209	0	0	217	125	808
03:15 PM - 03:30 PM	0	0	0	60	0	58	145	242	0	0	285	181	971
03:30 PM - 03:45 PM	0	0	0	66	0	58	154	261	0	0	270	204	1013
03:45 PM - 04:00 PM	0	0	0	105	0	72	184	259	0	0	220	235	1075
04:00 PM - 04:15 PM	0	0	0	66	0	63	146	223	0	0	268	226	992
04:15 PM - 04:30 PM	0	0	0	80	0	68	157	253	0	0	273	211	1042
04:30 PM - 04:45 PM	0	0	0	62	0	71	160	250	0	0	263	172	978
04:45 PM - 05:00 PM	0	0	0	93	0	65	135	217	0	0	246	209	965
05:00 PM - 05:15 PM	0	0	0	55	0	52	154	237	0	0	280	175	953
05:15 PM - 05:30 PM	0	0	0	66	0	57	158	229	0	0	249	214	973
05:30 PM - 05:45 PM	0	0	0	62	0	44	143	217	0	0	243	188	897
05:45 PM - 06:00 PM	0	0	0	47	0	32	120	207	0	0	296	182	884
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Merritt Island, FL

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, January 14, 2026		
Partly Cloudy		48°F
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

0745 - 0845

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						Steward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	8	1	4	-	0	13	1	0	0	-	0	1	0	108	12	-	0	120	7	139	2	-	0	148	282
0800 - 0815	10	0	2	-	0	12	0	0	0	-	0	0	3	16	15	-	0	34	2	58	0	-	0	60	106
0815 - 0830	20	1	1	-	0	22	0	1	1	-	0	2	1	15	21	-	0	37	1	29	1	-	0	31	92
0830 - 0845	19	1	1	-	0	21	0	0	1	-	0	1	2	22	22	-	0	46	2	30	0	-	0	32	100
Total	57	3	8	0	0	68	1	1	2	0	0	4	6	161	70	0	0	237	12	256	3	0	0	271	580
Approach %	83.82	4.41	11.76	0.00	0.00	-	25.00	25.00	50.00	0.00	0.00	-	2.53	67.93	29.54	0.00	0.00	-	4.43	94.46	1.11	0.00	0.00	-	
PHF	0.71	0.75	0.50	0.00	0.00	0.77	0.25	0.25	0.50	0.00	0.00	0.50	0.50	0.37	0.80	0.00	0.00	0.49	0.43	0.46	0.38	0.00	0.00	0.46	0.51

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						Steward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	8	1	4	-	0	13	1	0	0	-	0	1	0	108	12	-	0	120	7	138	2	-	0	147	281
0800 - 0815	10	0	2	-	0	12	0	0	0	-	0	0	3	12	15	-	0	30	2	57	0	-	0	59	101
0815 - 0830	20	1	1	-	0	22	0	1	1	-	0	2	1	15	21	-	0	37	1	29	1	-	0	31	92
0830 - 0845	19	1	1	-	0	21	0	0	1	-	0	1	2	20	22	-	0	44	2	28	0	-	0	30	96
Total	57	3	8	0	0	68	1	1	2	0	0	4	6	155	70	0	0	231	12	252	3	0	0	267	570
Approach %	83.82	4.41	11.76	0.00	0.00	-	25.00	25.00	50.00	0.00	0.00	-	2.60	67.10	30.30	0.00	0.00	-	4.49	94.38	1.12	0.00	0.00	-	
PHF	0.71	0.75	0.50	0.00	0.00	0.77	0.25	0.25	0.50	0.00	0.00	0.50	0.50	0.36	0.80	0.00	0.00	0.48	0.43	0.46	0.38	0.00	0.00	0.45	0.51

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						Steward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	1	0	-	0	1	4
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	2	0	0	0	2	6
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.33	0.00	0.50	0.00	0.00	0.00	0.50	0.38

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						Steward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.50	0.50

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						Steward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Click here for Map

Peak Hour Turning Movement Count

Merritt Island, FL

Marr Traffic DATA COLLECTION

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						Steward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	17	0	1	-	0	18	0	0	1	-	0	1	1	32	7	-	1	41	0	33	0	-	0	33	93
1615 - 1630	14	0	0	-	0	14	0	0	1	-	0	1	0	33	9	-	0	42	0	31	0	-	0	31	88
1630 - 1645	13	0	1	-	0	14	0	0	1	-	0	1	0	39	9	-	1	49	1	26	0	-	0	27	91
1645 - 1700	14	0	1	-	0	15	0	0	4	-	0	4	1	23	8	-	0	32	0	27	0	-	0	27	78
Total	58	0	3	0	0	61	0	0	7	0	0	7	2	127	33	0	2	164	1	117	0	0	0	118	350
Approach %	95.08	0.00	4.92	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	1.22	77.44	20.12	0.00	1.22	-	0.85	99.15	0.00	0.00	0.00	-	
PHF	0.85	0.00	0.75	0.00	0.00	0.85	0.00	0.00	0.44	0.00	0.00	0.44	0.50	0.81	0.92	0.00	0.50	0.84	0.25	0.89	0.00	0.00	0.00	0.89	0.94

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						Steward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	17	0	1	-	0	18	0	0	1	-	0	1	0	31	7	-	1	39	0	32	0	-	0	32	90
1615 - 1630	14	0	0	-	0	14	0	0	1	-	0	1	0	33	9	-	0	42	0	31	0	-	0	31	88
1630 - 1645	13	0	1	-	0	14	0	0	1	-	0	1	0	38	9	-	1	48	1	24	0	-	0	25	88
1645 - 1700	14	0	1	-	0	15	0	0	4	-	0	4	1	23	7	-	0	31	0	27	0	-	0	27	77
Total	58	0	3	0	0	61	0	0	7	0	0	7	1	125	32	0	2	160	1	114	0	0	0	115	343
Approach %	95.08	0.00	4.92	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.63	78.13	20.00	0.00	1.25	-	0.87	99.13	0.00	0.00	0.00	-	
PHF	0.85	0.00	0.75	0.00	0.00	0.85	0.00	0.00	0.44	0.00	0.00	0.44	0.25	0.82	0.89	0.00	0.50	0.83	0.25	0.89	0.00	0.00	0.00	0.90	0.95

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						Steward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	0	2	0	1	0	-	0	1	3
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	4	0	3	0	0	0	3	7
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	25.00	50.00	25.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.50	0.25	0.00	0.00	0.50	0.00	0.38	0.00	0.00	0.00	0.38	0.58

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						Steward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						Steward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)

All vehicles

	Northbound (Hampton Manor Of Merritt Island Driveway)					Southbound (Steward Laboratory Services Merritt Island Driveway)					Eastbound (Pioneer Rd (West))					Westbound (Pioneer Rd (East))					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	13	0	2	0	15	0	0	0	0	0	0	23	16	0	39	0	20	0	0	20	74
0715 - 0730	9	1	4	0	14	0	0	0	0	0	0	45	14	1	60	0	25	0	0	25	99
0730 - 0745	10	0	1	0	11	1	0	1	0	2	0	101	19	0	120	3	110	0	0	113	246
0745 - 0800	8	1	4	0	13	1	0	0	0	1	0	108	12	0	120	7	139	2	0	148	282
Hourly Total	40	2	11	0	53	2	0	1	0	3	0	277	61	1	339	10	294	2	0	306	701
0800 - 0815	10	0	2	0	12	0	0	0	0	0	3	16	15	0	34	2	58	0	0	60	106
0815 - 0830	20	1	1	0	22	0	1	1	0	2	1	15	21	0	37	1	29	1	0	31	92
0830 - 0845	19	1	1	0	21	0	0	1	0	1	2	22	22	0	46	2	30	0	0	32	100
0845 - 0900	19	0	1	0	20	0	0	2	0	2	2	9	10	0	21	1	31	0	0	32	75
Hourly Total	68	2	5	0	75	0	1	4	0	5	8	62	68	0	138	6	148	1	0	155	373
Grand Total	108	4	16	0	128	2	1	5	0	8	8	339	129	1	477	16	442	3	0	461	1074
Approach %	84.38	3.13	12.50	0.00	-	25.00	12.50	62.50	0.00	-	1.68	71.07	27.04	0.21	-	3.47	95.88	0.65	0.00	-	
Intersection %	10.06	0.37	1.49	0.00	11.92	0.19	0.09	0.47	0.00	0.74	0.74	31.56	12.01	0.09	44.41	1.49	41.15	0.28	0.00	42.92	
Heavy Vehicle %	0	0	0	-	0	0	0	0	-	0	0	3	0	0	2	0	3	0	-	3	2
PHF	0.71	0.75	0.50	0.00	0.77	0.25	0.25	0.50	0.00	0.50	0.50	0.37	0.80	0.00	0.49	0.43	0.46	0.38	0.00	0.46	0.51
Peak Hour Total	57	3	8	0	68	1	1	2	0	4	6	161	70	0	237	12	256	3	0	271	580
Peak Hour HV %	0	0	0	0	0	0	0	0	0	0	0	4	0	0	3	0	2	0	0	1	2

1400 - 1800 (Weekday 4h Session) (01-14-2026)

All vehicles

	Northbound (Hampton Manor Of Merritt Island Driveway)					Southbound (Steward Laboratory Services Merritt Island Driveway)					Eastbound (Pioneer Rd (West))					Westbound (Pioneer Rd (East))					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	15	1	2	0	18	0	0	1	0	1	4	51	8	0	63	0	17	1	0	18	100
1415 - 1430	18	0	2	0	20	0	0	3	0	3	2	56	11	0	69	1	18	0	0	19	111
1430 - 1445	15	1	0	0	16	3	0	3	0	6	4	65	8	0	77	4	98	1	0	103	202
1445 - 1500	12	2	3	0	17	0	0	1	0	1	0	33	16	0	49	2	82	0	0	84	151
Hourly Total	60	4	7	0	71	3	0	8	0	11	10	205	43	0	258	7	215	2	0	224	564
1500 - 1515	18	0	3	0	21	1	0	1	0	2	0	30	8	1	39	2	26	0	0	28	90
1515 - 1530	15	0	0	0	15	0	0	1	0	1	2	27	7	0	36	1	37	0	0	38	90
1530 - 1545	10	0	2	0	12	1	0	2	0	3	1	28	7	0	36	0	39	0	0	39	90
1545 - 1600	14	0	2	0	16	0	1	4	0	5	0	36	11	0	47	0	35	1	0	36	104
Hourly Total	57	0	7	0	64	2	1	8	0	11	3	121	33	1	158	3	137	1	0	141	374
1600 - 1615	17	0	1	0	18	0	0	1	0	1	1	32	7	1	41	0	33	0	0	33	93
1615 - 1630	14	0	0	0	14	0	0	1	0	1	0	33	9	0	42	0	31	0	0	31	88
1630 - 1645	13	0	1	0	14	0	0	1	0	1	0	39	9	1	49	1	26	0	0	27	91
1645 - 1700	14	0	1	0	15	0	0	4	0	4	1	23	8	0	32	0	27	0	0	27	78
Hourly Total	58	0	3	0	61	0	0	7	0	7	2	127	33	2	164	1	117	0	0	118	350
1700 - 1715	14	0	0	0	14	0	0	2	0	2	0	35	9	1	45	1	22	0	0	23	84
1715 - 1730	11	0	1	0	12	0	0	0	0	0	0	36	8	0	44	0	35	0	0	35	91
1730 - 1745	7	0	2	0	9	0	0	0	0	0	0	31	1	0	32	0	26	0	0	26	67
1745 - 1800	9	0	0	0	9	0	0	1	0	1	0	34	4	0	38	0	31	1	0	32	80
Hourly Total	41	0	3	0	44	0	0	3	0	3	0	136	22	1	159	1	114	1	0	116	322
Grand Total	216	4	20	0	240	5	1	26	0	32	15	589	131	4	739	12	583	4	0	599	1610
Approach %	90.00	1.67	8.33	0.00	-	15.63	3.13	81.25	0.00	-	2.03	79.70	17.73	0.54	-	2.00	97.33	0.67	0.00	-	
Intersection %	13.42	0.25	1.24	0.00	14.91	0.31	0.06	1.61	0.00	1.99	0.93	36.58	8.14	0.25	45.90	0.75	36.21	0.25	0.00	37.20	
Heavy Vehicle %	0	0	0	-	0	0	0	0	-	0	7	1	1	0	1	0	3	25	-	4	2
PHF	0.85	0.00	0.75	0.00	0.85	0.00	0.00	0.44	0.00	0.44	0.50	0.81	0.92	0.50	0.84	0.25	0.89	0.00	0.00	0.89	0.94
Peak Hour Total	58	0	3	0	61	0	0	7	0	7	2	127	33	2	164	1	117	0	0	118	350
Peak Hour HV %	0	0	0	0	0	0	0	0	0	0	50	2	3	0	2	0	3	0	0	3	2

Classified Turn Movement Count || Passenger Vehicles (1-3)

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	13	0	2	0	15	0	0	0	0	0	0	22	16	0	38	0	20	0	0	20	73
0715 - 0730	9	0	4	0	13	0	0	0	0	0	0	45	14	1	60	0	24	0	0	24	97
0730 - 0745	10	0	1	0	11	1	0	1	0	2	0	99	19	0	118	3	102	0	0	105	236
0745 - 0800	8	1	4	0	13	1	0	0	0	1	0	108	12	0	120	7	138	2	0	147	281
Hourly Total	40	1	11	0	52	2	0	1	0	3	0	274	61	1	336	10	284	2	0	296	687
0800 - 0815	10	0	2	0	12	0	0	0	0	0	3	12	15	0	30	2	57	0	0	59	101
0815 - 0830	20	1	1	0	22	0	1	1	0	2	1	15	21	0	37	1	29	1	0	31	92
0830 - 0845	19	1	1	0	21	0	0	1	0	1	2	20	22	0	44	2	28	0	0	30	96
0845 - 0900	19	0	1	0	20	0	0	2	0	2	2	9	10	0	21	1	30	0	0	31	74
Hourly Total	68	2	5	0	75	0	1	4	0	5	8	56	68	0	132	6	144	1	0	151	363
Grand Total	108	3	16	0	127	2	1	5	0	8	8	330	129	1	468	16	428	3	0	447	1050
Approach %	85.04	2.36	12.60	0.00	-	25.00	12.50	62.50	0.00	-	1.71	70.51	27.56	0.21	-	3.58	95.75	0.67	0.00	-	
Intersection %	10.29	0.29	1.52	0.00	12.10	0.19	0.10	0.48	0.00	0.76	0.76	31.43	12.29	0.10	44.57	1.52	40.76	0.29	0.00	42.57	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	15	1	2	0	18	0	0	1	0	1	4	51	8	0	63	0	16	1	0	17	99
1415 - 1430	18	0	2	0	20	0	0	3	0	3	2	56	11	0	69	1	18	0	0	19	111
1430 - 1445	15	1	0	0	16	3	0	3	0	6	4	64	8	0	76	4	90	1	0	95	193
1445 - 1500	12	2	3	0	17	0	0	1	0	1	0	33	16	0	49	2	80	0	0	82	149
Hourly Total	60	4	7	0	71	3	0	8	0	11	10	204	43	0	257	7	204	2	0	213	552
1500 - 1515	18	0	3	0	21	1	0	1	0	2	0	28	8	1	37	2	24	0	0	26	86
1515 - 1530	15	0	0	0	15	0	0	1	0	1	2	26	7	0	35	1	36	0	0	37	88
1530 - 1545	10	0	2	0	12	1	0	2	0	3	1	28	7	0	36	0	38	0	0	38	89
1545 - 1600	14	0	2	0	16	0	0	4	0	4	0	36	11	0	47	0	34	0	0	34	101
Hourly Total	57	0	7	0	64	2	0	8	0	10	3	118	33	1	155	3	132	0	0	135	364
1600 - 1615	17	0	1	0	18	0	0	1	0	1	0	31	7	1	39	0	32	0	0	32	90
1615 - 1630	14	0	0	0	14	0	0	1	0	1	0	33	9	0	42	0	31	0	0	31	88
1630 - 1645	13	0	1	0	14	0	0	1	0	1	0	38	9	1	48	1	24	0	0	25	88
1645 - 1700	14	0	1	0	15	0	0	4	0	4	1	23	7	0	31	0	27	0	0	27	77
Hourly Total	58	0	3	0	61	0	0	7	0	7	1	125	32	2	160	1	114	0	0	115	343
1700 - 1715	13	0	0	0	13	0	0	2	0	2	0	35	9	1	45	1	22	0	0	23	83
1715 - 1730	11	0	1	0	12	0	0	0	0	0	0	36	8	0	44	0	34	0	0	34	90
1730 - 1745	7	0	2	0	9	0	0	0	0	0	0	31	1	0	32	0	26	0	0	26	67
1745 - 1800	9	0	0	0	9	0	0	1	0	1	0	34	4	0	38	0	31	1	0	32	80
Hourly Total	40	0	3	0	43	0	0	3	0	3	0	136	22	1	159	1	113	1	0	115	320
Grand Total	215	4	20	0	239	5	0	26	0	31	14	583	130	4	731	12	563	3	0	578	1579
Approach %	89.96	1.67	8.37	0.00	-	16.13	0.00	83.87	0.00	-	1.92	79.75	17.78	0.55	-	2.08	97.40	0.52	0.00	-	
Intersection %	13.62	0.25	1.27	0.00	15.14	0.32	0.00	1.65	0.00	1.96	0.89	36.92	8.23	0.25	46.30	0.76	35.66	0.19	0.00	36.61	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	10
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	9	0	0	9	12
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
Grand Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	12	0	0	12	19
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	36.84	0.00	0.00	36.84	0.00	63.16	0.00	0.00	63.16	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	9
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	11	0	0	11	12
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	1	0	6	9
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	3	0	0	3	7
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	1	0	0	0	1	0	0	0	0	0	1	6	1	0	8	0	20	1	0	21	30
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	12.50	75.00	12.50	0.00	-	0.00	95.24	4.76	0.00	-	
Intersection %	3.33	0.00	0.00	0.00	3.33	0.00	0.00	0.00	0.00	0.00	3.33	20.00	3.33	0.00	26.67	0.00	66.67	3.33	0.00	70.00	

Classified Turn Movement Count || Combination Trucks (8-13)

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Merritt Island, FL

Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	50.00	0.00	0.00	50.00	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bicycles

Merritt Island, FL

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Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	10
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	10	0	0	10	13
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	10
Grand Total	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	14	0	0	14	23
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39.13	0.00	0.00	39.13	0.00	60.87	0.00	0.00	60.87	

1400 - 1800 (Weekday 4h Session) (01-14-2026)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	9
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	11	0	0	11	12
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	1	0	6	9
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	3	0	0	3	7
1700 - 1715	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	1	0	0	0	1	0	0	0	0	0	1	6	1	0	8	0	20	1	0	21	30
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	12.50	75.00	12.50	0.00	-	0.00	95.24	4.76	0.00	-	
Intersection %	3.33	0.00	0.00	0.00	3.33	0.00	0.00	0.00	0.00	0.00	3.33	20.00	3.33	0.00	26.67	0.00	66.67	3.33	0.00	70.00	

Crosswalk Counts || Pedestrians

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	1	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	1	1	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	0	1	1	0	0	0	0	0	0	2
0800 - 0815	0	0	0	1	0	1	0	0	0	0	0	0	1
0815 - 0830	1	1	2	2	0	2	0	0	0	0	0	0	4
0830 - 0845	0	0	0	0	1	1	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	2	3	1	4	0	0	0	0	0	0	6
Grand Total	2	1	3	3	2	5	0	0	0	0	0	0	8
Approach %	66.67	33.33	-	60.00	40.00	-	0.00	0.00	-	0.00	0.00	-	-
Intersection %	25.00	12.50	37.50	37.50	25.00	62.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	1	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	1	1	0	0	0	0	0	0	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	1	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	1	0	1	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	1	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	1	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	1	1	0	0	0	1	1	2	3
Grand Total	0	0	0	1	2	3	0	0	0	1	1	2	5
Approach %	0.00	0.00	-	33.33	66.67	-	0.00	0.00	-	50.00	50.00	-	-
Intersection %	0.00	0.00	0.00	20.00	40.00	60.00	0.00	0.00	0.00	20.00	20.00	40.00	

Crosswalk Counts || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
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Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
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Weather
Partly Cloudy
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0700 - 0900 (Weekday 2h Session) (01-14-2026)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	1	1	0	2	2	0	0	0	0	0	0	3
Hourly Total	0	1	1	0	2	2	0	0	0	0	0	0	3
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	2	2	0	0	0	0	0	0	3
Approach %	0.00	100.00	-	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	33.33	33.33	0.00	66.67	66.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	1	1	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	1	0	1	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	1	0	0	0	1	0	1	3
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	1	0	1	0	1	1	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	0	1	1	0	0	0	0	0	0	2
Grand Total	1	0	1	0	2	2	1	0	1	1	0	1	5
Approach %	100.00	0.00	-	0.00	100.00	-	100.00	0.00	-	100.00	0.00	-	
Intersection %	20.00	0.00	20.00	0.00	40.00	40.00	20.00	0.00	20.00	20.00	0.00	20.00	20.00

Crosswalk Counts || Motorized Vehicles

Merritt Island, FL

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Site 1
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Pioneer Rd (West)
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0700 - 0900 (Weekday 2h Session) (01-14-2026)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00		0.00	0.00		0.00	0.00		-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1400 - 1800 (Weekday 4h Session) (01-14-2026)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Hampton Manor Of Merritt Island Driveway			Steward Laboratory Services Merritt Island Driveway			Pioneer Rd (West)			Pioneer Rd (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	1	0	1	0	0	0	0	0	0	0	0	0	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0	0	0	0	0	0	0	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	0	0	0	0	0	0	0	0	1
Approach %	100.00	0.00	-	0.00	0.00		0.00	0.00		0.00	0.00		-
Intersection %	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Start Date: 1/14/2025	Pioneer Rd (West) Eastbound			Pioneer Rd (East) Westbound			npton Manor Dr/Merritt Island Drive Northbound			Laboratory Services Merritt Island Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	23	16	0	20	0	13	0	2	0	0	0	74
07:15 AM - 07:30 AM	0	45	14	0	25	0	9	1	4	0	0	0	98
07:30 AM - 07:45 AM	0	101	19	3	110	0	10	0	1	1	0	1	246
07:45 AM - 08:00 AM	0	108	12	7	139	2	8	1	4	1	0	0	282
08:00 AM - 08:15 AM	3	16	15	2	58	0	10	0	2	0	0	0	106
08:15 AM - 08:30 AM	1	15	21	1	29	1	20	1	1	0	1	1	92
08:30 AM - 08:45 AM	2	22	22	2	30	0	19	1	1	0	0	1	100
08:45 AM - 09:00 AM	2	9	10	1	31	0	19	0	1	0	0	2	75
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	4	51	8	0	17	1	15	1	2	0	0	1	100
02:15 PM - 02:30 PM	2	56	11	1	18	0	18	0	2	0	0	3	111
02:30 PM - 02:45 PM	4	65	8	4	98	1	15	1	0	3	0	3	202
02:45 PM - 03:00 PM	0	33	16	2	82	0	12	2	3	0	0	1	151
03:00 PM - 03:15 PM	0	30	8	2	26	0	18	0	3	1	0	1	89
03:15 PM - 03:30 PM	2	27	7	1	37	0	15	0	0	0	0	1	90
03:30 PM - 03:45 PM	1	28	7	0	39	0	10	0	2	1	0	2	90
03:45 PM - 04:00 PM	0	36	11	0	35	1	14	0	2	0	1	4	104
04:00 PM - 04:15 PM	1	32	7	0	33	0	17	0	1	0	0	1	92
04:15 PM - 04:30 PM	0	33	9	0	31	0	14	0	0	0	0	1	88
04:30 PM - 04:45 PM	0	39	9	1	26	0	13	0	1	0	0	1	90
04:45 PM - 05:00 PM	1	23	8	0	27	0	14	0	1	0	0	4	78
05:00 PM - 05:15 PM	0	35	9	1	22	0	14	0	0	0	0	2	83
05:15 PM - 05:30 PM	0	36	8	0	35	0	11	0	1	0	0	0	91
05:30 PM - 05:45 PM	0	31	1	0	26	0	7	0	2	0	0	0	67
05:45 PM - 06:00 PM	0	34	4	0	31	1	9	0	0	0	0	1	80
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Merritt Island, FL

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	18	0	3	-	0	21	1	0	1	-	0	2	0	30	8	-	1	39	2	26	0	-	0	28	90
1515 - 1530	15	0	0	-	0	15	0	0	1	-	0	1	2	27	7	-	0	36	1	37	0	-	0	38	90
1530 - 1545	10	0	2	-	0	12	1	0	2	-	0	3	1	28	7	-	0	36	0	39	0	-	0	39	90
1545 - 1600	14	0	2	-	0	16	0	1	4	-	0	5	0	36	11	-	0	47	0	35	1	-	0	36	104
Total	57	0	7	0	0	64	2	1	8	0	0	11	3	121	33	0	1	158	3	137	1	0	0	141	374
Approach %	89.06	0.00	10.94	0.00	0.00	-	18.18	9.09	72.73	0.00	0.00	-	1.90	76.58	20.89	0.00	0.63	-	2.13	97.16	0.71	0.00	0.00	-	
PHF	0.79	0.00	0.58	0.00	0.00	0.76	0.50	0.25	0.50	0.00	0.00	0.55	0.38	0.84	0.75	0.00	0.25	0.84	0.38	0.88	0.25	0.00	0.00	0.90	0.90

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	18	0	3	-	0	21	1	0	1	-	0	2	0	28	8	-	1	37	2	24	0	-	0	26	86
1515 - 1530	15	0	0	-	0	15	0	0	1	-	0	1	2	26	7	-	0	35	1	36	0	-	0	37	88
1530 - 1545	10	0	2	-	0	12	1	0	2	-	0	3	1	28	7	-	0	36	0	38	0	-	0	38	89
1545 - 1600	14	0	2	-	0	16	0	0	4	-	0	4	0	36	11	-	0	47	0	34	0	-	0	34	101
Total	57	0	7	0	0	64	2	0	8	0	0	10	3	118	33	0	1	155	3	132	0	0	0	135	364
Approach %	89.06	0.00	10.94	0.00	0.00	-	20.00	0.00	80.00	0.00	0.00	-	1.94	76.13	21.29	0.00	0.65	-	2.22	97.78	0.00	0.00	0.00	-	
PHF	0.79	0.00	0.58	0.00	0.00	0.76	0.50	0.00	0.50	0.00	0.00	0.63	0.38	0.82	0.75	0.00	0.25	0.82	0.38	0.87	0.00	0.00	0.00	0.89	0.90

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	2	0	-	0	2	4
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	2
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	1	-	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	5	1	0	0	6	9
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	83.33	16.67	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.38	0.00	0.63	0.25	0.00	0.00	0.75	0.56

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Hampton Manor Of Merritt Island Driveway						teward Laboratory Services Merritt Island Driveway						Pioneer Rd (West)						Pioneer Rd (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Classified Turn Movement Count || All vehicles

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Merritt Island, FL

Site 1
Hampton Manor Of Merritt Island Driveway
Steward Laboratory Services Merritt Island Driveway
Pioneer Rd (West)
Pioneer Rd (East)

Date
Wednesday, January 14, 2026

Lat/Long
28.398054°, -80.703977°
Click here for Map

Weather
Partly Cloudy
48°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-14-2026)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	13	0	2	0	15	0	0	0	0	0	0	23	16	0	39	0	20	0	0	20	74
0715 - 0730	9	1	4	0	14	0	0	0	0	0	0	45	14	1	60	0	25	0	0	25	99
0730 - 0745	10	0	1	0	11	1	0	1	0	2	0	101	19	0	120	3	110	0	0	113	246
0745 - 0800	8	1	4	0	13	1	0	0	0	1	0	108	12	0	120	7	139	2	0	148	282
Hourly Total	40	2	11	0	53	2	0	1	0	3	0	277	61	1	339	10	294	2	0	306	701
0800 - 0815	10	0	2	0	12	0	0	0	0	0	3	16	15	0	34	2	58	0	0	60	106
0815 - 0830	20	1	1	0	22	0	1	1	0	2	1	15	21	0	37	1	29	1	0	31	92
0830 - 0845	19	1	1	0	21	0	0	1	0	1	2	22	22	0	46	2	30	0	0	32	100
0845 - 0900	19	0	1	0	20	0	0	2	0	2	2	9	10	0	21	1	31	0	0	32	75
Hourly Total	68	2	5	0	75	0	1	4	0	5	8	62	68	0	138	6	148	1	0	155	373
Grand Total	108	4	16	0	128	2	1	5	0	8	8	339	129	1	477	16	442	3	0	461	1074
Approach %	84.38	3.13	12.50	0.00	-	25.00	12.50	62.50	0.00	-	1.68	71.07	27.04	0.21	-	3.47	95.88	0.65	0.00	-	
Intersection %	10.06	0.37	1.49	0.00	11.92	0.19	0.09	0.47	0.00	0.74	0.74	31.56	12.01	0.09	44.41	1.49	41.15	0.28	0.00	42.92	
Heavy Vehicle %	0	0	0	-	0	0	0	0	-	0	0	3	0	0	2	0	3	0	-	3	2
PHF	0.71	0.75	0.50	0.00	0.77	0.25	0.25	0.50	0.00	0.50	0.50	0.37	0.80	0.00	0.49	0.43	0.46	0.38	0.00	0.46	0.51
Peak Hour Total	57	3	8	0	68	1	1	2	0	4	6	161	70	0	237	12	256	3	0	271	580
Peak Hour HV %	0	0	0	0	0	0	0	0	0	0	0	4	0	0	3	0	2	0	0	1	2

1400 - 1800 (Weekday 4h Session) (01-14-2026)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Hampton Manor Of Merritt Island Driveway					Steward Laboratory Services Merritt Island Driveway					Pioneer Rd (West)					Pioneer Rd (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	15	1	2	0	18	0	0	1	0	1	4	51	8	0	63	0	17	1	0	18	100
1415 - 1430	18	0	2	0	20	0	0	3	0	3	2	56	11	0	69	1	18	0	0	19	111
1430 - 1445	15	1	0	0	16	3	0	3	0	6	4	65	8	0	77	4	98	1	0	103	202
1445 - 1500	12	2	3	0	17	0	0	1	0	1	0	33	16	0	49	2	82	0	0	84	151
Hourly Total	60	4	7	0	71	3	0	8	0	11	10	205	43	0	258	7	215	2	0	224	564
1500 - 1515	18	0	3	0	21	1	0	1	0	2	0	30	8	1	39	2	26	0	0	28	90
1515 - 1530	15	0	0	0	15	0	0	1	0	1	2	27	7	0	36	1	37	0	0	38	90
1530 - 1545	10	0	2	0	12	1	0	2	0	3	1	28	7	0	36	0	39	0	0	39	90
1545 - 1600	14	0	2	0	16	0	1	4	0	5	0	36	11	0	47	0	35	1	0	36	104
Hourly Total	57	0	7	0	64	2	1	8	0	11	3	121	33	1	158	3	137	1	0	141	374
1600 - 1615	17	0	1	0	18	0	0	1	0	1	1	32	7	1	41	0	33	0	0	33	93
1615 - 1630	14	0	0	0	14	0	0	1	0	1	0	33	9	0	42	0	31	0	0	31	88
1630 - 1645	13	0	1	0	14	0	0	1	0	1	0	39	9	1	49	1	26	0	0	27	91
1645 - 1700	14	0	1	0	15	0	0	4	0	4	1	23	8	0	32	0	27	0	0	27	78
Hourly Total	58	0	3	0	61	0	0	7	0	7	2	127	33	2	164	1	117	0	0	118	350
1700 - 1715	14	0	0	0	14	0	0	2	0	2	0	35	9	1	45	1	22	0	0	23	84
1715 - 1730	11	0	1	0	12	0	0	0	0	0	0	36	8	0	44	0	35	0	0	35	91
1730 - 1745	7	0	2	0	9	0	0	0	0	0	0	31	1	0	32	0	26	0	0	26	67
1745 - 1800	9	0	0	0	9	0	0	1	0	1	0	34	4	0	38	0	31	1	0	32	80
Hourly Total	41	0	3	0	44	0	0	3	0	3	0	136	22	1	159	1	114	1	0	116	322
Grand Total	216	4	20	0	240	5	1	26	0	32	15	589	131	4	739	12	583	4	0	599	1610
Approach %	90.00	1.67	8.33	0.00	-	15.63	3.13	81.25	0.00	-	2.03	79.70	17.73	0.54	-	2.00	97.33	0.67	0.00	-	
Intersection %	13.42	0.25	1.24	0.00	14.91	0.31	0.06	1.61	0.00	1.99	0.93	36.58	8.14	0.25	45.90	0.75	36.21	0.25	0.00	37.20	
Heavy Vehicle %	0	0	0	-	0	0	0	0	-	0	7	1	1	0	1	0	3	25	-	4	2
PHF	0.79	0.00	0.58	0.00	0.76	0.50	0.25	0.50	0.00	0.55	0.38	0.84	0.75	0.25	0.84	0.38	0.88	0.25	0.00	0.90	0.90
Peak Hour Total	57	0	7	0	64	2	1	8	0	11	3	121	33	1	158	3	137	1	0	141	374
Peak Hour HV %	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	100	0	4	2

Peak Hour Turning Movement Count

Merritt Island, FL

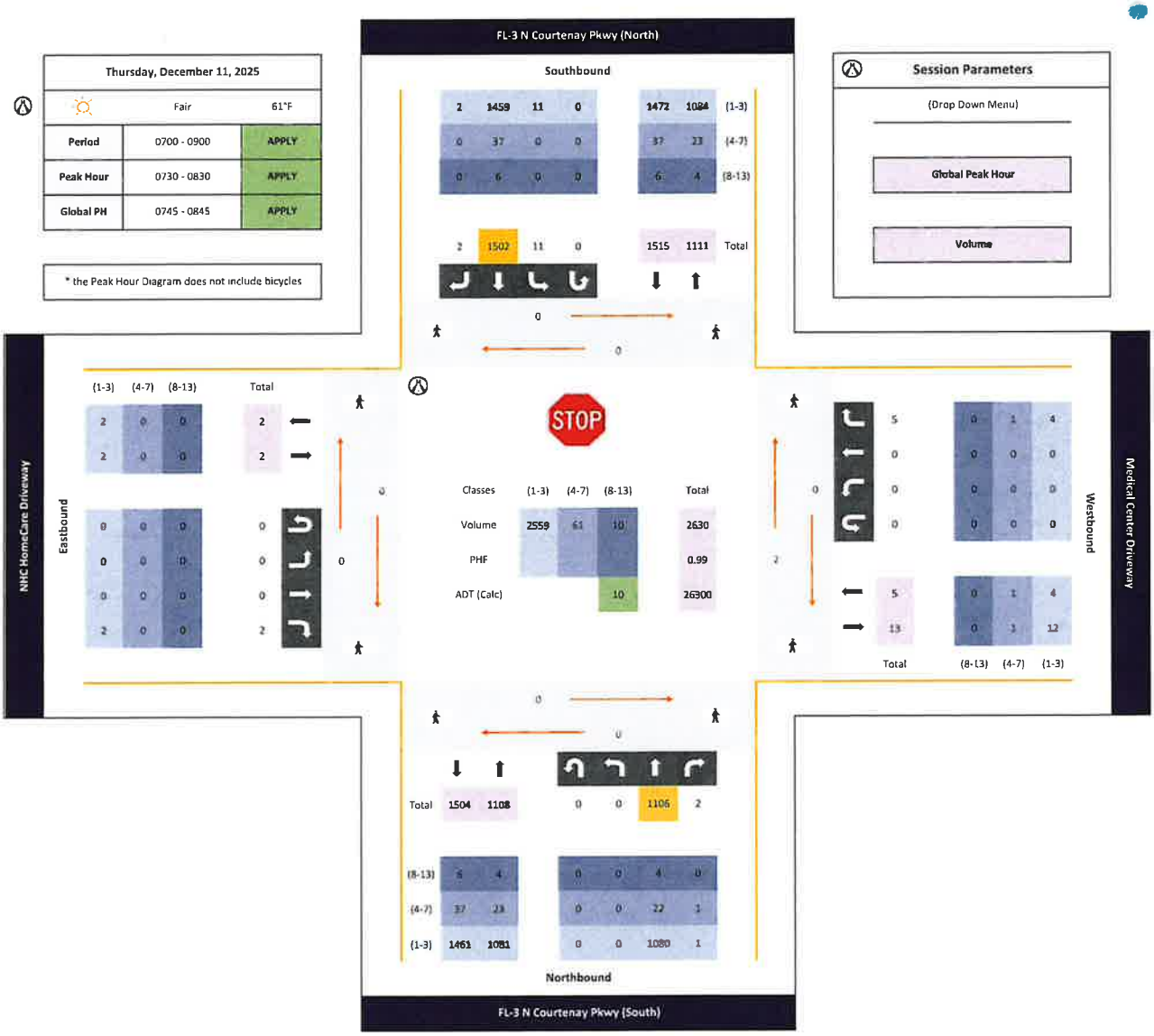
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Marr Traffic DATA COLLECTION

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Thursday, December 11, 2025		
Fair		61°F
Period	0700 - 0900	APPLY
Peak Hour	0730 - 0830	APPLY
Global PH	0745 - 0845	APPLY

* the Peak Hour Diagram does not include bicycles



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

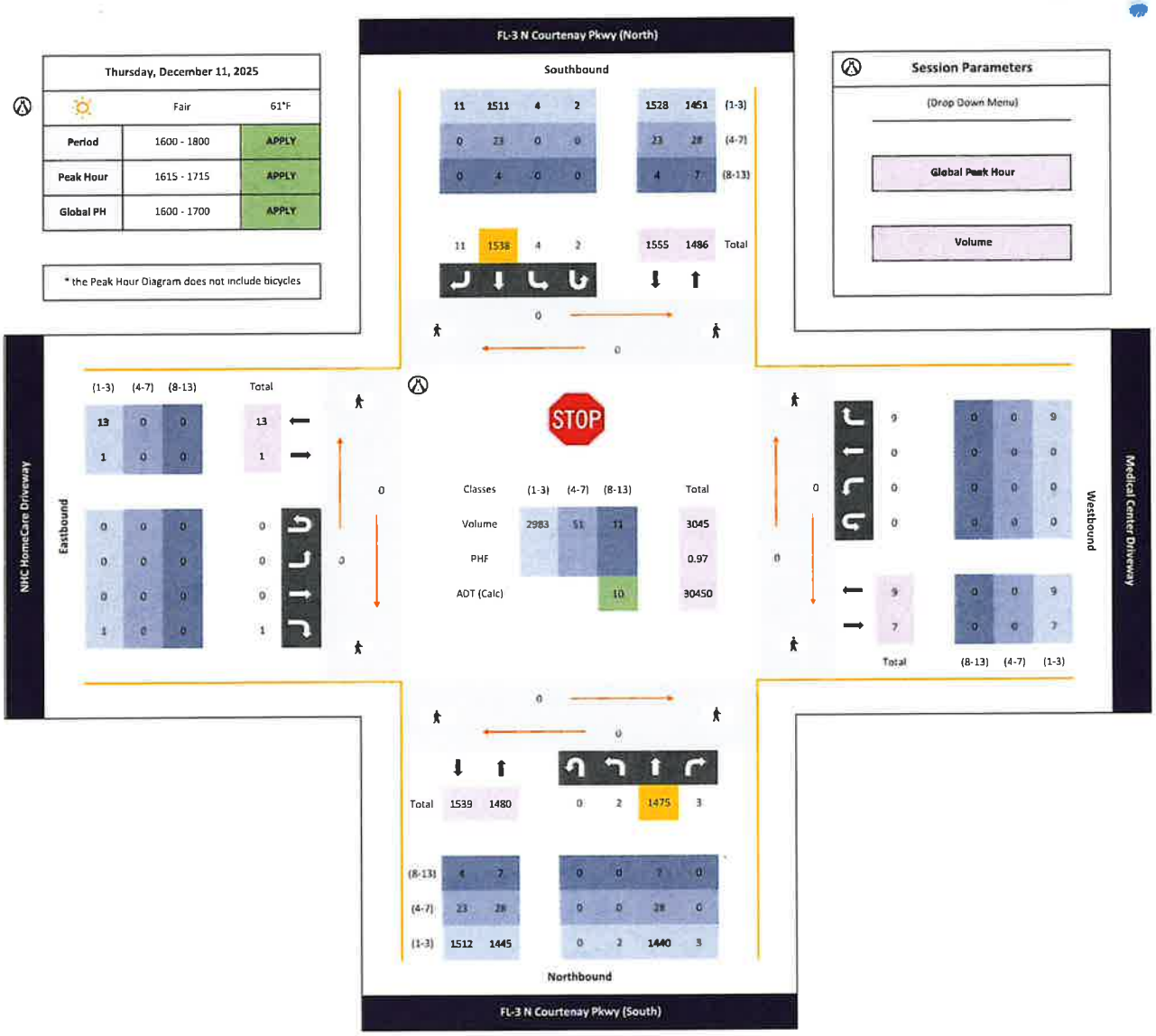
Peak Hour Turning Movement Count

Merritt Island, FL

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All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	FL-3 N Courtenay Pkwy (South)						FL-3 N Courtenay Pkwy (North)						NHC HomeCare Driveway						Medical Center Driveway						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0000 - 0015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0015 - 0030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0030 - 0045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0045 - 0100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	198	0	0	198	0	168	0	0	168	0	0	0	0	0	0	0	0	0	0	366
0715 - 0730	0	205	1	0	206	2	316	1	0	319	0	0	0	0	0	0	0	0	0	0	525
0730 - 0745	0	313	2	0	315	2	351	0	0	353	0	0	0	0	0	0	0	1	0	1	669
0745 - 0800	0	258	1	0	259	4	399	1	0	404	0	0	0	0	0	0	0	2	0	2	665
Hourly Total	0	974	4	0	978	8	1234	2	0	1244	0	0	0	0	0	0	0	3	0	3	2225
0800 - 0815	0	275	1	0	276	2	376	0	0	378	0	0	0	0	0	0	0	0	0	0	654
0815 - 0830	0	276	0	0	276	2	382	0	0	384	0	0	0	0	0	0	0	2	0	2	662
0830 - 0845	0	297	0	0	297	3	346	1	0	350	0	0	2	0	2	0	0	1	0	1	650
0845 - 0900	0	254	1	0	255	1	329	1	0	331	0	0	0	0	0	0	0	2	0	2	588
Hourly Total	0	1102	2	0	1104	8	1433	2	0	1443	0	0	2	0	2	0	0	5	0	5	2554
Grand Total	0	2076	6	0	2082	16	2667	4	0	2687	0	0	2	0	2	0	0	8	0	8	4779
Approach %	0.00	99.71	0.29	0.00	-	0.60	99.26	0.15	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	43.44	0.13	0.00	43.57	0.33	55.81	0.08	0.00	56.23	0.00	0.00	0.04	0.00	0.04	0.00	0.00	0.17	0.00	0.17	
Heavy Vehicle %	-	3	17	-	3	0	4	0	-	4	-	-	0	-	0	-	-	13	-	13	3
PHF	0.00	0.93	0.50	0.00	0.93	0.69	0.94	0.50	0.00	0.94	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.63	0.00	0.63	0.99
Peak Hour Total	0	1106	2	0	1108	11	1503	2	0	1516	0	0	2	0	2	0	0	5	0	5	2631
Peak Hour HV %	0	2	50	0	2	0	3	0	0	3	0	0	0	0	0	0	0	20	0	20	3

1400 - 1600 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	287	0	0	287	3	321	0	0	324	0	0	0	0	0	0	0	3	0	3	614
1415 - 1430	0	289	0	0	289	0	334	0	0	334	0	0	0	0	0	1	0	2	0	3	626
1430 - 1445	0	375	3	0	378	3	337	2	0	342	0	0	2	0	2	0	0	5	0	5	727
1445 - 1500	0	360	1	0	361	3	328	0	0	331	0	0	0	0	0	0	0	3	0	3	695
Hourly Total	0	1311	4	0	1315	9	1320	2	0	1331	0	0	2	0	2	1	0	13	0	14	2662
1500 - 1515	0	304	0	0	304	2	354	1	0	357	0	0	0	0	0	0	0	2	0	2	663
1515 - 1530	0	346	0	0	346	0	373	0	0	373	0	0	2	0	2	0	0	1	0	1	722
1530 - 1545	0	396	0	0	396	2	397	1	0	400	0	0	0	0	0	0	0	0	0	0	796
1545 - 1600	1	436	1	1	439	0	358	2	0	360	0	0	0	0	0	0	0	5	0	5	804
Hourly Total	1	1482	1	1	1485	4	1482	4	0	1490	0	0	2	0	2	0	0	8	0	8	2985
Grand Total	1	2793	5	1	2800	13	2802	6	0	2821	0	0	4	0	4	1	0	21	0	22	5647
Approach %	0.04	99.75	0.18	0.04	-	0.46	99.33	0.21	0.00	-	0.00	0.00	100.00	0.00	-	4.55	0.00	95.45	0.00	-	
Intersection %	0.02	49.46	0.09	0.02	49.58	0.23	49.62	0.11	0.00	49.96	0.00	0.00	0.07	0.00	0.07	0.02	0.00	0.37	0.00	0.39	
Heavy Vehicle %	0	2	0	0	2	0	2	0	-	2	-	-	0	-	0	0	-	5	-	5	2
PHF	0.25	0.85	0.25	0.25	0.85	0.50	0.93	0.50	0.00	0.93	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.40	0.00	0.40	0.93
Peak Hour Total	1	1482	1	1	1485	4	1482	4	0	1490	0	0	2	0	2	0	0	8	0	8	2985
Peak Hour HV %	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2

1600 - 1800 (Weekday 2h Session) (12-11-2025)

All vehicles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	1	385	0	0	386	1	373	2	0	376	0	0	0	0	0	0	0	2	0	2	764
1615 - 1630	0	389	1	0	390	2	390	2	0	394	0	0	0	0	0	0	0	3	0	3	787
1630 - 1645	0	369	2	0	371	1	375	2	2	380	0	0	0	0	0	0	0	3	0	3	754
1645 - 1700	1	332	0	0	333	0	401	5	0	406	0	0	1	0	1	0	0	1	0	1	741
Hourly Total	2	1475	3	0	1480	4	1539	11	2	1556	0	0	1	0	1	0	0	9	0	9	3046
1700 - 1715	0	424	1	0	425	0	348	0	0	348	1	0	2	0	3	0	0	2	0	2	778
1715 - 1730	0	351	0	0	351	0	401	2	0	403	3	0	6	0	9	0	0	2	0	2	765
1730 - 1745	0	316	1	0	317	0	385	0	0	385	0	0	2	0	2	0	0	1	0	1	705
1745 - 1800	0	296	0	0	296	0	353	0	0	353	1	0	3	0	4	0	0	0	0	0	653
Hourly Total	0	1387	2	0	1389	0	1487	2	0	1489	5	0	13	0	18	0	0	5	0	5	2901
Grand Total	2	2862	5	0	2869	4	3026	13	2	3045	5	0	14	0	19	0	0	14	0	14	5947
Approach %	0.07	99.76	0.17	0.00	-	0.13	99.38	0.43	0.07	-	26.32	0.00	73.68	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.03	48.13	0.08	0.00	48.24	0.07	50.88	0.22	0.03	51.20	0.08	0.00	0.24	0.00	0.32	0.00	0.00	0.24	0.00	0.24	
Heavy Vehicle %	0	2	0	-	2	0	1	0	0	1	0	-	0	-	0	-	-	0	-	0	2
PHF	0.50	0.95	0.38	0.00	0.95	0.50	0.96	0.55	0.25	0.96	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.75	0.00	0.75	0.97
Peak Hour Total	2	1475	3	0	1480	4	1539	11	2	1556	0	0	1	0	1	0	0	9	0	9	3046
Peak Hour HV %	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2

Classified Turn Movement Count || Passenger Vehicles (1-3)

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)

Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	193	0	0	193	0	155	0	0	155	0	0	0	0	0	0	0	0	0	0	348
0715 - 0730	0	203	1	0	204	2	293	1	0	296	0	0	0	0	0	0	0	0	0	0	500
0730 - 0745	0	300	2	0	302	2	344	0	0	346	0	0	0	0	0	0	0	1	0	1	649
0745 - 0800	0	252	0	0	252	4	391	1	0	396	0	0	0	0	0	0	0	1	0	1	649
Hourly Total	0	948	3	0	951	8	1183	2	0	1193	0	0	0	0	0	0	0	2	0	2	2146
0800 - 0815	0	268	1	0	269	2	365	0	0	367	0	0	0	0	0	0	0	0	0	0	636
0815 - 0830	0	270	0	0	270	2	368	0	0	370	0	0	0	0	0	0	0	2	0	2	642
0830 - 0845	0	290	0	0	290	3	335	1	0	339	0	0	2	0	2	0	0	1	0	1	632
0845 - 0900	0	245	1	0	246	1	317	1	0	319	0	0	0	0	0	0	0	2	0	2	567
Hourly Total	0	1073	2	0	1075	8	1385	2	0	1395	0	0	2	0	2	0	0	5	0	5	2477
Grand Total	0	2021	5	0	2026	16	2568	4	0	2588	0	0	2	0	2	0	0	7	0	7	4623
Approach %	0.00	99.75	0.25	0.00	-	0.62	99.23	0.15	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	43.72	0.11	0.00	43.82	0.35	55.55	0.09	0.00	55.98	0.00	0.00	0.04	0.00	0.04	0.00	0.00	0.15	0.00	0.15	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	275	0	0	275	3	316	0	0	319	0	0	0	0	0	0	0	3	0	3	597
1415 - 1430	0	288	0	0	288	0	327	0	0	327	0	0	0	0	0	1	0	2	0	3	618
1430 - 1445	0	356	3	0	359	3	330	2	0	335	0	0	2	0	2	0	0	4	0	4	700
1445 - 1500	0	352	1	0	353	3	321	0	0	324	0	0	0	0	0	0	0	3	0	3	680
Hourly Total	0	1271	4	0	1275	9	1294	2	0	1305	0	0	2	0	2	1	0	12	0	13	2595
1500 - 1515	0	301	0	0	301	2	345	1	0	348	0	0	0	0	0	0	0	2	0	2	651
1515 - 1530	0	340	0	0	340	0	369	0	0	369	0	0	2	0	2	0	0	1	0	1	712
1530 - 1545	0	383	0	0	383	2	393	1	0	396	0	0	0	0	0	0	0	0	0	0	779
1545 - 1600	1	429	1	1	432	0	354	2	0	356	0	0	0	0	0	0	0	5	0	5	793
Hourly Total	1	1453	1	1	1456	4	1461	4	0	1469	0	0	2	0	2	0	0	8	0	8	2935
Grand Total	1	2724	5	1	2731	13	2755	6	0	2774	0	0	4	0	4	1	0	20	0	21	5530
Approach %	0.04	99.74	0.18	0.04	-	0.47	99.32	0.22	0.00	-	0.00	0.00	100.00	0.00	-	4.76	0.00	95.24	0.00	-	
Intersection %	0.02	49.26	0.09	0.02	49.39	0.24	49.82	0.11	0.00	50.16	0.00	0.00	0.07	0.00	0.07	0.02	0.00	0.36	0.00	0.38	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Passenger Vehicles (1-3)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	1	378	0	0	379	1	364	2	0	367	0	0	0	0	0	0	0	2	0	2	748
1615 - 1630	0	379	1	0	380	2	382	2	0	386	0	0	0	0	0	0	0	3	0	3	769
1630 - 1645	0	359	2	0	361	1	369	2	2	374	0	0	0	0	0	0	0	3	0	3	738
1645 - 1700	1	324	0	0	325	0	396	5	0	401	0	0	1	0	1	0	0	1	0	1	728
Hourly Total	2	1440	3	0	1445	4	1511	11	2	1528	0	0	1	0	1	0	0	9	0	9	2983
1700 - 1715	0	419	1	0	420	0	345	0	0	345	1	0	2	0	3	0	0	2	0	2	770
1715 - 1730	0	344	0	0	344	0	400	2	0	402	3	0	6	0	9	0	0	2	0	2	757
1730 - 1745	0	312	1	0	313	0	381	0	0	381	0	0	2	0	2	0	0	1	0	1	697
1745 - 1800	0	292	0	0	292	0	350	0	0	350	1	0	3	0	4	0	0	0	0	0	646
Hourly Total	0	1367	2	0	1369	0	1476	2	0	1478	5	0	13	0	18	0	0	5	0	5	2870
Grand Total	2	2807	5	0	2814	4	2987	13	2	3006	5	0	14	0	19	0	0	14	0	14	5853
Approach %	0.07	99.75	0.18	0.00	-	0.13	99.37	0.43	0.07	-	26.32	0.00	73.68	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.03	47.96	0.09	0.00	48.08	0.07	51.03	0.22	0.03	51.36	0.09	0.00	0.24	0.00	0.32	0.00	0.00	0.24	0.00	0.24	

Classified Turn Movement Count || Single Unit Trucks (4-7)

Marr Traffic DATA COLLECTION
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Merritt Island, FL

Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
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Fair
61°F
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0700 - 0900 (Weekday 2h Session) (12-11-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	FL-3 N Courtenay Pkwy (South)					FL-3 N Courtenay Pkwy (North)					NHC HomeCare Driveway					Medical Center Driveway					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	4	0	0	4	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	15
0715 - 0730	0	2	0	0	2	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	18
0730 - 0745	0	10	0	0	10	0	5	0	0	6	0	0	0	0	0	0	0	0	0	0	16
0745 - 0800	0	5	1	0	6	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	15
Hourly Total	0	21	1	0	22	0	41	0	0	41	0	0	0	0	0	0	0	1	0	1	64
0800 - 0815	0	6	0	0	6	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	16
0815 - 0830	0	5	0	0	5	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	16
0830 - 0845	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14
0845 - 0900	0	8	0	0	8	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	0	25	0	0	25	0	39	0	0	39	0	0	0	0	0	0	0	0	0	0	64
Grand Total	0	46	1	0	47	0	80	0	0	80	0	0	0	0	0	0	0	1	0	1	128
Approach %	0.00	97.87	2.13	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	35.94	0.78	0.00	36.72	0.00	62.50	0.00	0.00	62.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.78	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	FL-3 N Courtenay Pkwy (South)					FL-3 N Courtenay Pkwy (North)					NHC HomeCare Driveway					Medical Center Driveway					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	10	0	0	10	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	15
1415 - 1430	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	8
1430 - 1445	0	17	0	0	17	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	24
1445 - 1500	0	8	0	0	8	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	36	0	0	36	0	24	0	0	24	0	0	0	0	0	0	0	1	0	1	61
1500 - 1515	0	2	0	0	2	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	10
1515 - 1530	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
1530 - 1545	0	11	0	0	11	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	15
1545 - 1600	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	21	0	0	21	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	39
Grand Total	0	57	0	0	57	0	42	0	0	42	0	0	0	0	0	0	0	1	0	1	100
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	57.00	0.00	0.00	57.00	0.00	42.00	0.00	0.00	42.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	FL-3 N Courtenay Pkwy (South)					FL-3 N Courtenay Pkwy (North)					NHC HomeCare Driveway					Medical Center Driveway					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	12
1615 - 1630	0	8	0	0	8	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	15
1630 - 1645	0	9	0	0	9	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	15
1645 - 1700	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	28	0	0	28	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	51
1700 - 1715	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
1715 - 1730	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
1730 - 1745	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1745 - 1800	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	15	0	0	15	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	26
Grand Total	0	43	0	0	43	0	34	0	0	34	0	0	0	0	0	0	0	0	0	0	77
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	55.84	0.00	0.00	55.84	0.00	44.16	0.00	0.00	44.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Combination Trucks (8-13)

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Merritt Island, FL

Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)

Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0715 - 0730	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
0730 - 0745	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
0745 - 0800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	5	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	15
0800 - 0815	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0815 - 0830	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0845 - 0900	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	4	0	0	4	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	12
Grand Total	0	9	0	0	9	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	27
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	33.33	0.00	0.00	33.33	0.00	66.67	0.00	0.00	66.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1445 - 1500	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
1500 - 1515	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1515 - 1530	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1530 - 1545	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	8	0	0	8	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	10
Grand Total	0	12	0	0	12	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	16
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	75.00	0.00	0.00	75.00	0.00	25.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Combination Trucks (8-13)

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1615 - 1630	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1630 - 1645	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	11
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	12	0	0	12	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	16
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	75.00	0.00	0.00	75.00	0.00	25.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bicycles

Merritt Island, FL

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound (FL-3 N Courtenay Pkwy (South))					Southbound (FL-3 N Courtenay Pkwy (North))					Eastbound (NHC HomeCare Driveway)					Westbound (Medical Center Driveway)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Merritt Island, FL

Marr Traffic DATA COLLECTION
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Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

Date
Thursday, December 11, 2025

Lat/Long
28.399269°, -80.705132°
Click here for Map

Weather
Fair
61°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound NHC HomeCare Driveway					Westbound Medical Center Driveway					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	5	0	0	5	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	18
0715 - 0730	0	2	0	0	2	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	25
0730 - 0745	0	13	0	0	13	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	20
0745 - 0800	0	6	1	0	7	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	16
Hourly Total	0	26	1	0	27	0	51	0	0	51	0	0	0	0	0	0	0	1	0	1	79
0800 - 0815	0	7	0	0	7	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	18
0815 - 0830	0	6	0	0	6	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	19
0830 - 0845	0	7	0	0	7	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	18
0845 - 0900	0	9	0	0	9	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	21
Hourly Total	0	29	0	0	29	0	47	0	0	47	0	0	0	0	0	0	0	0	0	0	76
Grand Total	0	55	1	0	56	0	98	0	0	98	0	0	0	0	0	0	0	1	0	1	155
Approach %	0.00	98.21	1.79	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	35.48	0.65	0.00	36.13	0.00	63.23	0.00	0.00	63.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.65	0.00	0.65	

1400 - 1600 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound NHC HomeCare Driveway					Westbound Medical Center Driveway					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	12	0	0	12	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	17
1415 - 1430	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	8
1430 - 1445	0	19	0	0	19	0	7	0	0	7	0	0	0	0	0	0	0	1	0	1	27
1445 - 1500	0	8	0	0	8	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	0	40	0	0	40	0	26	0	0	26	0	0	0	0	0	0	0	1	0	1	67
1500 - 1515	0	3	0	0	3	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	12
1515 - 1530	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
1530 - 1545	0	13	0	0	13	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	17
1545 - 1600	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	29	0	0	29	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	49
Grand Total	0	69	0	0	69	0	46	0	0	46	0	0	0	0	0	0	0	1	0	1	116
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	59.48	0.00	0.00	59.48	0.00	39.66	0.00	0.00	39.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.00	0.86	

1600 - 1800 (Weekday 2h Session) (12-11-2025)
All Trucks (4-13)

	Northbound FL-3 N Courtenay Pkwy (South)					Southbound FL-3 N Courtenay Pkwy (North)					Eastbound NHC HomeCare Driveway					Westbound Medical Center Driveway					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	15
1615 - 1630	0	10	0	0	10	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	18
1630 - 1645	0	10	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	16
1645 - 1700	0	8	0	0	8	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	0	35	0	0	35	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	62
1700 - 1715	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
1715 - 1730	0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8
1730 - 1745	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
1745 - 1800	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	20	0	0	20	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	31
Grand Total	0	55	0	0	55	0	38	0	0	38	0	0	0	0	0	0	0	0	0	0	93
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	59.14	0.00	0.00	59.14	0.00	40.86	0.00	0.00	40.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Pedestrians

Merritt island, FL

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Site 1
FL-3 N Courtenay Pkwy (South)
FL-3 N Courtenay Pkwy (North)
NHC HomeCare Driveway
Medical Center Driveway

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28.399269°, -80.705132°
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0700 - 0900 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound FL-3 N Courtenay Pkwy (South)			Southbound FL-3 N Courtenay Pkwy (North)			Eastbound NHC HomeCare Driveway			Westbound Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	1	1	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	1	1	0	1	1	2
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	0.00	50.00	50.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound FL-3 N Courtenay Pkwy (South)			Southbound FL-3 N Courtenay Pkwy (North)			Eastbound NHC HomeCare Driveway			Westbound Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	1	1	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	2	2	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	2	2	0	0	0	2
Grand Total	0	0	0	0	0	0	0	2	2	0	1	1	3
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66.67	66.67	0.00	33.33	33.33	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Pedestrians

	Northbound FL-3 N Courtenay Pkwy (South)			Southbound FL-3 N Courtenay Pkwy (North)			Eastbound NHC HomeCare Driveway			Westbound Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts | | Bicycles

Merritt Island, FL

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Bicycles

	Northbound FL-3 N Courtenay Pkwy (South)			Southbound FL-3 N Courtenay Pkwy (North)			Eastbound NHC HomeCare Driveway			Westbound Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	1	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	1	1
0800 - 0815	0	0	0	0	0	0	0	0	0	2	0	2	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	1	0	2	0	2	3
Hourly Total	0	0	0	0	0	0	0	1	0	2	0	2	3
Grand Total	0	0	0	0	0	0	0	1	1	3	0	3	4
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	25.00	75.00	0.00	75.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound FL-3 N Courtenay Pkwy (South)			Southbound FL-3 N Courtenay Pkwy (North)			Eastbound NHC HomeCare Driveway			Westbound Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	1
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Bicycles

	Northbound FL-3 N Courtenay Pkwy (South)			Southbound FL-3 N Courtenay Pkwy (North)			Eastbound NHC HomeCare Driveway			Westbound Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	1	0	1	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	1	1	0	0	0	1
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Merritt Island, FL

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FL-3 N Courtenay Pkwy (South)
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Motorized Vehicles

	Northbound FL-3 N Courtenay Pkwy (South)			Southbound FL-3 N Courtenay Pkwy (North)			Eastbound NHC HomeCare Driveway			Westbound Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1600 (Weekday 2h Session) (12-11-2025)

Motorized Vehicles

	Northbound FL-3 N Courtenay Pkwy (South)			Southbound FL-3 N Courtenay Pkwy (North)			Eastbound NHC HomeCare Driveway			Westbound Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-11-2025)

Motorized Vehicles

	Northbound FL-3 N Courtenay Pkwy (South)			Southbound FL-3 N Courtenay Pkwy (North)			Eastbound NHC HomeCare Driveway			Westbound Medical Center Driveway			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 12/11/2025	NHC HomeCare Driveway Eastbound			Medical Center Driveway Westbound			FL-3 N Courtenay Pkwy (South) Northbound			FL-3 N Courtenay Pkwy (North) Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	198	0	0	168	0	366
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	205	1	2	316	1	525
07:30 AM - 07:45 AM	0	0	0	0	0	1	0	313	2	2	351	0	669
07:45 AM - 08:00 AM	0	0	0	0	0	2	0	258	1	4	399	1	665
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	275	1	2	376	0	654
08:15 AM - 08:30 AM	0	0	0	0	0	2	0	276	0	2	382	0	662
08:30 AM - 08:45 AM	0	0	2	0	0	1	0	297	0	3	346	1	650
08:45 AM - 09:00 AM	0	0	0	0	0	2	0	254	1	1	329	1	588
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	3	0	287	0	3	321	0	614
02:15 PM - 02:30 PM	0	0	0	1	0	2	0	289	0	0	334	0	626
02:30 PM - 02:45 PM	0	0	2	0	0	5	0	375	3	3	337	2	727
02:45 PM - 03:00 PM	0	0	0	0	0	3	0	360	1	3	328	0	695
03:00 PM - 03:15 PM	0	0	0	0	0	2	0	304	0	2	354	1	663
03:15 PM - 03:30 PM	0	0	2	0	0	1	0	346	0	0	373	0	722
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	396	0	2	397	1	796
03:45 PM - 04:00 PM	0	0	0	0	0	5	1	436	1	0	358	2	803
04:00 PM - 04:15 PM	0	0	0	0	0	2	1	385	0	1	373	2	764
04:15 PM - 04:30 PM	0	0	0	0	0	3	0	389	1	2	390	2	787
04:30 PM - 04:45 PM	0	0	0	0	0	3	0	369	2	1	375	2	752
04:45 PM - 05:00 PM	0	0	1	0	0	1	1	332	0	0	401	5	741
05:00 PM - 05:15 PM	1	0	2	0	0	2	0	424	1	0	348	0	778
05:15 PM - 05:30 PM	3	0	6	0	0	2	0	351	0	0	401	2	765
05:30 PM - 05:45 PM	0	0	2	0	0	1	0	316	1	0	385	0	705
05:45 PM - 06:00 PM	1	0	3	0	0	0	0	296	0	0	353	0	653
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

QUEUE DATA



Figure 3
Queue Observations Along Pioneer Rd- EB queue along Pioneer Rd

Bowman

SIGNAL INFORMATION

BREVARD COUNTY
Traffic Signal Timings

Designed By:	JCS
Date:	5/20/2024
Checked By:	CRD
Date:	5/31/2024

Agency	Brevard County	Mile Post	2.855	Node	10
Sig ID	14	Controller	Naztec 900 ATC	System ID	
Maj. Street	SR 3 (Courtenay Parkway)	Orientation	N-S	SOP	7 Modified
Min. Street	Pioneer Road	Orientation	E-W		

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB		WB	SBL	NB		EB	
Turn Type	PT/PM				PT/PM				
Min Green	5	15		7	5	15		7	
Ext	3.0	3.5		3.5	3.0	3.5		3.5	
Yellow	4.8	4.9		3.7	4.8	4.8		3.7	
All Red	3.0	2.0		3.0	3.0	2.0		3.0	
Max I	15	45		35	25	45		35	
Max II	25	45		45	25	45		45	
Walk		7		7		7		7	
Flashing Don't Walk		19		27		17		28	
Min Splits (Calculated)	12.8	21.8		13.7	12.8	21.8		13.7	
Min Splits (Calculated)	12.8	32.8		40.7	12.8	30.8		41.7	Including Pedestrian Times
Detector Memory									
Det. Cross Switch									
Recall		Min				Min			
Delay									
Rest in Walk		Yes				Yes			
Stop in Walk									
CNA									
Coord Phase		By TOD							Phase 2 & 6 MxP Recall during coord.

Coordination Timings (seconds)

Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq.
AM	1		18	92		50	35	75		50	160	135	I
MIDDAY	2		17	76		47	18	75		47	140	109	I
PM	3		18	110		42	20	108		42	170	105	I
OFF-PEAK (Existing)	4		18	64		18	18	64		18	100	5	I

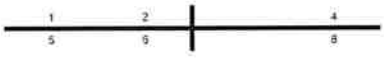
Time of Day Plan(s)

Day Plan 1 (Weekday)	Hour	0	6	9	14	18	20	22		
	Minute		30	30						
	Action	100	1	2	3	2	4	100		Action 100 = Pattern 254
Day Plan 2 (Saturday)	Hour	0	7	9	18	22				
	Minute				30					
	Action	100	4	2	4	100				Action 100 = Pattern 254
Day Plan 3 (Sunday)	Hour	0	8	10	18	22				
	Minute									
	Action	100	4	2	4	100				Action 100 = Pattern 254
Day Plan 4	Hour									
	Minute									
	Action									Action 100 = Pattern 254
Day Plan 5	Hour									
	Minute									
	Action									Action 100 = Pattern 254
Day Plan 6	Hour									
	Minute									
	Action									Action 100 = Pattern 254
Day Plan 7	Hour									
	Minute									
	Action									Action 100 = Pattern 254

Notes:

1. Float force offs
2. Max Inhibit during coordination
3. Offset Reference Point: End of Green first through coordinated phase
4. MxP on phases 2 & 6 during coordination

SIGNAL PHASING SEQUENCE 1



BREVARD COUNTY TRAFFIC SIGNAL TIMING

Intersection: SR-3 (Courtenay Pkwy) & SR-528 WB Ramp **ID: 31**
Equipment: Naztec 76.16c **Date: 03/05/25**

BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction		SB			SBL	NB		EB
Min Green (sec)		12			5	12		10
Vehicle Gap (sec)		4.0			4.0	4.0		6.0
Max Green 1 (sec)		55			25	55		50
Max Green 2 (sec)								
Yellow (sec)		4.8			4.8	4.8		4.1
All-Red (sec)		2.6			3.0	2.6		3.0
Walk (sec)								
Flash Don't Walk (sec)								
Recall/Memory		MIN/LK				MIN/LK		
Delay (sec)								
Detector Switching								
Dual Entry		Y				Y		
Overlap								
Flash		Y			R	Y		R

COORDINATION PLANS

Coordination Pattern	1	2	3	4	
Cycle	160	140	170	100	
Split 1					
Split 2	100	100	130	77	
Split 3					
Split 4					
Split 5	36	40	45	19	
Split 6	64	60	85	58	
Split 7					
Split 8	60	40	40	23	
Offset	73	9	99	49	
Sequence	1	4	3	4	

Day Plan	Day
1	Mon-Fri
2	Sat
3	Sun

Day	Time	Pattern
1	0:00	FREE
1	6:00	1
1	9:30	2
1	14:00	3
1	18:00	2
1	20:00	4
1	22:00	FREE
2	0:00	FREE
2	7:00	4
2	9:00	2
2	18:30	4
2	22:00	FREE
3	0:00	FREE
3	8:00	4
3	10:00	2
3	18:00	4
3	22:00	FREE

Notes:
1. Referenced to the End of Green
2. Force Mode: Fixed
3. Max Mode: Max Inhibit
4. Max recall on Ø2 & Ø6 during coordination
5. Pattern 100 - Free
6. Correction Mode: Short/Long
7. Use Alt Ph Time Table 2 for Pattern 1 & 2
8. Use Alt Ph Time Table 1 for Pattern 3 & 4
9. No Short Ø5 & Ø8 during coordination

SEQ 1: 2 / 5 6 8

SEQ 3: 2 / 5 6 8

SEQ 4: 2 / 6 5 8

no changes in the sequence so its ok, the other ramp has a change

BREVARD COUNTY TRAFFIC SIGNAL TIMING

Intersection: SR-3 (Courtenay Pkwy) & SR-528 WB Ramp **ID: 30**
Equipment: Naztec 76.16c **Date: 03/05/25**

BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction	NBLT	SB		WB		NB		
Min Green (sec)	5	12		7		12		
Vehicle Gap (sec)	3.0	4.0		3.0		3.0		
Max Green 1 (sec)	30	55		25		55		
Max Green 2 (sec)	30	55		25		55		
Yellow (sec)	4.8	5.3		4.0		5.3		
All-Red (sec)	3.1	2.2		3.0		2.2		
Walk (sec)				7				
Flash Don't Walk (sec)				37				
Recall/Memory		MIN/LK		LK		MIN/LK		
Delay (sec)								
Detector Switching								
Dual Entry		Y				Y		
Overlap								
Flash	R	Y		R		Y		

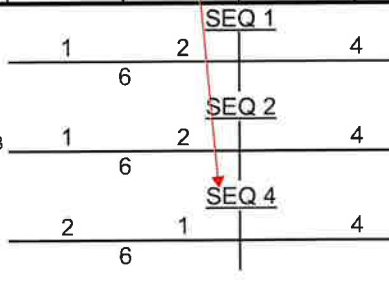
COORDINATION PLANS

Coordination Pattern	1	2	3	4	
Cycle	160	140	170	100	
Split 1	53	38	52	22	
Split 2	67	72	88	57	
Split 3					
Split 4	40	30	30	21	
Split 5					
Split 6	120	110	140	79	
Split 7					
Split 8					
Offset	25	59	62	0	
Sequence	1	2	4	2	

Day Plans	Day
1	Mon-Fri
2	Sat
3	Sun

Day	Time	Pattern
1	0:00	FREE
1	6:00	10
1	7:30	1
1	9:30	2
1	14:00	3
1	18:00	2
1	20:00	4
1	22:00	FREE
2	0:00	FREE
2	7:00	4
2	9:00	2
2	18:30	4
2	22:00	FREE
3	0:00	FREE
3	8:00	4
3	10:00	2
3	18:00	4
3	22:00	FREE

Notes:
1. Referenced to the End of Green
2. Force Mode: Fixed
3. Max Mode: Max Inhibit
4. Max recall on Ø2 & Ø6 during coordination
5. Min Recall on Ø1 during Pattern 1 and Pattern 3
6. Pattern 100 - Free
7. Correction Mode: Short/Long
8. Use Alt Ph Time Table 1 for Pattern 1 & 3
9. No Short Ø1 & Ø5 during Pattern 2 and Pattern 4
10. OL1 includes Ø1



CRASH DATA

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	ON_STREET_ROAD_HIGHWAY	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL
88266697	2020	1/31/2020 11:20	1/31/2020 12:05	SR 3 (N COURTENAY PKWY) N/O PIONEER RD	North	PIONEER RD	Daylight	Cloudy	Dry	Rear End	Rear End	No Injury	No Injury
88288753	2020	2/13/2020 15:50	2/13/2020 17:03	SR3 (COURTENAY PKWY)	South	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88956979	2020	4/28/2020 11:09	4/28/2020 0:00	N COURTENAY PKWY	North	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88957011	2020	5/25/2020 14:55	5/25/2020 0.00	N COURTENAY PKWY	North	PIONEER RD	Daylight	Rain	Wet	Rear End	Rear End	No Injury	No Injury
88387420	2020	9/18/2020 16:30	9/18/2020 17:59	SR3 (COURTENAY PKWY)	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	Injury	Possible Injury
88396133	2020	9/23/2020 14:25	9/23/2020 15:06	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Clear	Dry	Left Leaving	Left Turn	Injury	Non-Incapacitating Injury
88398166	2020	10/10/2020 20:06	10/17/2020 16:43	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	South	VIA DE LA REINA	Dark - Not Lighted	Clear	Dry	Off Road	Off Road	No Injury	No Injury
88409983	2020	10/22/2020 15:55	10/22/2020 18:39	STATE ROAD-3 / N COURTENAY PARKWAY	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88397504	2020	11/14/2020 10:22	11/14/2020 11:03	STATE ROAD 3 (N. COURTENAY PARKWAY)	South	FRONTEER ROAD	Daylight	Cloudy	Wet	Rear End	Rear End	No Injury	No Injury
88435229	2020	12/22/2020 15:00	2/9/2021 20:18	STATE ROAD-3 (COURTENAY PARKWAY)	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88441159	2020	12/23/2020 18:09	12/23/2020 18:49	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	South	PIONEER ROAD	Dark - Lighted	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88439511	2020	12/30/2020 14:42	12/30/2020 15:33	SR3 (N COURTENAY PKWY)	South	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88441173	2021	1/4/2021 12:45	1/4/2021 13:25	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88430815	2021	1/19/2021 16:45	2/10/2021 16:17	STAT ROAD-3 / N COURTENAY PARKWAY	South	PIONEER ROAD	Daylight	Clear	Dry	Left Entering	Left Turn	No Injury	No Injury
88434198	2021	3/8/2021 11:34	3/8/2021 12:13	STATE ROAD 3 (N. COUTENAY PARKWAY)	North	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88457420	2021	3/10/2021 14:00	3/10/2021 15:01	STATE ROAD 3 (N COURTENAY PKWY)	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88458766	2021	4/13/2021 15:00	4/13/2021 15:41	STATE ROAD-3 / N COURTENAY PARKWAY	North	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
8847 /689	2021	4/14/2021 10:25	4/14/2021 10:58	STATE ROAD 3 (COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
88500450	2021	5/10/2021 8:00	5/10/2021 12:54	2260 N. COURTENAY PARKWAY		PIONEER ROAD	Daylight	Cloudy	Dry	Parked Vehicle	Backed Into	No Injury	No Injury
88499415	2021	5/15/2021 11:10	5/15/2021 11:21	SR-3 (N COURTENAY PKWY)	North	PIONEER RD	Daylight	Cloudy	Dry	Rear End	Rear End	No Injury	No Injury
88499416	2021	5/16/2021 12:35	5/16/2021 12:44	STATE ROAD 3 (NORTH COURTENAY PKWY)	North	PIONEER RD	Daylight	Cloudy	Dry	Rear End	Rear End	No Injury	No Injury
88517491	2021	6/1/2021 13:35	6/1/2021 14:27	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Cloudy	Dry	Left Entering	Left Turn	Serious Injury	Incapacitating Injury
88507721	2021	7/21/2021 8:55	8/12/2021 23:40	2280 N COURTENAY PARKWAY		PIONEER ROAD	Daylight	Clear	Dry	Backed Into	Backed Into	No Injury	No Injury
88503007	2021	7/22/2021 17:00	7/22/2021 17:54	PIONEER ROAD	West	STATE ROAD -3 / N COURTENAY PARKWAY	Daylight	Clear	Dry	Rear End	Rear End	Injury	Possible Injury
88500496	2021	8/2/2021 13:50	8/2/2021 14:20	STATE ROAD 3 (COURTENAY PKWY)	West	PIONEER RD	Daylight	Cloudy	Dry	Off Road	Off Road	Injury	Possible Injury
88523081	2021	8/9/2021 20:33	8/9/2021 21:25	SR3 (N COURTENAY PKWY)	North	PIONEER RD	Dark - Lighted	Clear	Dry	Rear End	Rear End	Injury	Possible Injury
88520795	2021	8/21/2021 12:53	8/21/2021 13:08	SR-3 (N COURTENAY PKWY)	North	PIONEER RD	Daylight	Cloudy	Dry	Rear End	Rear End	No Injury	No Injury
88558931	2021	9/10/2021 8:30	9/10/2021 9:41	STATE ROAD 3 (N COURTENAY PKWY)	North	PIONEER ROAD	Daylight	Cloudy	Dry	Left Leaving	Left Turn	No Injury	No Injury
88444071	2021	9/15/2021 0:15	9/15/2021 12:52	N COURTENAY PKWY/SR3	South	PIONFER ROAD	Daylight	Clear	Dry	Left Rear	Left Turn	Injury	Possible Injury
88558495	2021	11/16/2021 18:00	11/16/2021 19:52	STATE ROAD 3 / N COURTENAY PARKWAY	North	PIONEER ROAD	Dark - Lighted	Clear	Dry	Head On	Head On	Injury	Possible Injury
24130763	2021	12/15/2021 12:53	12/15/2021 0:00	PIONEER RD		N COURTENAY PKWY	Daylight	Rain	Wet	Rear End	Rear End	No Injury	No Injury
89570955	2021	12/20/2021 13:35	12/20/2021 15:15	STATE ROAD 3 / N COURTENAY PARKWAY	South	PIONEER DRIVE	Daylight	Rain	Wet	Rear End	Rear End	Injury	Possible Injury
8957/5228	2021	12/31/2021 9:05	12/31/2021 9:47	STATE ROAD 3 (N. COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Cloudy	Dry	Right Angle	Angle	Injury	Possible Injury
24130853	2022	2/16/2022 16:45	2/16/2022 0.00	N COURTENAY PKWY	South	PIONEER RD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
24906514	2022	2/25/2022 8:47	2/25/2022 9:36	STATE ROAD 3 (N. COUTENAY PARKWAY)		PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
24906534	2022	4/1/2022 8:31	4/1/2022 9:29	155 PIONEER ROAD	East	STATE ROAD 3 (N. COURTENAY PARKWAY)	Daylight	Rain	Wet	Off Road	Off Road	No Injury	No Injury
24939301	2022	4/7/2022 17:30	4/7/2022 18:14	STATE ROAD 3 (COURTENAY PARKWAY)	South	PIONEER ROAD	Daylight	Clear	Dry	Unknown	Sideswipe	No Injury	No Injury
24939308	2022	4/14/2022 20:40	4/14/2022 21:19	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	South	PIONEER ROAD	Dark - Not Lighted	Clear	Dry	Left Entering	Left Turn	Injury	Non-Incapacitating Injury
24905797	2022	4/16/2022 9:47	4/16/2022 10:46	PIONEER ROAD		STATE ROAD 3 (N. COURTENAY PKWY)	Daylight	Clear	Dry	Bicycle	Bicycle	No Injury	No Injury
24922289	2022	4/28/2022 10:23	4/28/2022 11:00	SR-3 (N COURTENAY PKWY)	North	PIONEER RD	Daylight	Cloudy	Dry	Unknown	Unknown	No Injury	No Injury
24951371	2022	5/31/2022 7:34	5/31/2022 8:37	STATE ROAD 3 (N COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Cloudy	Dry	Pedestrian	Pedestrian	Injury	Non-Incapacitating Injury
24953649	2022	6/3/2022 23:48	6/4/2022 1:27	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	South	PIONEER ROAD	Dark - Lighted	Rain	Wet	Rear End	Rear End	Injury	Possible Injury
24925139	2022	6/9/2022 5:25	6/9/2022 6:01	STATE ROAD 3 / N COURTENAY PKWY	North	PIONEER ROAD	Dark - Not Lighted	Clear	Dry	Left Rear	Left Turn	Injury	Non-Incapacitating Injury
24922322	2022	6/19/2022 10:12	6/19/2022 10:45	SR-3 (N COURTENAY PKWY)		PIONEER RD	Daylight	Cloudy	Dry	Right Angle	Angle	Injury	Non-Incapacitating Injury
24982647	2022	8/24/2022 15:11	8/24/2022 15:46	(STATE ROAD 3) COURTENAY PKWY		2323 COURTENAY PKWY	Daylight	Clear	Dry	Right Angle	Angle	No Injury	No Injury
25011239	2022	12/15/2022 19:45	12/15/2022 20:21	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Dark - Lighted	Cloudy	Dry	Left Entering	Left Turn	Injury	Possible Injury
24908092	2023	1/11/2023 8:35	1/11/2023 9:09	STATE ROAD 3		PIONEER ROAD	Daylight	Clear	Dry	Unknown	Sideswipe	Injury	Possible Injury
25059117	2023	1/26/2023 18:30	1/26/2023 19:34	STATE ROAD 3 (N COURTENAY PARKWAY)	South	PIONEER ROAD	Dark - Lighted	Clear	Dry	Rear End	Rear End	Injury	Non-Incapacitating Injury
25066299	2023	2/14/2023 16:21	2/14/2023 16:54	STATE ROAD 3 (N COURTENAY PKWY)		PIONFER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
89598591	2023	2/23/2023 14:20	2/23/2023 15:10	STATE ROAD 3 (N COURTENAY PARKWAY)	South	PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
89614324	2023	3/16/2023 7:38	3/16/2023 8:24	STA1 ROAD 3 (N. COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Clear	Dry	Same Direction Sideswip	Sideswipe	No Injury	No Injury
89606045	2023	3/21/2023 14:40	3/21/2023 16:14	PIONEER ROAD	N/A	STATE ROAD 3 (N COURTENAY PARKWAY)	Daylight	Clear	Dry	Left Rear	Left Turn	No Injury	No Injury
89653960	2023	6/27/2023 7:55	6/27/2023 9:13	SATE ROAD 3 (N. CORTNEAY PARKWAY)	North	PIONEER STREET	Daylight	Clear	Dry	Left Leaving	Left Turn	No Injury	No Injury
89670485	2023	10/29/2023 15:00	10/29/2023 16:45	STATE ROAD 3 (NORTH COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
8973482	2023	12/12/2023 17:05	12/12/2023 18:03	STATE ROAD-3 (COURTENAY PARKWAY)		PINOEER ROAD	Dusk	Clear	Dry	Rear End	Rear End	Injury	Possible Injury
89743098	2023	12/28/2023 10:56	12/28/2023 11:29	STATE ROAD 3 (N COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Rain	Wet	Left Entering	Left Turn	Injury	Possible Injury
26350686	2024	5/2/2024 17:02	5/2/2024 21:43	STATE ROAD-3 (COURTENAY PARKWAY)	South	PIONEER ROAD	Daylight	Clear	Dry	Left Entering	Left Turn	No Injury	No Injury
26350111	2024	7/26/2024 8:50	7/26/2024 9:25	STATE ROAD 3 (N COURTENAY PARKWAY)	N/A	PIONEER ROAD	Daylight	Clear	Dry	Left Leaving	Left Turn	Injury	Possible Injury
26382555	2024	8/21/2024 15:30	8/21/2024 16:13	STATE ROAD 3 (NORTH COURTENAY PARKWAY)	North	PIONEER ROAD	Daylight	Rain	Wet	Unknown	Head On	No Injury	No Injury
26387086	2024	8/29/2024 8:48	8/29/2024 10:18	STATE ROAD 3 (N COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Clear	Dry	Rear End	Rear End	No Injury	No Injury
26382565	2024	8/30/2024 15:15	8/30/2024 16:04	STATE ROAD 3 (NORTH COURTENAY PARKWAY)		PIONEER ROAD	Daylight	Rain	Wet	Rear End	Rear End	Injury	Possible Injury

FDOT PEAK SEASON FACTOR

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7000 BREVARD COUNTYWIDE

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.08	1.17
2	01/07/2024 - 01/13/2024	1.06	1.15
3	01/14/2024 - 01/20/2024	1.03	1.12
4	01/21/2024 - 01/27/2024	1.00	1.09
5	01/28/2024 - 02/03/2024	0.97	1.05
* 6	02/04/2024 - 02/10/2024	0.95	1.03
* 7	02/11/2024 - 02/17/2024	0.92	1.00
* 8	02/18/2024 - 02/24/2024	0.91	0.99
* 9	02/25/2024 - 03/02/2024	0.90	0.98
*10	03/03/2024 - 03/09/2024	0.89	0.97
*11	03/10/2024 - 03/16/2024	0.88	0.96
*12	03/17/2024 - 03/23/2024	0.89	0.97
*13	03/24/2024 - 03/30/2024	0.90	0.98
*14	03/31/2024 - 04/06/2024	0.91	0.99
*15	04/07/2024 - 04/13/2024	0.92	1.00
*16	04/14/2024 - 04/20/2024	0.93	1.01
*17	04/21/2024 - 04/27/2024	0.94	1.02
*18	04/28/2024 - 05/04/2024	0.96	1.04
19	05/05/2024 - 05/11/2024	0.97	1.05
20	05/12/2024 - 05/18/2024	0.99	1.08
21	05/19/2024 - 05/25/2024	1.00	1.09
22	05/26/2024 - 06/01/2024	1.01	1.10
23	06/02/2024 - 06/08/2024	1.02	1.11
24	06/09/2024 - 06/15/2024	1.03	1.12
25	06/16/2024 - 06/22/2024	1.03	1.12
26	06/23/2024 - 06/29/2024	1.03	1.12
27	06/30/2024 - 07/06/2024	1.03	1.12
28	07/07/2024 - 07/13/2024	1.02	1.11
29	07/14/2024 - 07/20/2024	1.02	1.11
30	07/21/2024 - 07/27/2024	1.03	1.12
31	07/28/2024 - 08/03/2024	1.05	1.14
32	08/04/2024 - 08/10/2024	1.06	1.15
33	08/11/2024 - 08/17/2024	1.07	1.16
34	08/18/2024 - 08/24/2024	1.07	1.16
35	08/25/2024 - 08/31/2024	1.07	1.16
36	09/01/2024 - 09/07/2024	1.07	1.16
37	09/08/2024 - 09/14/2024	1.07	1.16
38	09/15/2024 - 09/21/2024	1.07	1.16
39	09/22/2024 - 09/28/2024	1.08	1.17
40	09/29/2024 - 10/05/2024	1.09	1.18
41	10/06/2024 - 10/12/2024	1.09	1.18
42	10/13/2024 - 10/19/2024	1.10	1.20
43	10/20/2024 - 10/26/2024	1.09	1.18
44	10/27/2024 - 11/02/2024	1.08	1.17
45	11/03/2024 - 11/09/2024	1.07	1.16
46	11/10/2024 - 11/16/2024	1.06	1.15
47	11/17/2024 - 11/23/2024	1.06	1.15
48	11/24/2024 - 11/30/2024	1.07	1.16
49	12/01/2024 - 12/07/2024	1.07	1.16
50	12/08/2024 - 12/14/2024	1.08	1.17
51	12/15/2024 - 12/21/2024	1.08	1.17
52	12/22/2024 - 12/28/2024	1.06	1.15
53	12/29/2024 - 12/31/2024	1.03	1.12

* PEAK SEASON

FDOT PROJECTS



MILLING AND RESURFACING

ROADWAY WIDENING

RIGHT OF WAY

EASEMENT

PROPERTY LINE

ENGLAND-THIMS & MILLER, INC.
1540 INTERNATIONAL PARKWAY, SUITE 2000
LAKE MARY, FL 32746
TEL: (407) 536-5570
FAX: (407) 536-5501
CA - 00002581 LC - 0000316

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

SR 3 CORRIDOR STUDY
ALTERNATIVE 2 CONCEPT

SHEET NO.
4



MILLING AND RESURFACING

ROADWAY WIDENING

RIGHT OF WAY

EASEMENT

PROPERTY LINE

ENGLAND-THIMS & MILLER, INC
1540 INTERNATIONAL PARKWAY, SUITE 2000
LAKE MARY, FL 32746
TEL (407) 536-5379
FAX (407) 536-5501
CA - 00002584 LC - 0000316

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

SR 3 CORRIDOR STUDY
ALTERNATIVE 2 CONCEPT

SHEET NO.
5

APPENDIX D

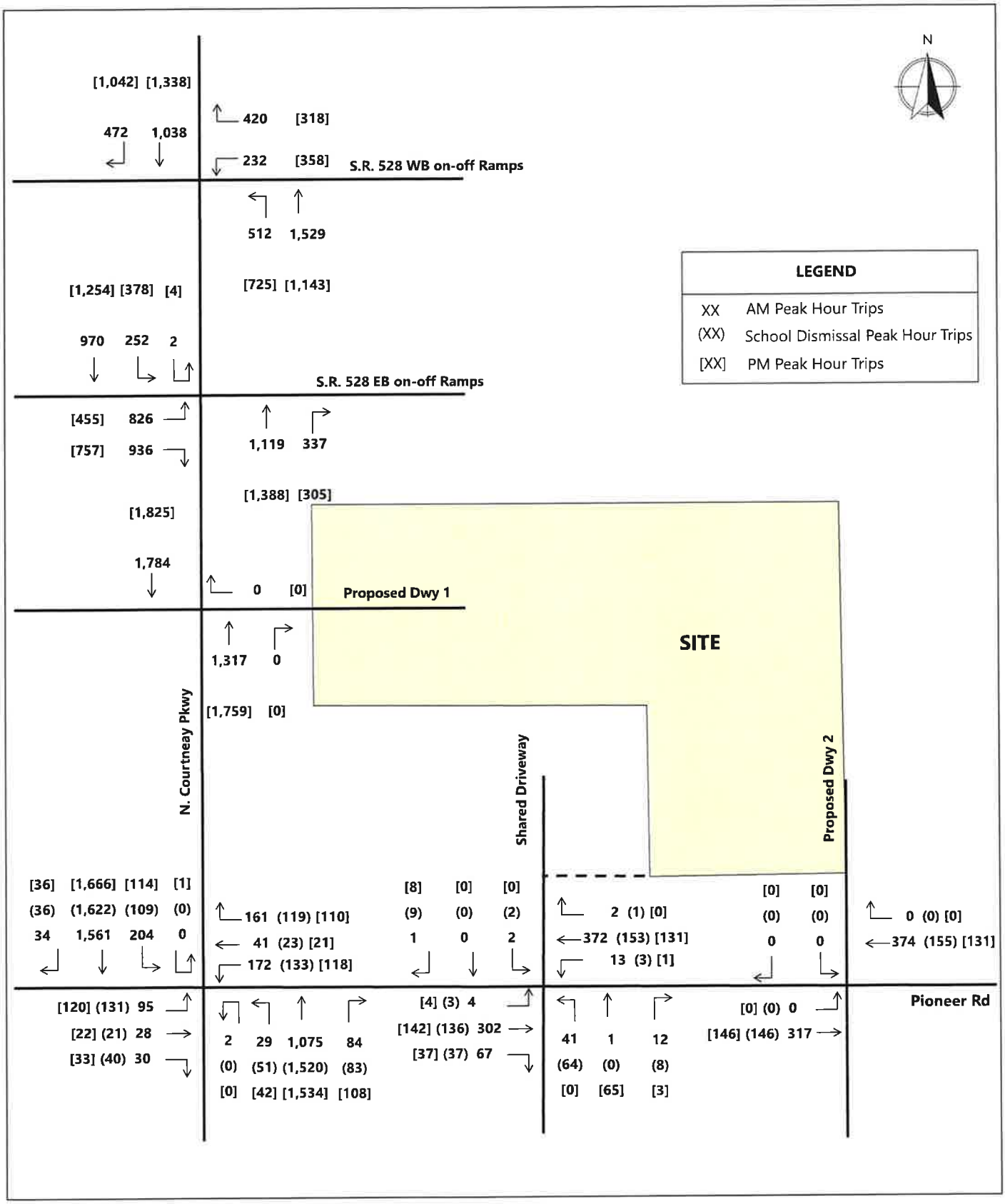


Exhibit 1

2026 Existing Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

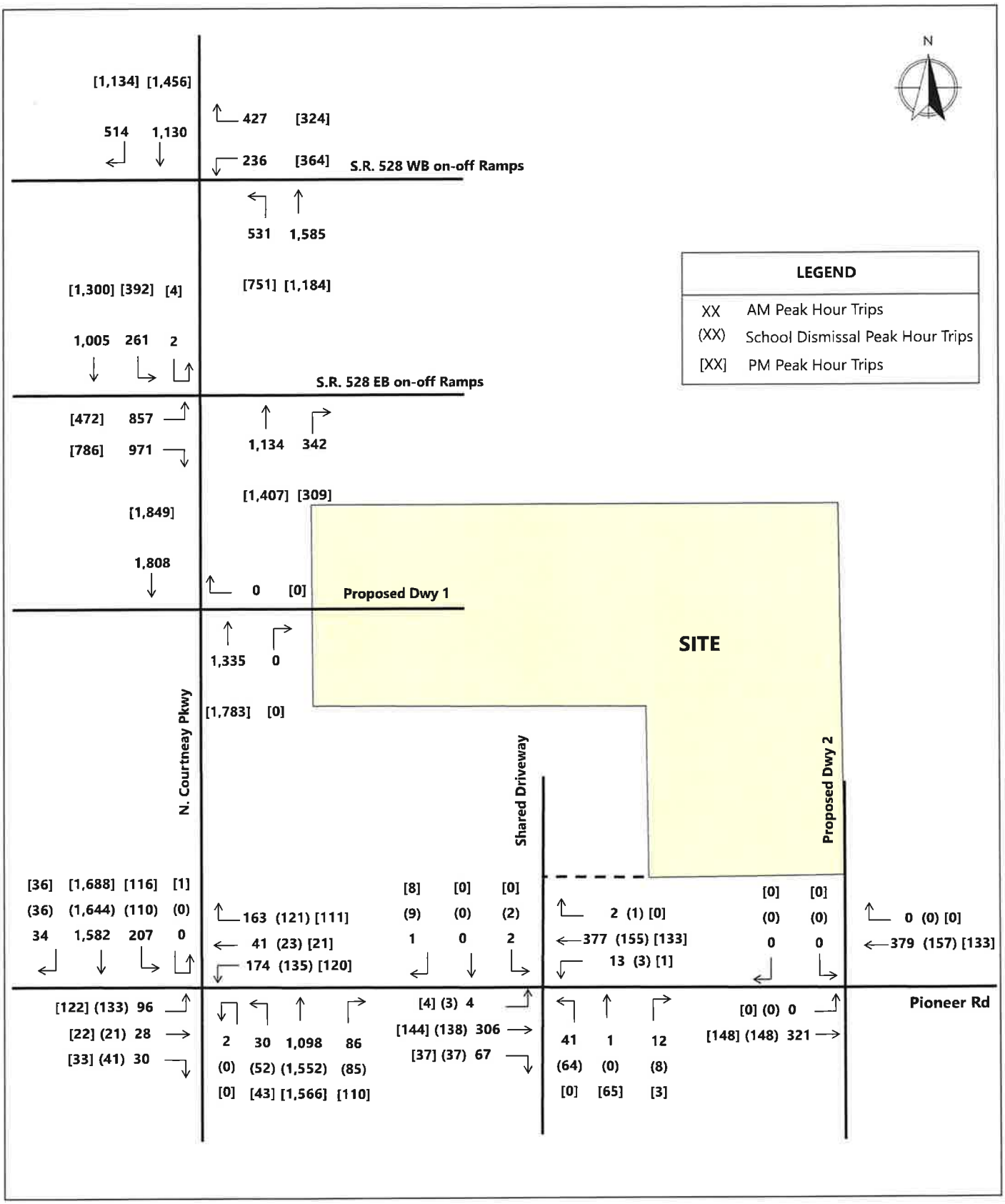


Exhibit 2

2027 No Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

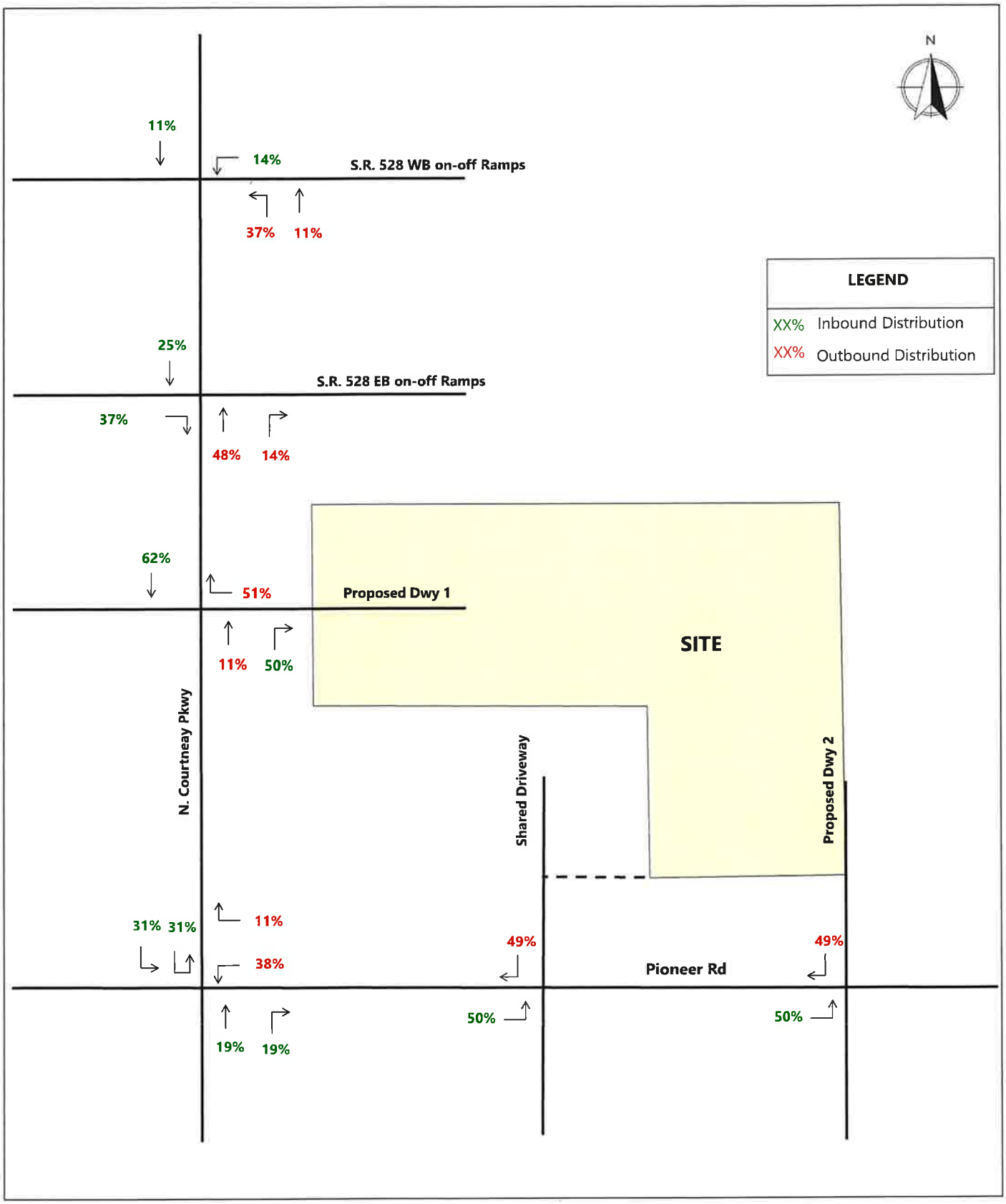


Exhibit 3-0

Site Trip Distribution

Rangewater N Courtenay Pkwy Merritt Island

Bowman

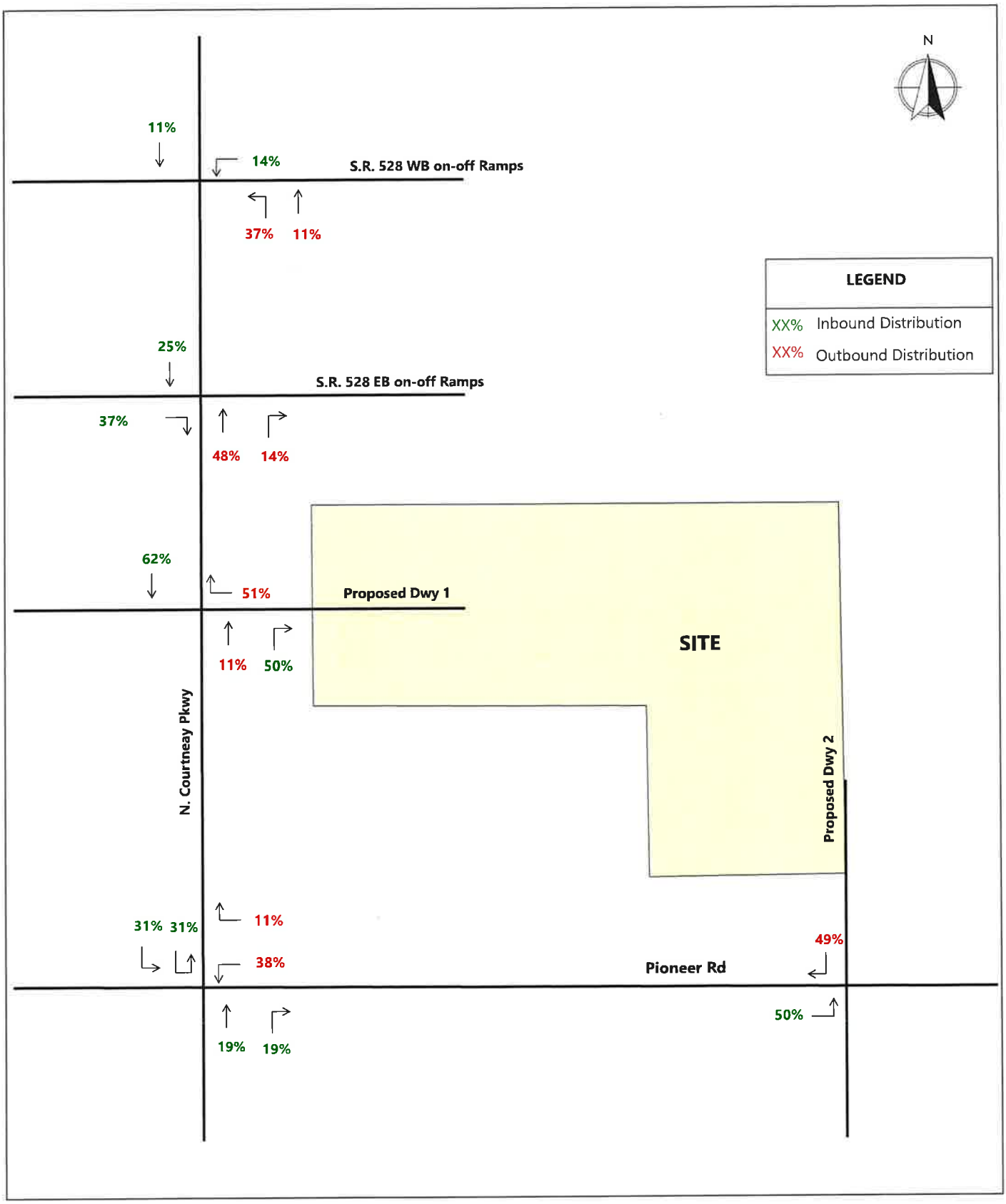


Exhibit 3-1

Site Trip Distribution

Rangewater N Courtenay Pkwy Merritt Island

Bowman

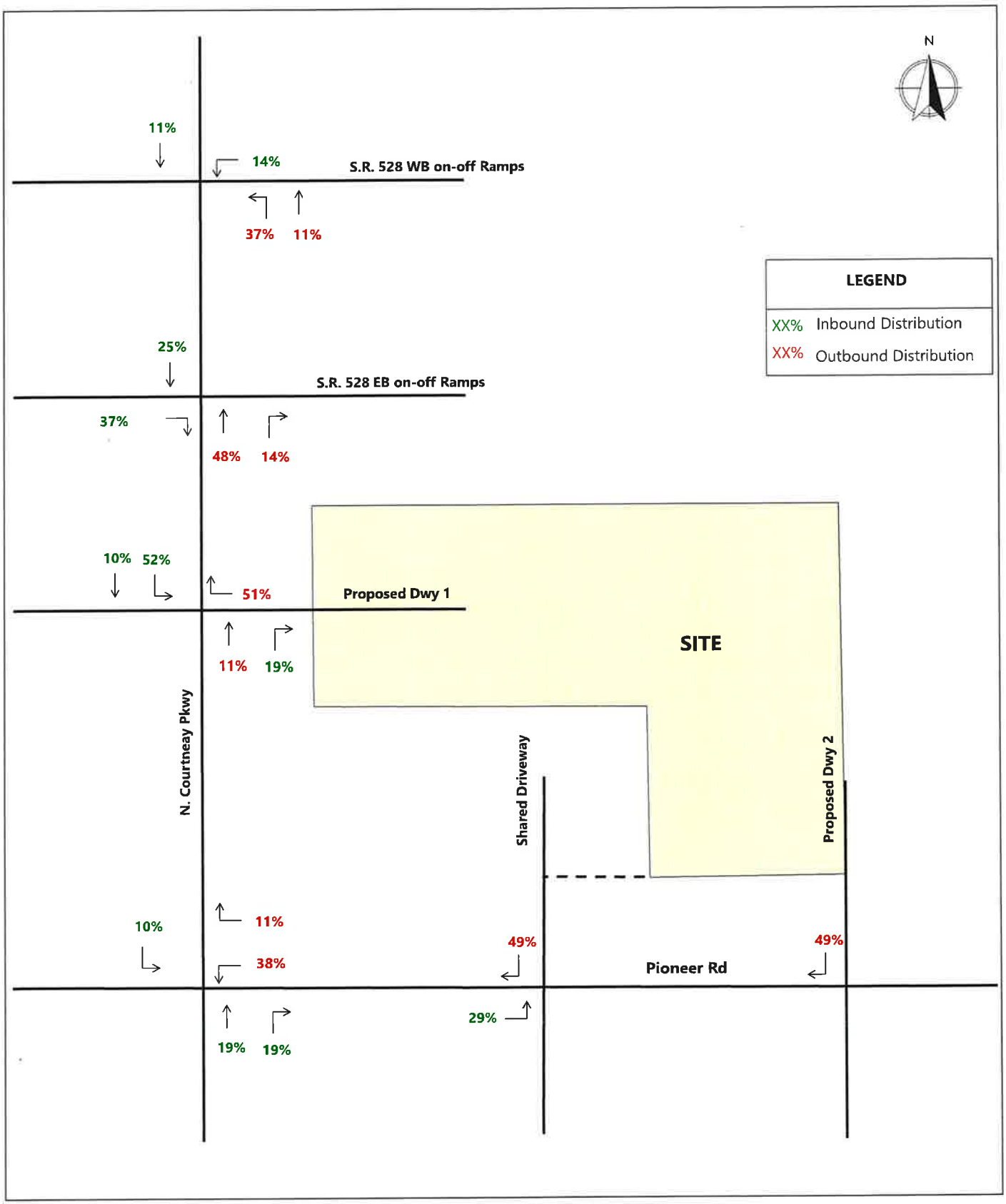


Exhibit 3-2

Site Trip Distribution

Rangewater N Courtenay Pkwy Merritt Island

Bowman

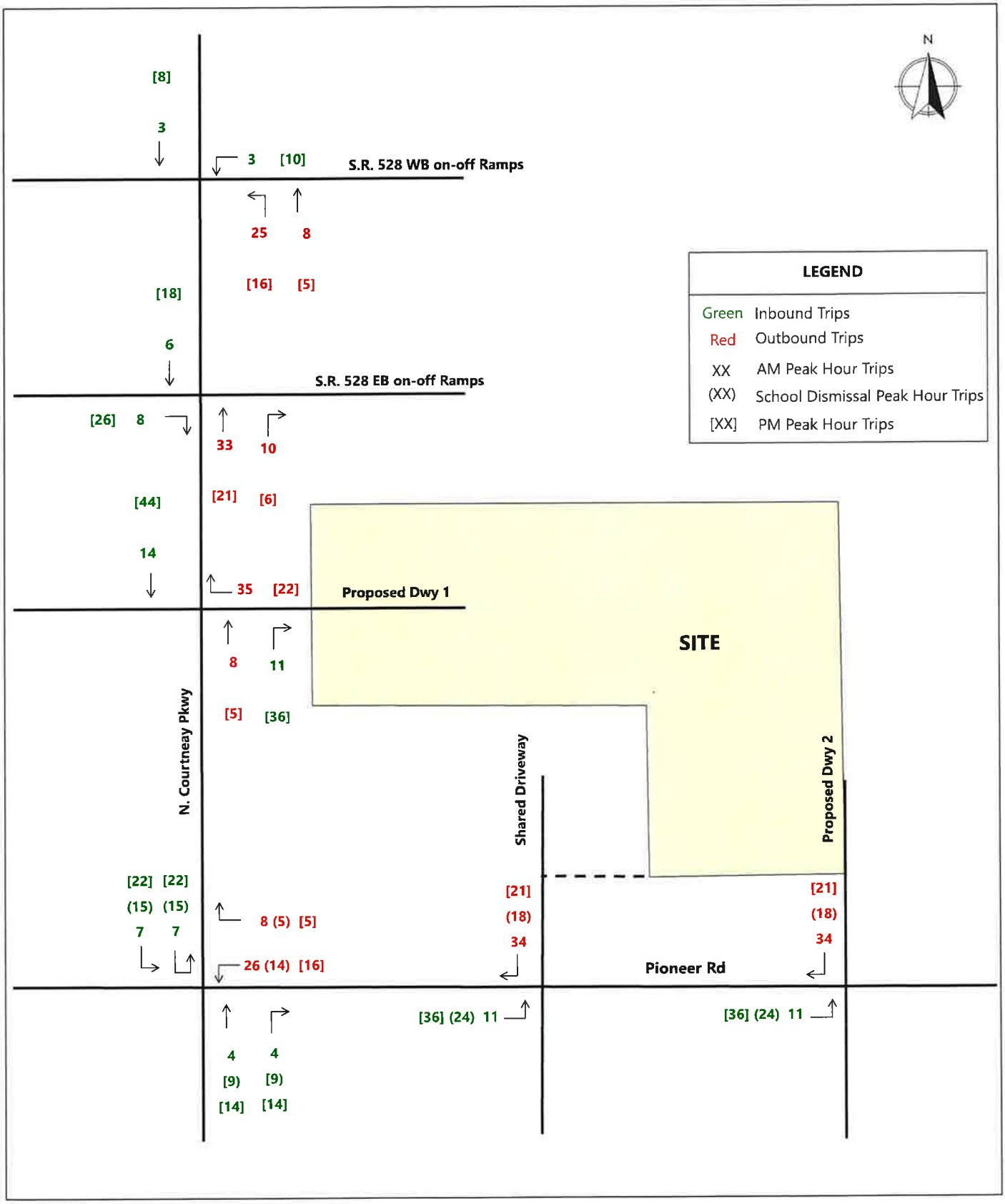


Exhibit 4-0

Site Trips

Rangewater N Courtenay Pkwy Merritt Island

Bowman

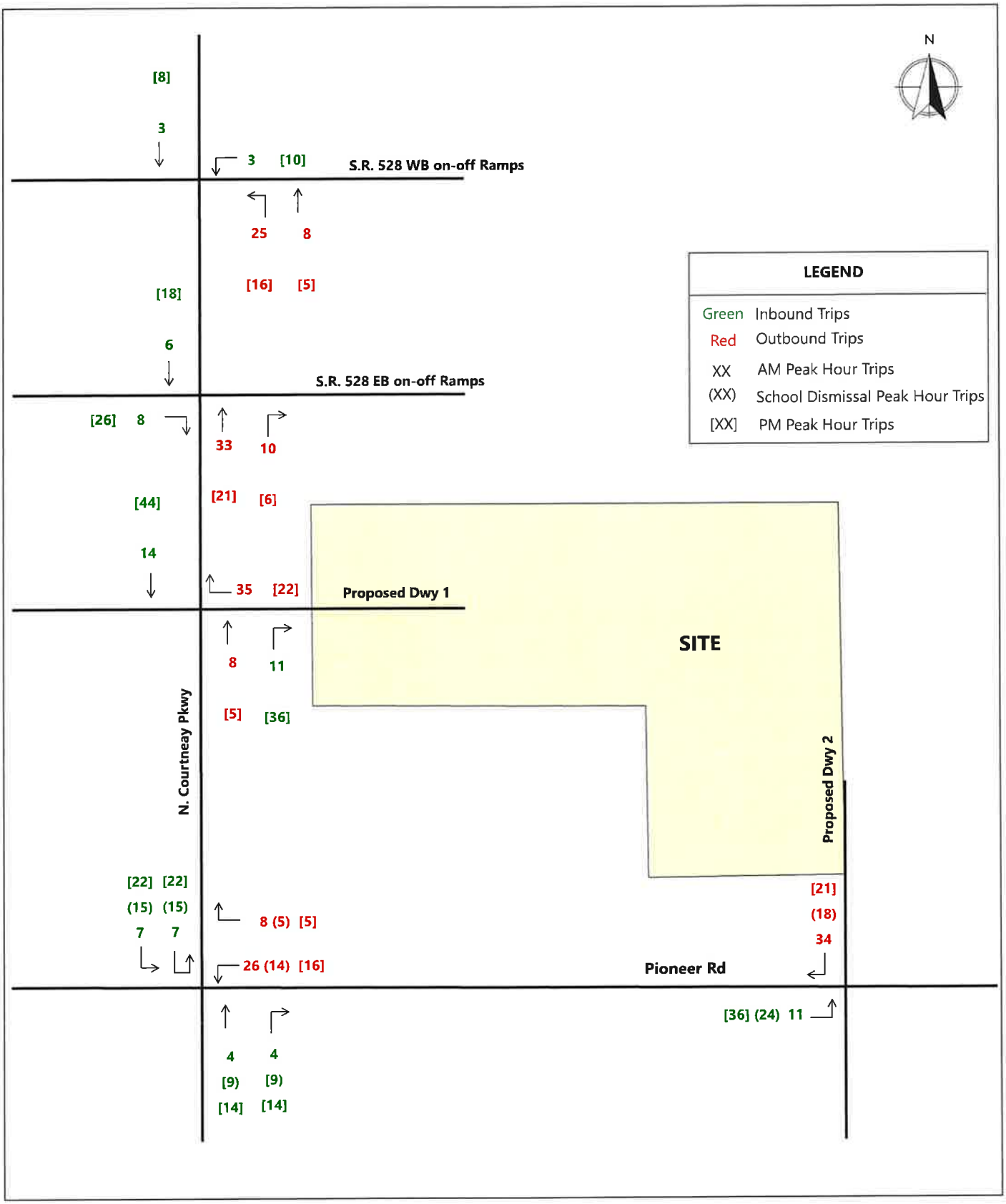


Exhibit 4-1

Site Trips

Rangewater N Courtenay Pkwy Merritt Island

Bowman

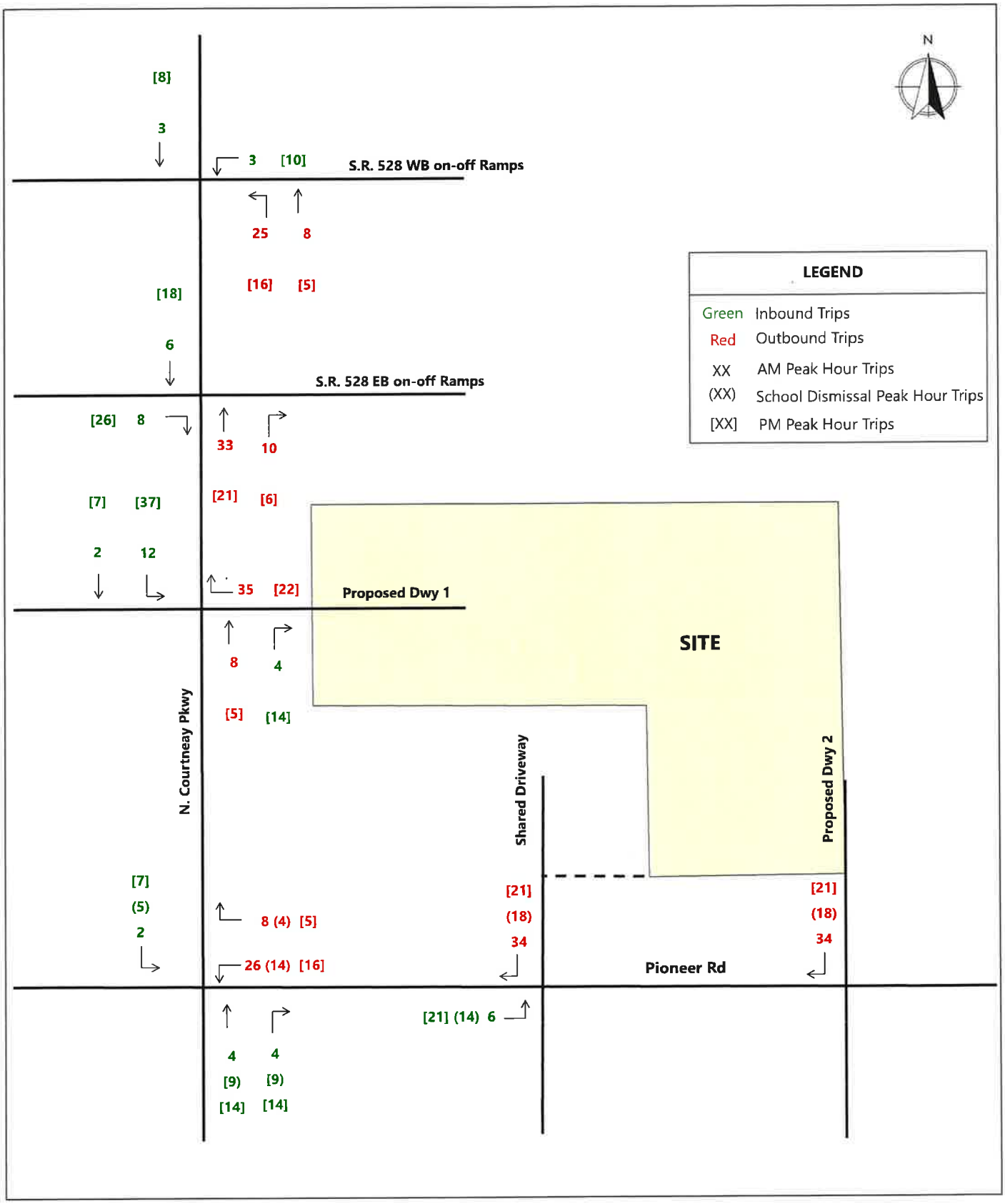


Exhibit 4-2

Site Trips

Rangewater N Courtenay Pkwy Merritt Island

Bowman

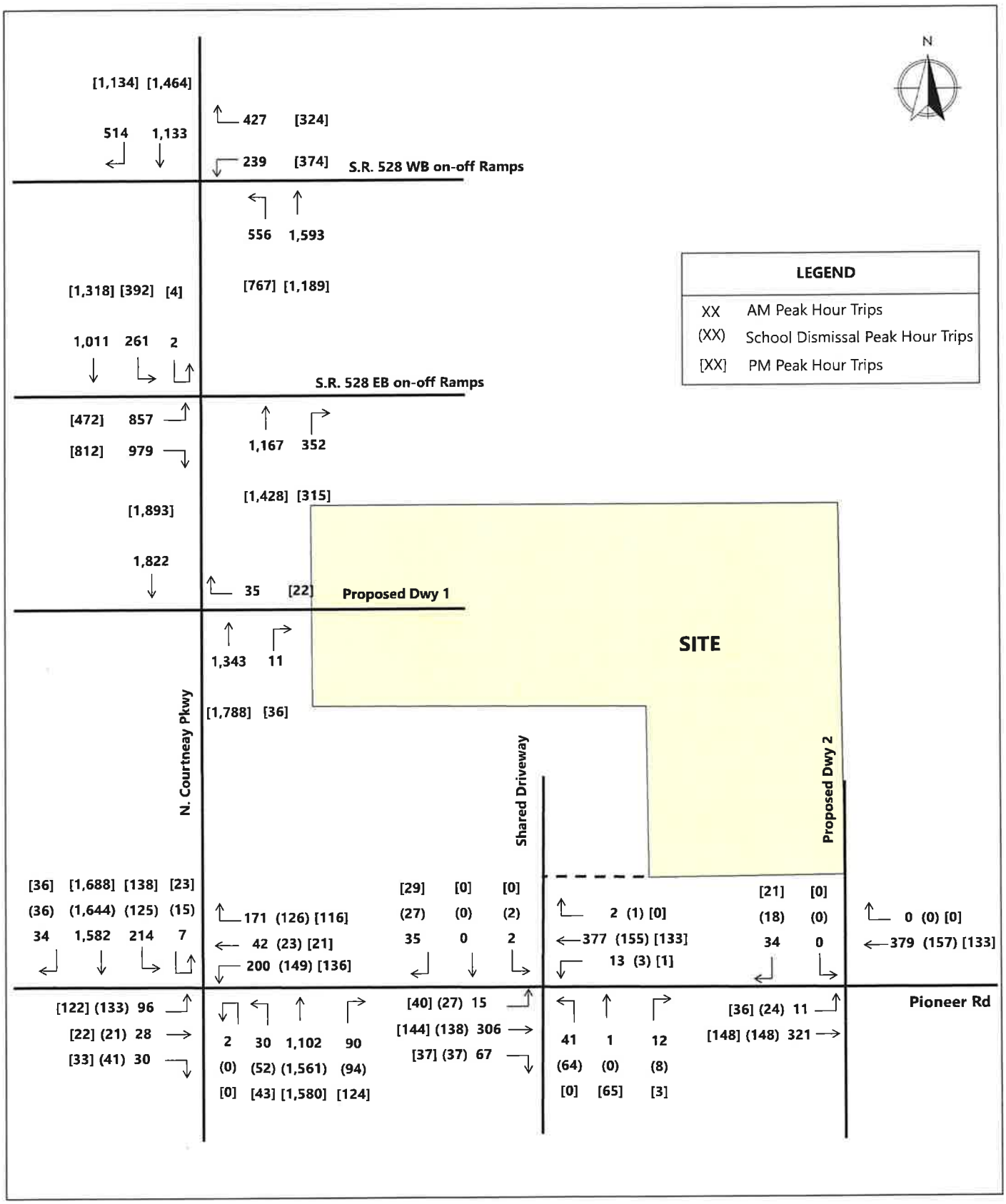


Exhibit 5-0

2027 Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

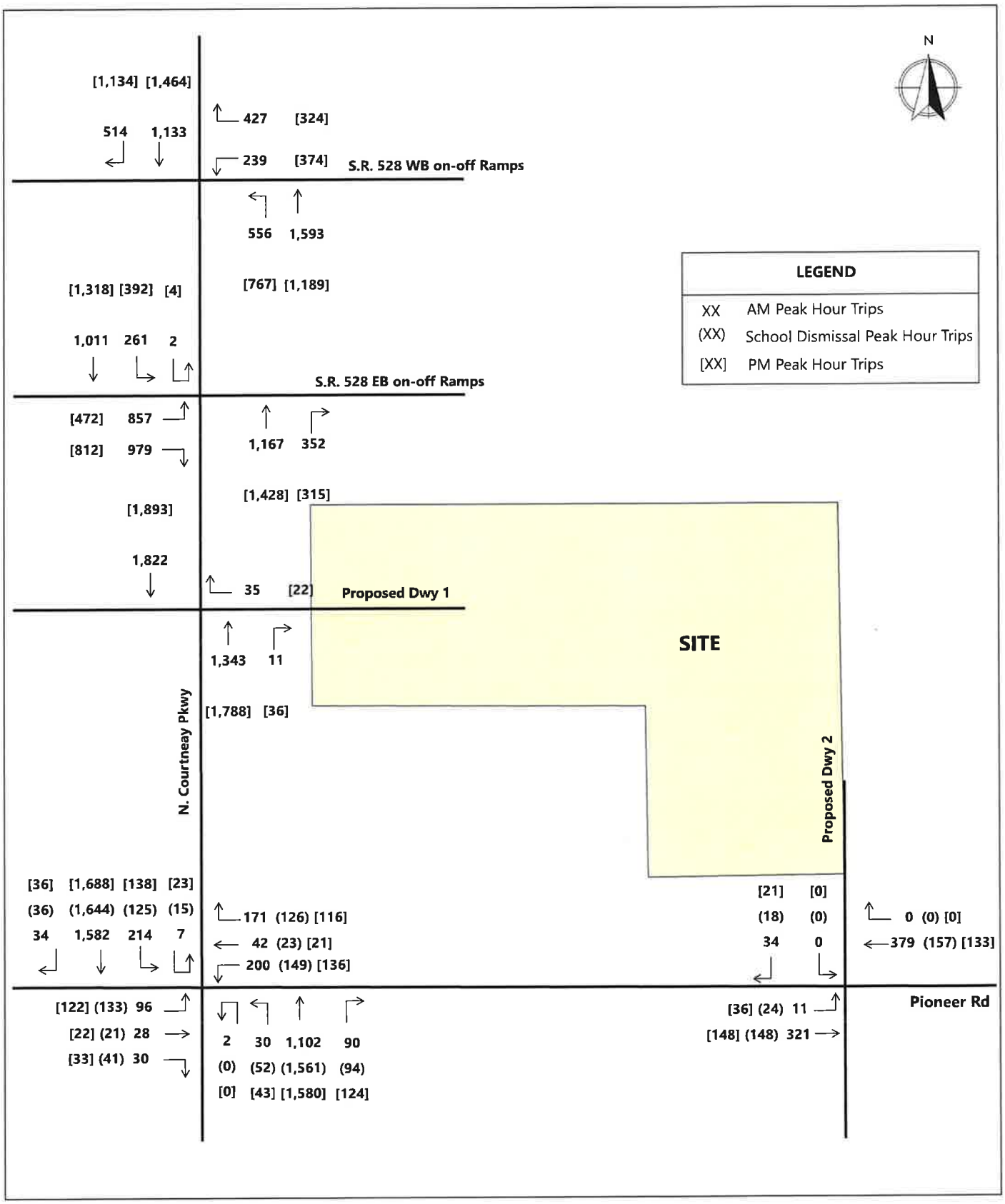


Exhibit 5-1

2027 Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

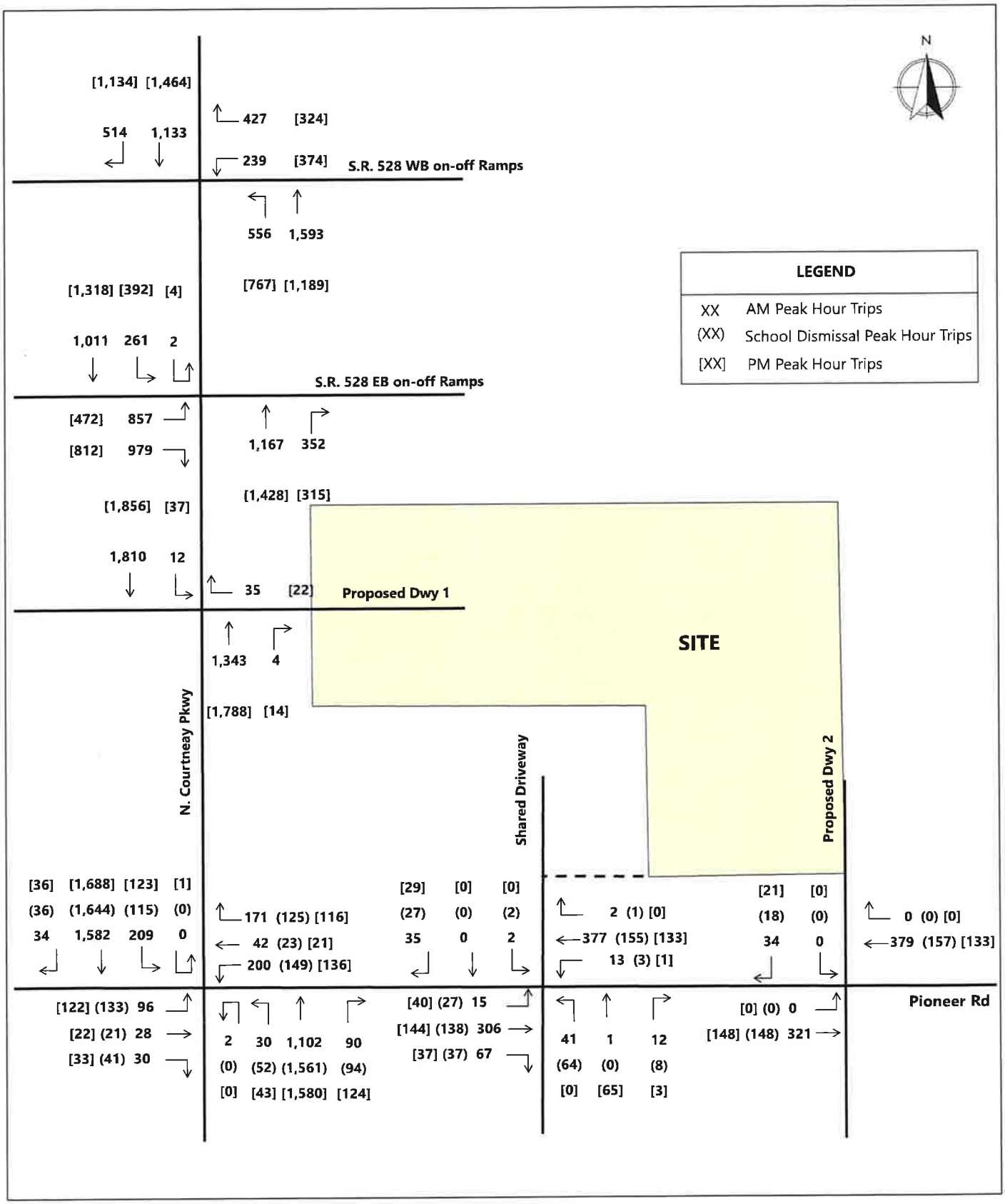


Exhibit 5-2

2027 Build Traffic Volumes

Rangewater N Courtenay Pkwy Merritt Island

Bowman

APPENDIX E

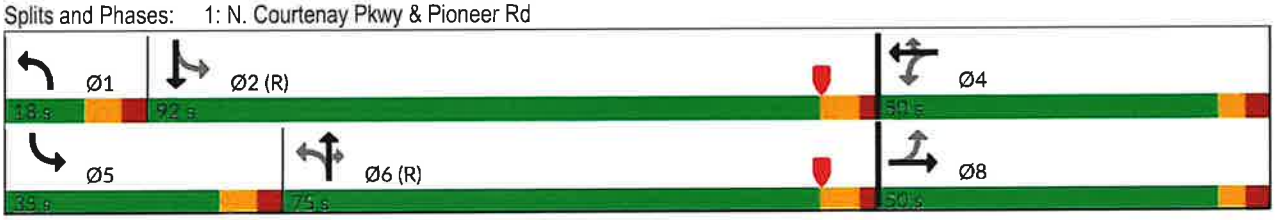
EXISTING AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	28	30	172	41	161	31	1075	84	204	1561	34
Future Volume (vph)	95	28	30	172	41	161	31	1075	84	204	1561	34
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	0	0	234	177	34	1181	92	224	1752	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		36.3			36.3	36.3	90.4	84.4	84.4	109.2	98.1	
Actuated g/C Ratio		0.23			0.23	0.23	0.57	0.53	0.53	0.68	0.61	
v/c Ratio		0.93			0.87	0.39	0.32	0.66	0.11	0.68	0.85	
Control Delay (s/veh)		106.9			89.0	14.5	25.1	32.2	1.3	24.2	40.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		106.9			89.0	14.5	25.1	32.2	1.3	24.2	40.5	
LOS		F			F	B	C	C	A	C	D	
Approach Delay (s/veh)		106.9			56.9			29.9			38.6	
Approach LOS		F			E			C			D	
Queue Length 50th (ft)		165			236	31	11	468	0	113	855	
Queue Length 95th (ft)		#286			334	97	33	665	11	m171	#1089	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		214			320	516	133	1787	850	413	2069	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.79			0.73	0.34	0.26	0.66	0.11	0.54	0.85	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 40.6 Intersection LOS: D
Intersection Capacity Utilization 81.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	28	30	172	41	161	31	1075	84	204	1561	34
Future Volume (veh/h)	95	28	30	172	41	161	31	1075	84	204	1561	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	104	31	26	189	45	122	34	1181	41	224	1715	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	230	68	50	252	50	311	216	2130	957	348	2282	48
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.02	0.60	0.60	0.13	1.00	1.00
Sat Flow, veh/h	983	345	256	1074	256	1585	1457	3526	1584	1781	3531	74
Grp Volume(v), veh/h	161	0	0	234	0	122	34	1181	41	224	854	897
Grp Sat Flow(s),veh/h/ln	1584	0	0	1330	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	13.3	0.0	10.7	1.4	31.9	1.7	8.1	0.0	0.0
Cycle Q Clear(g_c), s	14.3	0.0	0.0	27.6	0.0	10.7	1.4	31.9	1.7	8.1	0.0	0.0
Prop In Lane	0.65		0.16	0.81		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	348	0	0	302	0	311	216	2130	957	348	1139	1190
V/C Ratio(X)	0.46	0.00	0.00	0.78	0.00	0.39	0.16	0.55	0.04	0.64	0.75	0.75
Avail Cap(c_a), veh/h	456	0	0	404	0	429	274	2130	957	533	1139	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	0.0	0.0	63.0	0.0	56.0	11.3	18.8	12.9	14.7	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	7.2	0.0	1.0	0.3	1.0	0.1	2.0	4.6	4.4
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(95%),veh/ln	10.0	0.0	0.0	15.1	0.0	7.9	0.8	18.6	1.1	4.9	2.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.5	0.0	0.0	70.3	0.0	57.0	11.6	19.9	12.9	16.7	4.6	4.4
LnGrp LOS	E			E		E	B	B	B	B	A	A
Approach Vol, veh/h		161			356			1256			1975	
Approach Delay, s/veh		58.5			65.7			19.4			5.9	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	110.2		38.1	18.4	103.5		38.1				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.4	2.0		29.6	10.1	33.9		16.3				
Green Ext Time (p_c), s	0.0	28.6		1.8	0.5	12.1		1.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		18.4
HCM 7th LOS		B

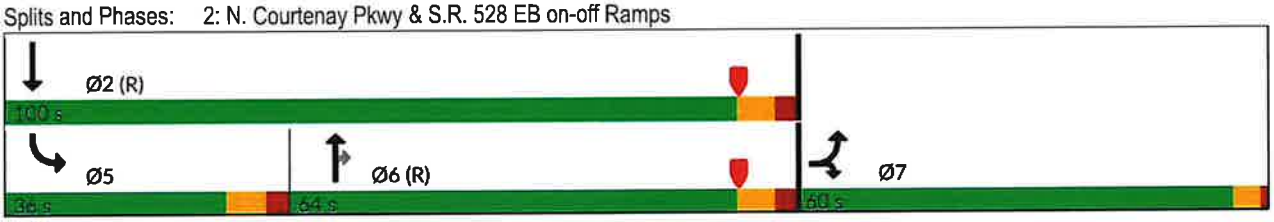


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	826	0	936	0	0	0	0	1119	337	254	970	0
Future Volume (vph)	826	0	936	0	0	0	0	1119	337	254	970	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	879	0	996	0	0	0	0	1190	359	270	1032	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	54.1		54.1					57.5	57.5	28.7	94.0	
Actuated g/C Ratio	0.34		0.34					0.36	0.36	0.18	0.59	
v/c Ratio	0.79		0.94					0.67	0.46	0.96	0.53	
Control Delay (s/veh)	53.5		57.8					61.8	23.1	89.0	15.6	
Queue Delay	2.2		0.0					2.5	0.0	0.0	0.6	
Total Delay (s/veh)	55.7		57.8					64.3	23.1	89.0	16.2	
LOS	E		E					E	C	F	B	
Approach Delay (s/veh)		56.8						54.7			31.3	
Approach LOS		E						D			C	
Queue Length 50th (ft)	422		486					467	153	288	425	
Queue Length 95th (ft)	505		#634					515	278	#480	496	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1145		1084					1766	779	282	1939	
Starvation Cap Reductn	0		0					0	0	0	493	
Spillback Cap Reductn	148		0					430	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.88		0.92					0.89	0.46	0.96	0.71	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay (s/veh): 49.1 Intersection LOS: D
Intersection Capacity Utilization 120.5% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	826	0	936	0	0	0	0	1119	337	254	970	0
Future Volume (veh/h)	826	0	936	0	0	0	0	1119	337	254	970	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	879	0	0				0	1190	0	270	1032	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	957	0					0	2146		292	2273	0
Arrive On Green	0.29	0.00	0.00				0.00	0.14	0.00	0.06	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	879	0	0				0	1190	0	270	1032	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	40.7	0.0	0.0				0.0	34.8	0.0	25.1	40.5	0.0
Cycle Q Clear(g_c), s	40.7	0.0	0.0				0.0	34.8	0.0	25.1	40.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	957	0					0	2146		292	2273	0
V/C Ratio(X)	0.92	0.00					0.00	0.55		0.93	0.45	0.00
Avail Cap(c_a), veh/h	1161	0					0	2146		302	2273	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	55.3	0.0	0.0				0.0	54.9	0.0	74.5	38.7	0.0
Incr Delay (d2), s/veh	10.2	0.0	0.0				0.0	1.0	0.0	30.4	0.6	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(95%),veh/ln	25.8	0.0	0.0				0.0	22.7	0.0	19.8	26.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.5	0.0	0.0				0.0	56.0	0.0	104.8	39.3	0.0
LnGrp LOS	E							E		F	D	
Approach Vol, veh/h		879						1190			1302	
Approach Delay, s/veh		65.5						56.0			52.9	
Approach LOS		E						E			D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	109.7	50.3	35.1	74.6
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	92.6	55.5	28.2	56.6
Max Q Clear Time (g_c+I1), s	42.5	42.7	27.1	36.8
Green Ext Time (p_c), s	12.9	3.1	0.1	10.3

Intersection Summary	
HCM 7th Control Delay, s/veh	57.3
HCM 7th LOS	E

Notes

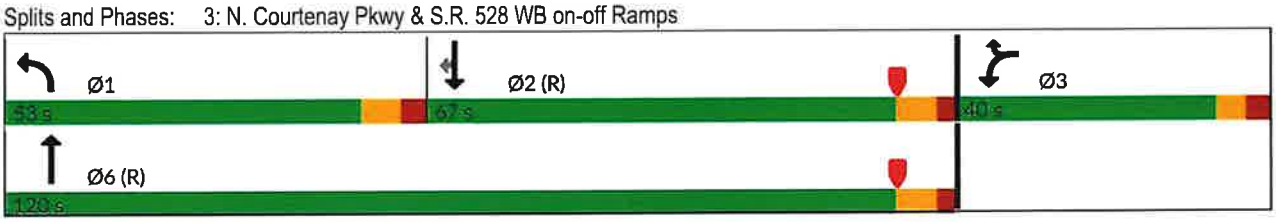
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

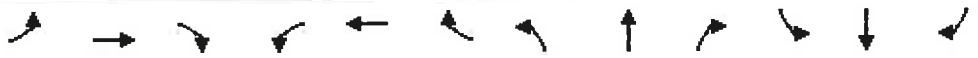
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	232	0	420	512	1529	0	0	1038	472
Future Volume (vph)	0	0	0	232	0	420	512	1529	0	0	1038	472
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	249	0	452	551	1644	0	0	1116	508
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	31.4	112.5			73.2	73.2
Actuated g/C Ratio				0.21		0.21	0.20	0.70			0.46	0.46
v/c Ratio				0.35		1.18	0.83	0.67			0.49	0.66
Control Delay (s/veh)				56.0		147.7	64.8	35.0			31.8	24.5
Queue Delay				0.0		0.0	0.2	48.6			0.2	0.0
Total Delay (s/veh)				56.0		147.7	65.0	83.6			32.0	24.5
LOS				E		F	E	F			C	C
Approach Delay (s/veh)					115.1			79.0			29.7	
Approach LOS					F			E			C	
Queue Length 50th (ft)				116		~491	269	912			295	249
Queue Length 95th (ft)				160		#719	325	993			366	419
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2282	774
Starvation Cap Reductn				0		0	63	1094			0	0
Spillback Cap Reductn				0		0	0	0			407	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.35		1.18	0.62	1.22			0.60	0.66

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay (s/veh): 66.9 Intersection LOS: E
Intersection Capacity Utilization 120.5% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	232	0	420	512	1529	0	0	1038	472
Future Volume (veh/h)	0	0	0	232	0	420	512	1529	0	0	1038	472
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				249	0	382	551	1644	0	0	1116	377
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	607	2459	0	0	2396	693
Arrive On Green				0.21	0.00	0.21	0.35	1.00	0.00	0.00	0.48	0.48
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				249	0	382	551	1644	0	0	1116	377
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				9.9	0.0	33.0	24.5	0.0	0.0	0.0	23.9	29.3
Cycle Q Clear(g_c), s				9.9	0.0	33.0	24.5	0.0	0.0	0.0	23.9	29.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	607	2459	0	0	2396	693
V/C Ratio(X)				0.35	0.00	1.19	0.91	0.67	0.00	0.00	0.47	0.54
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2396	693
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.62	0.62	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.3	0.0	63.5	50.4	0.0	0.0	0.0	28.2	29.6
Incr Delay (d2), s/veh				0.3	0.0	111.2	5.2	0.9	0.0	0.0	0.7	3.1
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(95%),veh/ln				7.6	0.0	33.2	13.1	0.6	0.0	0.0	14.6	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.6	0.0	174.7	55.7	0.9	0.0	0.0	28.8	32.6
LnGrp LOS				D		F	E	A			C	C
Approach Vol, veh/h					631			2195			1493	
Approach Delay, s/veh					127.3			14.7			29.8	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	36.2	83.8				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	26.5	31.3				2.0		35.0				
Green Ext Time (p_c), s	1.8	14.5				20.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			36.3									
HCM 7th LOS			D									



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1317	0	0	1784
Future Volume (vph)	0	0	1317	0	0	1784
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1432	0	0	1939
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1317	0	0	1784
Future Vol, veh/h	0	0	1317	0	0	1784
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1432	0	0	1939

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	716	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*716	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*716	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	302	67	13	372	2	41	1	12	2	0	1
Future Volume (vph)	4	302	67	13	372	2	41	1	12	2	0	1
Confl. Peds. (#/hr)	6		3	3		6						
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
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	405	0	0	420	0	0	59	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 38.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	302	67	13	372	2	41	1	12	2	0	1
Future Vol, veh/h	4	302	67	13	372	2	41	1	12	2	0	1
Conflicting Peds, #/hr	6	0	3	3	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	4	328	73	14	404	2	45	1	13	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	413	0	0	404	0	0	809	817	368	777	852	411
Stage 1	-	-	-	-	-	-	376	376	-	440	440	-
Stage 2	-	-	-	-	-	-	433	441	-	338	413	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1146	-	-	1155	-	-	299	311	678	314	297	640
Stage 1	-	-	-	-	-	-	645	616	-	596	578	-
Stage 2	-	-	-	-	-	-	601	577	-	677	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1140	-	-	1151	-	-	291	302	676	299	288	637
Mov Cap-2 Maneuver	-	-	-	-	-	-	291	302	-	299	288	-
Stage 1	-	-	-	-	-	-	640	611	-	583	565	-
Stage 2	-	-	-	-	-	-	591	565	-	659	589	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.27	18.07	15.01
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	334	19	-	-	60	-	-	363
HCM Lane V/C Ratio	0.176	0.004	-	-	0.012	-	-	0.009
HCM Ctrl Dly (s/v)	18.1	8.2	0	-	8.2	0	-	15
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

EXISTING DS

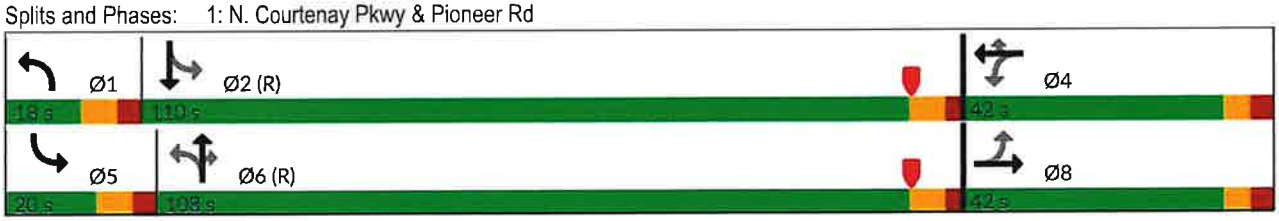
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	21	40	133	23	119	51	1520	83	109	1622	36
Future Volume (vph)	131	21	40	133	23	119	51	1520	83	109	1622	36
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	0	0	168	128	55	1634	89	117	1783	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		35.3			35.3	35.3	110.1	103.6	103.6	116.0	108.6	
Actuated g/C Ratio		0.21			0.21	0.21	0.65	0.61	0.61	0.68	0.64	
v/c Ratio		1.05			0.68	0.31	0.41	0.78	0.09	0.66	0.82	
Control Delay (s/veh)		136.6			77.6	11.7	20.5	28.6	4.2	36.6	28.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		136.6			77.6	11.7	20.5	28.6	4.2	36.6	28.3	
LOS		F			E	B	C	C	A	D	C	
Approach Delay (s/veh)		136.6			49.1			27.2			28.8	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		~243			175	5	17	688	6	38	788	
Queue Length 95th (ft)		#422			268	67	40	818	32	111	945	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		198			246	408	160	2084	939	200	2178	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.05			0.68	0.31	0.34	0.78	0.09	0.59	0.82	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 34.9	Intersection LOS: C
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

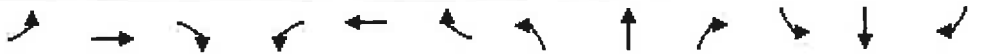
Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	21	40	133	23	119	51	1520	83	109	1622	36
Future Volume (veh/h)	131	21	40	133	23	119	51	1520	83	109	1622	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	23	38	143	25	79	55	1634	59	117	1744	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	202	27	45	211	30	234	269	2455	1093	225	2474	54
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.69	0.69	0.07	1.00	1.00
Sat Flow, veh/h	1097	179	296	1138	199	1548	1739	3554	1583	1781	3554	77
Grp Volume(v), veh/h	202	0	0	168	0	79	55	1634	59	117	869	913
Grp Sat Flow(s),veh/h/ln	1571	0	0	1337	0	1548	1739	1777	1583	1781	1777	1854
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	7.8	1.6	44.7	2.0	3.4	0.0	0.0
Cycle Q Clear(g_c), s	20.7	0.0	0.0	20.8	0.0	7.8	1.6	44.7	2.0	3.4	0.0	0.0
Prop In Lane	0.70		0.19	0.85		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	274	0	0	241	0	234	269	2455	1093	225	1237	1291
V/C Ratio(X)	0.74	0.00	0.00	0.70	0.00	0.34	0.20	0.67	0.05	0.52	0.70	0.71
Avail Cap(c_a), veh/h	353	0	0	318	0	321	326	2455	1093	294	1237	1291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.0	0.0	0.0	70.1	0.0	64.5	7.0	15.0	8.4	16.1	0.0	0.0
Incr Delay (d2), s/veh	6.5	0.0	0.0	5.0	0.0	1.0	0.4	1.4	0.1	1.9	3.4	3.3
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(95%),veh/ln	14.0	0.0	0.0	12.0	0.0	5.7	1.0	24.0	1.3	3.2	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.5	0.0	0.0	75.0	0.0	65.5	7.4	16.5	8.5	17.9	3.4	3.3
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		202			247			1748			1899	
Approach Delay, s/veh		76.5			72.0			15.9			4.2	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	125.1		32.4	13.3	124.2		32.4				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.6	2.0		22.8	5.4	46.7		22.7				
Green Ext Time (p_c), s	0.0	31.2		1.1	0.1	23.7		1.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		16.9
HCM 7th LOS		B



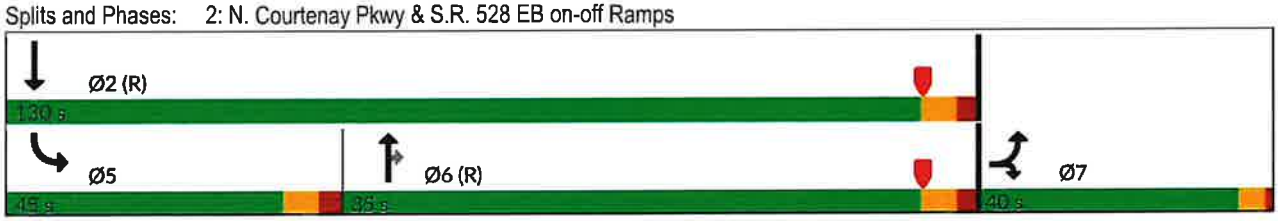
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Prot						Perm	Prot		
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65

2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.00	
Intersection Signal Delay (s/veh): 0.0	Intersection LOS: A
Intersection Capacity Utilization 38.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	0	0	0				0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	2	0					0	4884		1	3399	0
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	0	0	0				0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	0					0	4884		1	3399	0
V/C Ratio(X)	0.00	0.00					0.00	0.00		0.00	0.00	0.00
Avail Cap(c_a), veh/h	699	0					0	4884		374	3399	0
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	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	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
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0						0			0	
Approach Delay, s/veh		0.0						0.0			0.0	
Approach LOS												

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	170.0	0.0	0.0	170.0
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	122.6	35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.



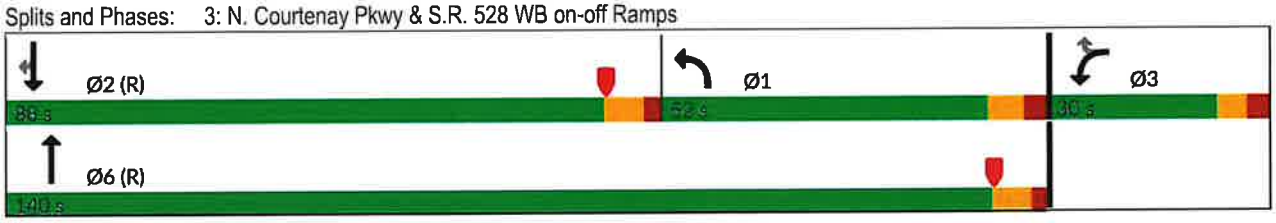
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170

3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps

Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				0	0	0	0	0	0	0	0	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				2	0	1	1494	3335	0	0	2380	703
Arrive On Green				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1485
Grp Volume(v), veh/h				0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1485
Q Serve(g_s), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				2	0	1	1494	3335	0	0	2380	703
V/C Ratio(X)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h				468	0	211	1494	3335	0	0	2380	703
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	0.0	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
%ile BackOfQ(95%),veh/ln				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h					0			0			0	
Approach Delay, s/veh					0.0			0.0			0.0	
Approach LOS												

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	82.0	88.0			170.0		0.0					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	0.0	0.0			0.0		0.0					
Green Ext Time (p_c), s	0.0	0.0			0.0		0.0					

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	0	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	-	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	136	37	3	153	1	64	0	8	2	0	9
Future Volume (vph)	3	136	37	3	153	1	64	0	8	2	0	9
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	195	0	0	174	0	0	80	0	0	12	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 28.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	136	37	3	153	1	64	0	8	2	0	9
Future Vol, veh/h	3	136	37	3	153	1	64	0	8	2	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	3	151	41	3	170	1	71	0	9	2	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	171	0	0	192	0	0	355	356	172	335	376	171
Stage 1	-	-	-	-	-	-	178	178	-	177	177	-
Stage 2	-	-	-	-	-	-	177	178	-	158	199	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1406	-	-	1381	-	-	600	570	872	619	555	873
Stage 1	-	-	-	-	-	-	823	752	-	825	753	-
Stage 2	-	-	-	-	-	-	825	752	-	844	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1406	-	-	1381	-	-	590	567	872	609	552	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	590	567	-	609	552	-
Stage 1	-	-	-	-	-	-	821	750	-	822	751	-
Stage 2	-	-	-	-	-	-	814	750	-	834	735	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0.15	11.76	9.52
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	612	29	-	-	34	-	-	809
HCM Lane V/C Ratio	0.131	0.002	-	-	0.002	-	-	0.015
HCM Ctrl Dly (s/v)	11.8	7.6	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

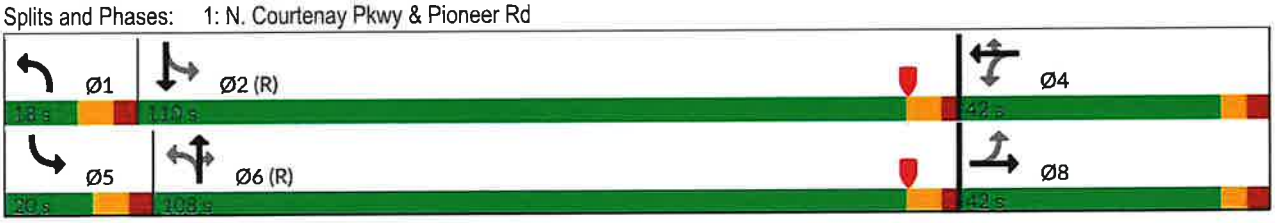
EXISTING PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	22	33	118	21	110	42	1534	108	115	1666	36
Future Volume (vph)	120	22	33	118	21	110	42	1534	108	115	1666	36
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	141	112	43	1565	110	117	1737	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		32.3			32.3	32.3	113.0	107.1	107.1	119.2	112.2	
Actuated g/C Ratio		0.19			0.19	0.19	0.66	0.63	0.63	0.70	0.66	
v/c Ratio		0.93			0.61	0.31	0.32	0.73	0.11	0.59	0.77	
Control Delay (s/veh)		112.8			74.6	10.9	14.2	24.9	5.5	24.8	13.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		112.8			74.6	10.9	14.2	24.9	5.5	24.8	13.4	
LOS		F			E	B	B	C	A	C	B	
Approach Delay (s/veh)		112.8			46.4			23.4			14.1	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		187			143	0	13	629	15	16	943	
Queue Length 95th (ft)		#333			225	57	27	756	45	m43	m727	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		209			251	390	167	2154	962	225	2248	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.85			0.56	0.29	0.26	0.73	0.11	0.52	0.77	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 24.5	Intersection LOS: C
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	22	33	118	21	110	42	1534	108	115	1666	36
Future Volume (veh/h)	120	22	33	118	21	110	42	1534	108	115	1666	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	122	22	29	120	21	68	43	1565	81	117	1700	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	181	26	34	189	26	194	270	2547	1134	247	2568	54
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.03	0.72	0.72	0.06	1.00	1.00
Sat Flow, veh/h	1142	206	271	1179	206	1528	1654	3554	1582	1781	3556	75
Grp Volume(v), veh/h	173	0	0	141	0	68	43	1565	81	117	847	889
Grp Sat Flow(s),veh/h/ln	1619	0	0	1385	0	1528	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	6.9	1.2	37.9	2.6	3.1	0.0	0.0
Cycle Q Clear(g_c), s	17.3	0.0	0.0	16.9	0.0	6.9	1.2	37.9	2.6	3.1	0.0	0.0
Prop In Lane	0.71		0.17	0.85		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	242	0	0	215	0	194	270	2547	1134	247	1283	1339
V/C Ratio(X)	0.72	0.00	0.00	0.65	0.00	0.35	0.16	0.61	0.07	0.47	0.66	0.66
Avail Cap(c_a), veh/h	360	0	0	329	0	317	327	2547	1134	320	1283	1339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.3	0.0	0.0	72.1	0.0	67.8	5.8	12.2	7.2	12.1	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.0	0.0	4.0	0.0	1.3	0.3	1.1	0.1	1.4	2.7	2.6
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(95%),veh/ln	12.3	0.0	0.0	10.4	0.0	5.0	0.7	20.3	1.6	2.4	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.0	0.0	0.0	76.2	0.0	69.1	6.1	13.3	7.3	13.5	2.7	2.6
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		173			209			1689			1853	
Approach Delay, s/veh		77.0			73.9			12.8			3.3	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	129.6		28.3	13.1	128.6		28.3				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.2	2.0		18.9	5.1	39.9		19.3				
Green Ext Time (p_c), s	0.0	29.0		1.0	0.1	23.1		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh		14.4
HCM 7th LOS		B

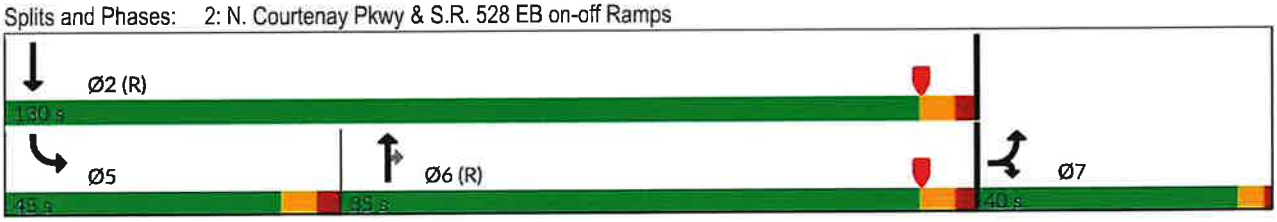
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	455	0	757	0	0	0	0	1388	305	382	1254	0
Future Volume (vph)	455	0	757	0	0	0	0	1388	305	382	1254	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	469	0	780	0	0	0	0	1431	314	394	1293	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.21		0.21					0.46	0.46	0.22	0.72	
v/c Ratio	0.66		1.08					0.64	0.36	1.09	0.54	
Control Delay (s/veh)	66.9		104.2					26.2	3.0	115.6	6.9	
Queue Delay	0.0		0.0					0.6	0.0	3.8	0.5	
Total Delay (s/veh)	66.9		104.2					26.8	3.0	119.4	7.4	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		90.2						22.5			33.5	
Approach LOS		F						C			C	
Queue Length 50th (ft)	250		~455					210	0	~473	632	
Queue Length 95th (ft)	314		#603					287	m52	m#695	185	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	710		722					2244	869	361	2382	
Starvation Cap Reductn	0		0					0	0	19	589	
Spillback Cap Reductn	0		0					412	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.66		1.08					0.78	0.36	1.15	0.72	

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay (s/veh): 44.5 Intersection LOS: D
Intersection Capacity Utilization 114.1% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	455	0	757	0	0	0	0	1388	305	382	1254	0
Future Volume (veh/h)	455	0	757	0	0	0	0	1388	305	382	1254	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	469	0	0				0	1431	0	394	1293	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	527	0					0	2611		390	2758	0
Arrive On Green	0.15	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	469	0	0				0	1431	0	394	1293	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	22.8	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Cycle Q Clear(g_c), s	22.8	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	527	0					0	2611		390	2758	0
V/C Ratio(X)	0.89	0.00					0.00	0.55		1.01	0.47	0.00
Avail Cap(c_a), veh/h	716	0					0	2611		390	2758	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	70.5	0.0	0.0				0.0	0.0	0.0	47.8	0.0	0.0
Incr Delay (d2), s/veh	10.4	0.0	0.0				0.0	0.8	0.0	41.7	0.4	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(95%),veh/ln	16.3	0.0	0.0				0.0	0.4	0.0	24.1	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.9	0.0	0.0				0.0	0.8	0.0	89.5	0.4	0.0
LnGrp LOS	F							A		F	A	
Approach Vol, veh/h		469						1431			1687	
Approach Delay, s/veh		80.9						0.8			21.2	
Approach LOS		F						A			C	

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		139.3		30.7	45.0	94.3						
Change Period (Y+Rc), s		7.4		4.5	7.8	7.4						
Max Green Setting (Gmax), s		122.6		35.5	37.2	77.6						
Max Q Clear Time (g_c+I1), s		2.0		24.8	39.2	2.0						
Green Ext Time (p_c), s		21.0		1.4	0.0	22.6						

Intersection Summary	
HCM 7th Control Delay, s/veh	20.9
HCM 7th LOS	C

Notes

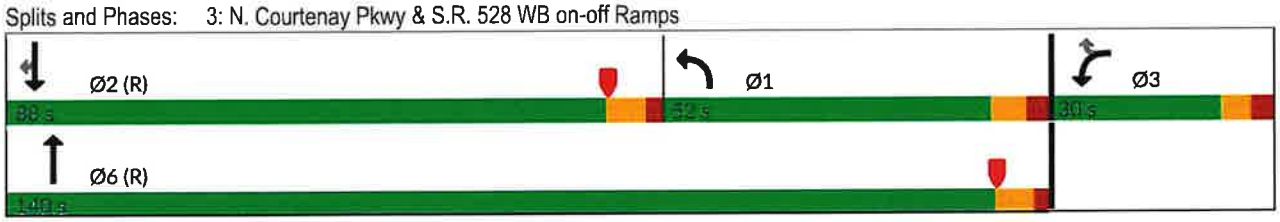
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	358	0	318	725	1143	0	0	1338	1042
Future Volume (vph)	0	0	0	358	0	318	725	1143	0	0	1338	1042
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	377	0	335	763	1203	0	0	1408	1097
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Actuated g/C Ratio				0.14		0.14	0.26	0.78			0.47	0.47
v/c Ratio				0.81		1.01	0.87	0.44			0.58	1.16
Control Delay (s/veh)				85.8		90.9	63.3	8.1			33.8	110.3
Queue Delay				0.8		0.0	48.8	0.2			0.1	0.0
Total Delay (s/veh)				86.6		90.9	112.1	8.3			33.9	110.3
LOS				F		F	F	A			C	F
Approach Delay (s/veh)					88.6			48.6			67.4	
Approach LOS					F			D			E	
Queue Length 50th (ft)				213		~234	451	178			413	~1202
Queue Length 95th (ft)				#285		#457	529	197			461	#1473
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		333	882	2731			2407	946
Starvation Cap Reductn				0		0	208	723			0	0
Spillback Cap Reductn				12		0	0	0			115	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.83		1.01	1.13	0.60			0.61	1.16

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay (s/veh): 63.2 Intersection LOS: E
Intersection Capacity Utilization 114.1% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	358	0	318	725	1143	0	0	1338	1042
Future Volume (veh/h)	0	0	0	358	0	318	725	1143	0	0	1338	1042
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				377	0	209	763	1203	0	0	1408	895
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				468	0	211	1164	3022	0	0	2418	745
Arrive On Green				0.14	0.00	0.14	0.68	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				377	0	209	763	1203	0	0	1408	895
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				18.0	0.0	22.7	21.9	0.0	0.0	0.0	34.1	59.0
Cycle Q Clear(g_c), s				18.0	0.0	22.7	21.9	0.0	0.0	0.0	34.1	59.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				468	0	211	1164	3022	0	0	2418	745
V/C Ratio(X)				0.81	0.00	0.99	0.66	0.40	0.00	0.00	0.58	1.20
Avail Cap(c_a), veh/h				468	0	211	1164	3022	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.72	0.72	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.3	0.0	73.4	21.6	0.0	0.0	0.0	32.5	24.0
Incr Delay (d2), s/veh				10.0	0.0	59.0	1.0	0.3	0.0	0.0	1.0	103.5
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(95%),veh/ln				13.2	0.0	18.1	9.3	0.2	0.0	0.0	20.2	59.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				81.4	0.0	132.4	22.5	0.3	0.0	0.0	33.6	127.6
LnGrp LOS				F		F	C	A			C	F
Approach Vol, veh/h					586			1966			2303	
Approach Delay, s/veh					99.6			8.9			70.1	
Approach LOS					F			A			E	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	66.0	88.0			154.0		30.0					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	23.9	61.0			2.0		24.7					
Green Ext Time (p_c), s	2.8	16.2			11.1		0.0					

Intersection Summary	
HCM 7th Control Delay, s/veh	48.9
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1759	0	0	1825
Future Volume (vph)	0	0	1759	0	0	1825
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1912	0	0	1984
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

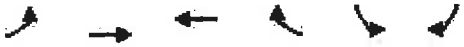
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1759	0	0	1825
Future Vol, veh/h	0	0	1759	0	0	1825
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1912	0	0	1984

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	956	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*578	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*578	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	142	37	1	131	0	0	65	3	0	0	8
Future Volume (vph)	4	142	37	1	131	0	0	65	3	0	0	8
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	194	0	0	140	0	0	72	0	0	9	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 23.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	142	37	1	131	0	0	65	3	0	0	8
Future Vol, veh/h	4	142	37	1	131	0	0	65	3	0	0	8
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	4	151	39	1	139	0	0	69	3	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	141	0	0	190	0	0	322	323	172	339	342	142
Stage 1	-	-	-	-	-	-	179	179	-	143	143	-
Stage 2	-	-	-	-	-	-	142	143	-	195	199	-
Critical Hdwy	4.6	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.65	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1194	-	-	1383	-	-	631	595	872	615	580	905
Stage 1	-	-	-	-	-	-	823	751	-	859	778	-
Stage 2	-	-	-	-	-	-	860	778	-	807	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1192	-	-	1383	-	-	622	591	871	537	576	903
Mov Cap-2 Maneuver	-	-	-	-	-	-	622	591	-	537	576	-
Stage 1	-	-	-	-	-	-	819	748	-	857	776	-
Stage 2	-	-	-	-	-	-	851	776	-	726	733	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0.06	11.83	9.03
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	599	38	-	-	14	-	-	903
HCM Lane V/C Ratio	0.121	0.004	-	-	0.001	-	-	0.009
HCM Ctrl Dly (s/v)	11.8	8	0	-	7.6	0	-	9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

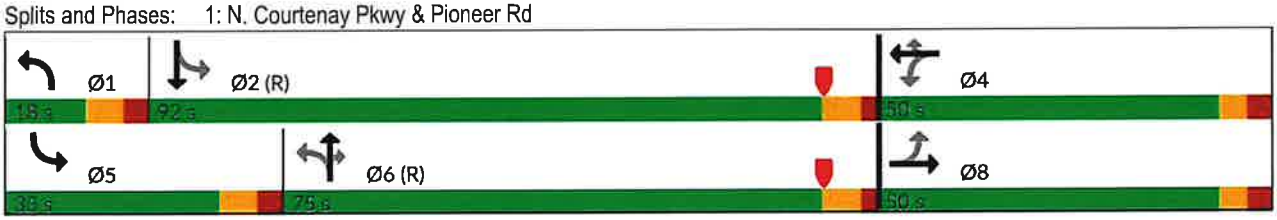
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	28	30	174	42	163	32	1098	86	207	1582	34
Future Volume (vph)	96	28	30	174	42	163	32	1098	86	207	1582	34
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	169	0	0	237	179	35	1207	95	227	1775	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		36.7			36.7	36.7	89.4	83.4	83.4	108.8	97.6	
Actuated g/C Ratio		0.23			0.23	0.23	0.56	0.52	0.52	0.68	0.61	
v/c Ratio		0.94			0.87	0.39	0.35	0.68	0.11	0.70	0.86	
Control Delay (s/veh)		108.9			88.9	14.8	28.8	33.6	1.5	25.5	41.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		108.9			88.9	14.8	28.8	33.6	1.5	25.5	41.4	
LOS		F			F	B	C	C	A	C	D	
Approach Delay (s/veh)		108.9			57.0			31.2			39.6	
Approach LOS		F			E			C			D	
Queue Length 50th (ft)		167			239	32	12	495	0	121	876	
Queue Length 95th (ft)		#292			#339	99	38	687	13	m171	m#1092	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		212			320	516	129	1765	842	403	2060	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.80			0.74	0.35	0.27	0.68	0.11	0.56	0.86	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay (s/veh): 41.5 Intersection LOS: D
Intersection Capacity Utilization 82.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	28	30	174	42	163	32	1098	86	207	1582	34
Future Volume (veh/h)	96	28	30	174	42	163	32	1098	86	207	1582	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	105	31	28	191	46	124	35	1207	43	227	1738	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	231	68	54	253	51	316	213	2116	950	340	2271	47
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.02	0.60	0.60	0.14	1.00	1.00
Sat Flow, veh/h	974	340	270	1068	257	1585	1457	3526	1584	1781	3532	73
Grp Volume(v), veh/h	164	0	0	237	0	124	35	1207	43	227	865	909
Grp Sat Flow(s),veh/h/ln	1584	0	0	1325	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	13.5	0.0	10.9	1.5	33.3	1.8	8.3	0.0	0.0
Cycle Q Clear(g_c), s	14.5	0.0	0.0	28.1	0.0	10.9	1.5	33.3	1.8	8.3	0.0	0.0
Prop In Lane	0.64		0.17	0.81		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	352	0	0	305	0	316	213	2116	950	340	1133	1185
V/C Ratio(X)	0.47	0.00	0.00	0.78	0.00	0.39	0.16	0.57	0.05	0.67	0.76	0.77
Avail Cap(c_a), veh/h	456	0	0	403	0	429	270	2116	950	522	1133	1185
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	0.0	0.0	62.8	0.0	55.7	11.5	19.5	13.2	15.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	7.5	0.0	1.0	0.4	1.1	0.1	2.3	4.9	4.8
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(95%),veh/ln	10.1	0.0	0.0	15.3	0.0	8.0	0.9	19.3	1.2	5.1	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.2	0.0	0.0	70.4	0.0	56.6	11.9	20.6	13.2	17.9	4.9	4.8
LnGrp LOS	E			E		E	B	C	B	B	A	A
Approach Vol, veh/h		164			361			1285			2001	
Approach Delay, s/veh		58.2			65.6			20.1			6.3	
Approach LOS		E			E			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	109.7		38.6	18.6	102.8		38.6				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.5	2.0		30.1	10.3	35.3		16.5				
Green Ext Time (p_c), s	0.0	29.6		1.8	0.5	12.3		1.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	18.8
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	857	0	971	0	0	0	0	1134	342	263	1005	0
Future Volume (vph)	857	0	971	0	0	0	0	1134	342	263	1005	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	912	0	1033	0	0	0	0	1206	364	280	1069	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	55.1		55.1					56.6	56.6	28.6	93.0	
Actuated g/C Ratio	0.34		0.34					0.35	0.35	0.18	0.58	
v/c Ratio	0.80		0.97					0.69	0.47	1.00	0.56	
Control Delay (s/veh)	53.9		63.6					62.2	22.9	96.0	15.9	
Queue Delay	3.3		0.0					3.6	0.0	0.0	0.8	
Total Delay (s/veh)	57.2		63.6					65.9	22.9	96.0	16.7	
LOS	E		E					E	C	F	B	
Approach Delay (s/veh)		60.6						55.9			33.1	
Approach LOS		E						E			C	
Queue Length 50th (ft)	444		530					474	160	~304	453	
Queue Length 95th (ft)	529		#695					522	m283	#506	527	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1145		1074					1739	776	281	1919	
Starvation Cap Reductn	0		0					0	0	0	500	
Spillback Cap Reductn	148		0					431	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.91		0.96					0.92	0.47	1.00	0.75	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps

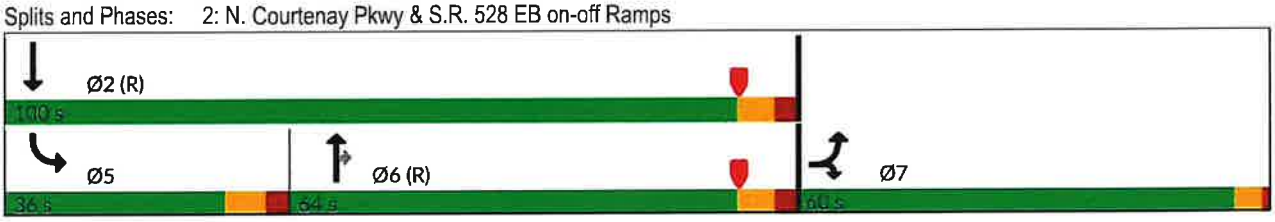
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay (s/veh): 51.5 Intersection LOS: D
Intersection Capacity Utilization 125.1% ICU Level of Service H
Analysis Period (min) 15

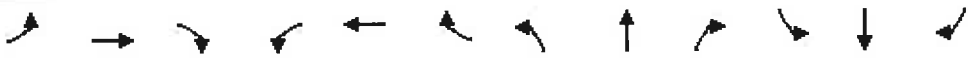
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	857	0	971	0	0	0	0	1134	342	263	1005	0
Future Volume (veh/h)	857	0	971	0	0	0	0	1134	342	263	1005	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	912	0	0				0	1206	0	280	1069	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	989	0					0	2072		300	2239	0
Arrive On Green	0.30	0.00	0.00				0.00	0.13	0.00	0.06	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	912	0	0				0	1206	0	280	1069	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	42.2	0.0	0.0				0.0	35.5	0.0	26.1	42.3	0.0
Cycle Q Clear(g_c), s	42.2	0.0	0.0				0.0	35.5	0.0	26.1	42.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	989	0					0	2072		300	2239	0
V/C Ratio(X)	0.92	0.00					0.00	0.58		0.93	0.48	0.00
Avail Cap(c_a), veh/h	1161	0					0	2072		302	2239	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.85	0.85	0.00
Uniform Delay (d), s/veh	54.6	0.0	0.0				0.0	56.5	0.0	74.4	40.2	0.0
Incr Delay (d2), s/veh	11.0	0.0	0.0				0.0	1.2	0.0	31.2	0.6	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(95%),veh/ln	26.7	0.0	0.0				0.0	23.2	0.0	20.4	27.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.5	0.0	0.0				0.0	57.7	0.0	105.6	40.8	0.0
LnGrp LOS	E							E		F	D	
Approach Vol, veh/h		912						1206			1349	
Approach Delay, s/veh		65.5						57.7			54.3	
Approach LOS		E						E			D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	108.2	51.8	35.9	72.3
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	92.6	55.5	28.2	56.6
Max Q Clear Time (g_c+I1), s	44.3	44.2	28.1	37.5
Green Ext Time (p_c), s	13.5	3.0	0.0	10.2

Intersection Summary	
HCM 7th Control Delay, s/veh	58.4
HCM 7th LOS	E

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

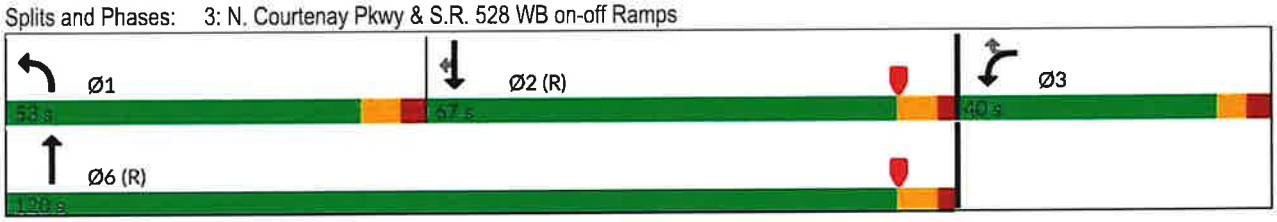


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	236	0	427	531	1585	0	0	1130	514
Future Volume (vph)	0	0	0	236	0	427	531	1585	0	0	1130	514
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	254	0	459	571	1704	0	0	1215	553
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	32.3	112.5			72.3	72.3
Actuated g/C Ratio				0.21		0.21	0.20	0.70			0.45	0.45
v/c Ratio				0.36		1.20	0.83	0.70			0.54	0.72
Control Delay (s/veh)				56.1		154.3	64.2	36.3			33.5	28.7
Queue Delay				0.0		0.0	0.3	48.5			0.3	0.0
Total Delay (s/veh)				56.1		154.3	64.5	84.8			33.8	28.7
LOS				E		F	E	F			C	C
Approach Delay (s/veh)					119.3			79.7			32.2	
Approach LOS					F			E			C	
Queue Length 50th (ft)				119		~506	278	952			334	306
Queue Length 95th (ft)				163		#735	335	1026			411	501
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2253	767
Starvation Cap Reductn				0		0	78	1081			0	0
Spillback Cap Reductn				0		0	0	0			447	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.36		1.20	0.65	1.25			0.67	0.72

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay (s/veh): 68.0 Intersection LOS: E
Intersection Capacity Utilization 125.1% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	236	0	427	531	1585	0	0	1130	514
Future Volume (veh/h)	0	0	0	236	0	427	531	1585	0	0	1130	514
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				254	0	389	571	1704	0	0	1215	422
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	627	2459	0	0	2366	685
Arrive On Green				0.21	0.00	0.21	0.37	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				254	0	389	571	1704	0	0	1215	422
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				10.1	0.0	33.0	25.3	0.0	0.0	0.0	27.0	34.6
Cycle Q Clear(g_c), s				10.1	0.0	33.0	25.3	0.0	0.0	0.0	27.0	34.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	627	2459	0	0	2366	685
V/C Ratio(X)				0.36	0.00	1.21	0.91	0.69	0.00	0.00	0.51	0.62
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2366	685
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.59	0.59	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.4	0.0	63.5	49.5	0.0	0.0	0.0	29.5	31.6
Incr Delay (d2), s/veh				0.3	0.0	119.5	5.5	1.0	0.0	0.0	0.8	4.1
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(95%),veh/ln				7.7	0.0	34.5	13.4	0.6	0.0	0.0	16.2	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.7	0.0	183.0	55.0	1.0	0.0	0.0	30.3	35.7
LnGrp LOS				D		F	D	A			C	D
Approach Vol, veh/h					643			2275			1637	
Approach Delay, s/veh					132.3			14.5			31.7	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	37.2	82.8				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	27.3	36.6				2.0		35.0				
Green Ext Time (p_c), s	1.9	14.1				22.6		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	37.3	
HCM 7th LOS	D	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1335	0	0	1808
Future Volume (vph)	0	0	1335	0	0	1808
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1451	0	0	1965
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1335	0	0	1808
Future Vol, veh/h	0	0	1335	0	0	1808
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1451	0	0	1965

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	726	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*716	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*716	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	306	67	13	377	2	41	1	12	2	0	1
Future Volume (vph)	4	306	67	13	377	2	41	1	12	2	0	1
Confl. Peds. (#/hr)	6		3	3		6						
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
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	410	0	0	426	0	0	59	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 38.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	306	67	13	377	2	41	1	12	2	0	1
Future Vol, veh/h	4	306	67	13	377	2	41	1	12	2	0	1
Conflicting Peds, #/hr	6	0	3	3	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	4	333	73	14	410	2	45	1	13	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	408	0	0	819	827	372	787	862	417
Stage 1	-	-	-	-	-	-	381	381	-	445	445	-
Stage 2	-	-	-	-	-	-	438	446	-	342	417	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1141	-	-	1150	-	-	294	307	674	309	293	636
Stage 1	-	-	-	-	-	-	642	613	-	592	575	-
Stage 2	-	-	-	-	-	-	597	574	-	673	591	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1135	-	-	1147	-	-	287	298	672	294	284	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	287	298	-	294	284	-
Stage 1	-	-	-	-	-	-	636	609	-	579	562	-
Stage 2	-	-	-	-	-	-	587	561	-	656	587	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.09	0.27	18.3	15.15
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	329	18	-	-	60	-	-	358
HCM Lane V/C Ratio	0.178	0.004	-	-	0.012	-	-	0.009
HCM Ctrl Dly (s/v)	18.3	8.2	0	-	8.2	0	-	15.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

NO BUILD DS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	21	41	135	23	121	52	1552	85	110	1644	36
Future Volume (vph)	133	21	41	135	23	121	52	1552	85	110	1644	36
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	210	0	0	170	130	56	1669	91	118	1807	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		35.3			35.3	35.3	110.0	103.4	103.4	116.1	108.5	
Actuated g/C Ratio		0.21			0.21	0.21	0.65	0.61	0.61	0.68	0.64	
v/c Ratio		1.07			0.69	0.32	0.43	0.80	0.10	0.69	0.83	
Control Delay (s/veh)		143.3			78.4	12.3	23.3	29.6	4.3	42.6	29.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		143.3			78.4	12.3	23.3	29.6	4.3	42.6	29.0	
LOS		F			E	B	C	C	A	D	C	
Approach Delay (s/veh)		143.3			49.8			28.2			29.9	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		~252			178	7	18	725	7	45	811	
Queue Length 95th (ft)		#434			272	68	47	852	34	121	972	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		196			245	408	155	2080	937	193	2176	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.07			0.69	0.32	0.36	0.80	0.10	0.61	0.83	

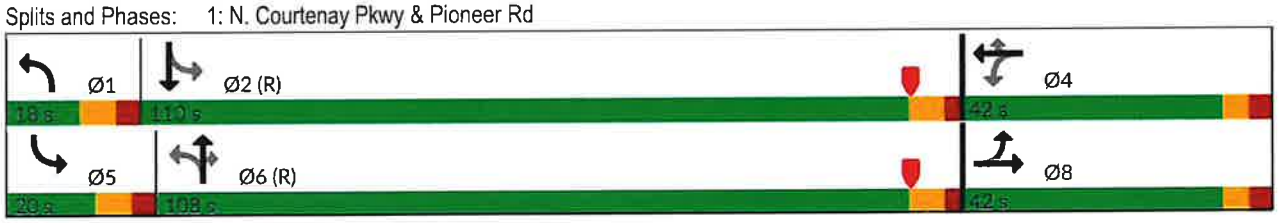
Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 36.1	Intersection LOS: D
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

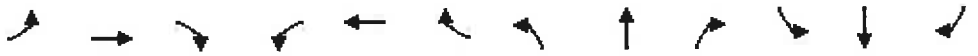
Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	21	41	135	23	121	52	1552	85	110	1644	36
Future Volume (veh/h)	133	21	41	135	23	121	52	1552	85	110	1644	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	23	39	145	25	79	56	1669	61	118	1768	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	204	27	46	213	30	236	265	2449	1091	217	2470	53
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.69	0.69	0.07	1.00	1.00
Sat Flow, veh/h	1098	177	299	1139	196	1548	1739	3554	1583	1781	3555	76
Grp Volume(v), veh/h	205	0	0	170	0	79	56	1669	61	118	881	925
Grp Sat Flow(s),veh/h/ln	1574	0	0	1335	0	1548	1739	1777	1583	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	7.7	1.6	46.8	2.1	3.5	0.0	0.0
Cycle Q Clear(g_c), s	21.0	0.0	0.0	21.1	0.0	7.7	1.6	46.8	2.1	3.5	0.0	0.0
Prop In Lane	0.70		0.19	0.85		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	276	0	0	243	0	236	265	2449	1091	217	1234	1288
V/C Ratio(X)	0.74	0.00	0.00	0.70	0.00	0.33	0.21	0.68	0.06	0.54	0.71	0.72
Avail Cap(c_a), veh/h	354	0	0	318	0	321	322	2449	1091	286	1234	1288
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.9	0.0	0.0	70.0	0.0	64.3	7.1	15.5	8.5	17.3	0.0	0.0
Incr Delay (d2), s/veh	6.7	0.0	0.0	5.2	0.0	1.0	0.4	1.6	0.1	2.1	3.5	3.5
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(95%),veh/ln	14.2	0.0	0.0	12.1	0.0	5.7	1.1	25.0	1.3	3.5	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.6	0.0	0.0	75.2	0.0	65.3	7.5	17.0	8.6	19.4	3.5	3.5
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		205			249			1786			1924	
Approach Delay, s/veh		76.6			72.0			16.5			4.5	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2	4	5	6	8
Phs Duration (G+Y+Rc), s	12.4	124.9	32.7	13.4	124.0	32.7
Change Period (Y+Rc), s	7.8	6.8	6.7	7.8	6.8	6.7
Max Green Setting (Gmax), s	10.2	103.2	35.3	12.2	101.2	35.3
Max Q Clear Time (g_c+I1), s	3.6	2.0	23.1	5.5	48.8	23.0
Green Ext Time (p_c), s	0.0	32.3	1.1	0.1	24.2	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.2
HCM 7th LOS	B

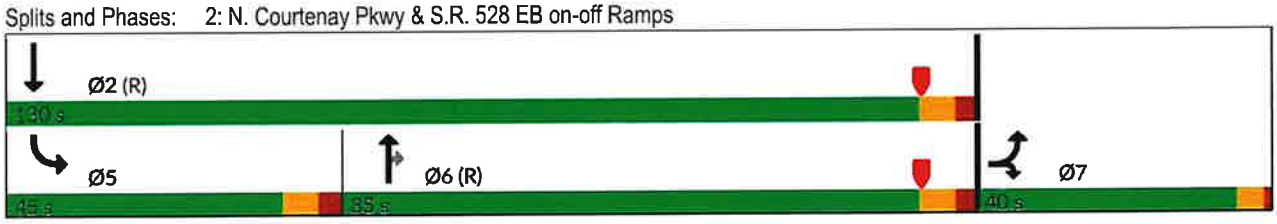


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Prot						Perm	Prot		
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	0	0	0				0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	2	0					0	4884		1	3399	0
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	0	0	0				0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	0					0	4884		1	3399	0
V/C Ratio(X)	0.00	0.00					0.00	0.00		0.00	0.00	0.00
Avail Cap(c_a), veh/h	699	0					0	4884		374	3399	0
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	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	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
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0						0			0	
Approach Delay, s/veh		0.0						0.0			0.0	
Approach LOS												

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	170.0	0.0	0.0	170.0
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	122.6	35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

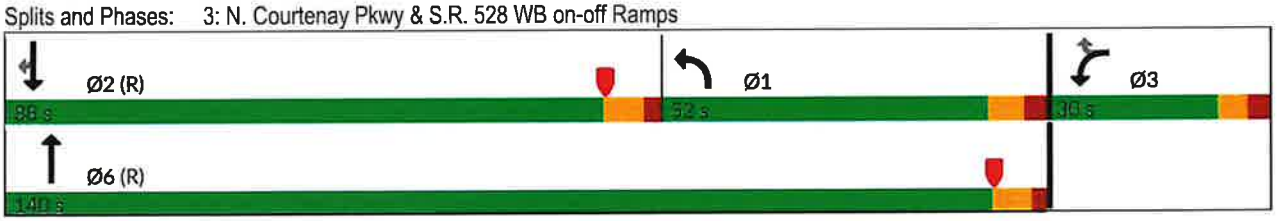
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170

Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				0	0	0	0	0	0	0	0	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				2	0	1	1494	3335	0	0	2380	703
Arrive On Green				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1485
Grp Volume(v), veh/h				0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1485
Q Serve(g_s), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				2	0	1	1494	3335	0	0	2380	703
V/C Ratio(X)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h				468	0	211	1494	3335	0	0	2380	703
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	0.0	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
%ile BackOfQ(95%),veh/ln				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h					0			0			0	
Approach Delay, s/veh					0.0			0.0			0.0	
Approach LOS												

Timer - Assigned Phs	1	2		6	8
Phs Duration (G+Y+Rc), s	82.0	88.0		170.0	0.0
Change Period (Y+Rc), s	7.9	7.5		* 7.9	7.0
Max Green Setting (Gmax), s	44.1	80.5		* 1.3E+02	23.0
Max Q Clear Time (g_c+I1), s	0.0	0.0		0.0	0.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	0	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	-	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	138	37	3	155	1	64	0	8	2	0	9
Future Volume (vph)	3	138	37	3	155	1	64	0	8	2	0	9
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	0	176	0	0	80	0	0	12	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 28.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	138	37	3	155	1	64	0	8	2	0	9
Future Vol, veh/h	3	138	37	3	155	1	64	0	8	2	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	3	153	41	3	172	1	71	0	9	2	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	194	0	0	359	361	174	339	381	173
Stage 1	-	-	-	-	-	-	181	181	-	179	179	-
Stage 2	-	-	-	-	-	-	179	180	-	160	201	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1403	-	-	1379	-	-	596	566	870	614	552	871
Stage 1	-	-	-	-	-	-	821	750	-	822	751	-
Stage 2	-	-	-	-	-	-	823	750	-	842	735	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1403	-	-	1379	-	-	586	563	870	605	549	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	586	563	-	605	549	-
Stage 1	-	-	-	-	-	-	819	748	-	820	749	-
Stage 2	-	-	-	-	-	-	811	748	-	831	733	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0.14	11.81	9.53
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	608	29	-	-	34	-	-	806
HCM Lane V/C Ratio	0.132	0.002	-	-	0.002	-	-	0.015
HCM Ctrl Dly (s/v)	11.8	7.6	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

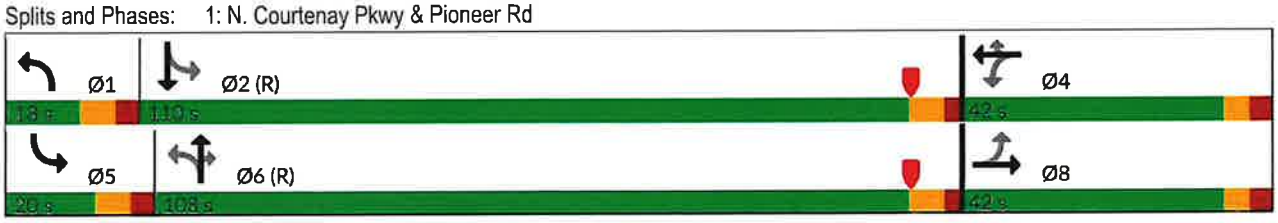
NO BUILD PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	22	33	120	21	111	43	1566	110	117	1688	36
Future Volume (vph)	122	22	33	120	21	111	43	1566	110	117	1688	36
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	143	113	44	1598	112	119	1759	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		32.6			32.6	32.6	112.5	106.5	106.5	119.0	111.8	
Actuated g/C Ratio		0.19			0.19	0.19	0.66	0.63	0.63	0.70	0.66	
v/c Ratio		0.94			0.62	0.31	0.33	0.75	0.12	0.62	0.79	
Control Delay (s/veh)		114.8			74.5	10.9	14.9	25.9	5.7	28.9	13.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		114.8			74.5	10.9	14.9	25.9	5.7	28.9	13.6	
LOS		F			E	B	B	C	A	C	B	
Approach Delay (s/veh)		114.8			46.4			24.4			14.6	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		190			145	0	14	655	16	21	908	
Queue Length 95th (ft)		#342			228	57	27	785	46	m51	m690	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		207			251	390	163	2142	957	217	2240	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.87			0.57	0.29	0.27	0.75	0.12	0.55	0.79	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 25.3	Intersection LOS: C
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	22	33	120	21	111	43	1566	110	117	1688	36
Future Volume (veh/h)	122	22	33	120	21	111	43	1566	110	117	1688	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	124	22	29	122	21	69	44	1598	83	119	1722	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	183	26	34	191	26	196	266	2542	1131	240	2565	53
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.03	0.72	0.72	0.06	1.00	1.00
Sat Flow, veh/h	1148	204	269	1185	204	1528	1654	3554	1582	1781	3558	74
Grp Volume(v), veh/h	175	0	0	143	0	69	44	1598	83	119	858	900
Grp Sat Flow(s),veh/h/ln	1621	0	0	1389	0	1528	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	7.0	1.2	39.6	2.7	3.2	0.0	0.0
Cycle Q Clear(g_c), s	17.5	0.0	0.0	17.1	0.0	7.0	1.2	39.6	2.7	3.2	0.0	0.0
Prop In Lane	0.71		0.17	0.85		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	244	0	0	217	0	196	266	2542	1131	240	1281	1337
V/C Ratio(X)	0.72	0.00	0.00	0.66	0.00	0.35	0.17	0.63	0.07	0.50	0.67	0.67
Avail Cap(c_a), veh/h	360	0	0	329	0	317	323	2542	1131	312	1281	1337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.2	0.0	0.0	72.1	0.0	67.7	5.9	12.5	7.3	13.0	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.0	0.0	4.1	0.0	1.3	0.3	1.2	0.1	1.6	2.8	2.7
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(95%),veh/ln	12.4	0.0	0.0	10.5	0.0	5.1	0.7	21.1	1.6	2.7	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.9	0.0	0.0	76.1	0.0	69.0	6.1	13.7	7.4	14.6	2.8	2.7
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		175			212			1725			1877	
Approach Delay, s/veh		76.9			73.8			13.2			3.5	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	129.4		28.5	13.1	128.4		28.5				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.2	2.0		19.1	5.2	41.6		19.5				
Green Ext Time (p_c), s	0.0	30.0		1.1	0.1	23.8		1.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			14.7									
HCM 7th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	472	0	786	0	0	0	0	1407	309	396	1300	0
Future Volume (vph)	472	0	786	0	0	0	0	1407	309	396	1300	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	487	0	810	0	0	0	0	1451	319	408	1340	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.21		0.21					0.46	0.46	0.22	0.72	
v/c Ratio	0.69		1.14					0.65	0.37	1.13	0.56	
Control Delay (s/veh)	67.8		125.7					26.8	3.4	130.9	6.3	
Queue Delay	0.0		0.0					0.8	0.0	0.6	0.6	
Total Delay (s/veh)	67.8		125.7					27.6	3.4	131.5	6.9	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		103.9						23.3			36.0	
Approach LOS		F						C			D	
Queue Length 50th (ft)	261		~510					212	0	~508	166	
Queue Length 95th (ft)	327		#660					296	m58	m#730	181	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	710		710					2244	872	361	2382	
Starvation Cap Reductn	0		0					0	0	21	589	
Spillback Cap Reductn	0		0					445	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.69		1.14					0.81	0.37	1.20	0.75	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 110

2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps

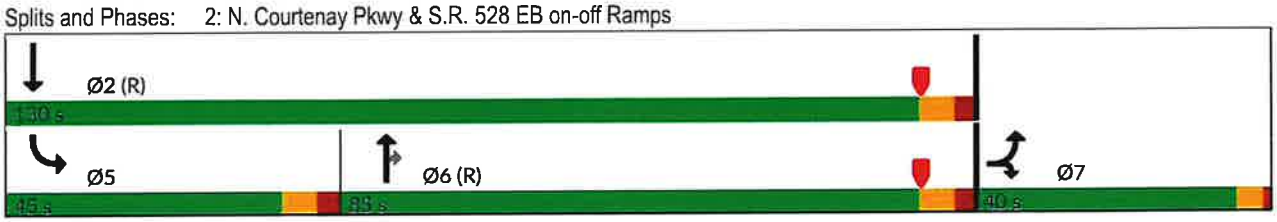
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay (s/veh): 49.6 Intersection LOS: D
Intersection Capacity Utilization 120.7% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	472	0	786	0	0	0	0	1407	309	396	1300	0
Future Volume (veh/h)	472	0	786	0	0	0	0	1407	309	396	1300	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	487	0	0				0	1451	0	408	1340	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	545	0					0	2585		390	2740	0
Arrive On Green	0.16	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	487	0	0				0	1451	0	408	1340	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Cycle Q Clear(g_c), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	545	0					0	2585		390	2740	0
V/C Ratio(X)	0.89	0.00					0.00	0.56		1.05	0.49	0.00
Avail Cap(c_a), veh/h	716	0					0	2585		390	2740	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.68	0.68	0.00
Uniform Delay (d), s/veh	70.1	0.0	0.0				0.0	0.0	0.0	47.8	0.0	0.0
Incr Delay (d2), s/veh	11.2	0.0	0.0				0.0	0.9	0.0	50.4	0.4	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(95%),veh/ln	16.9	0.0	0.0				0.0	0.4	0.0	25.5	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.3	0.0	0.0				0.0	0.9	0.0	98.2	0.4	0.0
LnGrp LOS	F							A		F	A	
Approach Vol, veh/h		487						1451			1748	
Approach Delay, s/veh		81.3						0.9			23.2	
Approach LOS		F						A			C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	138.5	31.5	45.0	93.5
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	122.6	35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s	2.0	25.7	39.2	2.0
Green Ext Time (p_c), s	22.6	1.4	0.0	23.2

Intersection Summary	
HCM 7th Control Delay, s/veh	22.1
HCM 7th LOS	C

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

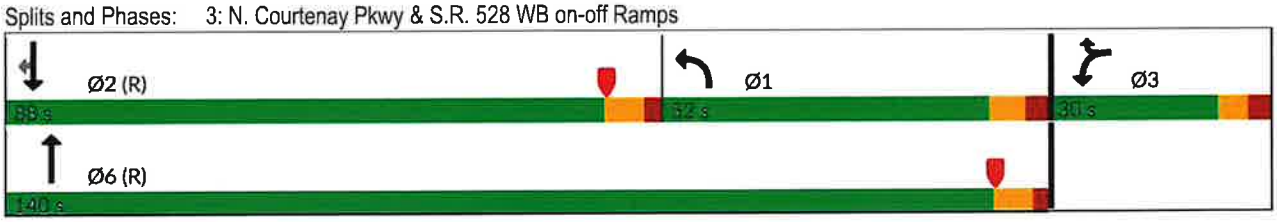
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	364	0	324	751	1184	0	0	1456	1134
Future Volume (vph)	0	0	0	364	0	324	751	1184	0	0	1456	1134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	383	0	341	791	1246	0	0	1533	1194
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Actuated g/C Ratio				0.14		0.14	0.26	0.78			0.47	0.47
v/c Ratio				0.83		1.05	0.90	0.46			0.64	1.26
Control Delay (s/veh)				86.8		105.2	66.4	8.2			35.2	153.6
Queue Delay				2.2		0.0	47.7	0.3			0.1	0.0
Total Delay (s/veh)				89.0		105.2	114.1	8.5			35.3	153.6
LOS				F		F	F	A			D	F
Approach Delay (s/veh)					96.6			49.5			87.1	
Approach LOS					F			D			F	
Queue Length 50th (ft)				217		~278	471	188			466	~1431
Queue Length 95th (ft)				#292		#493	#561	207			517	#1702
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		324	882	2731			2407	945
Starvation Cap Reductn				0		0	207	711			0	0
Spillback Cap Reductn				24		0	0	0			134	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.87		1.05	1.17	0.62			0.67	1.26

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay (s/veh): 74.4 Intersection LOS: E
Intersection Capacity Utilization 120.7% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	364	0	324	751	1184	0	0	1456	1134
Future Volume (veh/h)	0	0	0	364	0	324	751	1184	0	0	1456	1134
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				383	0	224	791	1246	0	0	1533	993
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				468	0	211	1164	3022	0	0	2418	745
Arrive On Green				0.14	0.00	0.14	0.68	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				383	0	224	791	1246	0	0	1533	993
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				18.3	0.0	23.0	23.4	0.0	0.0	0.0	38.4	59.0
Cycle Q Clear(g_c), s				18.3	0.0	23.0	23.4	0.0	0.0	0.0	38.4	59.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				468	0	211	1164	3022	0	0	2418	745
V/C Ratio(X)				0.82	0.00	1.06	0.68	0.41	0.00	0.00	0.63	1.33
Avail Cap(c_a), veh/h				468	0	211	1164	3022	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.71	0.71	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.5	0.0	73.5	21.8	0.0	0.0	0.0	33.7	24.0
Incr Delay (d2), s/veh				11.0	0.0	79.1	1.2	0.3	0.0	0.0	1.3	159.2
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(95%),veh/ln				13.5	0.0	20.2	9.6	0.2	0.0	0.0	22.4	78.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				82.5	0.0	152.6	22.9	0.3	0.0	0.0	34.9	183.3
LnGrp LOS				F		F	C	A			C	F
Approach Vol, veh/h					607			2037			2526	
Approach Delay, s/veh					108.4			9.1			93.2	
Approach LOS					F			A			F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	66.0	88.0				154.0		30.0				
Change Period (Y+Rc), s	7.9	7.5				* 7.9		7.0				
Max Green Setting (Gmax), s	44.1	80.5				* 1.3E+02		23.0				
Max Q Clear Time (g_c+I1), s	25.4	61.0				2.0		25.0				
Green Ext Time (p_c), s	2.8	17.1				11.8		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	61.9
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1783	0	0	1849
Future Volume (vph)	0	0	1783	0	0	1849
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1938	0	0	2010
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1783	0	0	1849
Future Vol, veh/h	0	0	1783	0	0	1849
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1938	0	0	2010

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	969	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*578	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*578	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	144	37	1	133	0	0	65	3	0	0	8
Future Volume (vph)	4	144	37	1	133	0	0	65	3	0	0	8
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	196	0	0	142	0	0	72	0	0	9	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 23.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	144	37	1	133	0	0	65	3	0	0	8
Future Vol, veh/h	4	144	37	1	133	0	0	65	3	0	0	8
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	4	153	39	1	141	0	0	69	3	0	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	193	0	0	326	327	174	343	347	144
Stage 1	-	-	-	-	-	-	181	181	-	146	146	-
Stage 2	-	-	-	-	-	-	145	146	-	197	201	-
Critical Hdwy	4.6	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.65	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1192	-	-	1381	-	-	627	591	870	611	577	903
Stage 1	-	-	-	-	-	-	820	749	-	857	776	-
Stage 2	-	-	-	-	-	-	858	776	-	805	735	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1189	-	-	1381	-	-	618	587	869	533	573	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	618	587	-	533	573	-
Stage 1	-	-	-	-	-	-	817	746	-	855	774	-
Stage 2	-	-	-	-	-	-	849	774	-	724	732	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	0.06	11.87	9.04
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	596	37	-	-	13	-	-	900
HCM Lane V/C Ratio	0.121	0.004	-	-	0.001	-	-	0.009
HCM Ctrl Dly (s/v)	11.9	8	0	-	7.6	0	-	9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

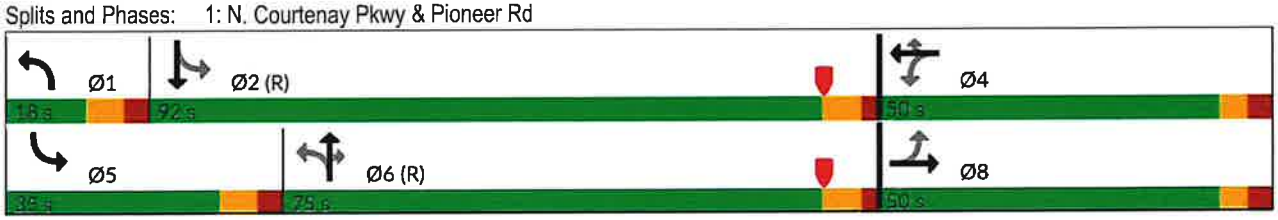
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	28	30	200	42	171	32	1102	90	221	1582	34
Future Volume (vph)	96	28	30	200	42	171	32	1102	90	221	1582	34
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	169	0	0	266	188	35	1211	99	243	1775	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		39.6			39.6	39.6	85.0	78.9	78.9	105.9	94.6	
Actuated g/C Ratio		0.25			0.25	0.25	0.53	0.49	0.49	0.66	0.59	
v/c Ratio		0.93			0.92	0.39	0.36	0.73	0.12	0.76	0.89	
Control Delay (s/veh)		106.0			92.8	17.5	31.3	37.2	1.8	30.6	44.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		106.0			92.8	17.5	31.3	37.2	1.8	30.6	44.4	
LOS		F			F	B	C	D	A	C	D	
Approach Delay (s/veh)		106.0			61.6			34.5			42.7	
Approach LOS		F			E			C			D	
Queue Length 50th (ft)		163			264	45	13	550	0	156	882	
Queue Length 95th (ft)		#307			#423	118	39	691	16	m189	m#1082	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		198			317	510	125	1669	803	388	1996	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.85			0.84	0.37	0.28	0.73	0.12	0.63	0.89	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 44.8 Intersection LOS: D
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

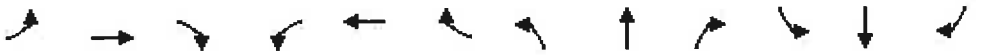
Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	28	30	200	42	171	32	1102	90	221	1582	34
Future Volume (veh/h)	96	28	30	200	42	171	32	1102	90	221	1582	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	105	31	28	220	46	136	35	1211	45	243	1738	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	256	75	61	282	50	349	206	2016	906	332	2197	45
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.02	0.57	0.57	0.15	1.00	1.00
Sat Flow, veh/h	994	341	275	1095	229	1585	1457	3526	1584	1781	3532	73
Grp Volume(v), veh/h	164	0	0	266	0	136	35	1211	45	243	865	909
Grp Sat Flow(s),veh/h/ln	1610	0	0	1325	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	17.6	0.0	11.7	1.6	35.8	2.0	9.4	0.0	0.0
Cycle Q Clear(g_c), s	13.9	0.0	0.0	31.5	0.0	11.7	1.6	35.8	2.0	9.4	0.0	0.0
Prop In Lane	0.64		0.17	0.83		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	391	0	0	333	0	349	206	2016	906	332	1096	1146
V/C Ratio(X)	0.42	0.00	0.00	0.80	0.00	0.39	0.17	0.60	0.05	0.73	0.79	0.79
Avail Cap(c_a), veh/h	464	0	0	402	0	429	263	2016	906	502	1096	1146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	0.0	0.0	61.2	0.0	53.2	13.4	22.3	15.1	18.3	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	9.7	0.0	0.9	0.4	1.3	0.1	3.1	5.8	5.7
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(95%),veh/ln	9.9	0.0	0.0	17.1	0.0	8.4	1.0	20.9	1.3	6.2	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.9	0.0	0.0	71.0	0.0	54.1	13.7	23.7	15.2	21.4	5.8	5.7
LnGrp LOS	D			E		D	B	C	B	C	A	A
Approach Vol, veh/h		164			402			1291			2017	
Approach Delay, s/veh		54.9			65.2			23.1			7.6	
Approach LOS		D			E			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	106.3		41.9	19.8	98.3		41.9				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.6	2.0		33.5	11.4	37.8		15.9				
Green Ext Time (p_c), s	0.0	29.6		1.7	0.6	12.0		1.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		20.8
HCM 7th LOS		C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	857	0	979	0	0	0	0	1167	352	263	1011	0
Future Volume (vph)	857	0	979	0	0	0	0	1167	352	263	1011	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	912	0	1041	0	0	0	0	1241	374	280	1076	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Actuated g/C Ratio	0.35		0.35					0.35	0.35	0.18	0.58	
v/c Ratio	0.80		0.97					0.71	0.48	1.01	0.56	
Control Delay (s/veh)	53.4		64.1					61.9	22.6	98.8	15.4	
Queue Delay	3.3		0.0					5.1	0.0	0.0	0.8	
Total Delay (s/veh)	56.7		64.1					67.0	22.6	98.8	16.2	
LOS	E		E					E	C	F	B	
Approach Delay (s/veh)		60.6						56.7			33.2	
Approach LOS		E						E			C	
Queue Length 50th (ft)	444		538					486	176	~305	456	
Queue Length 95th (ft)	529		#706					536	m282	#500	531	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1145		1073					1739	783	277	1911	
Starvation Cap Reductn	0		0					0	0	0	494	
Spillback Cap Reductn	148		0					428	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.91		0.97					0.95	0.48	1.01	0.76	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps

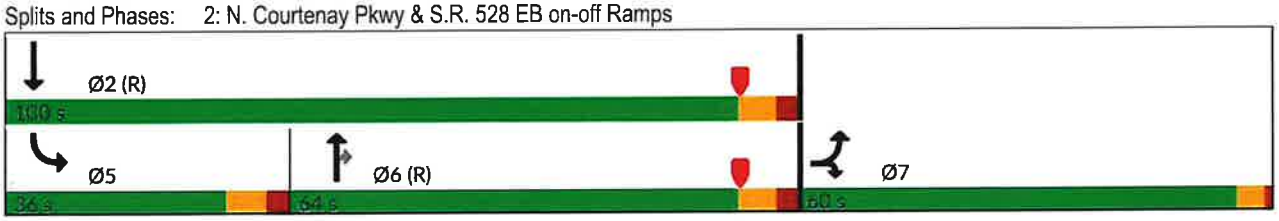
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay (s/veh): 51.8 Intersection LOS: D
Intersection Capacity Utilization 126.0% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	857	0	979	0	0	0	0	1167	352	263	1011	0
Future Volume (veh/h)	857	0	979	0	0	0	0	1167	352	263	1011	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	912	0	0				0	1241	0	280	1076	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	989	0					0	2072		300	2239	0
Arrive On Green	0.30	0.00	0.00				0.00	0.13	0.00	0.06	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	912	0	0				0	1241	0	280	1076	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	42.2	0.0	0.0				0.0	36.6	0.0	26.1	42.6	0.0
Cycle Q Clear(g_c), s	42.2	0.0	0.0				0.0	36.6	0.0	26.1	42.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	989	0					0	2072		300	2239	0
V/C Ratio(X)	0.92	0.00					0.00	0.60		0.93	0.48	0.00
Avail Cap(c_a), veh/h	1161	0					0	2072		302	2239	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	54.6	0.0	0.0				0.0	57.0	0.0	74.4	40.3	0.0
Incr Delay (d2), s/veh	11.0	0.0	0.0				0.0	1.3	0.0	30.9	0.6	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(95%),veh/ln	26.7	0.0	0.0				0.0	23.8	0.0	20.4	27.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.5	0.0	0.0				0.0	58.3	0.0	105.4	40.9	0.0
LnGrp LOS	E							E		F	D	
Approach Vol, veh/h		912						1241			1356	
Approach Delay, s/veh		65.5						58.3			54.2	
Approach LOS		E						E			D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	108.2	51.8	35.9	72.3
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	92.6	55.5	28.2	56.6
Max Q Clear Time (g_c+I1), s	44.6	44.2	28.1	38.6
Green Ext Time (p_c), s	13.6	3.0	0.0	10.1

Intersection Summary	
HCM 7th Control Delay, s/veh	58.6
HCM 7th LOS	E

Notes

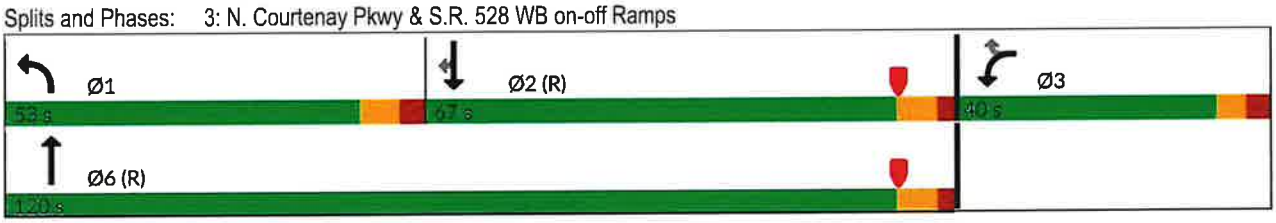
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

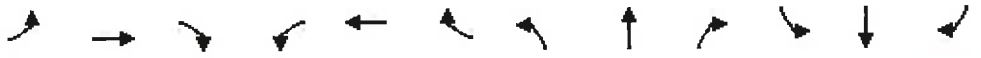
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	239	0	427	556	1593	0	0	1133	514
Future Volume (vph)	0	0	0	239	0	427	556	1593	0	0	1133	514
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	257	0	459	598	1713	0	0	1218	553
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	33.6	112.5			71.0	71.0
Actuated g/C Ratio				0.21		0.21	0.21	0.70			0.44	0.44
v/c Ratio				0.36		1.20	0.84	0.70			0.55	0.73
Control Delay (s/veh)				56.2		154.3	62.5	36.9			34.5	29.7
Queue Delay				0.0		0.0	0.5	48.5			0.3	0.0
Total Delay (s/veh)				56.2		154.3	63.0	85.4			34.9	29.7
LOS				E		F	E	F			C	C
Approach Delay (s/veh)					119.1			79.6			33.3	
Approach LOS					F			E			C	
Queue Length 50th (ft)				120		~506	293	959			340	312
Queue Length 95th (ft)				165		#735	351	1031			419	510
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2214	757
Starvation Cap Reductn				0		0	97	1088			0	0
Spillback Cap Reductn				0		0	0	0			422	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.36		1.20	0.69	1.27			0.68	0.73

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay (s/veh): 68.4 Intersection LOS: E
Intersection Capacity Utilization 126.0% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	239	0	427	556	1593	0	0	1133	514
Future Volume (veh/h)	0	0	0	239	0	427	556	1593	0	0	1133	514
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				257	0	389	598	1713	0	0	1218	423
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	653	2459	0	0	2327	673
Arrive On Green				0.21	0.00	0.21	0.38	1.00	0.00	0.00	0.46	0.46
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				257	0	389	598	1713	0	0	1218	423
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				10.2	0.0	33.0	26.5	0.0	0.0	0.0	27.5	35.3
Cycle Q Clear(g_c), s				10.2	0.0	33.0	26.5	0.0	0.0	0.0	27.5	35.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	653	2459	0	0	2327	673
V/C Ratio(X)				0.36	0.00	1.21	0.92	0.70	0.00	0.00	0.52	0.63
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2327	673
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.58	0.58	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.5	0.0	63.5	48.3	0.0	0.0	0.0	30.4	32.5
Incr Delay (d2), s/veh				0.3	0.0	119.5	6.0	1.0	0.0	0.0	0.8	4.4
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(95%),veh/ln				7.8	0.0	34.5	13.8	0.6	0.0	0.0	16.5	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.8	0.0	183.0	54.3	1.0	0.0	0.0	31.3	36.9
LnGrp LOS				D		F	D	A			C	D
Approach Vol, veh/h					646			2311			1641	
Approach Delay, s/veh					132.0			14.8			32.7	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	38.4	81.6				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	28.5	37.3				2.0		35.0				
Green Ext Time (p_c), s	2.0	13.8				22.9		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		37.6
HCM 7th LOS		D



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	35	1343	11	0	1822
Future Volume (vph)	0	35	1343	11	0	1822
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	1472	0	0	1980
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑↳			↑↑
Traffic Vol, veh/h	0	35	1343	11	0	1822
Future Vol, veh/h	0	35	1343	11	0	1822
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	1460	12	0	1980

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	736	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*716	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*716	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.31	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	716	-
HCM Lane V/C Ratio	-	-	0.053	-
HCM Ctrl Dly (s/v)	-	-	10.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	321	379	0	0	34
Future Volume (vph)	11	321	379	0	0	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	361	412	0	37	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	321	379	0	0	34
Future Vol, veh/h	11	321	379	0	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	349	412	0	0	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	412	0	-	0	785	412
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1147	-	-	-	365	640
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1147	-	-	-	361	640
Mov Cap-2 Maneuver	-	-	-	-	361	-
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.27	0	10.97
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	60	-	-	-	640
HCM Lane V/C Ratio	0.01	-	-	-	0.058
HCM Ctrl Dly (s/v)	8.2	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	306	67	13	377	2	41	1	12	2	0	35
Future Volume (vph)	15	306	67	13	377	2	41	1	12	2	0	35
Confl. Peds. (#/hr)	6		3	3		6						
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
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	422	0	0	426	0	0	59	0	0	40	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 43.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	306	67	13	377	2	41	1	12	2	0	35
Future Vol, veh/h	15	306	67	13	377	2	41	1	12	2	0	35
Conflicting Peds, #/hr	6	0	3	3	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	16	333	73	14	410	2	45	1	13	2	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	408	0	0	843	851	372	811	886	417
Stage 1	-	-	-	-	-	-	405	405	-	445	445	-
Stage 2	-	-	-	-	-	-	438	446	-	366	441	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1141	-	-	1150	-	-	284	297	674	298	283	636
Stage 1	-	-	-	-	-	-	623	599	-	592	575	-
Stage 2	-	-	-	-	-	-	597	574	-	654	577	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1135	-	-	1147	-	-	257	285	672	280	271	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	285	-	280	271	-
Stage 1	-	-	-	-	-	-	609	586	-	579	562	-
Stage 2	-	-	-	-	-	-	552	561	-	628	564	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	0.27	20.01	11.53
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	298	67	-	-	60	-	-	592
HCM Lane V/C Ratio	0.197	0.014	-	-	0.012	-	-	0.068
HCM Ctrl Dly (s/v)	20	8.2	0	-	8.2	0	-	11.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.2

BUILD DS
ALTERNATIVE 0

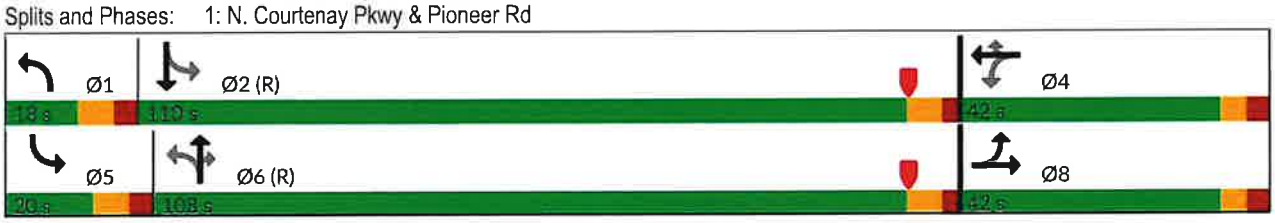
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	21	41	149	23	126	52	1561	94	140	1644	36
Future Volume (vph)	133	21	41	149	23	126	52	1561	94	140	1644	36
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	210	0	0	185	135	56	1678	101	151	1807	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		35.3			35.3	35.3	108.5	101.9	101.9	117.2	108.5	
Actuated g/C Ratio		0.21			0.21	0.21	0.64	0.60	0.60	0.69	0.64	
v/c Ratio		1.14			0.76	0.33	0.43	0.82	0.11	0.84	0.83	
Control Delay (s/veh)		164.6			83.5	14.8	23.2	31.2	5.1	68.6	29.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		164.6			83.5	14.8	23.2	31.2	5.1	68.6	29.0	
LOS		F			F	B	C	C	A	E	C	
Approach Delay (s/veh)		164.6			54.5			29.5			32.1	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		~265			196	16	18	756	12	91	811	
Queue Length 95th (ft)		#447			#315	81	46	861	39	#221	972	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		184			244	404	155	2050	925	187	2176	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.14			0.76	0.33	0.36	0.82	0.11	0.81	0.83	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay (s/veh): 39.1	Intersection LOS: D
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	21	41	149	23	126	52	1561	94	140	1644	36
Future Volume (veh/h)	133	21	41	149	23	126	52	1561	94	140	1644	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	23	39	160	25	87	56	1678	71	151	1768	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	216	29	49	226	29	251	261	2388	1063	219	2436	52
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.67	0.67	0.08	1.00	1.00
Sat Flow, veh/h	1111	179	303	1152	180	1548	1739	3554	1583	1781	3555	76
Grp Volume(v), veh/h	205	0	0	185	0	87	56	1678	71	151	881	925
Grp Sat Flow(s),veh/h/ln	1593	0	0	1332	0	1548	1739	1777	1583	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	8.5	1.7	49.9	2.6	4.8	0.0	0.0
Cycle Q Clear(g_c), s	20.5	0.0	0.0	23.1	0.0	8.5	1.7	49.9	2.6	4.8	0.0	0.0
Prop In Lane	0.70		0.19	0.86		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	294	0	0	255	0	251	261	2388	1063	219	1218	1271
V/C Ratio(X)	0.70	0.00	0.00	0.72	0.00	0.35	0.21	0.70	0.07	0.69	0.72	0.73
Avail Cap(c_a), veh/h	358	0	0	317	0	322	317	2388	1063	274	1218	1271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	0.0	0.0	69.4	0.0	63.2	7.9	17.3	9.6	22.2	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	6.7	0.0	1.0	0.4	1.8	0.1	5.2	3.8	3.7
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(95%),veh/ln	13.9	0.0	0.0	13.1	0.0	6.2	1.2	26.8	1.7	6.2	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.3	0.0	0.0	76.1	0.0	64.2	8.4	19.1	9.7	27.4	3.8	3.7
LnGrp LOS	E			E		E	A	B	A	C	A	A
Approach Vol, veh/h		205			272			1805			1957	
Approach Delay, s/veh		73.3			72.3			18.4			5.5	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	123.3		34.3	14.7	121.0		34.3				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.7	2.0		25.1	6.8	51.9		22.5				
Green Ext Time (p_c), s	0.0	32.3		1.1	0.2	23.9		1.1				

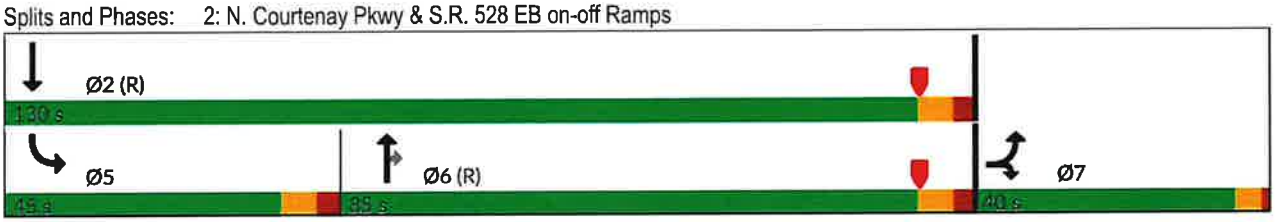
Intersection Summary		
HCM 7th Control Delay, s/veh		18.6
HCM 7th LOS		B

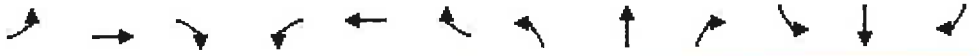
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Prot						Perm	Prot		
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	0	0	0				0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	2	0					0	4884		1	3399	0
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	0	0	0				0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	0					0	4884		1	3399	0
V/C Ratio(X)	0.00	0.00					0.00	0.00		0.00	0.00	0.00
Avail Cap(c_a), veh/h	699	0					0	4884		374	3399	0
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	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	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
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0						0			0	
Approach Delay, s/veh		0.0						0.0			0.0	
Approach LOS												

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	170.0	0.0	0.0	170.0
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	122.6	35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

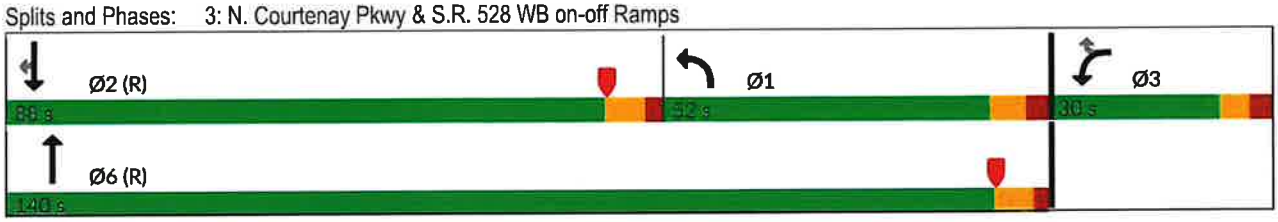
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170

Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				0	0	0	0	0	0	0	0	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				2	0	1	1494	3335	0	0	2380	703
Arrive On Green				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1485
Grp Volume(v), veh/h				0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1485
Q Serve(g_s), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				2	0	1	1494	3335	0	0	2380	703
V/C Ratio(X)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h				468	0	211	1494	3335	0	0	2380	703
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	0.0	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
%ile BackOfQ(95%),veh/ln				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h					0			0			0	
Approach Delay, s/veh					0.0			0.0			0.0	
Approach LOS												

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	82.0	88.0			170.0		0.0					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	0.0	0.0			0.0		0.0					
Green Ext Time (p_c), s	0.0	0.0			0.0		0.0					

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

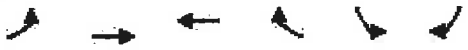
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	0	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	-	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	148	157	0	0	18
Future Volume (vph)	24	148	157	0	0	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	187	171	0	20	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 30.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	148	157	0	0	18
Future Vol, veh/h	24	148	157	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	161	171	0	0	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	171	0	-	0	384	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1407	-	-	-	644	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1407	-	-	-	631	873
Mov Cap-2 Maneuver	-	-	-	-	631	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.06	0	9.22
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	251	-	-	-	873
HCM Lane V/C Ratio	0.019	-	-	-	0.022
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	27	138	37	3	155	1	64	0	8	2	0	27
Future Volume (vph)	27	138	37	3	155	1	64	0	8	2	0	27
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	0	0	176	0	0	80	0	0	32	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	138	37	3	155	1	64	0	8	2	0	27
Future Vol, veh/h	27	138	37	3	155	1	64	0	8	2	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	30	153	41	3	172	1	71	0	9	2	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	194	0	0	413	414	174	393	434	173
Stage 1	-	-	-	-	-	-	234	234	-	179	179	-
Stage 2	-	-	-	-	-	-	179	180	-	213	254	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1403	-	-	1379	-	-	550	529	870	567	515	871
Stage 1	-	-	-	-	-	-	769	711	-	822	751	-
Stage 2	-	-	-	-	-	-	823	750	-	789	697	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1403	-	-	1379	-	-	517	515	870	546	501	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	517	515	-	546	501	-
Stage 1	-	-	-	-	-	-	751	694	-	820	749	-
Stage 2	-	-	-	-	-	-	792	748	-	762	680	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.02	0.14	12.81	9.48
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	541	231	-	-	34	-	-	836
HCM Lane V/C Ratio	0.148	0.021	-	-	0.002	-	-	0.039
HCM Ctrl Dly (s/v)	12.8	7.6	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.1

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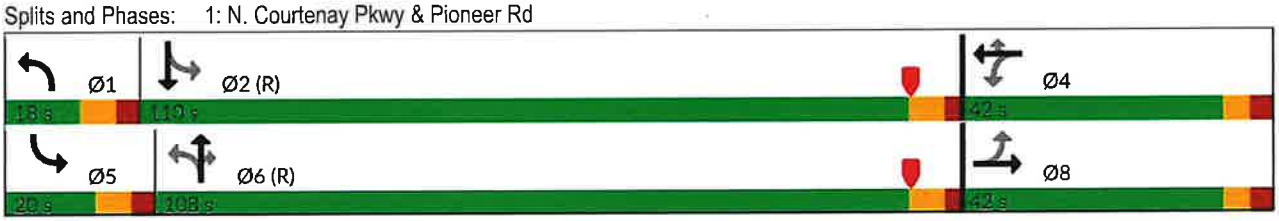
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	22	33	136	21	116	43	1580	124	161	1688	36
Future Volume (vph)	122	22	33	136	21	116	43	1580	124	161	1688	36
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	160	118	44	1612	127	164	1759	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		33.9			33.9	33.9	109.3	103.3	103.3	119.2	110.5	
Actuated g/C Ratio		0.20			0.20	0.20	0.64	0.61	0.61	0.70	0.65	
v/c Ratio		0.96			0.67	0.31	0.34	0.78	0.14	0.83	0.79	
Control Delay (s/veh)		118.2			77.3	10.6	15.6	28.6	6.8	57.9	14.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		118.2			77.3	10.6	15.6	28.6	6.8	57.9	14.3	
LOS		F			E	B	B	C	A	E	B	
Approach Delay (s/veh)		118.2			49.0			26.7			18.0	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		193			165	0	14	700	24	79	877	
Queue Length 95th (ft)		#356			254	58	27	797	56	m125	m653	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		196			249	394	159	2078	930	204	2214	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.92			0.64	0.30	0.28	0.78	0.14	0.80	0.79	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 28.1	Intersection LOS: C
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	22	33	136	21	116	43	1580	124	161	1688	36
Future Volume (veh/h)	122	22	33	136	21	116	43	1580	124	161	1688	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	124	22	29	139	21	72	44	1612	98	164	1722	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	197	28	38	205	25	210	261	2473	1101	242	2531	53
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.70	0.70	0.08	1.00	1.00
Sat Flow, veh/h	1167	207	273	1203	182	1528	1654	3554	1582	1781	3558	74
Grp Volume(v), veh/h	175	0	0	160	0	72	44	1612	98	164	858	900
Grp Sat Flow(s),veh/h/ln	1647	0	0	1385	0	1528	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	7.2	1.3	42.9	3.4	4.8	0.0	0.0
Cycle Q Clear(g_c), s	17.0	0.0	0.0	19.2	0.0	7.2	1.3	42.9	3.4	4.8	0.0	0.0
Prop In Lane	0.71		0.17	0.87		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	263	0	0	230	0	210	261	2473	1101	242	1264	1320
V/C Ratio(X)	0.67	0.00	0.00	0.70	0.00	0.34	0.17	0.65	0.09	0.68	0.68	0.68
Avail Cap(c_a), veh/h	365	0	0	328	0	317	318	2473	1101	297	1264	1320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	0.0	0.0	71.5	0.0	66.3	6.8	14.4	8.4	17.7	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.0	4.5	0.0	1.2	0.3	1.4	0.2	4.5	2.9	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(95%),veh/ln	12.2	0.0	0.0	11.5	0.0	5.3	0.8	23.0	2.1	5.8	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.0	0.0	0.0	76.0	0.0	67.5	7.1	15.7	8.5	22.2	2.9	2.9
LnGrp LOS	E			E		E	A	B	A	C	A	A
Approach Vol, veh/h		175			232			1754			1922	
Approach Delay, s/veh		74.0			73.4			15.1			4.6	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	127.7		30.1	14.8	125.1		30.1				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.3	2.0		21.2	6.8	44.9		19.0				
Green Ext Time (p_c), s	0.0	30.0		1.1	0.2	23.9		1.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		16.0
HCM 7th LOS		B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	472	0	812	0	0	0	0	1428	315	396	1318	0
Future Volume (vph)	472	0	812	0	0	0	0	1428	315	396	1318	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	487	0	837	0	0	0	0	1472	325	408	1359	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.21		0.21					0.46	0.46	0.22	0.72	
v/c Ratio	0.69		1.19					0.66	0.37	1.13	0.57	
Control Delay (s/veh)	67.8		142.4					27.5	3.6	130.7	6.7	
Queue Delay	0.0		0.0					0.9	0.0	0.6	0.6	
Total Delay (s/veh)	67.8		142.4					28.4	3.6	131.4	7.3	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		114.9						23.9			36.0	
Approach LOS		F						C			D	
Queue Length 50th (ft)	261		~552					230	0	~508	172	
Queue Length 95th (ft)	327		#702					307	m59	m#723	186	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	710		706					2244	875	361	2382	
Starvation Cap Reductn	0		0					0	0	21	589	
Spillback Cap Reductn	0		0					451	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.69		1.19					0.82	0.37	1.20	0.76	

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 110

2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps

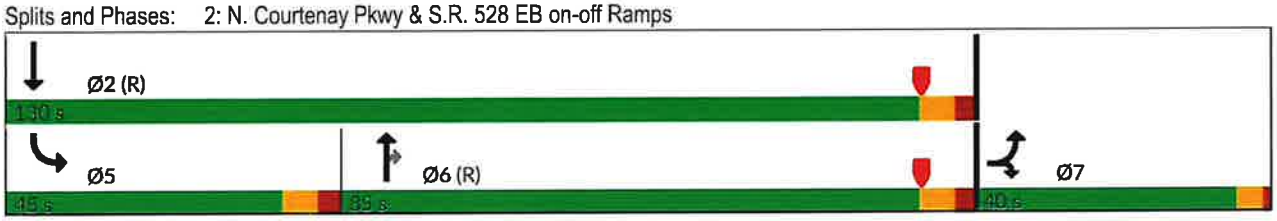
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay (s/veh): 52.9 Intersection LOS: D
Intersection Capacity Utilization 121.4% ICU Level of Service H
Analysis Period (min) 15

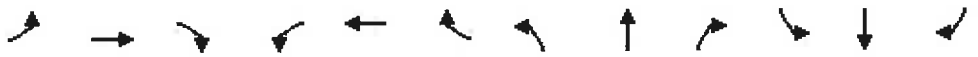
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	472	0	812	0	0	0	0	1428	315	396	1318	0
Future Volume (veh/h)	472	0	812	0	0	0	0	1428	315	396	1318	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	487	0	0				0	1472	0	408	1359	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	545	0					0	2585		390	2740	0
Arrive On Green	0.16	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	487	0	0				0	1472	0	408	1359	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Cycle Q Clear(g_c), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	545	0					0	2585		390	2740	0
V/C Ratio(X)	0.89	0.00					0.00	0.57		1.05	0.50	0.00
Avail Cap(c_a), veh/h	716	0					0	2585		390	2740	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.67	0.67	0.00
Uniform Delay (d), s/veh	70.1	0.0	0.0				0.0	0.0	0.0	47.8	0.0	0.0
Incr Delay (d2), s/veh	11.2	0.0	0.0				0.0	0.9	0.0	50.1	0.4	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(95%),veh/ln	16.9	0.0	0.0				0.0	0.4	0.0	25.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.3	0.0	0.0				0.0	0.9	0.0	97.9	0.4	0.0
LnGrp LOS	F							A		F	A	
Approach Vol, veh/h		487						1472			1767	
Approach Delay, s/veh		81.3						0.9			22.9	
Approach LOS		F						A			C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	138.5	31.5	45.0	93.5
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	122.6	35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s	2.0	25.7	39.2	2.0
Green Ext Time (p_c), s	23.3	1.4	0.0	23.8

Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C

Notes

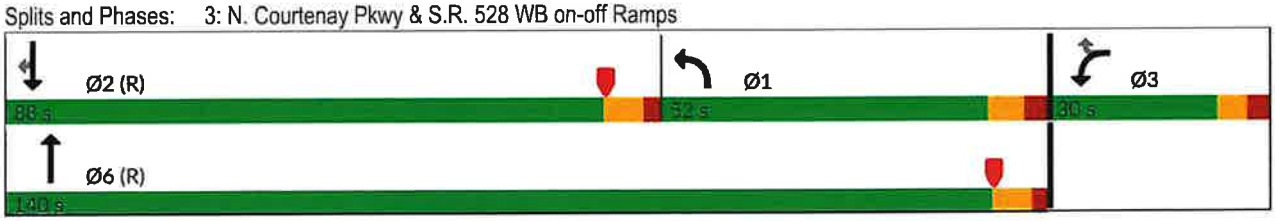
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Future Volume (vph)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	394	0	341	807	1252	0	0	1541	1194
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Actuated g/C Ratio				0.14		0.14	0.26	0.78			0.47	0.47
v/c Ratio				0.85		1.06	0.91	0.46			0.64	1.26
Control Delay (s/veh)				89.0		106.4	67.3	8.1			35.3	154.2
Queue Delay				2.8		0.0	46.8	0.3			0.1	0.0
Total Delay (s/veh)				91.8		106.4	114.1	8.4			35.4	154.2
LOS				F		F	F	A			D	F
Approach Delay (s/veh)					98.6			49.8			87.3	
Approach LOS					F			D			F	
Queue Length 50th (ft)				224		~280	475	187			469	~1433
Queue Length 95th (ft)				#306		#495	#581	206			520	#1703
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		323	882	2731			2407	944
Starvation Cap Reductn				0		0	206	719			0	0
Spillback Cap Reductn				24		0	0	0			134	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.90		1.06	1.19	0.62			0.68	1.26

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay (s/veh): 74.8 Intersection LOS: E
Intersection Capacity Utilization 121.4% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Future Volume (veh/h)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				394	0	225	807	1252	0	0	1541	994
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				468	0	211	1164	3022	0	0	2418	745
Arrive On Green				0.14	0.00	0.14	0.68	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				394	0	225	807	1252	0	0	1541	994
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				18.9	0.0	23.0	24.3	0.0	0.0	0.0	38.7	59.0
Cycle Q Clear(g_c), s				18.9	0.0	23.0	24.3	0.0	0.0	0.0	38.7	59.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				468	0	211	1164	3022	0	0	2418	745
V/C Ratio(X)				0.84	0.00	1.07	0.69	0.41	0.00	0.00	0.64	1.33
Avail Cap(c_a), veh/h				468	0	211	1164	3022	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.70	0.70	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.7	0.0	73.5	21.9	0.0	0.0	0.0	33.7	24.0
Incr Delay (d2), s/veh				13.1	0.0	80.5	1.3	0.3	0.0	0.0	1.3	159.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				14.0	0.0	20.4	9.8	0.2	0.0	0.0	22.5	78.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				84.8	0.0	154.0	23.2	0.3	0.0	0.0	35.0	183.8
LnGrp LOS				F		F	C	A			D	F
Approach Vol, veh/h					619			2059			2535	
Approach Delay, s/veh					110.0			9.3			93.4	
Approach LOS					F			A			F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	66.0	88.0				154.0		30.0				
Change Period (Y+Rc), s	7.9	7.5				* 7.9		7.0				
Max Green Setting (Gmax), s	44.1	80.5				* 1.3E+02		23.0				
Max Q Clear Time (g_c+I1), s	26.3	61.0				2.0		25.0				
Green Ext Time (p_c), s	2.9	17.1				11.9		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	62.1
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	22	1788	36	0	1893
Future Volume (vph)	0	22	1788	36	0	1893
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	1982	0	0	2058
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

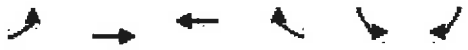
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑↳			↑↑
Traffic Vol, veh/h	0	22	1788	36	0	1893
Future Vol, veh/h	0	22	1788	36	0	1893
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	1943	39	0	2058

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	991	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*565	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*565	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.65	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	565	-
HCM Lane V/C Ratio	-	-	0.042	-
HCM Ctrl Dly (s/v)	-	-	11.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	36	148	133	0	0	21
Future Volume (vph)	36	148	133	0	0	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	145	0	23	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 30.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		⋎	
Traffic Vol, veh/h	36	148	133	0	0	21
Future Vol, veh/h	36	148	133	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	161	145	0	0	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	145	0	-	0	384	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1438	-	-	-	644	903
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	822	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1438	-	-	-	625	903
Mov Cap-2 Maneuver	-	-	-	-	625	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.48	0	9.09
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	352	-	-	-	903
HCM Lane V/C Ratio	0.027	-	-	-	0.025
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	40	144	37	1	133	0	0	65	3	0	0	29
Future Volume (vph)	40	144	37	1	133	0	0	65	3	0	0	29
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	235	0	0	142	0	0	72	0	0	31	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 33.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	144	37	1	133	0	0	65	3	0	0	29
Future Vol, veh/h	40	144	37	1	133	0	0	65	3	0	0	29
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	43	153	39	1	141	0	0	69	3	0	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	193	0	0	403	404	174	419	423	144
Stage 1	-	-	-	-	-	-	258	258	-	146	146	-
Stage 2	-	-	-	-	-	-	145	146	-	274	278	-
Critical Hdwy	4.6	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.65	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1192	-	-	1381	-	-	558	536	870	544	522	903
Stage 1	-	-	-	-	-	-	747	694	-	857	776	-
Stage 2	-	-	-	-	-	-	858	776	-	732	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1189	-	-	1381	-	-	516	513	869	451	500	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	516	513	-	451	500	-
Stage 1	-	-	-	-	-	-	717	666	-	855	774	-
Stage 2	-	-	-	-	-	-	827	774	-	627	653	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.47	0.06	13	9.14
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	522	313	-	-	13	-	-	900
HCM Lane V/C Ratio	0.139	0.036	-	-	0.001	-	-	0.034
HCM Ctrl Dly (s/v)	13	8.1	0	-	7.6	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.1

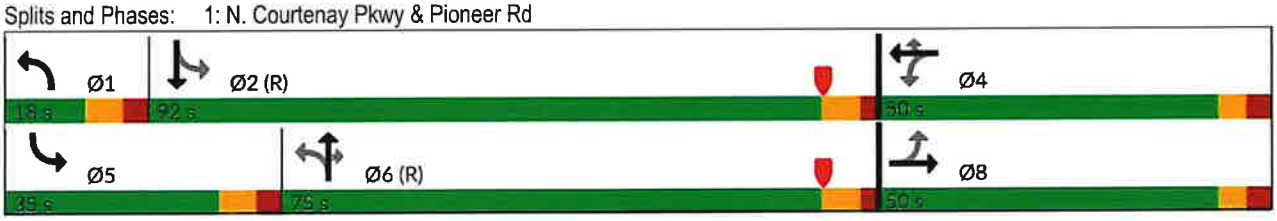
BUILD AM
ALTERNATIVE 1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	28	30	200	42	171	32	1102	90	221	1582	34
Future Volume (vph)	96	28	30	200	42	171	32	1102	90	221	1582	34
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	169	0	0	266	188	35	1211	99	243	1775	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		39.6			39.6	39.6	85.0	78.9	78.9	105.9	94.6	
Actuated g/C Ratio		0.25			0.25	0.25	0.53	0.49	0.49	0.66	0.59	
v/c Ratio		0.93			0.92	0.39	0.36	0.73	0.12	0.76	0.89	
Control Delay (s/veh)		106.0			92.8	17.5	31.3	37.2	1.8	30.6	44.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		106.0			92.8	17.5	31.3	37.2	1.8	30.6	44.4	
LOS		F			F	B	C	D	A	C	D	
Approach Delay (s/veh)		106.0			61.6			34.5			42.7	
Approach LOS		F			E			C			D	
Queue Length 50th (ft)		163			264	45	13	550	0	156	882	
Queue Length 95th (ft)		#307			#423	118	39	691	16	m189	m#1082	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		198			317	510	125	1669	803	388	1996	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.85			0.84	0.37	0.28	0.73	0.12	0.63	0.89	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 44.8 Intersection LOS: D
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

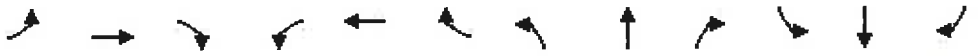
Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	28	30	200	42	171	32	1102	90	221	1582	34
Future Volume (veh/h)	96	28	30	200	42	171	32	1102	90	221	1582	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	105	31	28	220	46	136	35	1211	45	243	1738	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	256	75	61	282	50	349	206	2016	906	332	2197	45
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.02	0.57	0.57	0.15	1.00	1.00
Sat Flow, veh/h	994	341	275	1095	229	1585	1457	3526	1584	1781	3532	73
Grp Volume(v), veh/h	164	0	0	266	0	136	35	1211	45	243	865	909
Grp Sat Flow(s),veh/h/ln	1610	0	0	1325	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	17.6	0.0	11.7	1.6	35.8	2.0	9.4	0.0	0.0
Cycle Q Clear(g_c), s	13.9	0.0	0.0	31.5	0.0	11.7	1.6	35.8	2.0	9.4	0.0	0.0
Prop In Lane	0.64		0.17	0.83		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	391	0	0	333	0	349	206	2016	906	332	1096	1146
V/C Ratio(X)	0.42	0.00	0.00	0.80	0.00	0.39	0.17	0.60	0.05	0.73	0.79	0.79
Avail Cap(c_a), veh/h	464	0	0	402	0	429	263	2016	906	502	1096	1146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	0.0	0.0	61.2	0.0	53.2	13.4	22.3	15.1	18.3	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	9.7	0.0	0.9	0.4	1.3	0.1	3.1	5.8	5.7
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(95%),veh/ln	9.9	0.0	0.0	17.1	0.0	8.4	1.0	20.9	1.3	6.2	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.9	0.0	0.0	71.0	0.0	54.1	13.7	23.7	15.2	21.4	5.8	5.7
LnGrp LOS	D			E		D	B	C	B	C	A	A
Approach Vol, veh/h		164			402			1291			2017	
Approach Delay, s/veh		54.9			65.2			23.1			7.6	
Approach LOS		D			E			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	106.3		41.9	19.8	98.3		41.9				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.6	2.0		33.5	11.4	37.8		15.9				
Green Ext Time (p_c), s	0.0	29.6		1.7	0.6	12.0		1.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		20.8
HCM 7th LOS		C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	857	0	979	0	0	0	0	1167	352	263	1011	0
Future Volume (vph)	857	0	979	0	0	0	0	1167	352	263	1011	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	912	0	1041	0	0	0	0	1241	374	280	1076	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Actuated g/C Ratio	0.35		0.35					0.35	0.35	0.18	0.58	
v/c Ratio	0.80		0.97					0.71	0.48	1.01	0.56	
Control Delay (s/veh)	53.4		64.1					61.9	22.6	98.8	15.4	
Queue Delay	3.3		0.0					5.1	0.0	0.0	0.8	
Total Delay (s/veh)	56.7		64.1					67.0	22.6	98.8	16.2	
LOS	E		E					E	C	F	B	
Approach Delay (s/veh)		60.6						56.7			33.2	
Approach LOS		E						E			C	
Queue Length 50th (ft)	444		538					486	176	~305	456	
Queue Length 95th (ft)	529		#706					536	m282	#500	531	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1145		1073					1739	783	277	1911	
Starvation Cap Reductn	0		0					0	0	0	494	
Spillback Cap Reductn	148		0					428	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.91		0.97					0.95	0.48	1.01	0.76	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps

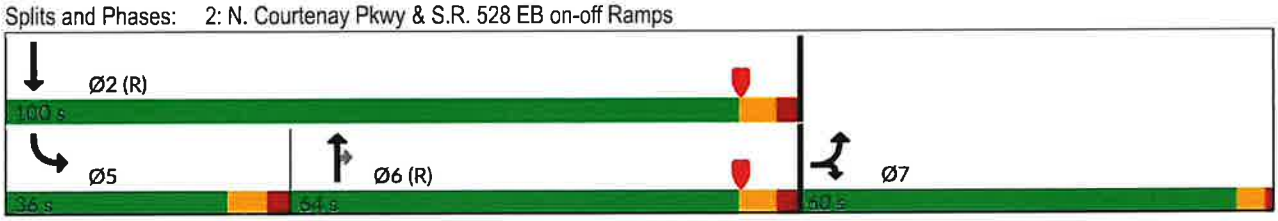
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay (s/veh): 51.8 Intersection LOS: D
Intersection Capacity Utilization 126.0% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	857	0	979	0	0	0	0	1167	352	263	1011	0
Future Volume (veh/h)	857	0	979	0	0	0	0	1167	352	263	1011	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	912	0	0				0	1241	0	280	1076	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	989	0					0	2072		300	2239	0
Arrive On Green	0.30	0.00	0.00				0.00	0.13	0.00	0.06	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	912	0	0				0	1241	0	280	1076	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	42.2	0.0	0.0				0.0	36.6	0.0	26.1	42.6	0.0
Cycle Q Clear(g_c), s	42.2	0.0	0.0				0.0	36.6	0.0	26.1	42.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	989	0					0	2072		300	2239	0
V/C Ratio(X)	0.92	0.00					0.00	0.60		0.93	0.48	0.00
Avail Cap(c_a), veh/h	1161	0					0	2072		302	2239	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	54.6	0.0	0.0				0.0	57.0	0.0	74.4	40.3	0.0
Incr Delay (d2), s/veh	11.0	0.0	0.0				0.0	1.3	0.0	30.9	0.6	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(95%),veh/ln	26.7	0.0	0.0				0.0	23.8	0.0	20.4	27.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.5	0.0	0.0				0.0	58.3	0.0	105.4	40.9	0.0
LnGrp LOS	E							E		F	D	
Approach Vol, veh/h		912						1241			1356	
Approach Delay, s/veh		65.5						58.3			54.2	
Approach LOS		E						E			D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		108.2		51.8	35.9	72.3
Change Period (Y+Rc), s		7.4		4.5	7.8	7.4
Max Green Setting (Gmax), s		92.6		55.5	28.2	56.6
Max Q Clear Time (g_c+I1), s		44.6		44.2	28.1	38.6
Green Ext Time (p_c), s		13.6		3.0	0.0	10.1

Intersection Summary	
HCM 7th Control Delay, s/veh	58.6
HCM 7th LOS	E

Notes

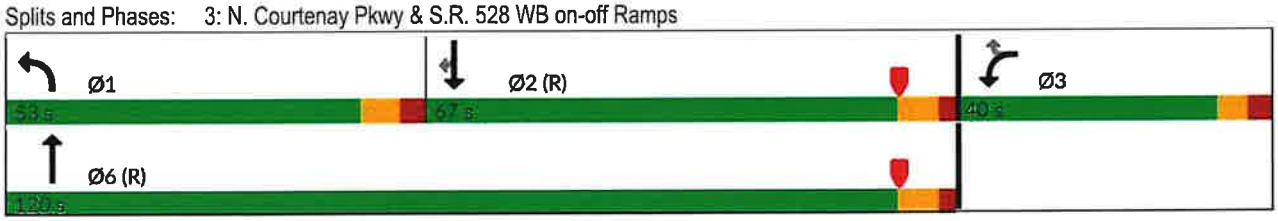
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

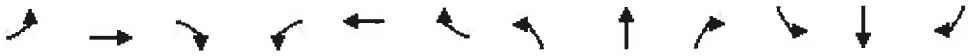
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	239	0	427	556	1593	0	0	1133	514
Future Volume (vph)	0	0	0	239	0	427	556	1593	0	0	1133	514
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	257	0	459	598	1713	0	0	1218	553
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	33.6	112.5			71.0	71.0
Actuated g/C Ratio				0.21		0.21	0.21	0.70			0.44	0.44
v/c Ratio				0.36		1.20	0.84	0.70			0.55	0.73
Control Delay (s/veh)				56.2		154.3	62.5	36.9			34.5	29.7
Queue Delay				0.0		0.0	0.5	48.5			0.3	0.0
Total Delay (s/veh)				56.2		154.3	63.0	85.4			34.9	29.7
LOS				E		F	E	F			C	C
Approach Delay (s/veh)					119.1			79.6			33.3	
Approach LOS					F			E			C	
Queue Length 50th (ft)				120		~506	293	959			340	312
Queue Length 95th (ft)				165		#735	351	1031			419	510
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2214	757
Starvation Cap Reductn				0		0	97	1088			0	0
Spillback Cap Reductn				0		0	0	0			422	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.36		1.20	0.69	1.27			0.68	0.73

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay (s/veh): 68.4 Intersection LOS: E
Intersection Capacity Utilization 126.0% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	239	0	427	556	1593	0	0	1133	514
Future Volume (veh/h)	0	0	0	239	0	427	556	1593	0	0	1133	514
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				257	0	389	598	1713	0	0	1218	423
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	653	2459	0	0	2327	673
Arrive On Green				0.21	0.00	0.21	0.38	1.00	0.00	0.00	0.46	0.46
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				257	0	389	598	1713	0	0	1218	423
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				10.2	0.0	33.0	26.5	0.0	0.0	0.0	27.5	35.3
Cycle Q Clear(g_c), s				10.2	0.0	33.0	26.5	0.0	0.0	0.0	27.5	35.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	653	2459	0	0	2327	673
V/C Ratio(X)				0.36	0.00	1.21	0.92	0.70	0.00	0.00	0.52	0.63
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2327	673
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.58	0.58	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.5	0.0	63.5	48.3	0.0	0.0	0.0	30.4	32.5
Incr Delay (d2), s/veh				0.3	0.0	119.5	6.0	1.0	0.0	0.0	0.8	4.4
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(95%),veh/ln				7.8	0.0	34.5	13.8	0.6	0.0	0.0	16.5	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.8	0.0	183.0	54.3	1.0	0.0	0.0	31.3	36.9
LnGrp LOS				D		F	D	A			C	D
Approach Vol, veh/h					646			2311			1641	
Approach Delay, s/veh					132.0			14.8			32.7	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	38.4	81.6				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	28.5	37.3				2.0		35.0				
Green Ext Time (p_c), s	2.0	13.8				22.9		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	37.6	
HCM 7th LOS	D	



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	35	1343	11	0	1822
Future Volume (vph)	0	35	1343	11	0	1822
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	1472	0	0	1980
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑↳			↑↑
Traffic Vol, veh/h	0	35	1343	11	0	1822
Future Vol, veh/h	0	35	1343	11	0	1822
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	1460	12	0	1980

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	736	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*716	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*716	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.31	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	716	-
HCM Lane V/C Ratio	-	-	0.053	-
HCM Ctrl Dly (s/v)	-	-	10.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	321	379	0	0	34
Future Volume (vph)	11	321	379	0	0	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	361	412	0	37	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	11	321	379	0	0	34
Future Vol, veh/h	11	321	379	0	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	349	412	0	0	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	412	0	-	0	785	412
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1147	-	-	-	365	640
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1147	-	-	-	361	640
Mov Cap-2 Maneuver	-	-	-	-	361	-
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.27	0	10.97
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	60	-	-	-	640
HCM Lane V/C Ratio	0.01	-	-	-	0.058
HCM Ctrl Dly (s/v)	8.2	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	15	306	67	13	377	2	41	1	12	2	0	35
Future Volume (vph)	15	306	67	13	377	2	41	1	12	2	0	35
Confl. Peds. (#/hr)	6		3	3		6						
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
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	422	0	0	426	0	0	59	0	0	40	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 43.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	306	67	13	377	2	41	1	12	2	0	35
Future Vol, veh/h	15	306	67	13	377	2	41	1	12	2	0	35
Conflicting Peds, #/hr	6	0	3	3	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	16	333	73	14	410	2	45	1	13	2	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	408	0	0	843	851	372	811	886	417
Stage 1	-	-	-	-	-	-	405	405	-	445	445	-
Stage 2	-	-	-	-	-	-	438	446	-	366	441	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1141	-	-	1150	-	-	284	297	674	298	283	636
Stage 1	-	-	-	-	-	-	623	599	-	592	575	-
Stage 2	-	-	-	-	-	-	597	574	-	654	577	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1135	-	-	1147	-	-	257	285	672	280	271	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	285	-	280	271	-
Stage 1	-	-	-	-	-	-	609	586	-	579	562	-
Stage 2	-	-	-	-	-	-	552	561	-	628	564	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.32	0.27	20.01	11.53
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	298	67	-	-	60	-	-	592
HCM Lane V/C Ratio	0.197	0.014	-	-	0.012	-	-	0.068
HCM Ctrl Dly (s/v)	20	8.2	0	-	8.2	0	-	11.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.2

BUILD DS
ALTERNATIVE 1

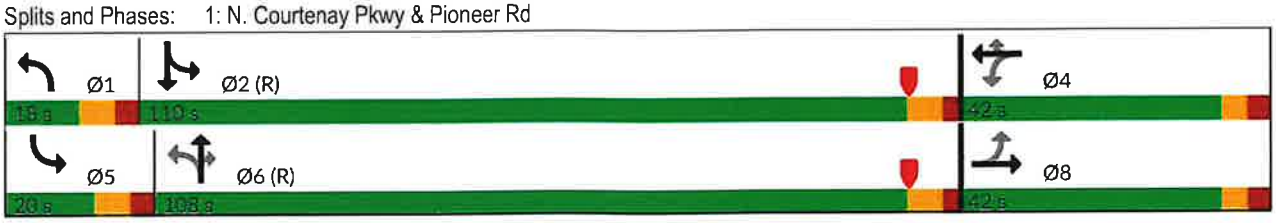
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	21	41	149	23	126	52	1561	94	140	1644	36
Future Volume (vph)	133	21	41	149	23	126	52	1561	94	140	1644	36
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	210	0	0	185	135	56	1678	101	151	1807	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		35.3			35.3	35.3	108.5	101.9	101.9	117.2	108.5	
Actuated g/C Ratio		0.21			0.21	0.21	0.64	0.60	0.60	0.69	0.64	
v/c Ratio		1.14			0.76	0.33	0.43	0.82	0.11	0.84	0.83	
Control Delay (s/veh)		164.6			83.5	14.8	23.2	31.2	5.1	68.6	29.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		164.6			83.5	14.8	23.2	31.2	5.1	68.6	29.0	
LOS		F			F	B	C	C	A	E	C	
Approach Delay (s/veh)		164.6			54.5			29.5			32.1	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		~265			196	16	18	756	12	91	811	
Queue Length 95th (ft)		#447			#315	81	46	861	39	#221	972	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		184			244	404	155	2050	925	187	2176	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.14			0.76	0.33	0.36	0.82	0.11	0.81	0.83	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay (s/veh): 39.1	Intersection LOS: D
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	21	41	149	23	126	52	1561	94	140	1644	36
Future Volume (veh/h)	133	21	41	149	23	126	52	1561	94	140	1644	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	23	39	160	25	87	56	1678	71	151	1768	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	216	29	49	226	29	251	261	2388	1063	219	2436	52
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.67	0.67	0.08	1.00	1.00
Sat Flow, veh/h	1111	179	303	1152	180	1548	1739	3554	1583	1781	3555	76
Grp Volume(v), veh/h	205	0	0	185	0	87	56	1678	71	151	881	925
Grp Sat Flow(s),veh/h/ln	1593	0	0	1332	0	1548	1739	1777	1583	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	8.5	1.7	49.9	2.6	4.8	0.0	0.0
Cycle Q Clear(g_c), s	20.5	0.0	0.0	23.1	0.0	8.5	1.7	49.9	2.6	4.8	0.0	0.0
Prop In Lane	0.70		0.19	0.86		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	294	0	0	255	0	251	261	2388	1063	219	1218	1271
V/C Ratio(X)	0.70	0.00	0.00	0.72	0.00	0.35	0.21	0.70	0.07	0.69	0.72	0.73
Avail Cap(c_a), veh/h	358	0	0	317	0	322	317	2388	1063	274	1218	1271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	0.0	0.0	69.4	0.0	63.2	7.9	17.3	9.6	22.2	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	6.7	0.0	1.0	0.4	1.8	0.1	5.2	3.8	3.7
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(95%),veh/ln	13.9	0.0	0.0	13.1	0.0	6.2	1.2	26.8	1.7	6.2	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.3	0.0	0.0	76.1	0.0	64.2	8.4	19.1	9.7	27.4	3.8	3.7
LnGrp LOS	E			E		E	A	B	A	C	A	A
Approach Vol, veh/h		205			272			1805			1957	
Approach Delay, s/veh		73.3			72.3			18.4			5.5	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2	4	5	6	8
Phs Duration (G+Y+Rc), s	12.4	123.3	34.3	14.7	121.0	34.3
Change Period (Y+Rc), s	7.8	6.8	6.7	7.8	6.8	6.7
Max Green Setting (Gmax), s	10.2	103.2	35.3	12.2	101.2	35.3
Max Q Clear Time (g_c+I1), s	3.7	2.0	25.1	6.8	51.9	22.5
Green Ext Time (p_c), s	0.0	32.3	1.1	0.2	23.9	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	18.6
HCM 7th LOS	B



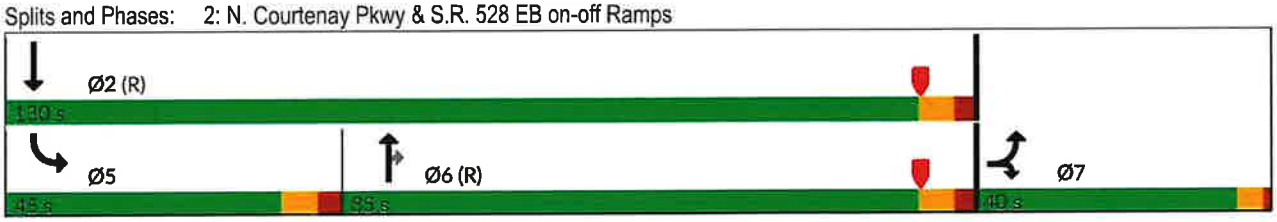
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Prot						Perm	Prot		
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	0	0	0				0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	2	0					0	4884		1	3399	0
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	0	0	0				0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	0					0	4884		1	3399	0
V/C Ratio(X)	0.00	0.00					0.00	0.00		0.00	0.00	0.00
Avail Cap(c_a), veh/h	699	0					0	4884		374	3399	0
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	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	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
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0						0			0	
Approach Delay, s/veh		0.0						0.0			0.0	
Approach LOS												

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	170.0	0.0	0.0	170.0
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	122.6	35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

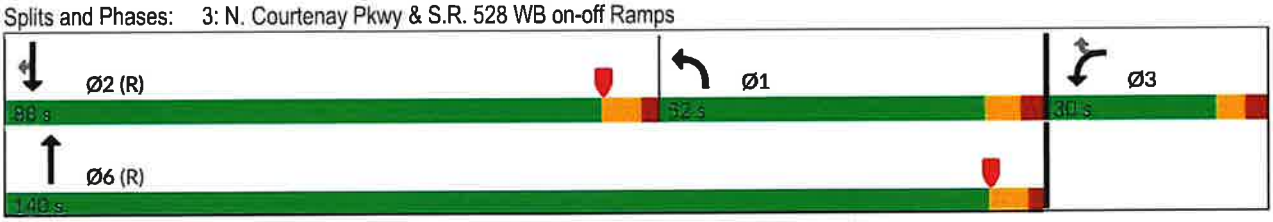
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170

Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				0	0	0	0	0	0	0	0	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				2	0	1	1494	3335	0	0	2380	703
Arrive On Green				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1485
Grp Volume(v), veh/h				0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1485
Q Serve(g_s), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				2	0	1	1494	3335	0	0	2380	703
V/C Ratio(X)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h				468	0	211	1494	3335	0	0	2380	703
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	0.0	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
%ile BackOfQ(95%),veh/ln				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h					0			0			0	
Approach Delay, s/veh					0.0			0.0			0.0	
Approach LOS												

Timer - Assigned Phs	1	2		6	8
Phs Duration (G+Y+Rc), s	82.0	88.0		170.0	0.0
Change Period (Y+Rc), s	7.9	7.5		* 7.9	7.0
Max Green Setting (Gmax), s	44.1	80.5		* 1.3E+02	23.0
Max Q Clear Time (g_c+I1), s	0.0	0.0		0.0	0.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	0	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	-	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	148	157	0	0	18
Future Volume (vph)	24	148	157	0	0	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	187	171	0	20	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 30.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	148	157	0	0	18
Future Vol, veh/h	24	148	157	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	161	171	0	0	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	171	0	-	0	384	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1407	-	-	-	644	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1407	-	-	-	631	873
Mov Cap-2 Maneuver	-	-	-	-	631	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	846	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.06	0	9.22
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	251	-	-	-	873
HCM Lane V/C Ratio	0.019	-	-	-	0.022
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	27	138	37	3	155	1	64	0	8	2	0	27
Future Volume (vph)	27	138	37	3	155	1	64	0	8	2	0	27
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	0	0	176	0	0	80	0	0	32	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	40.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	138	37	3	155	1	64	0	8	2	0	27
Future Vol, veh/h	27	138	37	3	155	1	64	0	8	2	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	30	153	41	3	172	1	71	0	9	2	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	194	0	0	413	414	174	393	434	173
Stage 1	-	-	-	-	-	-	234	234	-	179	179	-
Stage 2	-	-	-	-	-	-	179	180	-	213	254	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1403	-	-	1379	-	-	550	529	870	567	515	871
Stage 1	-	-	-	-	-	-	769	711	-	822	751	-
Stage 2	-	-	-	-	-	-	823	750	-	789	697	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1403	-	-	1379	-	-	517	515	870	546	501	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	517	515	-	546	501	-
Stage 1	-	-	-	-	-	-	751	694	-	820	749	-
Stage 2	-	-	-	-	-	-	792	748	-	762	680	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.02	0.14	12.81	9.48
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	541	231	-	-	34	-	-	836
HCM Lane V/C Ratio	0.148	0.021	-	-	0.002	-	-	0.039
HCM Ctrl Dly (s/v)	12.8	7.6	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.1

BUILD PM
ALTERNATIVE 1

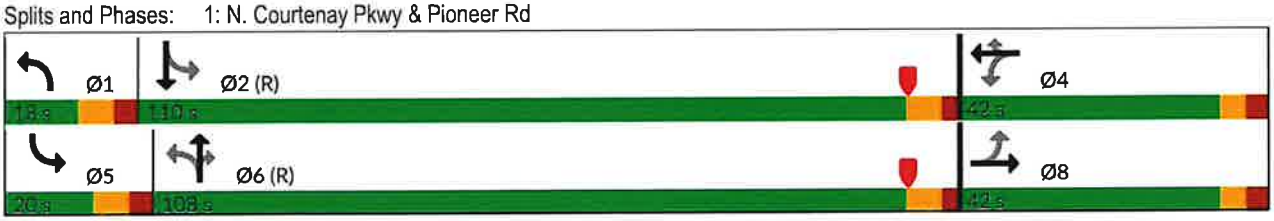
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	22	33	136	21	116	43	1580	124	161	1688	36
Future Volume (vph)	122	22	33	136	21	116	43	1580	124	161	1688	36
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	160	118	44	1612	127	164	1759	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		33.9			33.9	33.9	109.3	103.3	103.3	119.2	110.5	
Actuated g/C Ratio		0.20			0.20	0.20	0.64	0.61	0.61	0.70	0.65	
v/c Ratio		0.96			0.67	0.31	0.34	0.78	0.14	0.83	0.79	
Control Delay (s/veh)		118.2			77.3	10.6	15.6	28.6	6.8	57.9	14.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		118.2			77.3	10.6	15.6	28.6	6.8	57.9	14.3	
LOS		F			E	B	B	C	A	E	B	
Approach Delay (s/veh)		118.2			49.0			26.7			18.0	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		193			165	0	14	700	24	79	877	
Queue Length 95th (ft)		#356			254	58	27	797	56	m125	m653	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		196			249	394	159	2078	930	204	2214	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.92			0.64	0.30	0.28	0.78	0.14	0.80	0.79	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 28.1	Intersection LOS: C
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	22	33	136	21	116	43	1580	124	161	1688	36
Future Volume (veh/h)	122	22	33	136	21	116	43	1580	124	161	1688	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	124	22	29	139	21	72	44	1612	98	164	1722	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	197	28	38	205	25	210	261	2473	1101	242	2531	53
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.70	0.70	0.08	1.00	1.00
Sat Flow, veh/h	1167	207	273	1203	182	1528	1654	3554	1582	1781	3558	74
Grp Volume(v), veh/h	175	0	0	160	0	72	44	1612	98	164	858	900
Grp Sat Flow(s),veh/h/ln	1647	0	0	1385	0	1528	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	7.2	1.3	42.9	3.4	4.8	0.0	0.0
Cycle Q Clear(g_c), s	17.0	0.0	0.0	19.2	0.0	7.2	1.3	42.9	3.4	4.8	0.0	0.0
Prop In Lane	0.71		0.17	0.87		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	263	0	0	230	0	210	261	2473	1101	242	1264	1320
V/C Ratio(X)	0.67	0.00	0.00	0.70	0.00	0.34	0.17	0.65	0.09	0.68	0.68	0.68
Avail Cap(c_a), veh/h	365	0	0	328	0	317	318	2473	1101	297	1264	1320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	0.0	0.0	71.5	0.0	66.3	6.8	14.4	8.4	17.7	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.0	4.5	0.0	1.2	0.3	1.4	0.2	4.5	2.9	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(95%),veh/ln	12.2	0.0	0.0	11.5	0.0	5.3	0.8	23.0	2.1	5.8	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.0	0.0	0.0	76.0	0.0	67.5	7.1	15.7	8.5	22.2	2.9	2.9
LnGrp LOS	E			E		E	A	B	A	C	A	A
Approach Vol, veh/h		175			232			1754			1922	
Approach Delay, s/veh		74.0			73.4			15.1			4.6	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	127.7		30.1	14.8	125.1		30.1				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.3	2.0		21.2	6.8	44.9		19.0				
Green Ext Time (p_c), s	0.0	30.0		1.1	0.2	23.9		1.0				

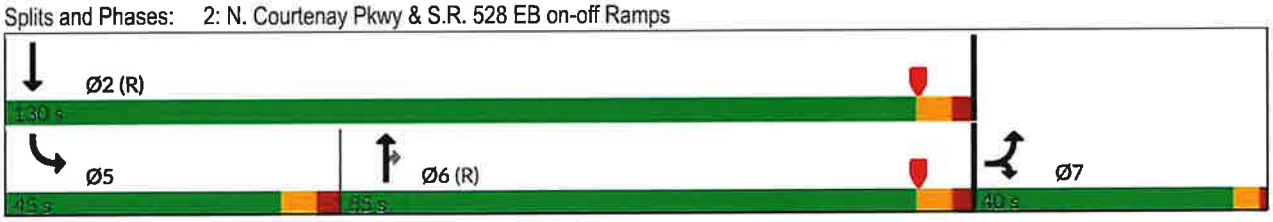
Intersection Summary		
HCM 7th Control Delay, s/veh	16.0	
HCM 7th LOS	B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	472	0	812	0	0	0	0	1428	315	396	1318	0
Future Volume (vph)	472	0	812	0	0	0	0	1428	315	396	1318	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	487	0	837	0	0	0	0	1472	325	408	1359	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.21		0.21					0.46	0.46	0.22	0.72	
v/c Ratio	0.69		1.19					0.66	0.37	1.13	0.57	
Control Delay (s/veh)	67.8		142.4					27.5	3.6	130.7	6.7	
Queue Delay	0.0		0.0					0.9	0.0	0.6	0.6	
Total Delay (s/veh)	67.8		142.4					28.4	3.6	131.4	7.3	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		114.9						23.9			36.0	
Approach LOS		F						C			D	
Queue Length 50th (ft)	261		~552					230	0	~508	172	
Queue Length 95th (ft)	327		#702					307	m59	m#723	186	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	710		706					2244	875	361	2382	
Starvation Cap Reductn	0		0					0	0	21	589	
Spillback Cap Reductn	0		0					451	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.69		1.19					0.82	0.37	1.20	0.76	

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 110

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay (s/veh): 52.9 Intersection LOS: D
Intersection Capacity Utilization 121.4% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	472	0	812	0	0	0	0	1428	315	396	1318	0
Future Volume (veh/h)	472	0	812	0	0	0	0	1428	315	396	1318	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	487	0	0				0	1472	0	408	1359	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	545	0					0	2585		390	2740	0
Arrive On Green	0.16	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	487	0	0				0	1472	0	408	1359	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Cycle Q Clear(g_c), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	545	0					0	2585		390	2740	0
V/C Ratio(X)	0.89	0.00					0.00	0.57		1.05	0.50	0.00
Avail Cap(c_a), veh/h	716	0					0	2585		390	2740	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.67	0.67	0.00
Uniform Delay (d), s/veh	70.1	0.0	0.0				0.0	0.0	0.0	47.8	0.0	0.0
Incr Delay (d2), s/veh	11.2	0.0	0.0				0.0	0.9	0.0	50.1	0.4	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(95%),veh/ln	16.9	0.0	0.0				0.0	0.4	0.0	25.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.3	0.0	0.0				0.0	0.9	0.0	97.9	0.4	0.0
LnGrp LOS	F							A		F	A	
Approach Vol, veh/h		487						1472			1767	
Approach Delay, s/veh		81.3						0.9			22.9	
Approach LOS		F						A			C	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	138.5	31.5	45.0	93.5
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	122.6	35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s	2.0	25.7	39.2	2.0
Green Ext Time (p_c), s	23.3	1.4	0.0	23.8

Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C

Notes

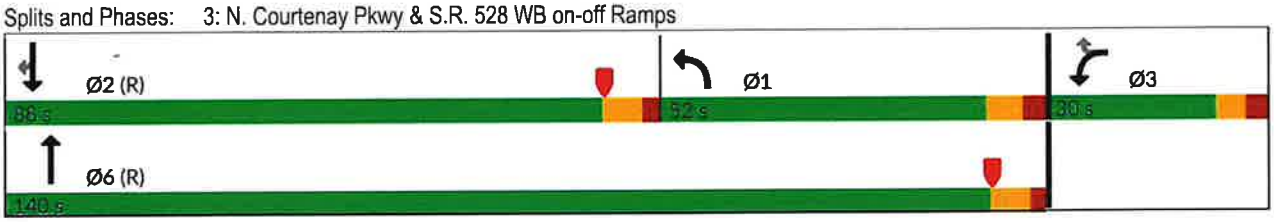
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Future Volume (vph)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	394	0	341	807	1252	0	0	1541	1194
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Actuated g/C Ratio				0.14		0.14	0.26	0.78			0.47	0.47
v/c Ratio				0.85		1.06	0.91	0.46			0.64	1.26
Control Delay (s/veh)				89.0		106.4	67.3	8.1			35.3	154.2
Queue Delay				2.8		0.0	46.8	0.3			0.1	0.0
Total Delay (s/veh)				91.8		106.4	114.1	8.4			35.4	154.2
LOS				F		F	F	A			D	F
Approach Delay (s/veh)					98.6			49.8			87.3	
Approach LOS					F			D			F	
Queue Length 50th (ft)				224		~280	475	187			469	~1433
Queue Length 95th (ft)				#306		#495	#581	206			520	#1703
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		323	882	2731			2407	944
Starvation Cap Reductn				0		0	206	719			0	0
Spillback Cap Reductn				24		0	0	0			134	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.90		1.06	1.19	0.62			0.68	1.26

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay (s/veh): 74.8 Intersection LOS: E
Intersection Capacity Utilization 121.4% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Future Volume (veh/h)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				394	0	225	807	1252	0	0	1541	994
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				468	0	211	1164	3022	0	0	2418	745
Arrive On Green				0.14	0.00	0.14	0.68	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				394	0	225	807	1252	0	0	1541	994
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				18.9	0.0	23.0	24.3	0.0	0.0	0.0	38.7	59.0
Cycle Q Clear(g_c), s				18.9	0.0	23.0	24.3	0.0	0.0	0.0	38.7	59.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				468	0	211	1164	3022	0	0	2418	745
V/C Ratio(X)				0.84	0.00	1.07	0.69	0.41	0.00	0.00	0.64	1.33
Avail Cap(c_a), veh/h				468	0	211	1164	3022	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.70	0.70	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.7	0.0	73.5	21.9	0.0	0.0	0.0	33.7	24.0
Incr Delay (d2), s/veh				13.1	0.0	80.5	1.3	0.3	0.0	0.0	1.3	159.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				14.0	0.0	20.4	9.8	0.2	0.0	0.0	22.5	78.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				84.8	0.0	154.0	23.2	0.3	0.0	0.0	35.0	183.8
LnGrp LOS				F		F	C	A			D	F
Approach Vol, veh/h					619			2059			2535	
Approach Delay, s/veh					110.0			9.3			93.4	
Approach LOS					F			A			F	

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	66.0	88.0			154.0		30.0					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	26.3	61.0			2.0		25.0					
Green Ext Time (p_c), s	2.9	17.1			11.9		0.0					

Intersection Summary	
HCM 7th Control Delay, s/veh	62.1
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	22	1788	36	0	1893
Future Volume (vph)	0	22	1788	36	0	1893
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	1982	0	0	2058
Sign Control	Stop		Free			Free

Intersection Summary		
Control Type: Unsignalized		
Intersection Capacity Utilization 60.6%		ICU Level of Service B
Analysis Period (min) 15		

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑↳			↑↑
Traffic Vol, veh/h	0	22	1788	36	0	1893
Future Vol, veh/h	0	22	1788	36	0	1893
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	1943	39	0	2058

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	991	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*565	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*565	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.65	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	565	-
HCM Lane V/C Ratio	-	-	0.042	-
HCM Ctrl Dly (s/v)	-	-	11.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	36	148	133	0	0	21
Future Volume (vph)	36	148	133	0	0	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	200	145	0	23	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 30.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	148	133	0	0	21
Future Vol, veh/h	36	148	133	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	161	145	0	0	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	145	0	-	0	384	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1438	-	-	-	644	903
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	822	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	1438	-	-	-	625	903
Mov Cap-2 Maneuver	-	-	-	-	625	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.48	0	9.09
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	352	-	-	-	903
HCM Lane V/C Ratio	0.027	-	-	-	0.025
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	144	37	1	133	0	0	65	3	0	0	29
Future Volume (vph)	40	144	37	1	133	0	0	65	3	0	0	29
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	235	0	0	142	0	0	72	0	0	31	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	144	37	1	133	0	0	65	3	0	0	29
Future Vol, veh/h	40	144	37	1	133	0	0	65	3	0	0	29
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	43	153	39	1	141	0	0	69	3	0	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	193	0	0	403	404	174	419	423	144
Stage 1	-	-	-	-	-	-	258	258	-	146	146	-
Stage 2	-	-	-	-	-	-	145	146	-	274	278	-
Critical Hdwy	4.6	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.65	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1192	-	-	1381	-	-	558	536	870	544	522	903
Stage 1	-	-	-	-	-	-	747	694	-	857	776	-
Stage 2	-	-	-	-	-	-	858	776	-	732	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1189	-	-	1381	-	-	516	513	869	451	500	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	516	513	-	451	500	-
Stage 1	-	-	-	-	-	-	717	666	-	855	774	-
Stage 2	-	-	-	-	-	-	827	774	-	627	653	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.47	0.06	13	9.14
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	522	313	-	-	13	-	-	900
HCM Lane V/C Ratio	0.139	0.036	-	-	0.001	-	-	0.034
HCM Ctrl Dly (s/v)	13	8.1	0	-	7.6	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.1

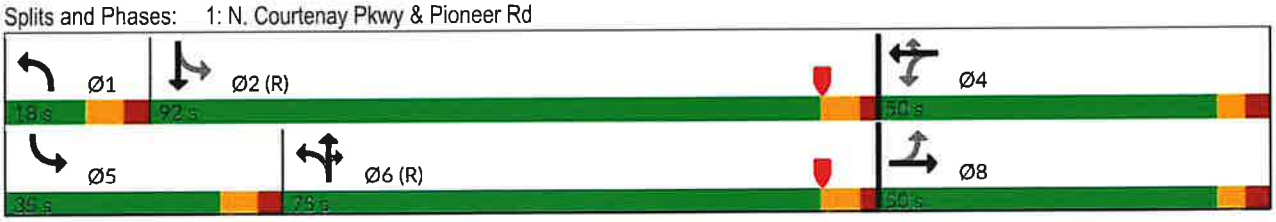
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	28	30	200	42	171	32	1102	90	209	1582	34
Future Volume (vph)	96	28	30	200	42	171	32	1102	90	209	1582	34
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	4%	2%	2%	6%	2%	25%	3%	2%	2%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	169	0	0	266	188	35	1211	99	230	1775	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	18.0	75.0	75.0	35.0	92.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%	31.3%	11.3%	46.9%	46.9%	21.9%	57.5%	
Maximum Green (s)	43.3	43.3		43.3	43.3	43.3	10.2	68.2	68.2	27.2	85.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		39.6			39.6	39.6	85.9	79.8	79.8	105.9	94.6	
Actuated g/C Ratio		0.25			0.25	0.25	0.54	0.50	0.50	0.66	0.59	
v/c Ratio		0.93			0.92	0.39	0.36	0.72	0.12	0.73	0.89	
Control Delay (s/veh)		106.0			92.8	17.5	31.6	36.3	1.8	28.6	44.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		106.0			92.8	17.5	31.6	36.3	1.8	28.6	44.4	
LOS		F			F	B	C	D	A	C	D	
Approach Delay (s/veh)		106.0			61.6			33.7			42.6	
Approach LOS		F			E			C			D	
Queue Length 50th (ft)		163			264	45	13	541	0	142	882	
Queue Length 95th (ft)		#307			#423	118	42	691	16	m174	m#1080	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		198			317	510	124	1690	811	390	1996	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.85			0.84	0.37	0.28	0.72	0.12	0.59	0.89	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 135 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay (s/veh): 44.5 Intersection LOS: D
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	28	30	200	42	171	32	1102	90	209	1582	34
Future Volume (veh/h)	96	28	30	200	42	171	32	1102	90	209	1582	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1870	1811	1870	1530	1856	1870	1870	1856	1796
Adj Flow Rate, veh/h	105	31	28	220	46	136	35	1211	45	230	1738	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	2	2	6	2	25	3	2	2	3	7
Cap, veh/h	256	75	61	282	50	349	207	2029	912	328	2197	45
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.02	0.58	0.58	0.14	1.00	1.00
Sat Flow, veh/h	994	341	275	1095	229	1585	1457	3526	1584	1781	3532	73
Grp Volume(v), veh/h	164	0	0	266	0	136	35	1211	45	230	865	909
Grp Sat Flow(s),veh/h/ln	1610	0	0	1325	0	1585	1457	1763	1584	1781	1763	1842
Q Serve(g_s), s	0.0	0.0	0.0	17.6	0.0	11.7	1.6	35.5	2.0	8.8	0.0	0.0
Cycle Q Clear(g_c), s	13.9	0.0	0.0	31.5	0.0	11.7	1.6	35.5	2.0	8.8	0.0	0.0
Prop In Lane	0.64		0.17	0.83		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	391	0	0	333	0	349	207	2029	912	328	1096	1146
V/C Ratio(X)	0.42	0.00	0.00	0.80	0.00	0.39	0.17	0.60	0.05	0.70	0.79	0.79
Avail Cap(c_a), veh/h	464	0	0	402	0	429	264	2029	912	504	1096	1146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	0.0	0.0	61.2	0.0	53.2	13.1	22.0	14.8	17.8	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	9.7	0.0	0.9	0.4	1.3	0.1	2.7	5.8	5.7
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(95%),veh/ln	9.9	0.0	0.0	17.1	0.0	8.4	1.0	20.7	1.3	5.5	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.9	0.0	0.0	71.0	0.0	54.1	13.5	23.3	14.9	20.5	5.8	5.7
LnGrp LOS	D			E		D	B	C	B	C	A	A
Approach Vol, veh/h		164			402			1291			2004	
Approach Delay, s/veh		54.9			65.2			22.7			7.4	
Approach LOS		D			E			C			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	106.3		41.9	19.2	98.9		41.9				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	85.2		43.3	27.2	68.2		43.3				
Max Q Clear Time (g_c+I1), s	3.6	2.0		33.5	10.8	37.5		15.9				
Green Ext Time (p_c), s	0.0	29.6		1.7	0.5	12.0		1.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		20.6
HCM 7th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	857	0	979	0	0	0	0	1167	352	263	1011	0
Future Volume (vph)	857	0	979	0	0	0	0	1167	352	263	1011	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	912	0	1041	0	0	0	0	1241	374	280	1076	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	60.0		60.0					64.0	64.0	36.0	100.0	
Total Split (%)	37.5%		37.5%					40.0%	40.0%	22.5%	62.5%	
Maximum Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	55.5		55.5					56.6	56.6	28.2	92.6	
Actuated g/C Ratio	0.35		0.35					0.35	0.35	0.18	0.58	
v/c Ratio	0.80		0.97					0.71	0.48	1.01	0.56	
Control Delay (s/veh)	53.4		64.1					62.4	22.7	98.8	15.4	
Queue Delay	3.3		0.0					5.1	0.0	0.0	0.8	
Total Delay (s/veh)	56.7		64.1					67.5	22.7	98.8	16.2	
LOS	E		E					E	C	F	B	
Approach Delay (s/veh)		60.6						57.1			33.2	
Approach LOS		E						E			C	
Queue Length 50th (ft)	444		538					486	173	~305	456	
Queue Length 95th (ft)	529		#706					536	m282	#500	531	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	1145		1073					1739	783	277	1911	
Starvation Cap Reductn	0		0					0	0	0	494	
Spillback Cap Reductn	148		0					428	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.91		0.97					0.95	0.48	1.01	0.76	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 73 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 90

2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps

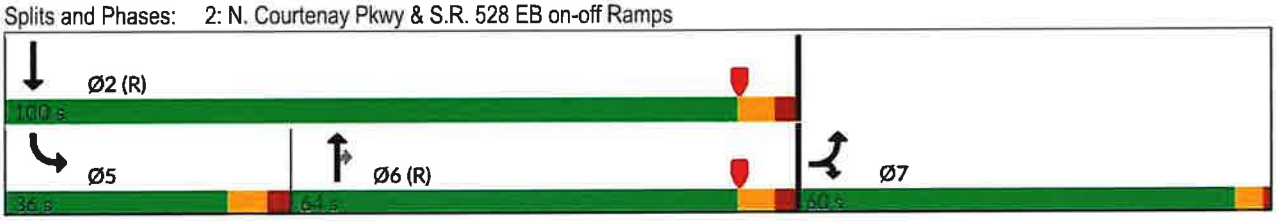
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay (s/veh): 51.9 Intersection LOS: D
Intersection Capacity Utilization 126.0% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	857	0	979	0	0	0	0	1167	352	263	1011	0
Future Volume (veh/h)	857	0	979	0	0	0	0	1167	352	263	1011	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	912	0	0				0	1241	0	280	1076	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	989	0					0	2072		300	2239	0
Arrive On Green	0.30	0.00	0.00				0.00	0.13	0.00	0.06	0.21	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	912	0	0				0	1241	0	280	1076	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	42.2	0.0	0.0				0.0	36.6	0.0	26.1	42.6	0.0
Cycle Q Clear(g_c), s	42.2	0.0	0.0				0.0	36.6	0.0	26.1	42.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	989	0					0	2072		300	2239	0
V/C Ratio(X)	0.92	0.00					0.00	0.60		0.93	0.48	0.00
Avail Cap(c_a), veh/h	1161	0					0	2072		302	2239	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	54.6	0.0	0.0				0.0	57.0	0.0	74.4	40.3	0.0
Incr Delay (d2), s/veh	11.0	0.0	0.0				0.0	1.3	0.0	30.9	0.6	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(95%),veh/ln	26.7	0.0	0.0				0.0	23.8	0.0	20.4	27.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.5	0.0	0.0				0.0	58.3	0.0	105.4	40.9	0.0
LnGrp LOS	E							E		F	D	
Approach Vol, veh/h		912						1241			1356	
Approach Delay, s/veh		65.5						58.3			54.2	
Approach LOS		E						E			D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	108.2	51.8	35.9	72.3
Change Period (Y+Rc), s	7.4	4.5	7.8	7.4
Max Green Setting (Gmax), s	92.6	55.5	28.2	56.6
Max Q Clear Time (g_c+I1), s	44.6	44.2	28.1	38.6
Green Ext Time (p_c), s	13.6	3.0	0.0	10.1

Intersection Summary	
HCM 7th Control Delay, s/veh	58.6
HCM 7th LOS	E

Notes

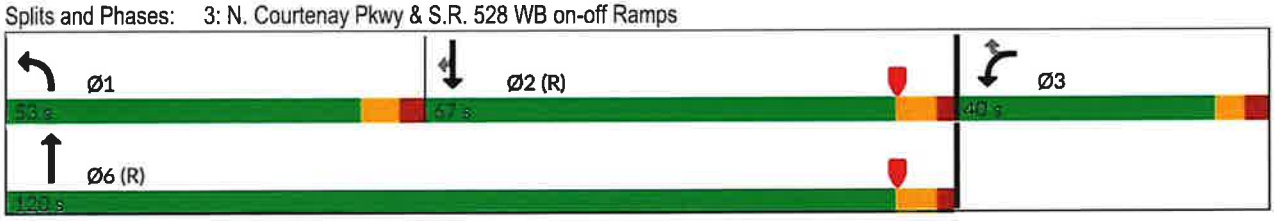
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

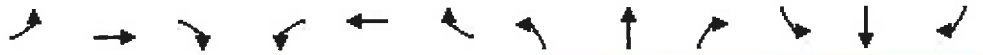
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	239	0	427	556	1593	0	0	1133	514
Future Volume (vph)	0	0	0	239	0	427	556	1593	0	0	1133	514
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	257	0	459	598	1713	0	0	1218	553
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				40.0		40.0	53.0	120.0			67.0	67.0
Total Split (%)				25.0%		25.0%	33.1%	75.0%			41.9%	41.9%
Maximum Green (s)				33.0		33.0	45.1	112.5			59.5	59.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lead				Lag	Lag
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				33.0		33.0	33.6	112.5			71.0	71.0
Actuated g/C Ratio				0.21		0.21	0.21	0.70			0.44	0.44
v/c Ratio				0.36		1.20	0.84	0.70			0.55	0.73
Control Delay (s/veh)				56.2		154.3	62.5	36.9			34.5	29.7
Queue Delay				0.0		0.0	0.5	48.5			0.3	0.0
Total Delay (s/veh)				56.2		154.3	63.0	85.4			34.9	29.7
LOS				E		F	E	F			C	C
Approach Delay (s/veh)					119.1			79.6			33.3	
Approach LOS					F			E			C	
Queue Length 50th (ft)				120		~506	293	959			340	312
Queue Length 95th (ft)				165		#735	351	1031			419	510
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				708		383	958	2440			2214	757
Starvation Cap Reductn				0		0	97	1088			0	0
Spillback Cap Reductn				0		0	0	0			422	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.36		1.20	0.69	1.27			0.68	0.73

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160

Offset: 25 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay (s/veh): 68.4 Intersection LOS: E
Intersection Capacity Utilization 126.0% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	239	0	427	556	1593	0	0	1133	514
Future Volume (veh/h)	0	0	0	239	0	427	556	1593	0	0	1133	514
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				257	0	389	598	1713	0	0	1218	423
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				713	0	322	653	2459	0	0	2327	673
Arrive On Green				0.21	0.00	0.21	0.38	1.00	0.00	0.00	0.46	0.46
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1454
Grp Volume(v), veh/h				257	0	389	598	1713	0	0	1218	423
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1454
Q Serve(g_s), s				10.2	0.0	33.0	26.5	0.0	0.0	0.0	27.5	35.3
Cycle Q Clear(g_c), s				10.2	0.0	33.0	26.5	0.0	0.0	0.0	27.5	35.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				713	0	322	653	2459	0	0	2327	673
V/C Ratio(X)				0.36	0.00	1.21	0.92	0.70	0.00	0.00	0.52	0.63
Avail Cap(c_a), veh/h				713	0	322	966	2459	0	0	2327	673
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.58	0.58	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				54.5	0.0	63.5	48.3	0.0	0.0	0.0	30.4	32.5
Incr Delay (d2), s/veh				0.3	0.0	119.5	6.0	1.0	0.0	0.0	0.8	4.4
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(95%),veh/ln				7.8	0.0	34.5	13.8	0.6	0.0	0.0	16.5	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				54.8	0.0	183.0	54.3	1.0	0.0	0.0	31.3	36.9
LnGrp LOS				D		F	D	A			C	D
Approach Vol, veh/h					646			2311			1641	
Approach Delay, s/veh					132.0			14.8			32.7	
Approach LOS					F			B			C	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	38.4	81.6				120.0		40.0				
Change Period (Y+Rc), s	7.9	7.5				7.5		7.0				
Max Green Setting (Gmax), s	45.1	59.5				112.5		33.0				
Max Q Clear Time (g_c+I1), s	28.5	37.3				2.0		35.0				
Green Ext Time (p_c), s	2.0	13.8				22.9		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		37.6
HCM 7th LOS		D



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	35	1343	4	12	1810
Future Volume (vph)	0	35	1343	4	12	1810
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	1464	0	13	1967
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	35	1343	4	12	1810
Future Vol, veh/h	0	35	1343	4	12	1810
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	1460	4	13	1967

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	732	0	0	1464	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	*716	-	-	603	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		0	-	-	0	-
Mov Cap-1 Maneuver	-	*716	-	-	603	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.31	0	0.07
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	716	603	-
HCM Lane V/C Ratio	-	-	0.053	0.022	-
HCM Ctrl Dly (s/v)	-	-	10.3	11.1	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	10	306	67	13	377	2	41	1	12	2	0	35
Future Volume (vph)	10	306	67	13	377	2	41	1	12	2	0	35
Confl. Peds. (#/hr)	6		3	3		6						
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
Heavy Vehicles (%)	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	417	0	0	426	0	0	59	0	0	40	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 42.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	306	67	13	377	2	41	1	12	2	0	35
Future Vol, veh/h	10	306	67	13	377	2	41	1	12	2	0	35
Conflicting Peds, #/hr	6	0	3	3	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	11	333	73	14	410	2	45	1	13	2	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	418	0	0	408	0	0	832	840	372	800	875	417
Stage 1	-	-	-	-	-	-	394	394	-	445	445	-
Stage 2	-	-	-	-	-	-	438	446	-	355	430	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1141	-	-	1150	-	-	289	302	674	303	288	636
Stage 1	-	-	-	-	-	-	631	605	-	592	575	-
Stage 2	-	-	-	-	-	-	597	574	-	662	583	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1135	-	-	1147	-	-	263	291	672	286	277	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	263	291	-	286	277	-
Stage 1	-	-	-	-	-	-	622	596	-	579	562	-
Stage 2	-	-	-	-	-	-	552	561	-	640	574	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.21	0.27	19.63	11.51
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	304	45	-	-	60	-	-	593
HCM Lane V/C Ratio	0.193	0.01	-	-	0.012	-	-	0.068
HCM Ctrl Dly (s/v)	19.6	8.2	0	-	8.2	0	-	11.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.2

BUILD DS
ALTERNATIVE 2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	21	41	149	23	125	52	1561	94	115	1644	36
Future Volume (vph)	133	21	41	149	23	125	52	1561	94	115	1644	36
Confl. Peds. (#/hr)			4	4			2		1	1		2
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	6%	3%	2%	5%	4%	5%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	210	0	0	185	134	56	1678	101	124	1807	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		35.3			35.3	35.3	109.7	103.1	103.1	116.4	108.5	
Actuated g/C Ratio		0.21			0.21	0.21	0.65	0.61	0.61	0.68	0.64	
v/c Ratio		1.14			0.76	0.33	0.43	0.81	0.11	0.72	0.83	
Control Delay (s/veh)		164.6			83.5	14.8	23.4	30.2	5.0	48.6	29.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		164.6			83.5	14.8	23.4	30.2	5.0	48.6	29.0	
LOS		F			F	B	C	C	A	D	C	
Approach Delay (s/veh)		164.6			54.6			28.6			30.3	
Approach LOS		F			D			C			C	
Queue Length 50th (ft)		~265			196	16	18	745	12	55	811	
Queue Length 95th (ft)		#447			#315	81	47	861	39	134	972	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		184			244	403	155	2074	935	190	2176	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.14			0.76	0.33	0.36	0.81	0.11	0.65	0.83	

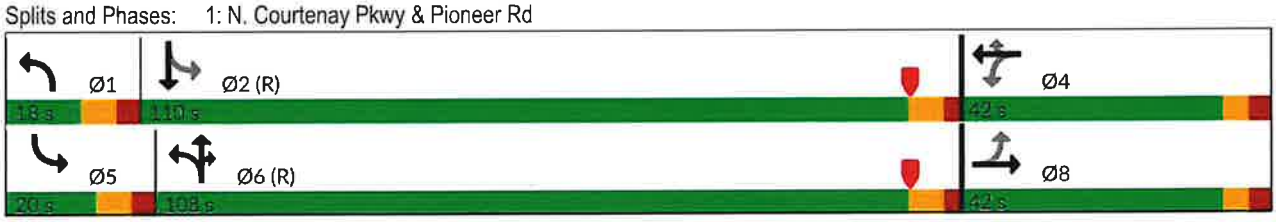
Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay (s/veh): 37.9	Intersection LOS: D
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	21	41	149	23	125	52	1561	94	115	1644	36
Future Volume (veh/h)	133	21	41	149	23	125	52	1561	94	115	1644	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1811	1856	1870	1826	1841	1826	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	23	39	160	25	86	56	1678	71	124	1768	38
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	6	3	2	5	4	5	2	2	2	2	2
Cap, veh/h	216	29	49	226	29	251	262	2409	1073	212	2436	52
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.68	0.68	0.07	1.00	1.00
Sat Flow, veh/h	1111	179	303	1152	180	1548	1739	3554	1583	1781	3555	76
Grp Volume(v), veh/h	205	0	0	185	0	86	56	1678	71	124	881	925
Grp Sat Flow(s),veh/h/ln	1593	0	0	1332	0	1548	1739	1777	1583	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	8.4	1.7	49.0	2.6	3.8	0.0	0.0
Cycle Q Clear(g_c), s	20.5	0.0	0.0	23.1	0.0	8.4	1.7	49.0	2.6	3.8	0.0	0.0
Prop In Lane	0.70		0.19	0.86		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	294	0	0	255	0	251	262	2409	1073	212	1218	1271
V/C Ratio(X)	0.70	0.00	0.00	0.72	0.00	0.34	0.21	0.70	0.07	0.59	0.72	0.73
Avail Cap(c_a), veh/h	358	0	0	317	0	322	319	2409	1073	277	1218	1271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	0.0	0.0	69.4	0.0	63.2	7.6	16.7	9.2	19.3	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	6.7	0.0	1.0	0.4	1.7	0.1	2.6	3.8	3.7
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(95%),veh/ln	13.9	0.0	0.0	13.1	0.0	6.1	1.1	26.2	1.6	4.1	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.3	0.0	0.0	76.1	0.0	64.2	8.0	18.4	9.4	21.9	3.8	3.7
LnGrp LOS	E			E		E	A	B	A	C	A	A
Approach Vol, veh/h		205			271			1805			1930	
Approach Delay, s/veh		73.3			72.3			17.7			4.9	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2	4	5	6	8
Phs Duration (G+Y+Rc), s	12.4	123.3	34.3	13.7	122.0	34.3
Change Period (Y+Rc), s	7.8	6.8	6.7	7.8	6.8	6.7
Max Green Setting (Gmax), s	10.2	103.2	35.3	12.2	101.2	35.3
Max Q Clear Time (g_c+I1), s	3.7	2.0	25.1	5.8	51.0	22.5
Green Ext Time (p_c), s	0.0	32.3	1.1	0.1	24.1	1.1

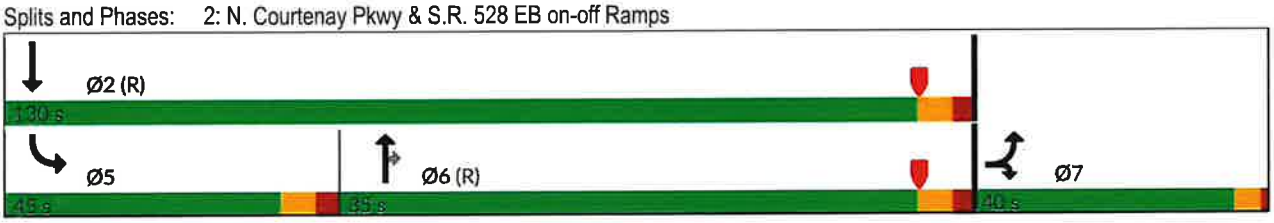
Intersection Summary	
HCM 7th Control Delay, s/veh	18.1
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Prot						Perm	Prot		
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 65

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	0	1870				0	1870	1870	1796	1870	0
Adj Flow Rate, veh/h	0	0	0				0	0	0	0	0	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	0	2				0	2	2	7	2	0
Cap, veh/h	2	0					0	4884		1	3399	0
Arrive On Green	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	3346	0	2790				0	5274	1585	1711	3647	0
Grp Volume(v), veh/h	0	0	0				0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1673	0	1395				0	1702	1585	1711	1777	0
Q Serve(g_s), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	0					0	4884		1	3399	0
V/C Ratio(X)	0.00	0.00					0.00	0.00		0.00	0.00	0.00
Avail Cap(c_a), veh/h	699	0					0	4884		374	3399	0
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	0.00	0.00				0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0				0.0	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
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h		0						0			0	
Approach Delay, s/veh		0.0						0.0			0.0	
Approach LOS												

Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		170.0		0.0	0.0	170.0						
Change Period (Y+Rc), s		7.4		4.5	7.8	7.4						
Max Green Setting (Gmax), s		122.6		35.5	37.2	77.6						
Max Q Clear Time (g_c+I1), s		0.0		0.0	0.0	0.0						
Green Ext Time (p_c), s		0.0		0.0	0.0	0.0						

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Notes

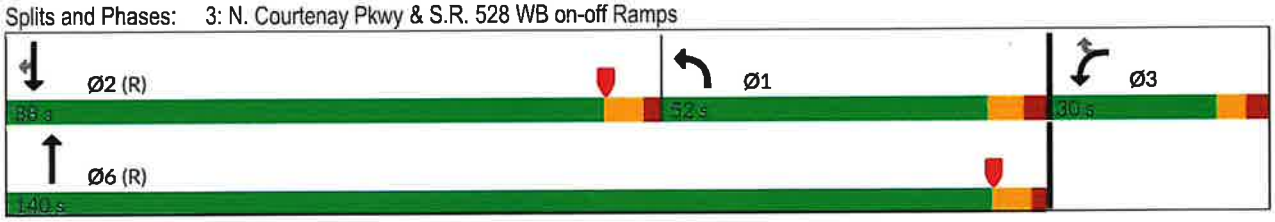
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	4%	2%	2%	4%	10%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type				Prot		Perm	Prot					Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)												
Actuated g/C Ratio												
v/c Ratio												
Control Delay (s/veh)												
Queue Delay												
Total Delay (s/veh)												
LOS												
Approach Delay (s/veh)												
Approach LOS												
Queue Length 50th (ft)												
Queue Length 95th (ft)												
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)												
Base Capacity (vph)												
Starvation Cap Reductn												
Spillback Cap Reductn												
Storage Cap Reductn												
Reduced v/c Ratio												

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170

Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.00
Intersection Signal Delay (s/veh): 0.0 Intersection LOS: A
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1841	0	0	1841	1752
Adj Flow Rate, veh/h				0	0	0	0	0	0	0	0	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	0	4	3	4	0	0	4	10
Cap, veh/h				2	0	1	1494	3335	0	0	2380	703
Arrive On Green				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h				3456	0	1560	3428	3589	0	0	5191	1485
Grp Volume(v), veh/h				0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1749	0	0	1675	1485
Q Serve(g_s), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				2	0	1	1494	3335	0	0	2380	703
V/C Ratio(X)				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h				468	0	211	1494	3335	0	0	2380	703
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.0	0.0	0.0	0.0	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
%ile BackOfQ(95%),veh/ln				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS												
Approach Vol, veh/h					0			0			0	
Approach Delay, s/veh					0.0			0.0			0.0	
Approach LOS												

Timer - Assigned Phs	1	2			6		8					
Phs Duration (G+Y+Rc), s	82.0	88.0			170.0		0.0					
Change Period (Y+Rc), s	7.9	7.5			* 7.9		7.0					
Max Green Setting (Gmax), s	44.1	80.5			* 1.3E+02		23.0					
Max Q Clear Time (g_c+I1), s	0.0	0.0			0.0		0.0					
Green Ext Time (p_c), s	0.0	0.0			0.0		0.0					

Intersection Summary		
HCM 7th Control Delay, s/veh	0.0	
HCM 7th LOS	A	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

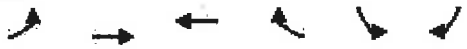
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	0	0	0	0	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	17	138	37	3	155	1	64	0	8	2	0	27
Future Volume (vph)	17	138	37	3	155	1	64	0	8	2	0	27
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	176	0	0	80	0	0	32	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 36.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	138	37	3	155	1	64	0	8	2	0	27
Future Vol, veh/h	17	138	37	3	155	1	64	0	8	2	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	19	153	41	3	172	1	71	0	9	2	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	194	0	0	391	392	174	371	412	173
Stage 1	-	-	-	-	-	-	212	212	-	179	179	-
Stage 2	-	-	-	-	-	-	179	180	-	191	232	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1403	-	-	1379	-	-	569	544	870	586	530	871
Stage 1	-	-	-	-	-	-	790	727	-	822	751	-
Stage 2	-	-	-	-	-	-	823	750	-	811	712	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1403	-	-	1379	-	-	539	534	870	570	521	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	539	534	-	570	521	-
Stage 1	-	-	-	-	-	-	778	716	-	820	749	-
Stage 2	-	-	-	-	-	-	792	748	-	790	702	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.67	0.14	12.45	9.46
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	563	153	-	-	34	-	-	840
HCM Lane V/C Ratio	0.142	0.013	-	-	0.002	-	-	0.038
HCM Ctrl Dly (s/v)	12.5	7.6	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

BUILD PM
ALTERNATIVE 2

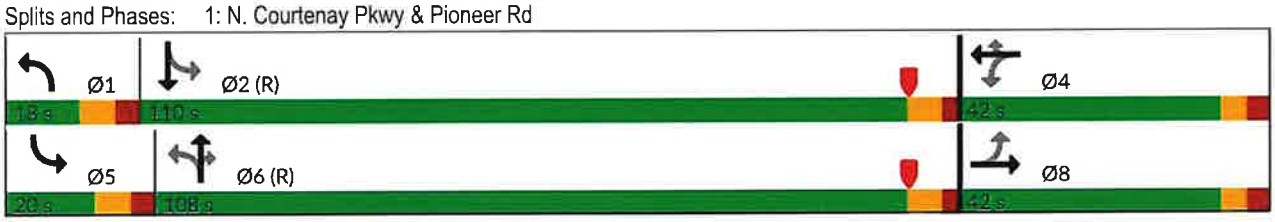
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	22	33	136	21	116	43	1580	124	124	1688	36
Future Volume (vph)	122	22	33	136	21	116	43	1580	124	124	1688	36
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	160	118	44	1612	127	127	1759	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		33.9			33.9	33.9	110.8	104.8	104.8	118.1	110.5	
Actuated g/C Ratio		0.20			0.20	0.20	0.65	0.62	0.62	0.69	0.65	
v/c Ratio		0.96			0.67	0.31	0.34	0.76	0.13	0.68	0.79	
Control Delay (s/veh)		118.2			77.3	10.6	15.4	27.4	6.7	36.9	14.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		118.2			77.3	10.6	15.4	27.4	6.7	36.9	14.3	
LOS		F			E	B	B	C	A	D	B	
Approach Delay (s/veh)		118.2			49.0			25.6			15.8	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		193			165	0	14	676	23	32	877	
Queue Length 95th (ft)		#356			254	58	27	797	56	m69	m653	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		196			249	394	160	2108	943	209	2214	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.92			0.64	0.30	0.28	0.76	0.13	0.61	0.79	

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 26.7	Intersection LOS: C
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	22	33	136	21	116	43	1580	124	124	1688	36
Future Volume (veh/h)	122	22	33	136	21	116	43	1580	124	124	1688	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	124	22	29	139	21	72	44	1612	98	127	1722	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	197	28	38	205	25	210	263	2500	1113	233	2531	53
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.70	0.70	0.07	1.00	1.00
Sat Flow, veh/h	1167	207	273	1203	182	1528	1654	3554	1582	1781	3558	74
Grp Volume(v), veh/h	175	0	0	160	0	72	44	1612	98	127	858	900
Grp Sat Flow(s),veh/h/ln	1647	0	0	1385	0	1528	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	7.2	1.3	41.8	3.3	3.6	0.0	0.0
Cycle Q Clear(g_c), s	17.0	0.0	0.0	19.2	0.0	7.2	1.3	41.8	3.3	3.6	0.0	0.0
Prop In Lane	0.71		0.17	0.87		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	263	0	0	230	0	210	263	2500	1113	233	1264	1320
V/C Ratio(X)	0.67	0.00	0.00	0.70	0.00	0.34	0.17	0.64	0.09	0.55	0.68	0.68
Avail Cap(c_a), veh/h	365	0	0	328	0	317	320	2500	1113	301	1264	1320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	0.0	0.0	71.5	0.0	66.3	6.4	13.7	8.0	14.8	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.0	4.5	0.0	1.2	0.3	1.3	0.2	2.0	2.9	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(95%),veh/ln	12.2	0.0	0.0	11.5	0.0	5.3	0.8	22.4	2.1	3.3	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.0	0.0	0.0	76.0	0.0	67.5	6.7	15.0	8.1	16.8	2.9	2.9
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		175			232			1754			1885	
Approach Delay, s/veh		74.0			73.4			14.4			3.8	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	127.7		30.1	13.5	126.4		30.1				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.3	2.0		21.2	5.6	43.8		19.0				
Green Ext Time (p_c), s	0.0	30.0		1.1	0.1	24.0		1.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		15.4
HCM 7th LOS		B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	472	0	812	0	0	0	0	1428	315	396	1318	0
Future Volume (vph)	472	0	812	0	0	0	0	1428	315	396	1318	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	487	0	837	0	0	0	0	1472	325	408	1359	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.21		0.21					0.46	0.46	0.22	0.72	
v/c Ratio	0.69		1.19					0.66	0.37	1.13	0.57	
Control Delay (s/veh)	67.8		142.4					27.2	3.6	130.7	6.7	
Queue Delay	0.0		0.0					0.9	0.0	0.6	0.6	
Total Delay (s/veh)	67.8		142.4					28.1	3.6	131.4	7.3	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		114.9						23.7			36.0	
Approach LOS		F						C			D	
Queue Length 50th (ft)	261		~552					217	0	~508	172	
Queue Length 95th (ft)	327		#702					306	m60	m#723	186	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	710		706					2244	875	361	2382	
Starvation Cap Reductn	0		0					0	0	21	589	
Spillback Cap Reductn	0		0					456	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.69		1.19					0.82	0.37	1.20	0.76	

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 110

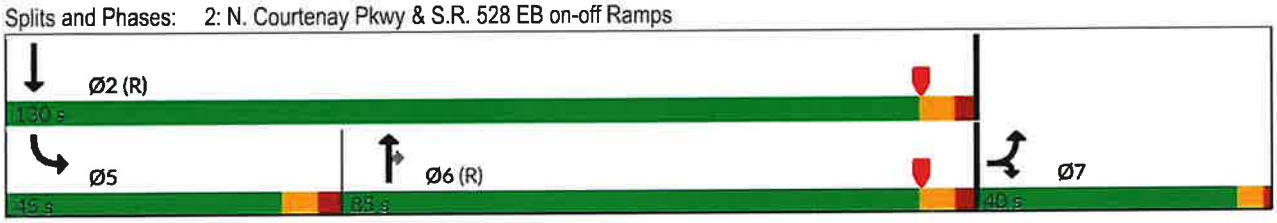
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay (s/veh): 52.8 Intersection LOS: D
Intersection Capacity Utilization 121.4% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	472	0	812	0	0	0	0	1428	315	396	1318	0
Future Volume (veh/h)	472	0	812	0	0	0	0	1428	315	396	1318	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	487	0	0				0	1472	0	408	1359	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	545	0					0	2585		390	2740	0
Arrive On Green	0.16	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	487	0	0				0	1472	0	408	1359	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Cycle Q Clear(g_c), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	545	0					0	2585		390	2740	0
V/C Ratio(X)	0.89	0.00					0.00	0.57		1.05	0.50	0.00
Avail Cap(c_a), veh/h	716	0					0	2585		390	2740	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.67	0.67	0.00
Uniform Delay (d), s/veh	70.1	0.0	0.0				0.0	0.0	0.0	47.8	0.0	0.0
Incr Delay (d2), s/veh	11.2	0.0	0.0				0.0	0.9	0.0	50.1	0.4	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(95%),veh/ln	16.9	0.0	0.0				0.0	0.4	0.0	25.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.3	0.0	0.0				0.0	0.9	0.0	97.9	0.4	0.0
LnGrp LOS	F							A		F	A	
Approach Vol, veh/h		487						1472			1767	
Approach Delay, s/veh		81.3						0.9			22.9	
Approach LOS		F						A			C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		138.5		31.5	45.0	93.5
Change Period (Y+Rc), s		7.4		4.5	7.8	7.4
Max Green Setting (Gmax), s		122.6		35.5	37.2	77.6
Max Q Clear Time (g_c+I1), s		2.0		25.7	39.2	2.0
Green Ext Time (p_c), s		23.3		1.4	0.0	23.8

Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C

Notes

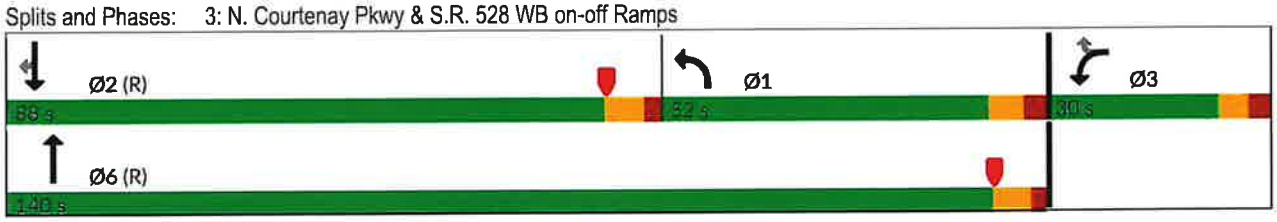
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Future Volume (vph)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	394	0	341	807	1252	0	0	1541	1194
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Actuated g/C Ratio				0.14		0.14	0.26	0.78			0.47	0.47
v/c Ratio				0.85		1.06	0.91	0.46			0.64	1.26
Control Delay (s/veh)				89.0		106.4	67.6	8.1			35.3	154.2
Queue Delay				2.8		0.0	46.8	0.3			0.1	0.0
Total Delay (s/veh)				91.8		106.4	114.4	8.4			35.4	154.2
LOS				F		F	F	A			D	F
Approach Delay (s/veh)					98.6			49.9			87.3	
Approach LOS					F			D			F	
Queue Length 50th (ft)				224		~280	478	187			469	~1433
Queue Length 95th (ft)				#306		#495	#582	206			520	#1703
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		323	882	2731			2407	944
Starvation Cap Reductn				0		0	206	719			0	0
Spillback Cap Reductn				24		0	0	0			134	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.90		1.06	1.19	0.62			0.68	1.26

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150

Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay (s/veh): 74.9 Intersection LOS: E
Intersection Capacity Utilization 121.4% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Future Volume (veh/h)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				394	0	225	807	1252	0	0	1541	994
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				468	0	211	1164	3022	0	0	2418	745
Arrive On Green				0.14	0.00	0.14	0.68	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				394	0	225	807	1252	0	0	1541	994
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				18.9	0.0	23.0	24.3	0.0	0.0	0.0	38.7	59.0
Cycle Q Clear(g_c), s				18.9	0.0	23.0	24.3	0.0	0.0	0.0	38.7	59.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				468	0	211	1164	3022	0	0	2418	745
V/C Ratio(X)				0.84	0.00	1.07	0.69	0.41	0.00	0.00	0.64	1.33
Avail Cap(c_a), veh/h				468	0	211	1164	3022	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.70	0.70	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.7	0.0	73.5	21.9	0.0	0.0	0.0	33.7	24.0
Incr Delay (d2), s/veh				13.1	0.0	80.5	1.3	0.3	0.0	0.0	1.3	159.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				14.0	0.0	20.4	9.8	0.2	0.0	0.0	22.5	78.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				84.8	0.0	154.0	23.2	0.3	0.0	0.0	35.0	183.8
LnGrp LOS				F		F	C	A			D	F
Approach Vol, veh/h					619			2059			2535	
Approach Delay, s/veh					110.0			9.3			93.4	
Approach LOS					F			A			F	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	66.0	88.0				154.0		30.0				
Change Period (Y+Rc), s	7.9	7.5				* 7.9		7.0				
Max Green Setting (Gmax), s	44.1	80.5				* 1.3E+02		23.0				
Max Q Clear Time (g_c+I1), s	26.3	61.0				2.0		25.0				
Green Ext Time (p_c), s	2.9	17.1				11.9		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	62.1
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	22	1788	14	37	1856
Future Volume (vph)	0	22	1788	14	37	1856
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	1958	0	40	2017
Sign Control	Stop		Free			Free

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	59.9%	ICU Level of Service B	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

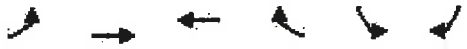
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	1788	14	37	1856
Future Vol, veh/h	0	22	1788	14	37	1856
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	1943	15	40	2017

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	979	0	0	1959	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	*565	-	-	358	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		0	-	-	0	-
Mov Cap-1 Maneuver	-	*565	-	-	358	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.65	0	0.32
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	565	358	-
HCM Lane V/C Ratio	-	-	0.042	0.112	-
HCM Ctrl Dly (s/v)	-	-	11.7	16.3	-
HCM Lane LOS	-	-	B	C	-
HCM 95th %tile Q(veh)	-	-	0.1	0.4	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	25	144	37	1	133	0	0	65	3	0	0	29
Future Volume (vph)	25	144	37	1	133	0	0	65	3	0	0	29
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	219	0	0	142	0	0	72	0	0	31	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization 32.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	144	37	1	133	0	0	65	3	0	0	29
Future Vol, veh/h	25	144	37	1	133	0	0	65	3	0	0	29
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	27	153	39	1	141	0	0	69	3	0	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	193	0	0	371	372	174	388	391	144
Stage 1	-	-	-	-	-	-	226	226	-	146	146	-
Stage 2	-	-	-	-	-	-	145	146	-	242	246	-
Critical Hdwy	4.6	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.65	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1192	-	-	1381	-	-	586	558	870	571	544	903
Stage 1	-	-	-	-	-	-	777	717	-	857	776	-
Stage 2	-	-	-	-	-	-	858	776	-	762	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1189	-	-	1381	-	-	551	543	869	484	529	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	551	543	-	484	529	-
Stage 1	-	-	-	-	-	-	757	699	-	855	774	-
Stage 2	-	-	-	-	-	-	827	774	-	666	685	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.98	0.06	12.5	9.14
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	552	210	-	-	13	-	-	900
HCM Lane V/C Ratio	0.131	0.022	-	-	0.001	-	-	0.034
HCM Ctrl Dly (s/v)	12.5	8.1	0	-	7.6	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.1

SIMTRAFFIC QUEUES
ALTERNATIVE 0

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	118	219	112	70	65
Average Queue (ft)	13	41	12	30	23
95th Queue (ft)	63	140	77	56	53
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)			139		
Storage Blk Time (%)		2	0		
Queuing Penalty (veh)		3	0		

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	49	64	72	60
Average Queue (ft)	5	5	33	21
95th Queue (ft)	26	30	58	49
Link Distance (ft)	203	299	131	326
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	76	28	4	59	45
Average Queue (ft)	11	1	0	31	18
95th Queue (ft)	47	12	3	53	43
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			139		
Storage Blk Time (%)					
Queuing Penalty (veh)					

SIMTRAFFIC QUEUES
ALTERNATIVE 1

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	23	232	163	90	30
Average Queue (ft)	1	53	19	33	4
95th Queue (ft)	11	166	99	73	21
Link Distance (ft)	203	276		131	326
Upstream Blk Time (%)		1		1	
Queuing Penalty (veh)		3		0	
Storage Bay Dist (ft)			139		
Storage Blk Time (%)		3	0		
Queuing Penalty (veh)		7	0		

Intersection: 12: Pioneer Rd & Proposed Dwy2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	47	56	51
Average Queue (ft)	3	4	21
95th Queue (ft)	23	53	46
Link Distance (ft)	276	322	596
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	12	70	10	77	39
Average Queue (ft)	0	6	0	36	10
95th Queue (ft)	6	34	7	63	35
Link Distance (ft)	203	276		131	326
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			139		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 12: Pioneer Rd & Proposed Dwy2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	47	31
Average Queue (ft)	4	12
95th Queue (ft)	24	36
Link Distance (ft)	276	596
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	32	6	68	29
Average Queue (ft)	1	0	29	5
95th Queue (ft)	19	4	56	23
Link Distance (ft)	203	276	131	326
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Pioneer Rd & Proposed Dwy2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	49	36
Average Queue (ft)	5	15
95th Queue (ft)	26	40
Link Distance (ft)	276	596
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

SIMTRAFFIC QUEUES
ALTERNATIVE 2

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	61	152	115	71	71
Average Queue (ft)	4	42	6	31	23
95th Queue (ft)	27	119	47	60	53
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			139		
Storage Blk Time (%)		1	0		
Queuing Penalty (veh)		2	0		

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	64	40	72	52
Average Queue (ft)	6	3	34	19
95th Queue (ft)	33	19	59	46
Link Distance (ft)	203	299	131	326
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	57	4	10	60	55
Average Queue (ft)	7	0	1	31	20
95th Queue (ft)	36	4	9	55	47
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			139		
Storage Blk Time (%)					
Queuing Penalty (veh)					

BOARD OF COUNTY COMMISSIONERS

Public Works Department
Traffic Operations Program
2725 Judge Fran Jamieson Way
Building A, Room 211

February 26, 2026

Daniela S. Jurado, PE
Bowman Consulting Group
4450 W. Eau Gallie Blvd, Suite 144
Melbourne, FL 32934
Email: djurado@bowman.com

Re: Rangewater N Courtenay Pkwy Merritt Island – Traffic Impact Study

Ms. Jurado:

Brevard County Traffic Engineering is in receipt of the Rangewater Traffic Impact Study (TIS), dated and received on February 20, 2026. In response to this submittal, County review comments are provided below:

02/12/2026 Comment 1:	*PDF Pg 14, Traffic Forecast and Background Traffic:* Use the FDOT Season Factor (SF) instead of the Peak Season Conversion Factor (PSCF) to seasonally adjust volumes. Per FDOT 2024 Project Traffic Forecasting Handbook, the PSCF is used to convert a "24-hour count, representing the average weekday daily traffic, to [Peak Season Weekday Average Daily Traffic]."
02/20/2026 Response 1:	The intersection capacity analyses have been updated to use the FDOT Season Factor (SF) instead of the Peak Season Conversion Factor (PSCF). The volumes are presented in Appendix D.
Comment 1 Status:	*Comment closed*

02/12/2026 Comment 2:	*PDF Pg 17, Table 3. Weekday Roadway Segment Analysis:* After coordinating with the Space Coast TPO, it was found that there was an error in the MAV for Segment ID 152, N Courtenay Pkwy (SR 3) from Pioneer Rd to S Ramps SR 528, in the Space Coast TPO Historical Traffic Volumes 2020-2024. Rather than the listed 38,430 vehicles per day (vpd), the MAV should be 34,770 vpd (base MAV of 36,600 vpd for a C3C, 4 lane roadway with LOS D, multiplied by an adjustment factor of 0.95 for "Multilane Undivided Roadway with an Exclusive Left Turn Lane" per FDOT 2023 Multimodal Quality/Level of Service Handbook). The Space Coast TPO is aware of this error and is working to update this information. Please revise accordingly.
02/20/2026 Response 2:	**The Existing Conditions Roadway Analysis has been updated accordingly. The No Build and Build Conditions Roadway Analyses were not updated because of the inclusion of FDOT project # 453311-1 as a background project.**

Comment 2 Status: *The 1.05 adjustment factor applies to two-lane divided roadways with exclusive left or right turn lanes only and therefore should not be applied to the segments of N Courtenay Pkwy in the No Build or Build scenarios. Please revise.*

02/12/2026 Comment 3: *PDF Pg 18, Table 4. Evening Peak Hour Roadway Segment Analysis:* Similar to Comment 2, the MAV for Segment ID 152 should be 3,126 vpd (3,290 vpd multiplied by 0.95). Please revise accordingly.

02/20/2026 Response 3: **The Existing Conditions Roadway Analysis has been updated accordingly. The No Build and Build Conditions Roadway Analyses were not updated because of the inclusion of FDOT project # 453311-1 as a background project.**

Please also note that following the same parameters and adjustments used for the daily capacity, the peak hour capacity is as follows:
Existing: 3,130 vph
No Build: 3,450 vph
See calculations below:

Comment 3 Status: *Comment remains open, please see response to Comment #2.*

02/12/2026 Comment 4: *General Comment:* For any roadway segments where the volume of traffic added by the project accounts for 25% or greater of the segment's remaining capacity, coordinate with Brevard County Planning and Development for a concurrency evaluation.

02/20/2026 Response 4: **Comment noted.**

Comment 4 Status: *Comment remains open pending the resolution of Comments #2 and #3.*

02/12/2026 Comment 5: *PDF Pg 214, 2026 Existing Traffic Volumes:* The 2026 volumes shown for the intersection of Pioneer Rd and the Shared Driveway do not appear to match those included in the appendix. Please review.

02/20/2026 Response 5: **The Exhibits in Appendix D have been updated to remove driveways not being analyzed under the specified Alternatives.**

Comment 5 Status: *The AM Peak Hour volumes shown for the intersection of Pioneer Rd & the Shared Driveway (Exhibits 1, 2, 5-0, 5-1, and 5-2) do not appear to match the volumes shown in the counts (PDF pg 173).*

02/12/2026 Comment 6: *PDF Pg 215, 2027 No Build Traffic Volumes:* It appears that the growth rates used to determine the background volumes at the SR 528 EB and WB ramps were switched. The EB approach of SR 528 is Segment 128 (1.77% annual growth rate) and the WB approach of SR 528 is Segment 129 (3.79% annual growth rate).

02/20/2026 Response 6: The growth rates have been updated accordingly. All affected traffic volumes have also been updated, see Exhibit 2 in Appendix D.

Comment 6 Status: *Comment closed.*

02/12/2026 Comment 7: *PDF Pg 227. Synchro Analysis:* Courtenay Pkwy & Pioneer Rd (AM and PM Peak Hours): Please set recall mode to Min for phases 2 and 6.

02/20/2026 Response 7: **The synchro files have been updated accordingly. See the submitted synchro files and the synchro reports presented in Appendix E.**

Comment 7 Status: *Comment closed.*

02/12/2026 Comment 8: *PDF Pg 230. Synchro Analysis: Courtenay Pkwy & SR 528 EB Ramps (AM and PM Peak Hours):*

a. Please set recall mode to Min for phases 2 and 6.
b. Please set the yellow time to 4.1 sec and all red time to 3.0 sec for the EB phase.

02/20/2026 Response 8:

a. **Note that per the signal phasing and timing information received, phases 2 and 6 use max recall during coordination, see below.**
b. **The yellow time for the EB phase has been updated accordingly, see to Appendix E and attached synchro files.**

Comment 8 Status: *Comment closed.*

02/12/2026 Comment 9: *PDF Pg 233. Synchro Analysis: Courtenay Pkwy & SR 528 WB Ramps (AM and PM Peak Hours):* Please set recall mode to Min for phases 2 and 6, and Off for phase 1.

02/20/2026 Response 9: **Per the signal phasing and timing information received, phases 2 and 6 use max recall during coordination. Similarly, phase 1 uses min recall during patterns 1 and 3, see below.**

Comment 9 Status: *Comment closed.*

02/12/2026 Comment 10: *General Comment:* Please provide the Synchro files with the next submittal.

02/20/2026 Response 10: **Comment noted, the synchro files have been provided.**

Comment 10 Status: *Comment closed.*

02/12/2026 Comment 11: *General Comment:* Following the coordination meeting with Bowman Consulting Group on 2/11/2026, a new access configuration was presented to Staff. Please revise the TIS to include this alternative (analysis and proposed concept). Ensure that this alternative satisfies all turn lane concerns and future needs at the intersection of N Courtenay Pkwy (SR 3) and Pioneer Rd.

02/20/2026 Response 11:	**The exhibits in Appendix D have been updated to remove driveways not being analyzed under the specified condition. The synchro reports presented in Appendix E have also been updated to remove driveways not being analyzed under the specified condition.**
Comment 11 Status:	*Running the intersection of N Courtenay Pkwy (SR 3) and Pioneer Rd in SimTraffic revealed WBL queuing concerns with regard to the new proposed driveway location on Pioneer Rd. Please be advised that the final driveway configuration will not be reviewed and approved until there is a formal site plan submittal.*
02/12/2026 Comment 12:	General Comment: The Background and Buildout scenario analyses will be reviewed in further detail upon resolution of the comments above.
02/20/2026 Response 12:	Comment noted.
Comment 12 Status:	*Comment closed.*
02/12/2026 Comment 13:	General Comment: The turn lane analysis and queuing analysis will be reviewed upon resolution of the comments above.
02/20/2026 Response 13:	Comment noted.
Comment 13 Status:	*Comment closed.*

Should you have any questions, please contact us at 321-633-2077.

Best regards,

Sean Smith, EI
Engineer I

Cc: Corrina Gumm, PE, Traffic Operations Manager
Trina Gilliam, MSURP, Planning and Zoning Manager
Peter Nguyen, PE, Engineer II
William Johnson, PE, Engineer III

RANGEWATER



PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

BUILDINGS 1-2:
Building Type 1
24 Units/EA

BUILDING 3:
Building Type 3
30 Units/EA

BUILDING 4:
Building Type 4
31 Units

ZONE 2: Residential
7.581 acres
113 units max

BUILDING 5:
Building Type 2
29 Units

BUILDING 6:
Building Type 4
30 Units/EA

BUILDING 7:
Building Type 2
30 Units/EA

BUILDING 8:
Building Type 1
24 Units/EA

TOTAL: 222 Units
(930 S.F. Average)

AMENITY: 6,500 S.F.

PARKING:

Surface: 368 Spaces
Parallel: 21 Spaces

TOTAL: 389 Spaces
(1.75 Spaces/Unit)

PROPOSED GREEN SPACE

TOP FLOOR VIEWING PLATFORM

N

0 50 100 200

Merritt Island

1 Density Study - Option 1
Scale: 1"=100'-0"
Plan

March 16, 2026

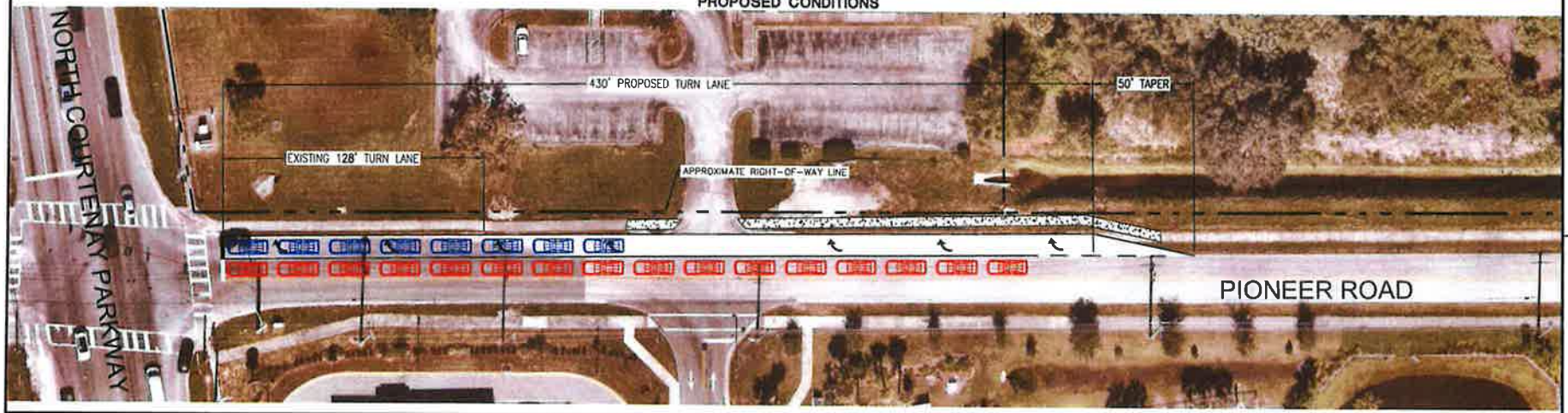
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EXISTING CONDITIONS



PROPOSED CONDITIONS



SITE DATA TABLE

PROJECT NAME: MERRITT ISLAND APARTMENTS TURN LANE EXHIBIT

PROJECT ADDRESS: NE CORNER OF N COURTENAY PARKWAY AND PIONEER ROAD

GENERAL SITE NOTES:

1. CONSTRUCTION OF THE ACCESS STRUCTURE DEVELOPMENT OF THIS SITE AS SHOWN. THIS DRAWING IS INTENDED TO BE CONCEPTUAL ONLY AND ADDITIONAL RESEARCH AND DESIGN WOULD BE REQUIRED FOR THE PREPARATION OF A SITE PLAN THAT MEETS LOCAL JURISDICTIONAL CODES
2. NO SITE VISITS HAVE BEEN PERFORMED TO ENSURE THE ACCURACY OF THE AERIAL IMAGE SHOWN HEREON
3. THIS EXHIBIT IS NOT INTENDED TO BE USED AS A CONSTRUCTION DOCUMENT, AND SHOULD NOT BE CONSTRUED IN ANYWAY TO BE USED FOR CONSTRUCTION PURPOSES.
4. THIS CONCEPT PLAN IS NOT BASED ON A SURVEYED BOUNDARY OR EXISTING FEATURES AND TOPOGRAPHY

PROPOSED LEGEND

- PROPERTY LINE
- PROPOSED PAVEMENT STRIPING
- PROPOSED PAVEMENT
- PROPOSED SIDEWALK

LEGEND

- RIGHT TURN QUEUE
- THROUGH / LEFT TURN QUEUE

0 50

Scale: 1"=50'

Bowman Consulting Group, Ltd
4450 W. Eau Gallie Blvd
Suite 144
Melbourne FL 32934
Phone (321) 255-5434
Fax (321) 255-7751
bowman.com

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TURN LANE EXHIBIT

MERRITT ISLAND APARTMENTS

NE CORNER OF N COURTENAY PARKWAY
AND PIONEER ROAD
MERRITT ISLAND, FLORIDA

Bowman

Certificate of Authorization License No. 30462

KS	JG	KS
DATE	DRAWN	CHKD

011629-01-001
PROJECT NUMBER

SCALE 1" = 50'

VERSION 2 A



SITE DATA TABLE

GENERAL SITE NOTES:

1. CONDITIONS MAY EXIST THAT COULD RESTRICT THE DEVELOPMENT OF THIS SITE AS SHOWN. THIS DRAWING IS INTENDED TO BE CONCEPTUAL ONLY AND ADDITIONAL REFINEMENT AND DESIGN WOULD BE REQUIRED FOR THE PREPARATION OF A SITE PLAN THAT MEETS LOCAL JURISDICTIONAL CODES.
2. NO SITE VISITS HAVE BEEN PERFORMED TO ENSURE THE ACCURACY OF THE AERIAL IMAGE SHOWN HEREON.
3. THIS EXHIBIT IS NOT INTENDED TO BE USED AS A CONSTRUCTION DOCUMENT AND SHOULD NOT BE CONSTRUCTED ON MYWAY TO BE USED FOR CONSTRUCTION PURPOSES.
4. THIS CONCEPT PLAN IS NOT BASED ON A SURVEY. EXISTING CONDITIONS FEATURES AND TOPOGRAPHY.

PROPOSED LEGEND

- PROPERTY LINE
- PROPOSED PAVEMENT STRIPING
- PROPOSED PAVEMENT
- PROPOSED SIDEWALK

0 50

Scale: 1" = 50'

TURN LANE EXHIBIT

MERRITT ISLAND APARTMENTS

NE CORNER OF N COURTENAY PARKWAY AND PIONEER ROAD
MERRITT ISLAND, FLORIDA

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Certificate of Authorization License No. 30462

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bowman.com

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KS	JG	KS
DESIGN	DRAWN	CHECKED

011629-01-001
PROJECT NUMBER

SCALE 1" = 50'

VERSION 1 A

From: Kim Rezanka
To: Kim Rezanka
Subject: FW: Rangewater Residential Traffic Impact Study
Date: Thursday, March 19, 2026 1:09:05 PM

From: TrafficStudies <trafficstudies@brevardfl.gov>
Sent: Friday, March 6, 2026 9:01 AM
To: Daniela Jurado <djurado@bowman.com>; TrafficStudies <trafficstudies@brevardfl.gov>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina <Trina.Gilliam@brevardfl.gov>
Subject: [EXTERNAL] RE: Rangewater Residential Traffic Impact Study

Good morning Daniela,

Brevard County Traffic Operations has completed the review of the Rangewater TIA and confirmed that we have no further comments, pending the formal site plan submittal. Concurrency will be resolved during the subdivision plan review, following the rezoning process. If you have any questions regarding concurrency, please reach out to Trina Gilliam.

Thank you,

Sean Smith
Brevard County Public Works
2915 Pineda Causeway, Melbourne, FL 32940
Office: 321-633-2077

From: Daniela Jurado <djurado@bowman.com>
Sent: Thursday, March 5, 2026 12:26 PM
To: TrafficStudies <trafficstudies@brevardfl.gov>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina <Trina.Gilliam@brevardfl.gov>
Subject: RE: Rangewater Residential Traffic Impact Study

Good afternoon,

Please find attached the updated Traffic Impact Analysis report and comment response letter.

Feel free to reach out if you have any questions.

Best regards,

DANIELA JURADO, PE
Senior Project Manager, Transportation | **BOWMAN**
O: (321) 255-5434| D: (321) 608-0498
djurado@bowman.com

From: TrafficStudies <trafficstudies@brevardfl.gov>
Sent: Thursday, February 26, 2026 2:01 PM
To: Daniela Jurado <djurado@bowman.com>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina <Trina.Gilliam@brevardfl.gov>; TrafficStudies <trafficstudies@brevardfl.gov>
Subject: [EXTERNAL] RE: Rangewater Residential Traffic Impact Study

Good afternoon Daniela,

Brevard County Traffic Operations has completed the review of the revised Rangewater Residential TIS, dated February 20, 2026. Review comments are provided in the attached letter. Please let us know if you have any questions or concerns.

Thank you,

Sean Smith E.I.
Traffic Operations Engineering Intern
Brevard County Public Works
2915 Pineda Causeway, Melbourne, FL 32940
Office: 321-633-2077

From: Daniela Jurado <djurado@bowman.com>
Sent: Friday, February 20, 2026 4:47 PM
To: TrafficStudies <trafficstudies@brevardfl.gov>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina

<Trina.Gilliam@brevardfl.gov>
Subject: RE: Rangewater Residential Traffic Impact Study

Good Afternoon,

Please find attached the updated Traffic Impact Study, Synchro and comment response letter.

Do not hesitate to contact me if you have any questions or need any additional information.

Best regards,

DANIELA JURADO, PE
Senior Project Manager, Transportation | **BOWMAN**
O: (321) 255-5434| D: (321) 608-0498
djurado@bowman.com

From: TrafficStudies <trafficstudies@brevardfl.gov>
Sent: Thursday, February 12, 2026 11:54 AM
To: Daniela Jurado <djurado@bowman.com>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; TrafficStudies <trafficstudies@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina <Trina.Gilliam@brevardfl.gov>
Subject: [EXTERNAL] Rangewater Residential Traffic Impact Study

Good afternoon Ms. Jurado,

Brevard County Traffic Operations has completed the review of the Rangewater Residential Traffic Impact Study, dated February 2nd, 2026. Review comments are included in the attached letter. Please let us know if you have any questions or concerns.

Thank you,

Sean Smith
Brevard County Public Works

2915 Pineda Causeway, Melbourne, FL 32940
Office: 321-633-2077

From: Kim Rezanka <krezanka@LLR.Law>
Sent: Thursday, March 19, 2026 2:11 PM
To: Gilliam, Trina <Trina.Gilliam@brevardfl.gov>; AdministrativeServices <administrativeservices@brevardfl.gov>
Cc: Prasad, Billy <Billy.Prasad@brevardfl.gov>; Alex Tisdail <atisdail@llr.law>
Subject: RE: Application 25Z00054 Merritt Bidco SPV/RangeWater - Concept Plan Revisions in Response to Community Concerns

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Trina,

Please add the attached TIS dated, 3.5.26, and the attached email to the zoning file and County Commission documents.

The TIS is large, so please confirm receipt.

If we need to upload them, please advise.

Sincerely,
Kim Rezanka

LACEY REZANKA
6013 Farcenda Place, Suite 101
Melbourne, FL 32940
krezanka@llr.law
Office 321.608.0892

IMPORTANT: The contents of this email and any attachments are confidential. They are intended for the named recipient(s) only. If you have received this email by mistake, please notify the sender immediately and do not disclose the contents to anyone or make copies thereof.

From: Kim Rezanka
Sent: Sunday, March 15, 2026 7:53 PM
To: Gilliam, Trina <trina.gilliam@brevardfl.gov>; AdministrativeServices <administrativeservices@brevardfl.gov>
Cc: Prasad, Billy <billy.prasad@brevardfl.gov>
Subject: FW: Application 25Z00054 Merritt Bidco SPV/RangeWater - Concept Plan Revisions in Response to Community Concerns

Trina,

I could not find the below email or the attachments in the Agenda Materials for 3.16.26. I will bring copies.

Also, a new TIS was submitted to the County by Bowman on or about February 20th, as referenced in the BCTO letter that is in the Agenda materials. The TIS of February 20th is not in the agenda, either

Sincerely,
Kim Rezanka

LACEY REZANKA
6013 Farcenda Place, Suite 101
Melbourne, FL 32940
krezanka@llr.law
Office 321.608.0892

From: Kim Rezanka
Sent: Friday, February 27, 2026 4:21 PM
To: Gilliam, Trina <trina.gilliam@brevardfl.gov>; AdministrativeServices <administrativeservices@brevardfl.gov>
Cc: Prasad, Billy <billy.prasad@brevardfl.gov>
Subject: Application 25Z00054 Merritt Bidco SPV/RangeWater - Concept Plan Revisions in Response to Community Concerns

Please include this information in the file and for P & Z March 16th Agenda.

Thank you for your continued time and consideration regarding RangeWater's proposed multifamily development in Merritt Island. Over the past several months, we have carefully reviewed the concerns expressed by neighboring residents as it relates to our rezoning application. As a result, we have made substantial revisions to our concept plan to best meet the requests of the community. Below is a summary of the measures we have taken.

- **Pioneer Road Turn-Lane Extension** – See attached exhibit. We plan to extend the existing westbound right-turn lane on Pioneer Road approximately 300 feet, for a total length of 480 feet, to provide additional capacity and improve traffic flow. This extension will increase the capacity of the turn lane from ~6 vehicles to ~17 vehicles. If there is a desire to extend the turn lane further, we are open to the option. This commitment was made based on feedback from our traffic engineer, neighbors, P&Z Board Members, and Brevard County staff.
- **Reduced Building Height** - The project has been revised to include a three-story product in lieu of the originally contemplated four-story design by selecting the RU-2-15 and RU-2-30 zoning classifications. The proposed zoning classifications were selected in lieu of pursuing a PUD to align closely with future land use designations outlined in the Brevard County

Comprehensive Plan (1988). RangeWater believes this change creates a more compatible transition to adjacent residential properties.

- **Reduced Unit Count** – The contemplated unit count has been reduced from 240 units to 222 units to align with the selected zoning classifications.
- **Increased Eastern Setback** - Along the east property line bordering the nine residential homes on Raintree Lake Circle, we have increased the building setback 5X from 20 feet to 100 feet, significantly reducing visual impact to those neighbors. This commitment was a result of discussions with Whitney and James Frizell (2325 Raintree Lake Circle).
- **Maintained Landscape Buffer along North Property Line** - We will maintain a 50-foot landscape buffer along the north property boundary within the RU-2-15 zoned area, adjacent to the four residential homes along Las Palmas. All protected trees within this buffer will be preserved. This decision was made after meeting with John Clamp at his home located at 119 Las Palmas. There are several mature, protected trees that Mr. Clamp was concerned about. Doug Bailey (125 Las Palmas) and Chelsea True also expressed concerns about these trees and maintaining an adequate buffer. We are committed to preserving these protected trees.
- **Cross-Access Easement (Pioneer Road)** - We have negotiated a cross-access agreement with the neighboring medical office facility, allowing shared use of the existing driveway connection to Pioneer Road. The intent of the cross-access easement is to reduce traffic conflict points along Pioneer Road.
- **Proportionate Fair Share Agreement** – RangeWater will enter into a Proportionate Fair Share Agreement with Brevard County to address traffic capacity on N. Courtenay Parkway (SR3), should it be determined to be deficient at the time of site plan submittal.
- **Wetland Preservation** - Wetlands have been formally delineated by the St. Johns River Water Management District, and the concept plan preserves the vast majority of wetlands in full compliance with Brevard County regulations.
- **Protection of Documented Bald Eagle Nest** - The proposed development will not impact the 660-foot protection buffer of the documented bald eagle nest located across Pioneer Road, southeast of the subject property.

These items are memorialized in the proposed Binding Development Plan. We believe the updated concept plan meaningfully addresses neighbor concerns related to height, buffering, traffic circulation, environmental protection, and wildlife preservation.

RangeWater is prepared to invest more $55M into Merritt Island with the proposed development. We remain very open to continued dialogue to ensure we are being a responsible and respectful neighbor.

Best,
Michael Oliver

RANGEWATER
Real Estate

MICHAEL OLIVER
Managing Director, Development
5605 Glenridge Dr. NE Ste 800
Atlanta, GA 30342
C 215.872.5358
moliver@liverangewater.com

Connect with us on Linkedin.

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BREVARD County
BOARD OF COUNTY COMMISSIONERS

FLORIDA'S SPACE COAST

Kimberly Powell, Clerk to the Board, 400 South Street • P.O. Box 999, Titusville, Florida 32781-0999

Telephone: (321) 637-2001
Fax: (321) 264-6972
Kimberly.Powell@brevardclerk.us

February 6, 2026

M E M O R A N D U M

TO: Billy Prasad, Planning and Development Director Attn: Trina Gilliam

RE: Board Actions on Planning and Zoning Board Recommendations

The Board of County Commissioners, in regular session on February 5, 2026, took action on Planning and Zoning Board Recommendations.

Your continued cooperation is always appreciated.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
RACHEL M. SADOFF, CLERK

Kimberly Powell, Clerk to the Board

Encl. (1)

cc: Alice Randall, Zoning
County Attorney

PLANNING AND ZONING BOARD RECOMMENDATIONS

Item H.1. **Jay Steinke and Grant Steinke.** Goodson/Adkinson. Approved the request for a change the zoning classification from GU to AU. (25Z00038)

Item H.2. **Laughing Clown, LLC**. Delaney/Feltner. Adopted Ordinance No. 26-01, setting forth the fifteenth Small Scale Comprehensive Plan Amendment (25S.15) to change the Future Land Use (FLU) designation from RES-2 to CC. (25SS00009)

Item H.3. **Laughing Clown, LLC**. Adkinson/Delaney. Approved the request for a change of zoning classification from RP to BU-1-A. (25Z00028)

Item H.4. **Strada Development, LLC.** Goodson/Delaney. Denied the request to change the zoning classification from AU and RR-1 to SR with a BDP, and directed the County Attorney to prepare a Finding of Fact to bring back for Board consideration. (25Z00039)

Item H.5. **C. Steven Douglas.** Adkinson/Feltner. Approved the request for a change of zoning classification from TR-2 with BDP to AGR with removal of the existing BDP. (25Z00047)

Item H.6. **Clinton Smith and Kimberly Smith.** Adkinson/Delaney. Approved the request for a change of zoning classification from RU-1-7 to SR. (25Z00048)

Item H.7. **Lazy River Investments, LLC.** Adkinson/Delaney. Denied the request for a change of zoning classification from RU-1-13 to AU(L) and directed the County Attorney to prepare a Finding of Fact to bring back for Board consideration. (25Z00049)

Item H.8. **100 Flug Ave., LLC.** Goodson/Feltner. Approved the request for a change of zoning classification from BU-1 to RU-2-15. (25Z00050)

Item H.9. **Eric D. and Pamela S. Martin Trust.** Goodson/Delaney. Approved the request for a change of zoning classification from BU-1 to BU-1 and BU-2. (25Z00051)

Item H.10. **Blair Foster (Foster Family Living Trust).** Feltner/Delaney. Approved the request for a change of zoning classification from GU to SR. (25Z00053)

Item H.11. **Merritt Bidco SPV, LLC.** Goodson/Adkinson. Continued the request for a change of zoning classification from AU with a BSP to RU-2-15 and RU-2-30 with removal of BSP, to the March 16, 2026, Local Planning and Zoning (LPA) meeting and the April 2, 2026, Zoning meeting. (25Z00054)

Item H.12. **Beverly Jean Richardson.** Delaney/Feltner. Approved the request for a change of zoning classification from RU-1-9 to RU-2-4. (25Z00055)

Item H.13 **Jacob Foune**. Altman/Feltner. Adopted Ordinance No. 26-02, setting forth the fourteenth Small Scale Comprehensive Plan Amendment (25S.14) to change the Future Land Use (FLU) designation from RES-1 to RES-2. (25SS00008). Commissioners Adkinson and Delaney voting nay.

Item H.14. **Jacob Foune.** Altman/Feltner. Approved the request for a change of zoning classification from SR with a BDP to SR with removal of the existing BDP and addition of a new BDP to include that the applicant agrees that the rezoning requested companion FLU amendment application was a result of an unlawful split by the predecessor in interest and will stipulate that fact in any future preceding regarding that action and that this FLU amendment application are not precedential, but instead is being requested to resolve the substandard lot that has arisen as a result of the unlawful split, and under these particular circumstances that it be recognized that these actions are being granted based on the unique conditions of the subject property. (25Z00037) Commissioner Delaney voting nay.

Item H.15. **Princeton Technology, LLC.** Delaney/Feltner. Continued the request for a Conditional Use Permit (CUP) for (4COP) full liquor, beer, and wine license for on-premises consumption, accessory to a restaurant, to the March 5, 2026, Zoning meeting. (25Z00044)

PLANNING AND ZONING BOARD/LOCAL PLANNING AGENCY MINUTES

The Brevard County Planning & Zoning Board met in regular session on **Monday, January 12, 2026,** at **3:00 p.m.**, in the Florida Room, Building C, Brevard County Government Center, 2725 Judge Fran Jamieson Way, Viera, Florida.

The meeting was called to order at 3:00 p.m.

Board members present were Mark Wadsworth, Chair (D4); Henry Minneboo, Vice-Chair (D1); Jerrad Atkins (D1); John Hopengarten (D1); Ruth Amato (D1); Ron Bartcher (D2); Robert Wise (D2); Erika Orriss (D3); Eric Michajlowicz (D3); Debbie Thomas (D4); Neal Johnson (D4); Robert Brothers (D5); Ana Saunders (D5); and Melissa Jackson (D5).

Staff members present were Trina Gilliam, Planning and Zoning Manager; Paul Body, Planner; George Ritchie, Planner; Derrick Hughey, Planner; Alex Esseesse, Deputy County Attorney; and Alice Randall, Operations Support Specialist.

EXCERPT OF COMPLETE MINUTES

H.11. Merritt Bidco SPV, LLC (Kim Rezanka) requests a zoning classification change from AU with a BSP to RU-2-15 and RU-2-30 with removal of BSP. (25Z00054) (Tax Account 2412106) (District 2)

Paul Body read the item into the record.

Kim Rezanka spoke to the application. Here with me is Michael Oliver from Rangewater, the engineer of record. Kyle Shasteen, and the traffic engineer, Daniela Gerard, and Tom Lee is also here with Rangewater. This is a rezoning. It looks a lot like a future lane use change, but it's not. This is 11.24 acres that is on Pioneer and Courtney. The request is for RU-2-15 on the portion that's RES 15 already future land use, that's 7.5 acres to RU-2-15 from AU. And then on the front portion on Courtenay it's 3.66 acres currently neighborhood commercial that we're seeking to go to RU-2-30 which is allowed by the comprehensive plan FLU policy 2.10. The goal is to put 222 units. It's approximately 19.75 units to the acre. As you know, there have been very few new apartments in Merritt Island. Woodfield is going in behind the mall, but that's been the first apartment complex in the last 35 years from what I understand. This is also seeking a removal of a binding site plan that was done many, many years ago to allow the current medical complex there. The entire property is subject to a BSP for a hospital and medical use. So, in theory, a hospital could be built there. I think that was the intent is to expand the medical facility. It was never done. So, this property is laying vacant and went into bankruptcy. This was the old steward property. It went out of bankruptcy. The owner is a Merritt Bidco which we're under contract with to purchase. That CUP will go away if this property is rezoned. We did have a community meeting on November 24th. Over 200 invitations went out. Approximately 20 neighbors showed up and all the MIRA representatives showed up as well. This also did go to MIRA, that recommended denial as you're aware because of traffic concerns. I would assert that traffic concerns are not the issue at this point. Florida statutes do not let you deny projects because of capacity. It just requires proportionate fair share agreement. We've run those numbers. The developer is willing to donate a proportionate fair share. That is an option and he's willing to do that. At the community meeting, there was a site plan shown, a concept plan, again, not fully engineered, and the neighbors had concerns about height, parking, traffic, flooding, buffering, windows, balconies, location of buildings, and the removal of trees. You've seen that in what appear to be AI generated responses sent to you via emails. We run it through an AI generator, and most of it is done through AI. Spot zoning is a unique term and somehow it came up in AI generated documents. So based upon what the community says the developer is willing to put into a binding development plan that they will have buffers to the east setback for building of 100 ft. Willing to have

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setbacks from the north to the building of 50 feet and keep that in Native Preserve. As to traffic, they are willing to work and extend the turn lane on Pioneer that goes to the north and will do whatever is necessary to do a proportionate fair share. That traffic concurrency issue is kind of unique. I've not run into it before where if it's over 85% capacity, you're only allowed to have a certain percentage designated. That's something new. To me it's contrary to Florida law but we have disagreement on that but again Florida law says you can't deny it because of capacity so you have to go into a proportionate fair share. I do want to say that the impact fees generated from this will be over half a million dollars which the county could indeed use to try to improve Pioneer Road. Part of that problem is it's not our right-of-way. We can do the right-of-way on the property under contract to extend that turn lane, but there's nothing else we can do. There's Florida Power and Light poles to the south and that would be something that the county would have to work with FP and L if that were intended to be done. That's just an overview of the project. Mr. Oliver would like to speak a little bit about the company and Kyle Shasteen, the engineer of record will talk about the changes that were made to the concept plan based upon what the neighbors said and then Danielle Gerardo will talk about her traffic study that she did to do the actual counts. The counts currently are used by Space Coast TPO. Her counts came out similar to it, but I'll let her explain it and about the improvements that would be made.

Michael Oliver stated he is the managing director of development for Rangewater for the state of Florida. We develop in Tampa, Jacksonville, Orlando, and here in Brevard County. With me here is Tom Lee, development manager for this proposed project. Rangewater is a national multi-family developer active here in Florida but also across the Sunbelt. In Florida, we've developed 6,000 homes and managed 20,000 units. And then nationally, we have developed 25,000 homes and manage 100,000 units. Over the past decade we have been recognized by the National Association of Homebuilders as the developer of the year. We share this not as a point of pride but to demonstrate the depth of experience, the long-term commitment that we bring to the communities that we build in. Our development philosophy is centered on community focused placemaking, long-term neighborhood compatibility, high quality design and responsiveness to local contexts. As Kim mentioned, we met with the neighborhood and the neighbors, many of which are here today, and we listened to their concerns at a community meeting in November. We heard about building heights, proximity of parking to property lines, building setbacks, and traffic. And we have done everything that we feel is reasonable to alter the conceptual plan that is shown in front of you and on this board right here to accommodate and to be the best neighbor that we can possibly be. Kyle will speak a little bit to this, but I think primarily of note, we are committed to providing a 100-foot building setback on the east property line, to three story residential buildings, which is, as I think most people here are aware, a much larger building setback that is required by most zoning designations. Additionally, we committed early on to doing three-story product, three-story apartment buildings here in lieu of four-story just based on the proximity of the homes to residential neighbors. And the conceptual plan accommodates that. Additionally, we met with neighbors on the north property line, specifically Mr. Clamp and we heard about some pine trees on our property that are mature and they feel suit the needs and aspect of the neighborhood and we have committed to Mr. Clamp and those neighbors to preserve that tree canopy adjacent to their homes within 50 ft to allow for that buffer, adequate buffer between those homes and the parking lot and single-story clubhouse that we have on the other side of that. I say all this to say that we have 13 immediate residential neighborhood neighbors and our goal with the latest iteration of the conceptual plan is to maintain privacy, separation, and enhanced buffering through that landscaping, through storm water features, and long-term maintenance. These refinements were made intentionally and directly in response to the neighbors and their concerns.

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Kyle Shasteen stated he will be the engineer of record for this project and responsible for making sure that this site plan meets the county's applicable land development codes as well as any storm water requirements set forth by the state and other agencies once this moves forward to the site planning stage. As Mike said, we have met with the residents nearby two times now. First at a neighborhood meeting and second at the MIRA board meeting. We've heard a lot of input from the neighbors and this site plan has really come a long way to accommodate some of those requests. Being the 100-foot building setback, the setback to the north. Bowman's gone out there. We've conducted a tree survey. I believe it was 20 feet from the north and the east property lines to see what kind of native vegetation is currently there so that we could provide a natural buffer to keep what the residents are used to seeing. Part of that buffer along the east is going to be our storm water retention ponds. We've done some preliminary calculations. We found a model that was done by the county looking at Pioneer Road. There's a ditch along the north side there that kind of drains a larger basin which eventually ends out in Sykes Creek. So, once we do the engineering for this site, we're going to be looking at that base and making sure there's no adverse impacts to the surrounding area. There are also some wetlands on site that we're preserving. You can kind of see it there on the east side. It's the green cluster. So that has been delineated by an environmental scientist locally here in town and confirmed by St. John's. So that area has been delineated. So, we are going to preserve what's required by the county. I'm here to answer any questions. Anything comes up regarding storm water site layout. And I will say just about Rangewater, they have been willing to change their plan to meet some input from the community. It's something that I haven't always seen in the line of work that I do. And I really I'm very impressed with this site plan has come given the process that we've been through.

Daniella Jurado stated she is the traffic engineer with the project. Rangewater Residential has 222 low-rise residential units. It would be three floors and per ITE this is considered low-rise residential. The anticipated daily trip generation of the site is 1,379 daily trips. This would be inbound and outbound trips. The anticipated peak hour trip generation of the site would be 91 morning peak hour trips and 115 pm peak hour trips. That would be for the pm for example would be 72 inbound trips and 43 outbound trips. We have received several complaints or comments regarding the possibility of the impacts of the traffic in the roads and so we reviewed the daily capacity of the roads and based on current volumes the road, North Courtenay operates at 0.88 volume to capacity ratio and under build conditions North Courtenay will be operating at 0.93 volume to capacity ratio. So, the calculated impact of the project would be on the remaining capacity would be 24.95%. We've done a scope with the county and FDOT. We have agreed to a scope and methodology for the traffic impact analysis. This scope contains all the intersections that we're going to be analyzing in the traffic impact study. We have already collected the data and we're currently analyzing all the intersections. We hope to have results by the end of the month. There have been some changes in the access conditions currently but we're still working on analyzing the driveways. For the intersections that we're analyzing, the intersection of Pioneer and North Courtenay. We're analyzing the two ramps and all the driveways. We have also collected two counts at Pioneer, and we also collected videos for the cues along Pioneer Road to make sure that the cues were not backing up to the driveway. The current volume to capacity ratio of Pioneer Road is 0.32. That is one of the biggest concerns of the community. We've also reviewed the peak hour volumes of pioneer especially during the school dismissal and what the peak hour capacity of that road would be 1,333 peak hour trips and the existing school dismissal volumes are 448 peak hour trips from 2 to 3 p.m. And from 3 to 4 p.m. we've collected data and made sure that we had the volumes in that road. We also reviewed the videos, and we also had site visits to make sure that the cues were not backing up into the side driveway and

we are analyzing that data. And for the traffic impact study, we will be addressing any queuing issues along Pioneer Road both onto North Courtenay and onto the side driveway.

Mr. Oliver added North Courtenay Parkway, state road 3, we believe it's Merritt Island's primary north south connector, an arterial and a critical transportation employment corridor. We are aware based on our conversations with MIRA, FDOT, everyone else that it is the focus of many redevelopment planning efforts and corridor studies and infrastructure investments being advanced. This corridor directly serves the region's largest employment centers including the Kennedy Space Center, the growing commercial space industry in Port Canaveral, all of which continue to drive job creation across aerospace defense, logistics, maritime, tourism and advanced manufacturing. That's exactly why we believe that this is a suitable location for a multi-family property. These industries collectively support tens of thousands of direct and indirect jobs and are projected to continue expanding over the coming years. From a land use and planning perspective, as Kim mentioned, this site is appropriately located for a higher density residential development along a major arterial within the urban service area and is in close proximity to major job centers. The project represents from our perspective responsible infill development that aligns with the county's long-term growth strategy and the future land use plan. As mentioned, we have met with the neighbors. We have heard the neighbors' concerns, and we have done our best to reasonably accommodate those comments in the latest iteration of the conceptual plan.

Ms. Rezanka stated I'm not sure the neighbors have seen this plan. I do not believe they've seen the extra buffers. This is North Courtenay. This is Pioneer. They will extend the turn lane that goes onto Courtenay heading north. This is a 100-foot buffer to the east to the building line, where currently the existing BSP only requires a 50-ft buffer and then an additional 50-ft buffer which is in the old BSP and a natural landscape to the north. So again, that's willing to commit to that in a BSP to have the 50- foot buffer to the building line, 100-foot buffer to the building line, and extending the Pioneer Road. And we'll do whatever else the county tells us to do that's within our ability to do, including the proportionate fair share. I did also want to bring up the issue that this is infill as Michael stated, this is an infill development. This is a site that's underutilized. This binding site plan has been on it since 1983 and has not been developed. Meaning it wasn't going to be developed. It wasn't primed to be developed. Wasn't right to be developed. This is an opportunity to have a different type of residential use in Merritt Island. The housing element objective four says that Brevard County shall continue to provide for adequate lands for residential land uses in a wide variety of housing types. Again, there's not been any new apartments in Merritt Island for a good 30 to 35 years, except for Woodfield that's being built behind the mall. There were also issues about the drawbridge and the impact on traffic there. As I mentioned previously that drawbridge is not allowed to be opened between 6:15 a.m. and 8:15 a.m. or between 3:10 p.m. and 6:10 p.m. And, I did want to indicate that there are multiple types of uses. There are condominiums to the north and west of this property. There are single family. There is a mobile home park to the west and there down by Merritt Island High there are some apartments, also JB Somerset. With that, we would ask that you recommend approval of the RU-2-15 and the RU-2-30 on the portion next to Courtenay.

Mr. Minneboo commented under most projects we're not supposed to help you design anything, but this is such a significant traffic issue that if I was the one that was submitting, I would say I would need to show you the geometrics of Pioneer. My calculations showed you almost have 3,000 trips every day over and exceeding what's already there. The generation went right out of the manual and unless we've significantly reduced the number of units you're going to look tend to the box. So, I'm

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using 3,000 because it's a lot easier for the world to understand 3,000 more cars that are potentially going to be at this intersection.

Ms. Jurado stated yes it's based on the ITE and that's based on national data. That has more than 250 different data points and throughout the nation. The anticipated trip generation of the site is 1,379 trips and that is including inbound and outbound. That's inbound and outbound. It would be 690 trips inbound and 689 trips outbound.

Mr. Minneboo commented I'm not debating this, but in this case, the staff and I agreed. The staff that's going to review it. So, we're close. Saying that, there's no geometric shown for what I think is going to be the primary access to the north. If nothing else, it's going to be an exclusive outbound direction. It's going to go west and north. So, you're going to have significant movements there because the backup on Pioneer now is atrocious. And it's sort of neat to watch. If you can get the timing just perfect, you may be able to get all the way to Sykes Creek. And that's just not a bunch of bull. But you get the mamas out there bringing their kids home. You got Starbucks now that's open all the time. You got the car wash in there. You got the old people's place in there. List goes on that can clutter up at one time. I wish we could have seen the geometrics. I'm debating on what somebody said about the amount of right-of-way that's on Pioneer. I'm going from memory, but I thought it was greater than 50 ft. Every foot there is going to be extremely important, especially when you're going to go to a minimum of 10-foot lanes. So, you really have a tremendous problem and traffic-wise. I don't need to expound upon it. Staff what's the closest RU-2-30 to this site?

Ms. Gilliam responded there's RU-2-30 to the south, south of Butler Avenue.

Mr. Minneboo commented way down there. That's another issue. This intersection was commercially designed because all four quadrants are commercialized with no intent of single-family residents going beyond there. And now we've overloaded it with some additions. How many units do we have in here?

Ms. Jurado responded 222.

Mr. Minneboo stated we don't require that. But to me, something of this nature with this magnitude in the traffic side, we should have had some geometry that clearly depicted what you guys are going to do. The center lane of North Courtenay is nothing more than a left turn bidirectional. That's all it is. It's not what every person uses it for. A deceleration or acceleration. It is not designed for that. That's what it's being used for. So, there's going to be a treatment that's got to be better than what's there.

Ms. Jurado responded this will go on the site plan review once the rezoning is approved, but it must be approved for them to move into like the site design and any geometrical reviews of that intersection. So, for now the only thing that we know is that there is availability for that right turn lane and that they would be able to construct it because that's part of their frontage. That's the amount of information that we have for now. We are looking into that part of the traffic. We know that for example if those are two different lots, if for example the lot on Pioneer was developed without the other one all that traffic would be impacting the road along Pioneer Road. In this case the trip distribution and based on the regional planning model that we use for the trip distribution, is showing that 68% of the trips would go to and from the north. 32% would go to and from the south. That is showing the number of trips that would be allocated to Pioneer. They would still use that road, but not all the trips would be using that road. We're expecting 35 peak hour trips and that is close to one

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vehicle per minute on the peak hour and based on that we'll be doing all the reviews and everything but if for example another development was proposed here and they would not have the access along North Courtenay, those trips would be only allocated to Pioneer. If a development that is less intense than what Rangewater is proposing, they would likely not be analyzing any traffic impacts at the intersection. So that's one of the things that we fortunately are reviewing, are the impacts on that intersection and we can propose improvements that can mitigate not just the impacts of the development but also can help with the current queuing issues that they have.

Ms. Rezanka added what I was trying to explain is that there would be a 100-foot buffer here and that Pioneer would be extended eastward because right now the turn lane ends right at this property line. The turn lane to go north would be extended because it's going to be property that they're purchasing. This is multifamily. The trip generation is about 7 and a half per trip. So that's why it's less than 3,000. Also, as you may be aware, FDOT is putting a median in down this road. And they're not going to let any new median cuts. They're in discussions with the current owner of the health center complex there to do a cross access so people can get through the median. Right now, it's a right in right out on the north entrance there. So again, this could be commercial. It's RES 15 with neighborhood commercial on the north portion. If it was intended to have commercial here, the trips generated would be substantially more than that. Also too, if peak hour going on to Pioneer is only 35, that's one every two minutes. That's not a great amount. She did do the school counts as well. We have looked at the school and we would work with the school board to try to figure out how to manage some of their traffic. Right now, we were told by the residents that they're cutting through the subdivision to go north because the turn lane doesn't go east enough. So, that's what we would be working on. Again, there is still capacity on Courtenay. Just the county's ordinance won't let us take it all. We wouldn't take it all and we would enter into a proportionate fair share agreement to assist the county with whatever they thought needed to be done, because to try to align to the west if you add an extra lane to go south it messes up the alignment on the west side of the road. The best we can offer right now is Pioneer Road, extending the turn lane to the east to go north, and then our proportionate fair share so the county can try to fix this problem. We don't have all the answers, and we don't have the right-of-way to fix it.

Mr. Hopengarten inquired if this is going to have security gates.

Mr. Rezanka answered no. There would be queuing that would back up, so no.

Mr. Oliver added the initial plan that we contemplated did have security gates but based on the constraints that we were working around; it got too tight to allow for queuing.

Mr. Hopengarten continued with in this diagram here, it's different than the one that we received originally in our package. Where is the access going to be on the south side here?

Mr. Oliver stated we've negotiated a cross-access easement with the medical office property so that we have a secondary access point which is required for emergency services but also it would be contemplated as a secondary access point but as you can see from the site plan most residents are going to use the main entrance going north south. And that's with the current owner of the medical office property. That's also under contract. We've negotiated with the individual that has it under contract.

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Mr. Hopengarten stated he lives north of that area. The traffic going toward the barge canal, highway 528 is horrendous. It backs up all the way to Pioneer. By putting that many units at that spot are going to cause a problem. There must be a better way. There is a traffic light at Pioneer, which means that the better decision would be to have the traffic come out of Pioneer rather than to come out onto Courtenay directly from your site. It would alleviate a lot of the traffic problems that you would have. However, the people that live down the road off Pioneer in those neighborhoods onto Sykes Creek will probably object to that because it would back up all the way to Sykes Creek. It's a strange request here to have that many units, that many vehicles to be right there. I'm all for apartments being put up. So, they're all renters. I think it's a problem. Are there any wetlands on the site?

Mr. Oliver responded there are. The pocket of green north of the medical office is wetlands that we are preserving. We're preserving about an acre of wetlands. And that's formally delineated with St. John's River Water Management District.

Mr. Hopengarten continued with the 100-foot buffer is a good idea. I think the neighbors would like that, but I think that many units are going to be a problem.

Mr. Oliver responded we contemplated having a primary access point off Pioneer based on the feedback that we received from the community. That was not well received. So that is why we've shifted the focus and the primary access off North Courtenay. As mentioned, there will be a median installed along North Courtenay Parkway that is slated for spring of 2027 to commence. By the time this property is built in early to mid-2028, if we're successfully rezoned and permitted, the median would be installed. On North Courtenay. FDOT restricts the number of accident-prone turns that are being generated left and right coming out of the neighboring communities north and south of this property. We initially contemplated a higher zoning designation, RU-2-30 for the entire site. Since the future land use for the east side of the property was RU-2-15, we decided that it was best to proceed with that just given the proximity to the residential neighbors. So, we originally were showing 240 to 250 units. That has been dropped down to 222 units based on that zoning designation.

Mr. Hopengarten asked could you drop it down even more and still be profitable.

Mr. Oliver responded no.

Mr. Michajlowicz inquired what determination or what considerations do you take when you decide to build apartments instead of condominiums.

Mr. Oliver responded our entire business model is apartments, rental housing. Condominium housing is a challenging business to be in. Based on the events of 2007 2008, the GFC, and then subsequently in Florida the challenges with high rises in South Florida. It is a very challenging and sticky business proposition. So, most developers outside of your major cities, New York, Miami are it's rental housing that is being developed across the nation. It's not condominium development. It's just a challenging business model.

Mr. Bartcher inquired if the clubhouse is single story.

Mr. Oliver responded yes.

Mr. Bartcher continued with where you got rid of the retention pond, you put in the 100 buffer. Is that buffer going to be vegetative or just going to be grass?

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Mr. Oliver responded it'll be a mixture. We are still working on it. There are new storm water requirements that are affecting the state level. So, we're still determining if that's a retention pond, if that's native grasses and dry retention. It's going to be a combination of water and vegetation, and tree preserve along that 10-foot buffer along the east side as well as the 50 ft on the north side.

Mr. Bartcher asked if it's possible to make that 10-foot buffer a little bigger.

Mr. Oliver responded we can make it 15. Yes.

Mr. Bartcher stated I'm sure the residents would appreciate having a bigger thicker buffer there. Are you going to be able to preserve the trees?

Mr. Oliver responded we are going to be able to preserve the trees. We had a tree we had a tree survey completed. The trees along the north side, there are several trees, and we met with Mr. Clamp on his property, reviewed them that are very mature and beautiful. So, we were focused on maintaining those. On the east side there are mature trees. It's not to the scale that it was on the north side.

Ana Saunders inquired what type of trees were on that east property line.

Mr. Shasteen responded it was a mixture of all species. There was some native vegetation. There's some exotics and stuff in there. It's kind of all over the place. Palm trees, pines, couple oaks.

Ms. Saunders I'm not so worried about oak trees in a 10-foot buffer, but the pine trees will die. You look at them and they die. You drive by it, it's dead. So, those won't make it. From a buffer perspective, I guess through the site plan process, you could enhance that with plantings and stuff.

Mr. Oliver responded absolutely. And that's our plan.

Mr. Hopengarten stated the neighbor to your west; it seems it's somebody's parking lot. But the building, the larger building is a condominium project.

Mr. Oliver responded correct to both. There are three ownership entities and they collectively own, the two condo owners that own the two smaller portions of the property have an easement with the owner of the parking lot and then we have negotiated an easement with the owner of the parking lot with the approval of the existing owners of the condos.

PUBLIC COMMENT

Chelsey True stated she lives in the neighborhood directly adjacent to this site. I want to be clear. I'm not opposed to development. Growth is inevitable and it can bring positive improvements to our community. My concern is that this specific project at this scale on this corner does not align with safe or responsible planning for Merritt Island. I also want to stress that I am not opposed to multi-family housing. I previously worked for a firm involved in multi-family construction and development services in Seattle, Washington. This request is a rezoning that enables a significant increase in density immediately adjacent to single family neighborhoods and that deserves careful scrutiny. I understand the sale is contingent on a rezoning which underscores how significant this change of land use is. According to the Space Coast TPO data, traffic on North Courtenay Parkway has increased by over 40% in roughly two years, rising from 27,000 vehicles per day to over 38,000 today. This corridor is

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already experiencing peak hour congestion and is scheduled for major access changes, including median modifications and new signalization at Via Delerena. While the project may technically meet concurrency today, concurrency measures, thresholds and not real-world functionality during peak hours are under changed access conditions. Traffic studies conducted in the coming month will capture a snapshot in time, but they won't reflect what this corridor will look like after continued growth and planned roadway reconfiguration in 2027. Additionally, clearing remaining tree canopy on the site reduces natural storm water absorption and shifts runoff impacts to surrounding neighborhoods, often requiring public drainage retrofits later. My request is not to halt growth, but to ensure density is approved where infrastructure readiness and neighborhood compatibility are aligned. Approval decisions would account for documented growth trends and planned roadway changes rather than assuming current conditions will remain unchanged. That's why MIRA voted to recommend denial. The concerns align with long-term planning and not opposition to housing.

Susan Cole stated she was at the meeting in December as well and doesn't want to go over all the stuff. We've already been there before, but generally I'm concerned that this new development will negatively affect all the existing residents in the neighborhood there. The desirability of our neighborhood is going to go down and that of course is going to affect our home values which will also go down. Specifically, I'm concerned a little bit about the parking because they did say it was going to be 1.6 spaces per unit, but it's going to be one to three-bedroom apartments. This area is not walkable. We must drive everywhere we go. We drive to our grocery stores, work, everything. So now with parking, even a one-bedroom place is going to have two cars more than likely or a three-bedroom could have three or four people in there driving. So, there's not enough parking. What's the plan for the overflow parking? What's the plan for the guests, the holidays when they come? Are they going to go on Pioneer? Are going they going to park in front of the houses, find parking, and just walk to the apartments? That's not a good option. I'm worried also about the traffic. One thing that hasn't been mentioned is there are two ways to get into the development. They're going to go around into Via Delarena and people bike, kids bike, they do their scooters, people are walking dogs. It's a very walkable, lovely neighborhood. And now once people get that little trick that we can cut through the neighborhood 3,000 times, the amount of traffic they were saying more people, cars going through. People are going to get hurt and it's going to really be hard again for the desirability of the people that are there now.

Gregory McClasky stated coming here today it was backed up from the school all the way around Pioneer almost to Courtenay and cars are parked half on the shoulder half on the street, so people must go in the left lane to get around all these cars. So, we've got a safety issue with an elementary school with young kids walking to and from as well. So, the safety issue is important. We didn't talk about the evacuation plan. It's very difficult to get in and out of there. It's going to make much worse if we get into a hurricane situation where we're in an evacuation. I want to remind everybody that this was rejected unanimously by the North Merritt Island Development Agency because of these issues. The flooding has gotten worse because of the increase from Starbucks and the assisted living home and the car wash. So, we're having a lot more trouble in the neighborhoods with the flooding. I don't think that they've considered the groundwater rising like was discussed earlier in the meeting. Privacy issues. It sounds like they've taken care of a lot of it. Parking was already addressed. Somebody had mentioned also that there may be a wildlife issue across Pioneer that there's an eagle nest or something in there and that might be an issue as well because they were saying that that would obviously cause them to have to deal with a lot more.

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Kimberly Jarvis stated I am a volunteer with Audubon's Eagle Watch program and I'm the person that spoke at the Merritt Island Redevelopment Agency meeting. I wish I had bigger paper, but there's a little blue dot right here. That's my eagle nest. That's an active eagle nest. There's a 660 ft buffer we're supposed to maintain between us and the nest. I'm guessing all these houses were built before the eagles moved in. It is an active nest. (showing pictures) That's one of the adults. And as you can see, there are two eaglets in the nest. There's one of them and one of the adults. And it appears that they are incubating a third egg. So, there's a possibility of three eaglets in there. All the noise from the construction, the additional traffic is going to disturb that nest. The 660 ft buffer cuts the southeast corner of the projected development. And all that noise, all the construction, that will affect the eagles in a negative manner. And I don't think FWC would be very happy about that because bald eagles are a federally protected species.

END PUBLIC COMMENT

Mr. Oliver stated to address Miss Jarvis's detail on the bald eagle's nest. As Miss Jarvis mentioned US Fish and Wildlife Service, there are two radiuses that they document, 330 ft and 660 ft. To impact and develop within 330 ft is a much more intensive permitting process to get approved, within 660 ft. it's a different process. But as Miss Jarvis mentioned, it does intersect the very corner of our property right here, and we are prepared to preserve that sliver of the land to not impact that 660 ft.

Ms. Rezanka stated this is an unusual project for Merritt Island. I agree. It's a needed project. It's an infill project. We'll bring new apartments, will be new opportunities for people to move into the area to work in this area. Most of this property is already residential 15. We're asking for RU-2-15. Which makes sense. Everything to the east is like RES 6, although it's developed that as single-family home. Then the RU-2-30 is just those four buildings that are on the west side there, that abut Courtenay and then there's neighborhood commercial which could be developed 4 acres of neighborhood commercial which could be intense traffic as well. Regarding the FDOT improvements, FDOT is doing that to help the situation. They're also putting in another stoplight to the north of this which was supposed to be put in. Our traffic engineer spoken to them and they don't know how that's going to impact capacity and concurrency. However, that's something that is a site plan issue. If we get the zoning and we can't build or have to reduce lots, that's how it works. I did want to cite to the county code section 62-613 that if there is a lack of capacity to satisfy transportation concurrency, the applicant shall be notified in writing of the opportunity to satisfy transportation concurrency. So, we're asking for that opportunity. The road is not at capacity, but the county regulations make it at capacity and concurrency is an issue because of that. The other issue is flooding. Again, section 6237241 says that the flood water discharge shall not impact neighbors, and they will make sure that it does not. They've been out there, they've looked at the canals, they understand what's going on. They will take whatever water is coming off the road as they have to do. So those again are site plan issues. The engineers don't look at a snapshot in time. They look at what's existing and what's proposed. They use a concurrency rate. They use an average rate. It's not just what's there today. It's what's projected for a period of time. The parking issue is a code issue. They've suggested 1.75 parking spaces. That's higher than Woodfield and that's an agreement with whatever happens. If it's not at code, there's an alternate parking agreement that must be approved through county commission. Parking will meet code; that's not an issue for rezoning. Evacuation plan, those are all things that are considered. Evacuations happen over time. Not everyone jumps on the road at one time unless they're just behind. The flooding because of Starbucks, again, if that's true, that's going to be picked up by the engineer of record. And the wildlife issue, we've already agreed that they're not going to impact that range there. This lightning site plan was put in place in 1983, and it hasn't been

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developed because it didn't make sense. This is an infill project that does make sense and that the developer's working with the neighbors to give them the buffers that they want, and they deserve and that they will do whatever is needed for transportation concurrency.

Ms. Saunders commented I totally understand it's a site plane issue, but traffic is the topic at hand. With respect to this kind of built-in moratorium that happens when you hit 85% capacity. You talked about the PFS, I understand that component. Have you guys had a conversation with Brevard County traffic? You said you want the opportunity to talk with them to figure out how to mitigate it. Do you know what that mitigation strategy is if in fact that comes to be? And is that something that the project financially can bear?

Ms. Rezanka responded we've run the numbers, and the developer has assured me that he can bear that amount. So, the traffic engineer, because the formulas in the ordinances and Danielle did run them, and Michael has agreed that he can afford that built into the project in addition to the half-million-dollar impact fees.

Ms. Saunders inquired do you know what those impacts are? What those improvements would necessitate or require.

Ms. Rezanka responded we don't know because of that alignment with that intersection and because of the Starbucks and the power poles and the light poles. We don't know.

Ms. Saunders continued so, you're just making an assumption on whatever that cost is for making that work.

Ms. Rezanka responded if they demand more, they demand more. I mean, it's the development is willing to take that on.

Mr. Hopengarten commented I noticed that you have a lot of impermeable surfaces here. Are you putting in any retention ponds because you're not showing any on this.

Mr. Shasteen responded yes, the area along the east.

Mr. Hopengarten continued if you do that, then there won't be really a buffer because you wouldn't be able to put trees in it. So, the neighbors to the east would be looking at a pond or a dry pond.

Mr. Shasteen responded there are two shades of green on the plan that you have there. The darker green is going to be the buffer. And the other will be retention.

Mr. Hopengarten stated so it's not really a buffer. Because you're giving them 100 ft and you're not utilizing that as an obstruction for view.

Mr. Shasteen responded there will be along the property line.

Mr. Hopengarten stated I see the trees that you have there, but it may not be sufficient for three story buildings on the other side.

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Ms. Saunders inquired based on what you said, it could be wet retention? It could be dry. We don't know yet because of the new rules, St. John's rules trying to figure out the new nitrogen phosphorus, how to buy.

Mr. Shasteen stated you're aware of what's going on, the new rule and unfortunately this is discharging into Sykes Creek, which you know has the most stringent criteria based on the new rule. So, we're in the process of figuring combination of dry retention, wet retention, other mechanical systems, combination of different ways to meet the new criteria.

Mr. Hopengarten commented sewer capacity. I know Sykes Creek sewage treatment plant is almost at capacity. Where are you getting sewage?

Ms. Rezanka stated they're not at capacity.

Mr. Hopengarten stated they're 90%, aren't they?

Ms. Rezanka responded it would be no difference.

Mr. Minneboo added that flow may be going north.

Mr. Shasteen stated I don't know the answer to that yet. I know that there's sewer available. There are mains that were put in as part of the previous development.

Mr. Hopengarten replied I understand that part, but you're adding to it now with 200 units.

Mr. Shasteen responded of course the county is not going to let us put more capacity to their plant than what's available. So that's something that we'll obviously have to address. If it becomes an issue that's something that we'll have to address at that time.

Mr. Johnson inquired if this zoning isn't changed to allow this, what can that property be used for now? What can they do there now?

Ms. Gilliam responded currently, right now, the property is zoned AU, which is agricultural residential. It requires 2 and a half acre lots. It would be all the permitted uses under the AU zoning classification, but primarily it's residential. It can have some agricultural uses on it.

Ms. Rezanka added I would also argue it's vested for a hospital and additional clinic uses because it's an existing use that's there and it's covered by a binding site plan.

Ms. Gilliam responded I was going to follow up with that because there's a BSP on the property it wouldn't be able to be used for the residential. It would have to be used for additional medical center buildings to go on the site.

Mr. Wadsworth asked staff if there was a hospital hypothetically built there, what's the highest we could go with a hospital there? How many floors? Is it 32 feet?

Mr. Body responded it would be 35 feet. The residential would be restricting it, also the AU zoning.

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Thomas Leigh wanted to add I think this was mentioned by one of the neighbors and I wanted to address it directly about property values and all the issues presenting the surrounding neighborhood, the traffic. Part of what we do and the reason we love what we do is we improve the areas around where we build. We're not the sort of developers who come in bulldoze and leave. We are integrated into these communities deeply. The reason this site plan has been changed, I don't even know how many times, is because we want to respect and honor everyone around us. Typically, our renters have less cars than single family residents. Merritt Island is going through significant changes based on the employment coming to town. The makeup of the American household is changing with it, and we want to offer that option close to the employment that they have. But we're not building, not that there's anything wrong with affordable workforce housing, but this is a beautiful luxury amenities product that young engineers, very highly paid engineers need somewhere to live and there isn't the existing stock. That's the only comment I wanted to mention. And I hope that when we leave the area will be better for it. The roadway, the storm water, all of it. We're not adding problems. We want to remove problems that exist in the locale.

Mr. Bartcher added just reminder; the Merritt Island board recommended a denial. I would like to commend the organization for the response they've made to people's requirements. I think they've did a very admirable job. My concern with this though is I drive that road occasionally. It's never a pleasant experience. Never. It's always backed up. And as John said, it's backed up from 520 or about half a mile down maybe sometimes longer when I'm there and all these people are going in that direction and just make that worse. And then on top of that I just heard that the state's going to come in and put a median in there. That takes up a whole roadway. So, unless they're going to expand the total size of the roadway that's going to make that thing worse. It may be better from a safety point of view making left turns but traffic-wise now it's going to back up way past Pioneer.

Mr. Wadsworth stated I don't want to misspeak but aren't you willing to look at that as far as the traffic issue.

Ms. Jurado responded we're analyzing existing no build and build conditions, and the median will be part the considerations that we take but that's an FDOT project so it would be under no build conditions and the build conditions.

Motion to recommend approval of Item H.11. with a BDP by Neal Johnson, seconded by Debbie Thomas. Motion failed with a tie vote of 7:7.

Motion to recommend denial of Item H.11. by John Hopengarten, seconded by Ruth Amato. Motion failed with a tie vote of 7:7.

Mr. Esseesse informed the board they could either table the item or move it forward to the County Commissioners with the tie vote of 7:7 either way.

Ms. Rezanka indicated they would like to move forward with the tie vote recommendation.

Mr. Esseesse stated we'll report to the board that it was a 7:7 tie either way.

Meeting adjourned at 6:28 p.m.

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PLANNING AND ZONING BOARD/LOCAL PLANNING AGENCY MINUTES

The Brevard County Planning & Zoning Board met in regular session on **Monday, March 16, 2026,** at **3:00 p.m.**, in the Florida Room, Building C, Brevard County Government Center, 2725 Judge Fran Jamieson Way, Viera, Florida.

The meeting was called to order at 3:00 p.m.

Board members present were Mark Wadsworth, Chair (D4); Henry Minneboo, Vice-Chair (D2); Jerrad Atkins (D1); John Hopengarten (D1); Ruth Amato (D1); Ron Bartcher (D2); Robert Wise (D2); Erika Orriss (D3); Eric Michajlowicz (D3); Debbie Thomas (D4); Neal Johnson (D4); Ana Saunders (D5); Robert Brothers (D5); and Melissa Jackson (D5).

Staff members present were Trina Gilliam, Planning and Zoning Manager; Billy Prasad, Planning and Development Director; Derrick Hughey, Planner; Jane Hart, Natural Resources Management; Peter Nguyen, Public Works; Alex Esseesse, Deputy County Attorney; and Alice Randall, Operations Support Specialist.

Mark Wadsworth stated that if any Board Member has had any ex-parte communication regarding any application, please disclose now.

John Hopengarten stated he had met with some of the residents in the area, just open discussion.

EXCERPT OF COMPLETE MINUTES

H.3. Merritt Bidco SPV, LLC (Kim Rezanka) requests a zoning classification change from AU (Agricultural Residential) with a BSP to RU-2-15 (Medium-Density Multiple-Family Residential) and RU-2-30 (High-Density Multiple-Family Residential) with removal of BSP. (25Z00054) (Tax Account 2412106) (District 2)

Trina Gilliam read item H.3. into the record.

Kim Rezanka spoke to the application. She stated what's being handed to you are concept plans and turn lanes that were sent to you via email that were provided three weeks ago to the staff. We printed them because we knew you wouldn't have printed them big and so you have them in case you have any questions. The question I believe Mr. Hopengarten asked me is regarding new evidence, not necessarily new information. You get lots of new information at these hearings as you're aware. I wanted to start with introductions. I have with me a traffic engineer from Bowman, Trent Ebersole; the contract purchaser Representative for Rangewater, Mike Oliver; and the engineer of record, Kyle Shasteen, also with Bowman. We are back here because at planning and zoning we talked about BDP conditions but there wasn't a formal BDP. We also did a traffic impact study that compared what could be at this site with the CUP of the hospital and what we're proposing with the 222 apartments. That was presented too close in time for staff to review it. Also, there were questions of staff in the addendum that was presented that they asked about traffic studies. So, there have now been three traffic

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studies presented, 400 pages or so, to the county. The traffic engineer has been in discussion with traffic staff, the engineering staff with the county and they've had many back and forth about that 85% capacity issue. Commissioner Goodson asked that we come back here, that you have a formal BDP to look at, you have the traffic information, we have a traffic engineer that answers all your questions, and we move forward from there. As you recall, it was a 7/7 vote, although it was with a BDP and the conditions that were discussed. So, now we're back with the BDP. I have copies of the BDP if anyone needs it, or a copy of the TIS if anyone needs it, that shows the hospital comparison. Again, we are here to request rezoning from AU to RU-2-15 on 7.5 acres and RU-2-30 on 3.66 acres. That 3.66 acres is on Courtnay Parkway, which is a major roadway. We also need to have removal of the binding site plan that says we're supposed to have a hospital there and it does require buffers, although we are keeping those buffers and having larger buffers with the concept plan and as in the BDP.222 units are being sought, three stories, and a one-story clubhouse. The average is 19.75 units per acre. The BDP terms have been formalized and that includes the turn lane extension, the reduced building height of three stories instead of potentially four, reduced unit count from 240 to 222, increased eastern setbacks, maintain landscape buffer along the north property line, a cross-access easement onto Pioneer Road, proportionate fair share agreement if necessary. The biggest thing is the Pioneer turn lane extension, which you have the turn lane extension diagram, which will be further explained by the traffic engineer. Regarding the addendum that was presented by staff, which in my opinion contradicted the original staff report, I do need to address a few things. First there's a claim that we are creating a deficiency in the level of service on Courtnay Parkway and we're not. It's non-deficient. We're not changing the level of service from “D” to something else. So, what they cited, this section 62-602B “F” is only if there is a non-deficiency. “E” is if there's a deficiency. So, we have a non-deficiency but because of this special code we take up too much capacity and then they have criteria for that. We're working through that. If we must do it in stages, which it contemplates in that ordinance we will, but we are not deficient on Courtnay Parkway by adding these 222 units. That's a misnomer. It's misstated in my opinion in the addendum. As to compatibility with the surrounding uses, on page eight of the staff report, they say this doesn't seem to fit in with the character of the area. This character is transitioning to mixed use. We have Starbucks, a bank, assisted living facility just to the south. Then across the street we have a mobile home park and condominiums. So, this is not an incompatible use. And what is also interesting is that the assisted living facility, Manor House, is indeed a multifamily use. It has 144 beds on 6.62 acres or a density of over 21 units to the acre, and it is a multifamily use. There are also several instances of RU-2-30 in this area of Merritt Island. There's some just about a half a mile to the west. There are about four instances of RU-2-30 in Merritt Island and it's usually next to RU-2-15 or it is a transition from commercial. So that is also not necessarily correct, that this is not a compatible use. They talk about, in the addendum, administrative policy for the future land use character of the neighborhood. This project will not introduce traffic into identified boundaries of Villa de Palmas or Raintree by The Lakes and that's what that administrative policy discusses. Any statement that the character of these two neighborhoods will be material or adversely affected is pure speculation. The access to the project will primarily be state route 3, with some access

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from Pioneer Road, but the residents and guests of the apartment complex will not be going into Raintree or Villa de Palmas. Again, this area should be deemed transitional and not residential.

Michael Oliver stated that he knew we spoke two months ago in front of this meeting and wanted to talk briefly again, reintroduce you to Rangewater and talk a little bit about why Rangewater would like to develop multi-family here at this subject property in Merritt Island. Rangewater has a proven track record. We are a multifamily developer and operator. We've had a successful track record here in Brevard County, in Central Florida, and across the state of Florida. Over the past 15 years, we've developed 27 multifamily communities totaling 7,000 residential units across the state of Florida. We are a national organization. We have twice been awarded the National Association of Homebuilders Multi-Family Developer of the Year over the past decade. So, I just wanted to answer three questions that have arisen across several meetings, several community meetings, meetings with the neighbors, and at planning and zoning last time. First, why does Rangewater want to build here? Over the past decade, there's been tremendous economic growth that everyone is aware of within Brevard County, more specifically at Kennedy Space Center and Port Canaveral. Kennedy Space Center, both private and public. From a private example, Blue Origin has 4,000 employees across Brevard County. 3,000 of them sit on Merritt Island. They just announced last week they are expanding their facilities on Merritt Island with an 800,000 square foot manufacturing facility that'll double their workforce at Kennedy Space Center. Similarly, at Port Canaveral they've invested significant capital into the facilities over there, and it is now the largest cruise terminal in the world. When you look at new luxury multifamily communities in Brevard County, most of them sit here in Viera. As a developer we've developed two multifamily communities in Vieira. We manage several others. We understand Brevard County. We looked at it in terms of from a planning and zoning perspective, I just Googled time to Kennedy Space Center, the gate there, 36 minutes. Time to Port Canaveral, similar. It's like 38 minutes. That's not very close. So, the young engineers, contractors, technicians, this community would serve as a home and an option, housing for them that's close to their employment. As the developer we see the demand, we see the housing demand, and we see the proximity to those jobs. Similarly to services. There's Publix, Target one mile south of this property. It's on an urban arterial corridor and as a developer we see the demand for that housing, and we think that it's an appropriate location and appropriate property for a 222-unit residential community. Second question is what have we done to accommodate the requests of the neighborhood and comments from planning and zoning? Kyle, our project engineer will speak a little bit about that, but broad level, we met with the neighborhood back in November. I've met individually with several of the neighbors to discuss their concerns. And part of the binding development plan that Kim mentioned basically memorializes those items. We have agreed to a 50-foot preserved landscape on the north perimeter so that Mr. Clamp and his neighbors can have the existing mature trees and we can preserve those over the course of construction. Similarly, on the east property line, we have expanded our building setback to over 100 ft. That's five times what would be required by code. In response to comments from the neighborhood and concerns from neighbors of units being too close to the property, Trent will speak a little bit about what we've considered on Pioneer, but we also heard

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that there's significant concern with congestion on Pioneer Road. We've looked at that. We studied it. We've submitted multiple 400-page traffic studies to public works and the result of all that discussion was extending a turn lane on Pioneer to unclog the backup that happens at that light during AM and PM peak travel hours and during school dismissal. Lastly, I want to answer the question of what happens to the land if Rangewater doesn't build a multifamily community on the property. To answer that question, I need to backtrack a little bit and give the history of the property itself. The property used to be owned by Medical Properties Trust. Stuart Healthcare operated the property adjacent to this property, which is a medical office facility. That same entity owns this 11-acre parcel. Stuart Healthcare went bankrupt in 2024. Medical Properties Trust was the owner of the land and Stuart Healthcare leased the property from them. Stuart Healthcare leased most of their assets across the United States from Medical Properties Trust. When Stuart Healthcare went bankrupt, Medical Properties Trust was in a world of hurt. A lender took over this property. That lender is highly motivated to sell this land. So, if it's not us, it is someone. Kim mentioned that there are existing uses on the site that could be developed as a large footprint medical office facility. We've done a case study, and someone could come in and build a 100-bed regional hospital if it meets the height requirements. Another commercial developer could come in and propose a large, big box retailer with out parcels. But I say all this to say the property is going to be sold. It is private property and there is going to be an owner out there that is trying to develop on this property. We believe that our use is responsible. It is not a significant amount of traffic when you consider it amongst the different uses. And we believe that we've been very respectful in this process trying to hear the concerns of the neighborhood, the community, and planning and zoning staff and this commission to incorporate it into our conceptual plan. So, we appreciate you having us here today to hear our case again. And we look forward to any additional questions you might have.

Kyle Shasteen stated Bowman will be the project engineer for this project. Kim and Mike have highlighted several things that we've done on the site plan. I'm here to reiterate them all at one time. There was discussion of the reduced building height and reduction of number of units from the original proposal from Rangewater after discussions with the community. There were also increased building setbacks on the north property line, that being 50 ft, and we'll preserve as many trees as possible along that property line backing up to those homes. Along the eastern property line, we're increasing the building setback to 100 ft. Within that setback we're going to do a combination of tree preservation, above ground retention and open space for the development. We're also doing a cross-access easement on Pioneer to combine access for the existing medical facility that's there with the apartments to reduce the number of conflict points on Pioneer. There'll also be wetland preservation. The existing wetlands have been formally delineated by St. John's, and we are preserving a vast majority of those wetlands in conformance with the county's code. And we are also providing the 660-foot protection buffer for the documented bald eagle nest per FWC requirements.

Trent Ebersole stated he is with Bowman. We did the traffic study for this development. I'm a Florida professional engineer and over 36 years of experience doing traffic engineering. I'd like to give a quick summary of the traffic analysis that's been conducted so far. Starting with the trip generation based on Institute of Transportation

Engineer rates, the 222 dwelling units are anticipated to generate 1,379 daily trips, and that's 85 in the morning and 115 in the PM peak hours. We also did an analysis comparing this to the conditionally approved hospital use. The hospital would generate about four times as many trips daily and four times as many morning peak hour trips and about a little over three times as many PM peak hour trips. The analysis looked at three alternatives for access. They're in the study, numbered 0, one, and two, but alternative two is the one that we're looking to move forward with, and that is single access along Pioneer Road. That would be full access and one driveway to the residential area along Courtnay Road. That access would be right in, right out, and a left in. And that was coordinated with FDOT and the upcoming improvement project that they have. FDOT indicated that we would be able to get that left turn lane into the site. It would be a southbound left turn lane if our driveway aligned with the driveway on the opposite side of Courtnay Road, which is the current plan. We looked at segment analysis and intersection analysis. Three segments were looked at on Courtnay Road from Pioneer Road to the south ramps on to 528 and then the link between the south ramps and the north ramps. We also looked at Pioneer Road east of Courtnay Road for the daily segment analysis on Courtnay Road along the site. Without the site the anticipated volumes in 2027 will use about 95% of the roadway capacity. So, it is above that 85% threshold but less than the theoretical capacity. The site trips would represent about 2% of the roadway capacity. So that would take it to 97%, still under capacity. Again, if the conditional use hospital were built the volumes would be well above capacity at that point. On Pioneer Road without any development the volumes in 2027 would be about 26% of the capacity and with this proposed development it would be 30% of the capacity. We also did the intersection analysis, and I'll focus on the intersection of Courtnay Road and Pioneer Road. In 2027, there's going to be no difference in the level of service with and without this site. The no build level of service overall for the intersection is a level of service "B". The north and south bound approaches show as level of service "B" and the eastbound and westbound show as level of service "E". That's with the existing signal timings there. When we add to the site traffic, same levels of service, the delay increases by about one second per vehicle in total. That's in the morning peak hour, I think it's 1.3 seconds additional delay and in the PM peak hour it's 7/10 of a second increase. So very little. It's important to understand that the additional trips that this proposed development would add are very, very small. It's about one additional vehicle every two minutes during the peak hours. That's one vehicle per signal cycle. It's not detectable to the eye, if you were watching this without the site and with the site developed you wouldn't notice any change whatsoever. In fact, getting to the cues, the diagram that's provided, the top one is the no build scenario where the red cars represent the cues from the throughs and lefts. They extend at times well beyond the length of the right turn lane prohibiting some of the right turns from getting into the right turn lane, that adds delay to the right turns and to the left turns as well because what's not represented in the diagram is some of those blue cars would be up a little farther. You'd have more throughs and lefts stacked behind the right turns that can't get into the right turn lane and it's additional delay for everybody. So, the project's proposing to greatly extend the right turn lane to around 400 ft. This will allow all the right turns to get into the turn lane, reducing the delays for the entire approach.

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Mr. Wadsworth asked, with a show of hands, who is here to speak for or against this matter. Kim, let's go with you first. We'll take the public last. Hopefully, we can answer some of the public's questions by doing this.

Ms. Rezanka stated truly there's not much new from when we were here last time. It's been formalized. We have traffic studies. There's been some new information presented, but nothing else has changed.

Mr. Wadsworth stated he just wants to go over a couple of things. We've reduced the building height.

Ms. Rezanka responded they originally had wanted to do four floors. Yes. Which would have had greater setbacks.

Mr. Wadsworth then stated you have either met or exceeded the setbacks.

Ms. Rezanka replied Correct. The PSP required a 50 ft setback to the east. We've now gone to 100 ft.

Mr. Wadsworth stated you have wetland preserved.

Ms. Rezanka replied Yes.

Mr. Wadsworth stated and if a hospital was to go in here, it's going to have a greater impact.

Ms. Rezanka replied over 5,000 trips per day, and they could have higher height and closer setbacks.

Mr. Wadsworth stated I was doing some calculations with your traffic study prior to and we're increasing this traffic by approximately 3%. Is that correct? We're going from 27% to 30% capacity.

Ms. Rezanka replied that it's on Pioneer.

Mr. Minneboo stated I want to talk to Billy first and then I'm going to talk to the traffic engineer next. Forget everything you've heard on this site. If somebody wanted to build there, how many units could they put in with both parcels.

Billy Prasad responded today, before the rezoning, five single family residences across the site. Or under the BSP. So, they can develop under the existing BSP or five single family residents under the AU zoning.

Mr. Minneboo asked where does the number 417 come? I remember that from the last time we converged. The potential was there that they could put 417 units.

Mr. Prasad responded with I think we might be getting mixed up with the Strada item that was also on the last agenda. In any case, there's RES-15, but the zoning is AU.

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Erika Orriss asked what happened during session because I might have missed something with SB 180 because that does tie our hands in a lot of our buildings.

Mr. Prasad responded absolutely nothing. The Senate did pass; I think it was SB 280. There was a potential fix to the issues we're having with SB 180. It's obviously a larger bill and there's a lot of different aspects to it. But it failed to be passed in the house. So, it appears to be dead.

Ms. Orriss stated that it says that we can't have any high density on Brevard's barrier island. This isn't something that we could build even. Is that my misunderstanding?

Mr. Prasad responded no, the section of SB 180 that's been problematic for Brevard County is that section that says you can't do anything more restrictive or burdensome. And, because there was a law at the same time or previous law that was passed that also required us to have more restrictive regulations on the south beaches, those two state mandates appeared to be in direct conflict and so it kind of paused our comprehensive planning process. But I don't know of any impact that would have on this application whatsoever. This is not in the barrier islands. I don't know of any regulations that would have been in the comp plan that would have made it either easier or harder to develop the site. As far as I'm aware it has no impact on this application.

Ms. Orriss replied I just wanted to make sure and because it does affect us down in district three.

Mr. Minneboo stated I read your dossier, and I don't want to say all 480 pages. I know that intersection well. I knew when it was dirt. I knew when it wasn't there. Geometrically, I looked at it numerous times because I think it's so critical and it's not unique to Merritt Island. The lead car, westbound direction is wanting to go straight. 392 cars, mamas, are wanting to turn left. Am I with you? I haven't gone out there and measured it, that's not my job. Why can't we have an exclusive left, a through, and a right. I do understand without you answering there's a monstrous pole there. There isn't enough money in the United States to move that pole, but you would think you could triangulate to where you could let the right people go before they even got to the signal. You know what I mean? Turn right. Did you look at all that. I'm not coming up with new information, but it's always a guy in the front, a person in the front. He wants to go straight, and the 380 mamas want him to turn left.

Mr. Ebersole responded Yes. Shared through left is certainly not ideal. The challenge here is to fix that problem on the east leg on the westbound approach. You'd have to fix it on the other side of the road as well and it wouldn't be within our ability to make any improvements on the other side regarding right-of-way. Even just looking at potential signal modifications to allow those left turns to go, without a left turn lane, you can't have the left arrow unless you go to split phasing. That is something that FDOT just doesn't allow anymore.

Mr. Minneboo inquired if they're allowing split phases.

Mr. Ebersole responded they really don't like them.

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Mr. Minneboo replied I understand, but that would have solved my problem or what I think's a major problem there. I mean, you've got Starbucks, you got the bank in there, you got the car wash, you got the mamas trying to get out of there, the people are trying to go to work, and they're going to put this median in there. And honestly it's not going to get better. It's going to get worse.

Mr. Hopengarten stated the Department of Transportation just came out with a new road improvement program putting medians on Courtnay. Did you notice that they also want to add a traffic light at Villa Del Rena.

Mr. Ebersole responded I'm not familiar with that one.

Mr. Hopengarten replied well, they do. Also, by putting in the concrete barrier that they want to do in the median, they're taking away the suicide lane, which means that anybody wanting to make a left turn from an area that does not have a traffic light, and I'm referring to Skyline Road, which is just to the south of this property, that they no longer can do that. So, what will happen is people that were using that Skyline Road to get to Courtnay will no longer be able to do so going south. They'll have to go around Lewis Carol school and then come on to Pioneer. Which will add additional cars to that roadway. Also, I noticed that in your study you only had two days where you studied the traffic. One was December 11th and the other was January 27th, a Tuesday and a Thursday. Is that correct?

Mr. Ebersole inquired you're talking about regarding the data collection? Yes.

Mr. Hopengarten asked if that is enough for a traffic study?

Mr. Ebersole responded the standard is to count for just one day. If it's a typical day, no events, we look to make sure the school's in, there's no holiday, there's no special events in the area, but if it's a typical day, then it would typically just be one day of counts. Yes.

Mr. Hopengarten stated So, it was only those two days. I noticed in your data that you show projections of 10% a year, that you took the data from another source. It wasn't your source. The growth rate, which we've kind of thrown into the garbage because people are moving down here in droves which is not really anticipated by those studies. Also, I noticed that most of your traffic efforts were when everybody's going north to either 528 or to the space center. You really didn't consider what was happening south, which is where all the services are. The Publix, the Target. So, there'll be several people that may want to go that way and may be working that way and go to 520 instead of 528 because 528 might be backed up. I didn't see that you considered that. Also, I didn't notice if you considered the residences on Sykes Creek, which are east of this property, and their only way out is Pioneer or the roadway that's in the next neighborhood north where there's the new traffic light. So, you're adding more cars other than your 222. And I don't expect everybody to come out of that apartment project at the same time. But there'll be a lot of cars. Did you also consider the ALF doesn't have much traffic from the residents. But the staff do, and the staff come in at regular intervals and they're going to

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be coming in and going out. And I don't know if you all considered that or the school buses that are coming out and going in because the school buses always use Pioneer to come out because there's a light. It's safer than trying the suicide lane. Which will be gone. So, you've got nice congestion going on at the intersection of Pioneer and Courtnay. I looked at your numbers. I went through both studies. You gave us two. You gave us one that was 480 pages and then another one for 406. You took out 71 pages of data. But I scrutinized it all and I find it disconcerting that you're taking a low count on what you think the impact of this project will have. And I think it's much greater than your projections. You want to stand by your traffic study?

Mr. Ebersole replied Yes. I'll stand by our methodology. Our trip generation, everything that we've done is based on the methodology that was ironed out with the reviewing agencies and industry standards. So, the trip generation, it's not an exact science. It's based on decades of data and many iterations of experts refining analysis processes. So, to change that project by project is not something I would advise. I stand by our methodology.

Mr. Hopengarten asked, and did you look at evacuation during a hurricane?

Mr. Ebersole replied No, that was not in the methodology.

Mr. Hopengarten responded it's something to consider. This is a barrier island. And we got people coming from the other barrier islands through us.

Mr. Ebersole replied I'll stand by the fact that as far as development on this lot goes, what we're proposing is one of the lowest impacts you will see regardless of any of the other things that you're discussing. So, if you have four times as much traffic as what we're proposing, whatever impact you're foreseeing is going to be four times as bad. The 1300 vehicles a day that we're proposing to generate with the 222 dwelling units has an impact about 2% of the Courtnay road. I'm just throwing a number out there. It's 2% of the roadway capacity. If you have a use that generates four times as much traffic, the impact will be four times as much. So, the only thing better is zero. If you believe that the lot will never be developed, then I guess there is a better scenario.

Mr. Hopengarten responded I don't believe that you've bought this property yet, but if you don't, somebody else will. That's all very nice, but they'll still have to come before us. There was one document that had a couple of dots on it on the area of the building itself. I don't know if that was in the traffic study. Is that just showing the exits from the project? I saw three different site plans for this project and one of them showed that the setback where you're going to have, your exits were different. One of them had an exit coming straight south. Another one had an exit going west and then south. Which one are you doing? I'm confused.

Mr. Ebersole replied those are the three alternatives I mentioned. The three access alternatives that were considered along Pioneer there were basically two different subsets if you will. One is a separate driveway for the residential. That's directly south I think that you're referring to. And then the other was to combine the access of the

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residential with the existing parcel of the medical facility that's there into just one driveway. That's the alternative that I believe is moving forward.

Mr. Oliver stated he could speak to that. We negotiated a cross-access easement with the owner of the medical office facility to allow for exit at that entrance so that it would minimize the conflict points along Pioneer. So, there would be one exit instead of two.

Mr. Hopengarten inquired if they are the owner or a tenant.

Mr. Oliver replied they are the owner. It's the lender that owns the medical office facility as well.

Mr. Hopengarten inquired if they are anticipating selling another property.

Mr. Oliver responded there's potential that they might, but at this point they are talking to the existing tenants of the facility.

Ms. Orriss commented on the staff notes that say a site plan or subdivision shall not be allotted more than 25% of the remaining capacity of a facility. And then it says the proposed development would utilize more than 25% of the remaining capacity. That's in staff notes and that's just a little concerning to me.

Mr. Ebersole replied I'm not sure what that refers to. On Courtnay Road site traffic uses about 2% of the roadway capacity and Pioneer Road about 4%. So nowhere near 25% of the roadway capacity on any of the facilities that we analyzed.

Ms. Orriss continued this is a question to staff because it was noted on page 85 on the bottom part and it says also relating to traffic concurrency, Brevard County Code section 62-602F6B states the threshold capacity restrictions described in subsection F6A of this section a site plan or subdivision shall be allotted no more than 25% of the remaining capacity of a facility. And it goes on to say in bold, the proposed development would utilize more than the allowable 25% of the remaining capacity.

Ms. Gilliam responded what I have is that there are two segments on North Courtnay Parkway, 152 and 155 that will exceed the 25% capacity.

Peter Nguyen stated that when a development comes in a site plan cannot exceed 25% of the remaining capacity of the roadway. North Courtnay Parkway from Pioneer to the south ramps at 528 and then Courtnay from the south ramps to north ramps, from the study the project is expected to have 855 trips in the first segment and 662 trips in the second segment which both exceed 25% of the remaining. There's an existing condition no build, so you grow the growth rates up to the year that they expect to develop and then they add the project traffic on top. So based on the available capacity in 2027 it's about 2,000 for the first segment and then 1,200. So, you take 25% of that and you compare it to the project traffic you're over. We notified Bowman of the last submittal on March 6 or so. We acknowledge that all traffic related comments were addressed. However, there was this outstanding concurrency concern which would be addressed normally with a formal site plan or subdivision submittal which would proceed depending

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on whether this rezoning was approved.

Ms. Rezanka stated I just handed you out the entire 62-602, which is what this comes from. And as I mentioned, this is a preliminary evaluation for rezoning. They're talking about site plan, which we're not at site plan. If you, Mr. Minneboo asked me, we don't usually require you to design your project at zoning. This one has been. So, they have met with traffic. They've submitted three traffic studies. They've worked with that. And so, that is a site plan issue. They've identified it as an issue, but again, we are not exceeding the capacity even with this development. And I think also, Mr. Ebersole was talking about the hospital. The hospital would be five times the capacity and we would not have to come back to this board for the hospital.

Mr. Hopengarten stated the current maps on the county website show that two thirds of this site are wetlands. Now, in the different site plans or site drawings that were provided here, you have some with a dry area, you have some with a retention pond, you have some with a walking trail. Which one are you guys going to do?

Mr. Shasteen responded I believe it's going to be similar to the handout that you received today.

Mr. Hopengarten stated I know we're not supposed to review site plans, but I'm just concerned about how you're going to mitigate all that wetlands.

Mr. Shasteen responded I don't know if the wetland map that you were referring to matches the wetlands that were delineated by St. John's.

Jane Hart stated we haven't received a wetland delineation for the project yet. There are indicators that there are wetlands on site. That's why we've requested an environmental assessment/delineation from an environmental professional. They said that they have delineated wetlands on site and are getting their permitting. We haven't received a permit yet, though.

Mr. Hopengarten responded so that's in question.

Ms. Hart stated if they did impact wetlands, they would be limited to 1.8%. I think they're 11 point something acres. You must convert that, multiply it by 43560 to get square feet per acre, and then multiply that times the 1.8% and you'd get how many square feet that they could……

Mr. Oliver stated as the developer, we noticed that there were wetlands on the property at the outset of our due diligence of the property acquisition, and we had our consultant go out, flag the wetlands, and we have had St. John's River Water Management District go out and confirm those flags. Those were memorialized in a survey and confirmed with St. John's River Water Management District. We have not submitted them to the county at this point because we are waiting for this rezoning approval to go through. As we worked through the conceptual plan, we have been very consistent with making sure that we did not impact more than 1.8% of the total property wetlands. So, the pockets of greenery that you see on the conceptual plan are pockets of wetlands that we are

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preserving. There's a pocket of wetlands west of building number four, between buildings number two and building number four in the parking lot by building number two. So, that is a pocket of wetlands. That's the predominant pocket of wetlands on the property. Additionally, there was a very small pocket of wetlands on the northeast corner east of the clubhouse.

Mr. Hopengarten stated according to the maps that I have, most of that top section is all wetlands.

Mr. Oliver responded it's typical for the maps that you see on GIS maps to not actually reflect what's on the site. You have to put boots on the ground, verify what's there and have the water management district delineate those wetlands and we have done that and those are the wetlands that we're referring to.

Mr. Hopengarten stated I agree with what you're saying. The maps that they have are not 100%, they're very old by the way. So, it's good that you've looked at that. You're showing two means of egress from this property. You're showing directly onto Courtnay on the north side. And then you're showing the one onto Pioneer. And this is not a gated apartment complex.

Mr. Oliver responded No, sir.

Mr. Wadsworth stated I just want to bring it back to the board quickly. They're requesting a zoning classification change. We're getting into wetlands and we're getting into designing the project for them. And this is not what we're here for.

Mr. Hopengarten stated no, we're not. We're questioning what they're doing. So, what impact will it have on the neighborhood?

Mr. Minneboo responded that this is a zoning issue. I know it's not a design issue. I don't know if we're capable of using this staff to ask technical questions.

Mr. Wadsworth continued with I just want to bring it back to the board. They're asking for a zoning change. I understand the public's concern. My biggest concern about this whole project was traffic. You've answered that because if they put a hospital up here, it's 100. How many rooms or beds is it? 122 beds.

Ms. Rezanka responded it's 100 beds. It could be three stories because you could have parking underneath. You could have a separate parking garage. You could have over 5,000 trips.

Mr. Wadsworth stated my biggest key thing is when you said it was going to be four times the impact than if we pass this zoning. Correct?

Ms. Rezanka responded Yes.

Mr. Wadsworth asked, "Do you agree Brevard County Traffic?"

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Mr. Nguyen responded without the hypothetical numbers present; I would agree that a hospital of that size would generate significantly more trips than the existing proposal.

Mr. Wadsworth continued so, as far as the County, and I'm concerned, this would have the least impact on this parcel.

Mr. Nguyen responded it would just depend. Any development that breaks or exceeds capacity must reimburse the county in some way, shape or form, whether that's building required improvements or a prop share or some other mitigation.

Eric Michajlowicz asked why apartments instead of condos?

Mr. Oliver said the market for condos, since GFC back in 2008, 2009, has been a very challenging business proposition. So outside of your New York's, Miami's, Boston's of the world, condo development has really hit a pause since 2008, 2009 just because it's a very risky asset class. Multifamily provides, especially what we're proposing here with a luxury multifamily community, provides a housing option for the young maybe 26, 27-year-old that is getting paid six figures from one of the space organizations, private and public, to live when they don't necessarily want to own and be committed to a home. The average home priced in Merritt Island right now is approaching $500,000. So, there's a lot of people that can't afford a 20% down payment on a $500,000 home. Our average rent on the property for a two-bedroom unit is $2,500 a month. It's much more reasonable. It's a much more reasonable proposition to pay a monthly rent of $2,500 than to pay out a 20% deposit and then pay your mortgage behind that. Mortgage rates are very high right now still. So, it's a different environment. You look at the different organizations within Brevard County, they promote housing diversity. They promote the need for different forms of housing for employment and the growing employment within Brevard County. This is a different housing option to service the engineers, the technicians, the contractors, nurses, teachers from this growing population that Brevard County is experiencing.

Mr. Michajlowicz stated I have one comment I'd like to make that I studied about traffic on this project. If it came to that, it's obviously not my decision, when you tossed around numbers, are you in a position to be able to lower density?

Mr. Oliver responded Sure. Some of our team mentioned that we originally contemplated a higher density on this property. We were going to submit a rezoning application requesting a PD with four-story buildings and 240 to 250 units. Per initial feedback that we received from the county, from council, from initial feedback from the community, we backtracked and went to RU-2-15 and RU-2-30 to align with Brevard County's comprehensive plan that dated almost 40 years ago. So here we are 40 years later trying to rezone a property that 40 years ago staff slated for this use. So, if you think about how the community and the county has evolved over the past 40 years, for us to only be asking for what the county previously allotted for this land seems to be a responsible and reasonable request.

Mr. Michajlowicz stated my comment about traffic is just as a point. I did a thing just

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through my own interest on a similar sized development with condominiums and similar size development with apartments. And the interesting part about it is when you go out there in the morning or even mid-morning out of the condos, because you have either snowbirds or retirees or some people that are working, it's kind of a little bit of a flow that comes out at different times. In apartments it's almost the same time, everybody's going to work. So, that's just as a point that I'm keeping in mind when there's a conversation about traffic studies. But to get back to that point at 222 you cannot if that option was made available to you, you would not be able to lower that density and make sense financially for you.

Mr. Oliver responded it would be challenging. Yes, we've already reduced it to a point that it….

Neal Johnson stated he had a clarification question because there was a comment made that if this project wasn't approved that anything else would have to come back to this board and then another comment was made that if it was a hospital it would not. I'd like clarification on that. Would a hospital have to come back to this group for approval, or could they just put it up?

Ms. Gilliam responded a hospital on the site that is not included in this request would not have to come back to the board. Their BSP states that they can build up to four stories for a medical facility on that site. So that would not have to come back to planning and zoning.

Ron Bartcher asked about traffic and the difference between the increase from 2026 to 2027 is what? Just more people coming to Florida.

Mr. Ebersole responded at the ramps, existing at Courtnay Road and the eastbound on/off ramps, the existing level of service is “E” in the morning and “B” in the afternoon.

Mr. Hopengarten asked to have those levels defined.

Mr. Ebersole responded a level of service “F” is failing. That's above the theoretical capacity. Level “E” is approaching the capacity. But a level of service “E”, for example, at an intersection, generally 95% of the time, every vehicle will get through on one cycle. You won’t have to sit through two red lights. At an intersection that's kind of the best way to define the difference between “E” and “F”. Level of service “B” is operating well. “C”, you're starting to see a little bit of heavy traffic but still doesn't really impede your flow. “D”, it's still not stop and go conditions. It’s getting full, but again, you're going to get through every signal in one cycle. “E” is full is getting full, but you're not beyond the ability to get through an intersection in one cycle. Again, at those ramps the analysis still is the same and exists as it is all the way to the built scenario.

Mr. Bartcher said you're saying that adding these 1379 trips will have no effect on those ramps. Now is that because the effect is so small it's not measurable or is it zero effect? Or is it just because the level of service is already so bad that it can't get any worse?

Mr. Ebersole responded it's not zero. That would be “F”. If we were showing “F” you get

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what's called a constrained capacity where you can't rely on the counts any longer because you're only counting as many cars that can get through. But that will show up as an "F", not as an "E".

Mr. Bartcher commented your study did show that one of them was an "F". So, I was just wondering if that was the reason why because once you reached "F", it can't get any worse.

Mr. Ebersole responded one of the approaches on one of the intersections, you're right, that one is an "F", just over the threshold. So, it's not that there's no impact. There is an impact. It's a second or two more of delay for a vehicle. Every measure has a threshold. There is an exact line where it crosses over from "E" to "F" for example, but each level of service is a range. So, you can increase the delay by a second and be an "E" and still be an "E" or maybe you're right at that threshold and you're an "E" and you add that one second and now you're over to an "F". That's case by case. And as you move out from the source, the traffic dilutes. Yeah. So, there's less additional traffic at the ramps. And the reason why I was keying in on Pioneer at Courtnay, is because that's where the highest concentration is. That's where the largest impact is. The impact gets less as you move out from there.

Mr. Bartcher stated I just wanted to be sure I understood that because that's the fact that the people at your client base are going to be working in the space center. So, they're going to be going that way.

Mr. Ebersole continued the distribution we used was based on existing patterns and it was effectively a 60/40 split. Like 60% of the traffic is oriented towards the north and 40% to the south.

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Mr. Wadsworth inquired has anyone here spoken on this item before? Not today now, but before. Because this has all been on record where they came before us before. We understand the issues. We hear them all. Traffic, wetlands, etc. I just don't want everyone to come up here and say traffic's a problem. We realize this. So, I'm going to give everyone two minutes.

Mike Wilson stated I'm coming before you today because I think that all of you know that we have a comprehensive plan in Brevard County and it's meant to make sure that our zoning and building are in compliance with what the county wanted to establish. This group has come before you today and they're asking for a variance because they want to build a project. Right now, it's zoned for about five parcels, five homes. They want to go from five to 222. This does not conform with the comp plan whatsoever. The group is also saying that if they don't have RU-2-30 or RU-2-15, they can't make money. The responsibility of your board and of us citizens who oppose this rezoning is not for us to help them to make money. We're not against them making money by any means. If they want to build five houses and sell them, that would be just fine. No problem at all. But we should not break our comp plan for a special interest. And this appears to me to be a

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special interest. I'm also wondering if the constant mention of a hospital is a foregone conclusion or is it just fearmongering, because we have a brand-new hospital going up in Merritt Island, Health First. Now, does a hospital want to come in and compete against that? I don't know. But I hope that you will take what I've said very seriously and stand by the comp plan that exists and oppose the rezoning.

Gregory McClasky stated I'm not opposed to development. In fact, I was glad to hear about the apartments being built behind the mall, which of course will increase more traffic on Courtnay going northbound to commute there. I was looking forward to more single-family homes being built there because we knew somebody would take it. We know about traffic issues. I heard from a friend that looked at the data that one of the surveys was done on Friday from 2:00 to 4:00 p.m. Well, school gets out on Fridays at 1:30. So, that would have been understated if that's correct. A couple of personal examples quickly. If you try to go home on Pioneer about a half hour before school gets out, the cars are starting to line up on the side of the road and you're forced to drive on the wrong side of the road to get around them. Recently trying to exit Pioneer about 15 to 20 minutes after school let out to turn left and go southbound, it took three stoplight cycles for me to make that turn. It's also led to a traffic problem that's led to many drivers cutting through behind Starbucks and alongside the bank and the car wash to avoid the long delays at the stoplight. In addition, the significant safety concerns for the school children. Recently, Hampton Manor Assisted Living Facility started advising elderly residents to be extra careful when walking to the bank or Starbucks because of some near misses from cars that were cutting through on this road. They won't be able to cut through and that'll add more to Pioneer. Next on Courtnay, it's my understanding that traffic data, you've pointed out some of the limitations or perhaps some of the misstatements that might be on there. The fact that it exceeds limits in certain areas is a particularly scary thing. When the barriers are up, that's going to force more cars, as you mentioned, turning north or more cars turning on to Pioneer to try to get to the stoplight there. I don't know when they expand the right turn lane how these cars are going to get out to get to the left turn lane.

Chelsea True stated she is a nearby resident and would like to briefly address three of the criteria this board is asked to consider when evaluating a rezoning request like this. First, compatibility. The county's own staff analysis states that the proposed use is not consistent with existing patterns of surrounding development, which is predominantly single family residential to the east with limited commercial uses along the corridor. That finding matters because compatibility is one of the core factors this board is charged with weighing. Second, while the staff report notes that the project could be considered a transition between commercial uses and lower density residential, transition can happen at different scales. A 222-unit three-story apartment complex on roughly 11 acres is not a minor transition. It is a significant increase in intensity at a corner already constrained by surrounding uses, roadway conditions, and neighborhood context. It has also been suggested that other uses may be possible under the current zoning. But respectfully, the decision before this board is not based on hypothetical worst-case scenarios. The question is whether this specific rezoning request at this scale and intensity is appropriate and compatible at this location. Third, infrastructure and access remain unresolved. North Courtnay Parkway is already the subject of an active FDOT

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safety project and access scenarios referenced in the traffic analysis as preferred to remain dependent on future approvals that are not yet guaranteed. Proportionate fair share has also been discussed, but payment alone does not resolve physical traffic constraints, queuing, or safety concerns near an active school corridor. The staff analysis also states that this development has the potential to create traffic impacts that could adversely affect the safety or welfare of residents in the surrounding neighborhoods. This is not an argument against growth or housing. The question is whether this scale at this location is appropriate before those issues are clearly resolved. Once intensity is granted through rezoning, the long-term impacts remain even if unresolved details are addressed later at the site plan. I'm hearing a lot of hypothetical arguments here. We can build. They're going to be six figure tenants. There's going to be access, but there's no proof right now.

Danielle Delude stated today I speak for the people of Merritt Island and every existing homeowner in Brevard County. The families who built this community already paid for roads, drainage, schools, fire, and police services. This rezoning from agriculture use to RU-2-15, RU-2-30 for 222 multifamily units on 11 acres is not responsible redevelopment. It is subsidized growth that will force us taxpayers to foot the bill for the developer's profit while our quality-of-life decreases. I urge you to recommend denial or at minimum ironclad conditions that require the developer to pay 100% of all infrastructure upgrades before approval. Infrastructure and growth pay its way straight from Brevard's own comprehensive plan. The capital improvements element in chapter 13 of Brevard's comprehensive plan could not be clearer. Brevard County should not consider financing needed capital improvements with impact fees and other forms of development exactions to ensure the new development pays a pro rata share of infrastructure development costs. Policy 4.5, page 13-7, Brevard County shall continue to utilize a concurrency management system to review the impacts of all development proposals on existing public facilities to ensure that levels are not degraded below acceptable level of standards. Policy 5.1 page 13-6. And crucially, building permits may be approved and developers agree to construct all improvements necessary to accommodate the specific impacts of the proposed project concurrent with this development. Policy 5.2 to criteria D page 13-9. The plan even warns against subsidizing growth. Limit future expenditures for infrastructure and service facilities which serve to subsidize growth. Objective 3, page 13-6. Transportation facilities must be in place or under actual construction, not more than 3 years after the certificate of occupancy. Policy 5.2 criteria C. Yet Brevard's own impact fees have not been updated since 2007 and do not cover actual costs. Existing homeowners pay the difference through property taxes. The 1,000 friends of Florida report put it plainly. Without the fees, existing residents would in effect subsidize the cost of new development. Page two. This project will do exactly that.

Kimberly Jarvis stated I'm a volunteer with Audubon's Eagle Watch program. I'm also an avid birder, as you can see from my shirt. Last time I was here I brought a map of the proposed development along with the 660, 330-foot buffers. To put it in perspective for some of you people, 660 feet is two football fields and two first downs. That's not very far. Eagles can see three miles. They can see a rabbit from three miles and their hearing is equivalent to that of a human. This project will disrupt the nest. That nest has

been there for eight years. Somebody on Nextdoor was kind enough to send me a picture of a fledgling barred owl. It's learned to fly and now it's learning to be an owl. That picture was taken in Villa Del Rena or somewhere in Villa de Palmas. And I was out there last Tuesday, and I did hear barred owls.

Madonna Bailey stated many things have been said already, but things I wanted to stress is first, I'm just one of many people that couldn't come today because of the time of the day. There's a lot of people moving here for the space industry. I understand they need homes. We would welcome five single homes for them to purchase with their investment. The medical trips that I just heard today about there would be more trips in and out being a resident of Merritt Island. We do need more medical. And if those medical people would already be living here, it wouldn't be a new 222 units. The units that are going up behind Merritt Island Mall, the 296 units that are expected to be completed in early 2027 have not even been considered in this study, which we know they'll be going right down Courtnay to go to the space centers. We love our island. The traffic is getting to be ridiculous. And like you've heard from so many today, just hope you take in consideration that we do welcome people to our community, but we do welcome the five single homes, the American dream.

Diana Schommer stated she is a resident of Merritt Island. I use Pioneer quite a bit and I live on North Tropical and Andrix and I really appreciate the hard work that many of these people have done. In my case, I'm acutely concerned with sewage. I understand that Sykes Creek has the capacity for this project. I'm told that it does, but it still has spills. It has spills when it rains a lot. And that always goes into the Indian River Lagoon. We all voted for a half cent tax to clean up the lagoon. As far as I can tell, it has made no difference. It has not improved one iota. And that half cent, oddly enough, generates $4 million a month. Not one cent has gone to fixing sewer lines or replacing old ones. A few years ago, they did a couple of studies in Catalina Isles and Hampton homes and 65% of those sewer lines leak. They leak. Has anybody done anything about it? No. Not one red cent has gone to upgrade the infrastructure. Sure, they'll have new lines for their project, but they'll be tying them into old ones that leak and then it goes to Sykes Creek and when they have heavy rainfall, it will leech into the lagoon. I think 222 is too much. We're full. Courtnay's a nightmare most of the time now. And when they put that concrete barrier in there, it's only going to make it worse. At least you have a way to maneuver. My neighbors are opposed to this. They're not here, but they are opposed to it.

John Clamp wanted to point out to Michael that we worked at Space Center. I worked out there for 20 years. Not everybody lives on Merritt Island. They live in North Merritt Island. They can go out on State Road 3 or what was State Road 3 into North Brevard County. They can take two routes into the mainland through 405 into Titusville. There's the "B" Line off to Orlando. And there's Merritt Island. And then there's places further south. You're not stopping anybody moving into this area by building or not building condos here. It makes no sense. I just didn't go along with the reason that apartment blocks were needed. There are all kinds of opportunities to build properties. On another issue, much more personal, I guess, I was a real estate broker. And anybody that thinks something like this does not devalue single houses is not paying attention. This would.

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Now I happen to live directly by the woods. I figure my property's five or 10 above the average for the same house. Take that away and you're costing me money. And I'm sure that there are a few other people here that would also cost them money. Regarding the traffic, that's an obvious one. It truly is obvious. But Merritt Island is full up. It really is full up. You can't get a quart into a pint pot. So, stop trying, please.

Susan Cole stated she lives in Merritt Island. My husband and I have recently moved here. We're one of the people that you're talking about working for the space industry for 30 years coming down here all the time. We do not rent apartments yearly. We rented on the beach. We rent nearby where the contractors are paying us. So, I don't believe that that's a good theory. The other one is the cruise terminals. People are not going to be moving into apartments to go on cruises. That is a silly argument. They mentioned mobile homes and condos. They're not in this area. They're on tropical trailer a little bit further away. They mentioned that in November they informed people in our area. That is not true. I live in that neighborhood. I was not informed. We heard through the grapevine. There's over 2,000 people on a petition that have signed about this right now. And still word is getting out. I don't know who they say they mentioned. If it's probably their own builders or something, I don't know, but it certainly wasn't the people in the neighborhood. I want to mention that the hospital versus apartments. The apartments are going to come. They're wanted. They're trying to sell it to the people that are working. They all leave at the exact same time. The people who go into hospitals or medical centers or whatever, they're coming and going. It's not going to be that flux of traffic that you get at 8:00 a.m. They're spouting out numbers here and there, but as we heard with the traffic, it's four hours in two days that they've studied the traffic. We all know that's not a good accurate picture. The development is going to bring nothing to the people of Merritt Island that are here now. We already have stores, restaurants, everything we need. It's not going to bring us anything.

Peggy Robinson stated she lives on Raintree Lake Circle. We've been talking a lot about numbers today. And I'd like to talk about maybe just the feeling that you have when you come to Merritt Island. When I moved here, I felt at peace and now I feel like I'm being crowded out. I don't know anybody who wants a three-story apartment, eight apartments, 222 apartments built in their backyard with balconies overlooking their yard, overlooking their house, overlooking their family. Merritt Island is only so big. It's only so long. It's only so wide. You can't squeeze everything into Merritt Island. I don't know anybody who is for this. And, I don't know how many three-story buildings there are on Merritt Island, but I don't think there's very many. And, the ones that we have have large buffers. So, you're not on top of a neighborhood. You're not on top of each other. They're set back and there's a reason for that and it's called congestion. I'm not in favor of congestion. I'd like to live my life peacefully here in Merritt Island for the rest of my life.

Hazel Banks stated her address is right behind their backyard. And being 50 ft away is not good enough because of the noise, the lights, the rentals. We all know type of people that come to rentals and they're not the quiet people that we want. I was coming down from Orlando last Thursday and I came across KSC down Courtnay and I was stopped because of the traffic at the Causeway Diner which is 2 miles from my street,

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and it took 30 minutes for us to get through and this was around 3:30 p.m. I was on Pioneer on a Thursday again going north and that's where I saw all the parents cars are all down Lewis Carol Drive and halfway west on Pioneer. And like the other person said, the people that wanted to drive south couldn't because of the school traffic waiting and there was about a mile and a half of school traffic and the buses coming from the school to go to the intersection to turn right and/or left or go straight. Also, a builder came to my apartment, and he was at a similar unit and the people next to it couldn't sell their house because they knew of all the noise that the apartments were making.

Victoria Benavidez stated I work here. You can see my shirt, and I work in the utilities department. My one concern somebody mentioned is sewage because I know Sykes is at capacity. But beyond that, I wanted to talk about the traffic situation. I do not go down Pioneer because of the buses and all the parents sitting there waiting. So, in the morning rush hour traffic, I go around to Villa De Lorena. I think there are a lot of people who do this and then I go right onto Courtnay and get on 528. Now the other issue, so that's one thing is because that's a tiny little street, Villa De Lorena, and it's heavy with children walking to school. I see them every morning and I do my best to stay within the 20-mph speed limit that's on that street because I know that. But I also know that there are a lot of people who just zoom down that road. Now you're saying that that is just going to get way worse because these apartment people are also going to find that work workaround and use that way as well. Then the other situation is the median on Courtnay. So, if you have not been in that area during rush hour, then you do not realize that that median on Courtnay backs up way down because the line of people that are waiting to turn left on 528 to get on westbound, they line up in that median. So now FDOT is going to put up a median there, a hard median, so that the cars can't do that. Now we're talking it's going to get even worse. And you add 440ish cars to that situation with this apartment building. That scares me. I have no other way to get out of my area except Pioneer or Villa De Lorena. That's it. There's no other way.

Jenny Eckberg stated a couple things I drew from this meeting. One of them that just popped into my head was the drawbridge that does occasionally on the half hour can go up on whim, you can't tell the boats when and where they're going to come. And so that backs up Courtnay. That kind of plays into the other conversation of when they put the median in and the people in the turn lane trying to get on 528 westbound. That's going to back up the left lane. And then there was something this is maybe more of a question when we were talking about the capacity use using more than 25% of the capacity remaining and we were talking about two trips a day 855 and 662 trips and then the capacity is 2000 and 1200 and I heard the argument being oh well that's if you're doing the site plan. So, I don't really know where site plan comes into play but I'm just looking at the numbers and that this was well above this 25% capacity. Just to reiterate that maybe someone needs to look into that. So, does site plan come after we do the rezoning and the numbers are still going to be the same. Lastly was the argument about having a hospital and I don't know enough about that, but wouldn't it still require rezoning if this 11 acres are zoned AU? If you're putting a hospital there, are they talking about the current infrastructure, the current building that they're going to build that up to maybe three or four stories hypothetically if they do put a hospital there? And then the fact that two thirds of that are also wetlands and wouldn't that still need to be

reviewed? So again, we got this hypothetical of this hospital that may or may not go in and still impacting and still an eagle's nest and still all this that still needs to be viewed.

END PUBLIC COMENT

Ms. Rezanka began with the wetlands are only about 1 acre. It's not 2/3. It's been ground proofed, but again that's a site plan issue. Regarding that 25%, it's very confusing. Again, first time I'd seen it raised in a zoning issue. That's section 62602. I handed you the entire ordinance. The big thing to understand is we're at preliminary evaluation for rezoning purposes. Usually, a full-blown traffic study has not been done for zoning. We did it here because of the concerns and traffic engineers here, they've reworked it. They've met with Mr. Nguyen. They've met with many people at traffic and right now we're not going to make the level of service on Courtnay worse or the intersections worse, that's the standard regardless with the 62-602. If we do go to site plan and if we are taking up more than 25% of capacity it can be phased it can be proportionate fair shared roadway improvements can be made. So, the 62602 was for informational purposes only, which made the developer do more work to determine if they still wanted to go forward. And they still do want to go forward. Regarding lights and noise and the types of people that live in apartments, that's relatively offensive, but lights and noises are performance standard issues and noise ordinances. So, if there are problems then that is taken care of at the time the performance standards with lights and noise. Again, these are luxury apartments. The only other apartments that are new in Merritt Island are the ones that are going behind the mall. Also, those were already in development when this project came forward. So, all their traffic impacts have been accounted in the methodology that was in the traffic study that was here. About depreciation and value, that requires an MAI appraisal which you do not have any evidence before you today on that. Miss Cole said she was not notified of the meeting. Our office pulled the 500-foot radius for the community meeting, and it did go to the HOA because they had property in it too and there were quite a few people there and we've had several meetings since that time as well. Regarding paying for growth as it comes along. This project, if approved, would pay over half a million dollars in impact fees and a proportionate fair share is required and would be another $200 or $300,000. And improvements will be made. There will be a turn lane going into the project. There will be an extended turn lane on Pioneer, which again should cure some of these problems with stacking on Pioneer. Pioneer is only at 30% capacity. This really seems to be a schoolboard issue and school board should do something about it, but I know they don't have the ability to do it either. The access to State Road 3 is an FDOT issue. It's not a county issue. State law doesn't require a site plan even to be held up without an FDOT permit. So that is something again at a site plan issue. The traffic counts were 24-hour counts. They were done on December 11th, which is a Thursday, and January 14th is a Wednesday. 24 hours. They also did it specifically to count the school times because that was raised at several of the meetings. Going back to the comprehensive plan it is residential 15 and neighborhood commercial which allows the bump up to 30 units to the acre. So, in 1989, this county thought multifamily was going to be on this property. And somewhere along the way in 1983, they put this conditional use for a medical office and clinic. So, it's either or. Or it could be five homes, but it's been this way since 1983 with this conditional use permit and 11 acres have not been built. So,

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there's some reason this hasn't been built. It doesn't make sense to do AU there. This one was a holding category. And the comp plan is for 15 units to the acre bumped up to 30 units to the acre. Again, the traffic study was done because of concerns about traffic. Mr. Hopengarten I know you don't believe it, but the school buses were counted and everything that travels on the road has been counted on it. They've done the methodology as required by the county and the county has said we're good until you go to site plan. Also, with that package I provided to you, the 62-602, if you turn to page 8 and these are all county records, these are all future land use maps. This shows the variety of zoning. Actually, let's talk about the comp plan a little more. Villa de Larena is residential six. So, they thought six units to the acre could go there as well, which could have been multifamily if chosen to be so. Page eight shows the zoning map. It shows Hampton Manor is written on it, and AU is a property to the north. The AU property that's left is all undeveloped land. It's intended to be something other than agriculture. You don't usually have farms with pigs and horses in a residential neighborhood. A mixed-use neighborhood because you have all the commercial along the corridor there. Page nine, just to give you a perspective of where the RU-2-30 is behind Target with the housing authority, there's also some RU-2-30 south of 520 both east and behind the mall, Harbor Woods. So, this is just a little bit of a perspective. The compatibility, this is an infill project. This is going to fill in a gap with luxury apartments. People who are moving here can't afford to buy a house, as Mike Oliver explained. Hampton Manor is assisted living facility, which is also multifamily. It's even further to the east. In summary, there's no expert or fact-based evidence, competent or substantial, to deny this rezoning. There is compatibility. Traffic is not interfering to the extent that it would require proportionate fair share at this time because we're not decreasing the level of service. Property's never developed and has wetlands to preserve. There's a BDP to address any potential negative impacts. There's a bigger buffer to the east and a 50-foot natural buffer to the north which was not anticipated even in the binding site plan in 1983. The development of this property will not be averse to the comprehensive plan or the land development code and will not be detrimental to immediate neighbors or commercial uses. With that we request the rezoning to RU-2-15 and RU-2-30 with the removal of the binding site plan.

Mr. Wadsworth reminded the board that they need to realize they're here for zoning. That's our thing.

Mr. Hopengarten asked where planning comes in. It says planning and zoning. I have one statement to make. I've been in real estate development for 40 years as an architect and we're always concerned about our projects for the end user, and I didn't notice any comments regarding the consideration to the residents that will be there. I mean if the traffic is like you say it's going to be, aren't those people going to have trouble getting out of that property?

Ms. Rezanka responded the company has decided to come here because it meets their business model. They have two developments in Viera, which traffic is far worse in Viera than it is on Merritt Island.

Mr. Hopengarten asked, "Did they make the traffic worse?"

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Ms. Rezanka responded no, because the county code doesn't allow you to make it worse. So, the end user, that's a business decision that planning and zoning shouldn't really be involved in.

Mr. Hopengarten replied I'm not I'm just stating the fact that you need to look at who's going to be living there and what impact their lives are going to have. I mean you're probably going to build something beautiful which is great. The price might be fine, but Mr. Chairman I would like to move for denial.

Motion to recommend denial of Item H.3. by John Hopengarten, seconded by Ruth Amato. Motion failed with a tie vote of 7:7.

Motion to recommend approval of Item H.3. by Henry Minneboo, seconded by Debbie Thomas. Motion failed with a tie vote of 7:7.

Alex Esseesse stated "We'll communicate that to the board. Seven/seven tie each way."

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BREVARD COUNTY BOARD OF COUNTY COMMISSIONERS
COMMISSIONER KIM ADKINSON, DISTRICT 3

1311 E. New Haven Ave.
Melbourne, FL 32901
www.Brevardfl.gov

Phone: (321) 633-2075
Fax: (321) 633-2196
D3.Commissioner@brevardfl.gov

01/30/2026

Commissioner Kim Adkinson met with Kim Rezanka on January 29, 2026 at the District 3 Commission Office. The meeting lasted approximately 1 hour and included discussion related to zoning applications 25Z00050, 25Z00054, and 25Z00039.

Respectfully,

Commissioner Kim Adkinson
District 3

District 3 Includes:
Palm Bay, Melbourne Beach, Melbourne, Malabar, Grant-Valkaria, West Melbourne, Micco

BREVARD County

BOARD OF COUNTY COMMISSIONERS

FLORIDA'S SPACE COAST

Commissioner Rob Feltner
District 4
2725 Judge Fran Jamieson Way
Suite: C-214
Viera, FL 32940
Phone: (321) 633-2044
D4.Commissioner@Brevardfl.gov

February 4, 2026

Re: Disclosure – 25Z00054

Concerning **25Z00054,** on February 5, 2026, Brevard County Zoning meeting agenda; on February 4, 2026, Commissioner Feltner met with Chelsey True at the District 4 Commission Office. The meeting lasted approximately 25 minutes and included discussion related to the zoning application referenced above.

Thank you.

Rob Feltner
Brevard County Commissioner
District 4

BREVARD County

BOARD OF COUNTY COMMISSIONERS

FLORIDA'S SPACE COAST

Commissioner Rob Feltner
District 4
2725 Judge Fran Jamieson Way
Suite: C-214
Viera, FL 32940
Phone: (321) 633-2044
D4.Commissioner@Brevardfl.gov

February 3, 2026

Re: Disclosure – 25Z00050, 25Z00054, 25Z00039

Concerning **25Z00050, 25Z00054 and 25Z00039** on the February 5, 2026, Brevard County Zoning meeting agenda; on February 3, 2026, Commissioner Feltner met with Kim Rezanka at the District 4 Commission Office. The meeting lasted approximately 45 minutes and included discussion related to the zoning applications referenced above.

Thank you.

Rob Feltner
Brevard County Commissioner
District 4

BREVARD County

BOARD OF COUNTY COMMISSIONERS

FLORIDA'S SPACE COAST

February 05, 2026

To: Alice Randall, Operations Support Specialist
From: Katie Delaney, Brevard County Commissioner, District 1
Re: Disclosure – Zoning Item H. 4,H.8, H.11Tax Account:
2316605,2316606,2316607,2316617,2730890,2412106

Concerning **(Zoning Item H.4, H.8 and H.11)** on the 02/05/2026, Brevard County Zoning meeting agenda; on 02/05/2026, Commissioner Delaney met with Kim Rezanka and Robert Lee. The Commissioner listened to her concerning the above items. The meeting lasted approximately 31 minutes total.

Thank you.

Commissioner Katie Delaney
Brevard County
District 1

From: Smith, Susan
To: AdministrativeServices
Cc: Commissioner, D2
Subject: 4.2.2026 D2 Disclosures Tax Account 2412106 Item H.3.
Date: Tuesday, March 31, 2026 11:43:40 AM
Attachments:
Project proposed at Courtney and Pioneer Merritt island.msg
Merritt Bidco SPV LLC"s proposed rezoning and development of a 222-unit residential multi-family project .msg
Request for Brief Meeting Regarding 25Z00054 Prior to April 2 Hearing.msg
Rezoning property N. Courtenay Parkway.msg
Apartments on N. Courtenay.msg
Re Merritt Island Rezoning.msg
rezoning to allow apartments in Merritt Island.msg
Merritt Island Planning and Zoning Concerns.msg
No Pioneer Road.msg
Proposed development.msg
We oppose the zoning change request at Courtenay and Pioneer.msg
Request for Denial of Zoning Application 25Z00054 Parcel ID 24-36-14-00-259.msg
220 Apartments on North Courtenay Pkwy.msg
Vote No to REZONING #25Z00054.msg
Pioneer Rd Merritt Island land development - Vote .msg
Public Comment File 8588 25Z00054 Opposition to Merritt Bidco RangeWater 222-Unit Rezoning on Merritt Island.msg
Additional consideration ahead of the April 2nd hearing for zoning item 25Z00054.msg
Merritt Island Rezoning.msg
image002.png

Good morning,

Please see the attached email and below phone disclosures we have received for items H.3. Merritt Bidco SPV, LLC.

- On 2/12/2026, received phone call from Chris Cook with opposition
- On 2/12/2026, Commissioner Goodson brief phone call with Steve Crisafulli
- On 3/18/2026, Commissioner Goodson brief phone call with Steve Crisafulli
- On 3/27/2026 , Commissioner Goodson brief phone call with Steve Crisafulli and his client
- On 3/30/2026 , Commissioner Goodson brief phone call with Steve Crisafulli

Thank you and have a great day,

Susan Smith
Legislative Aide
Brevard County Commissioner Tom Goodson District 2
2575 North Courtenay Parkway Suite 200
Merritt Island, FL 32953
Ph: (321) 454-6601
E-mail: Susan.Smith@brevardfl.gov

BREVARD COUNTY BOARD OF COUNTY COMMISSIONERS
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03/31/2026

This letter is to disclose that I, Commissioner Kim Adkinson, discussed item H.3 on the April 2nd, 2026 Zoning Agenda with Attorney Kim Rezanka. The discussion occurred on 03/27/2026 via telephone.

Respectfully,

Commissioner Kim Adkinson

District 3

District 3 Includes:

Palm Bay, Melbourne Beach, Melbourne, Malabar, Grant-Valkaria, West Melbourne, Micco

25Z00054

From: Chelsey True
To: AdministrativeServices
Subject: Public comment for planning and zoning review - Courtenay and Pioneer
Date: Saturday, November 29, 2025 1:04:39 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

To Planning and Zoning for Brevard County

Re: Proposed Rezoning for 11-acre Parcel at Courtenay Pkwy & Pioneer Rd

Parcel ID: 24-36-14-00-259

Dear Members of the Agency,

My name is Chelsey True and I live in the neighborhood directly adjacent to the proposed multifamily development on Courtenay Parkway and Pioneer Road. I am submitting my public comment regarding the rezoning request for the parcel at Courtenay Parkway and Pioneer Road. I understand this item may be scheduled for the upcoming planning and zoning agenda and I would like my comments distributed to the board.

I want to be clear from the start: I am not opposed to development. Growth is inevitable, and it can bring positive improvements to our community. My concern is that this specific project, at this scale, on this particular corner, does not align with safe or responsible planning for Merritt Island.
This is an 11-acre parcel proposed for 222 multifamily units, three stories tall, with multiple access points feeding directly into a two-lane road in a school zone and a heavily congested five-lane arterial operating at 88% of capacity. When I reviewed and researched the data, the concerns fell into three key areas: traffic, compatibility, and environmental impact.

1. Traffic & Safety Concerns

A. Courtenay Parkway is already operating at 0.88 V/C

The Space Coast TPO confirmed that the corridor's current volume-to-capacity ratio is 0.88, meaning it is approaching its allowable limit.

A development generating 1,400–1,600 trips per day (a standard estimate for 222 units) would materially worsen congestion right where:

- A school creates daily queuing
- A drawbridge produces routine traffic backups
- Pioneer Road narrows to two lanes and funnels directly into neighborhoods

It is also worth noting that since 2022 this section of roadway has had an increase in ADT of 42%.

B. Pioneer Rd cannot safely absorb apartment-level traffic

Pioneer is a constrained two-lane road with no room for expansion. It already backs up during school drop-off/pickup. Adding a direct entrance from a 222-unit community would worsen this bottleneck.

C. The bridge, freeway on-ramps, and school traffic create compounding pressure

This is not a normal intersection. It is a stacked conflict zone where several congestion factors overlap. Adding several hundred daily apartment trips to this mix creates an obvious safety and mobility issue for residents, school families, and emergency vehicles.

2. Neighborhood Compatibility & Scale

This proposal changes the parcel from AG/Residential to Multifamily, jumping from very low-density use to one of the densest housing types available. Our surrounding neighborhoods consist of single-family homes with substantially lower density and height.

A three-story, 222-unit complex on an 11-acre site is a drastic departure from the existing pattern. It overwhelms the character, privacy, and scale of the adjacent neighborhoods. This is especially concerning because Merritt Island is unincorporated, and our infrastructure and services were not designed for high-density infill of this magnitude. Parking Demand: The developer is proposing 396 parking spaces for 222 units, or 1.78 spaces per unit.However, every available data source shows this is inadequate for a suburban, car-dependent community like Merritt Island:

- The U.S. Census Bureau ACS shows renter households in suburban areas average 2 vehicles per unit.
- The Institute of Transportation Engineers (ITE) Parking Generation Manual indicates mid-rise suburban apartments generate 2.0–2.3 parked vehicles per unit, well above the 1.78 proposed here.
- FDOT and the UF Shimberg Center report similar suburban averages of 1.9–2.2 vehicles per renter household.

Based on this, the proposed parking ratio is underbuilt by approximately 50–100 parking spaces, which would force overflow parking onto surrounding streets, nearby businesses, and neighborhood entrances. This is not compatible with surrounding single-family communities

3. Environmental & Stormwater Impact

A. Loss of 11 acres of mature tree canopy

Removing essentially the entire canopy will:

- Increase stormwater runoff
- Reduce natural drainage
- Raise localized flood risk
- Increase heat and reduce habitat

While developers may engineer stormwater ponds, engineered systems do not replace lost

natural retention. With recent storms and flooding across the county, removing this many acres of trees needs careful analysis.

B. This area has known drainage challenges

Even with engineered retention, clearcutting this much acreage on a low-lying barrier island, next to residential areas and near the river, carries meaningful impacts that should be fully evaluated before rezoning.

4. About the Developer

RangeWater is a high-volume multifamily developer known for:

- Producing dense, three-story, garden-style apartments
- Maximizing units per acre
- Removing most existing tree canopy
- Using surface parking with high turnover and vehicle demand
- Building "efficient" mid-range communities designed for quick leasing

This model may fit highly urban corridors with excess roadway capacity. It is not typically compatible with single-family neighborhoods or constrained arterial roads already approaching capacity.

This is not an issue with renters or multifamily housing. It is an issue of scale, location, and fit.

Conclusion

I support growth. I support improvement. But it must be responsible growth, aligned with the real conditions on the ground especially in areas already strained by traffic, school congestion, and constrained roadways.

This proposal, in its current form, does not meet that standard.

The applicant has acknowledged that the purchase of this property is contingent upon the approval of a rezoning that would allow significantly higher density than what the current zoning permits. This is a clear indication that the proposed development cannot be supported by the land under its existing constraints. If a project is only financially viable by increasing density threefold, that suggests the underlying capacity of the site (traffic, safety, stormwater, and compatibility) is already stretched.

I respectfully ask the Agency to consider the traffic capacity, neighborhood compatibility, and environmental impacts thoroughly before making a recommendation. We deserve development that enhances Merritt Island; not development that overwhelms it.

Thank you for your time and consideration. I look forward to discussing this further at the rezoning meeting.

Respectfully,

Chelsey True

Merritt Island Resident

Subject: Comprehensive Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259

Dear Members of the Planning and Zoning Board,

I am writing to formally and respectfully request denial of **Zoning Application No. 25Z00054**, which seeks a change in zoning classification for the property identified as **Parcel ID 24-36-14-00-259 (Tax Account No. 2412106)**, located on North Courtenay Parkway in Merritt Island.

I am a former Chairman of a Local Development Finance Authority in Huron Township, Michigan, where I worked closely with planning staff, zoning boards, and elected officials on land-use, redevelopment, and zoning matters. I am also a Merritt Island resident who owns property in close proximity to the subject parcel. I submit these comments based on that experience and on a careful review of the application materials, staff analyses, mapped resource data, and Brevard County's adopted Comprehensive Plan and zoning framework.

This letter is not an objection to growth or development in principle. Rather, it is a request that the County apply its zoning standards consistently, as it has done in prior cases, and deny a rezoning that is not supported by the record and that raises significant concerns related to plan consistency, compatibility, precedent, and long-term land-use integrity.

I. Inconsistency with the Comprehensive Plan and Classic Spot Zoning Indicators

The requested rezoning from **AU to RU-2-15**, with an associated development intensity of approximately **220 multi-family dwelling units**, represents a substantial increase in density and intensity that is not consistent with the intent, structure, or expectations established by the adopted Comprehensive Plan for this area.

Rezoning actions are intended to **implement** the Comprehensive Plan, not to override it or create parcel-specific exceptions that function as de facto policy changes. When a rezoning request introduces a use or density that materially departs from what the surrounding area has been planned to accommodate, it raises classic **spot zoning** concerns.

Spot zoning is not defined by size alone. It is identified by context: whether a single parcel is being singled out for preferential treatment that is inconsistent with surrounding zoning and land-use patterns, and whether the change advances a broad public purpose or primarily benefits a particular development proposal. In this case, the requested rezoning would single out one parcel for a level of intensity that is not reflected in the surrounding zoning framework, undermining the predictability and coherence of the Comprehensive Plan.

Approval under these circumstances would weaken the Plan's role as a guiding document and invite further requests that rely on exception rather than compliance.

II. Incompatibility with Surrounding Uses and Established Development Pattern

The subject property is located within an area characterized by lower-density residential development and long-established neighborhood patterns. These patterns reflect decades of zoning decisions and planning expectations that residents and property owners have relied upon.

Introducing multi-family development at the proposed density would significantly alter the character of the area and create incompatibilities related to:

- Scale and massing
- Intensity of use
- Traffic generation and circulation impacts
- Long-term land-use expectations

These impacts are not speculative. They are the predictable and cumulative effects of inserting a higher-intensity zoning district into an area that has not been planned, zoned, or built to support it.

In prior zoning cases, the County has routinely cited incompatibility with surrounding uses as a valid and sufficient basis for denial, particularly where a proposal represents a clear departure from the established development pattern.

III. Consistency with Prior Planning and Zoning Board Denials

Brevard County has a well-documented history of recommending and issuing denials where rezoning requests are inconsistent with adopted policy, incompatible with surrounding uses, or likely to set problematic precedent. The current request aligns closely with scenarios in which the Board has previously recommended denial.

A. Merritt Island Rezoning Denial (22Z00033 – August 15, 2022)

On August 15, 2022, the Planning and Zoning Board **unanimously recommended denial** of a rezoning request (**Application 22Z00033**) involving a change from **AU to RU-1-13** for a property located on **North Tropical Trail in Merritt Island**.

In that case, the Board heard testimony that the requested zoning was **out of character**, **incompatible with the surrounding area**, and would set a precedent encouraging similar requests. A Board member specifically noted that approving the request would "open the door" to additional rezonings and concluded that the proposal was "not conducive to this particular area." The motion to recommend denial passed unanimously.

This case is directly relevant. It demonstrates the Board's willingness to recommend denial where increased residential intensity would disrupt established land-use patterns and create precedent pressures—precisely the concerns raised by Application 25Z00054.

B. PUD Rezoning Denial (23PUD00001 – October 14, 2024)

Similarly, on October 14, 2024, the Planning and Zoning Board **unanimously recommended denial** of **Application 23PUD00001**, which sought to rezone property from **BU-1 and RU-2-10 to PUD**.

The minutes reflect that the request had been previously considered and that the Board had already recommended denial. Upon reconsideration, the Board again voted unanimously to recommend denial, reinforcing the principle that rezoning should not be approved simply because it is requested or resubmitted.

This case underscores that the Board consistently applies its standards and does not hesitate to recommend denial when the record does not support approval.

C. Broader Pattern of Denials to Preserve Plan Integrity

In addition to zoning cases, the Planning and Zoning Board has also recommended denial of **small-scale Comprehensive Plan amendments** where proposals were inconsistent with adopted policy or premature. For example, on August 12, 2024, the Board unanimously recommended denial of multiple plan amendment items, reinforcing the broader principle that the County prioritizes plan consistency over ad hoc changes.

Together, these actions demonstrate a clear and consistent history: when a request undermines adopted planning policy, compatibility, or long-term land-use coherence, **denial is not only appropriate but expected**.

IV. Reasonable and Economically Viable Use Exists Under Current Zoning

Denial of this application does not deprive the property of reasonable or economically viable use. The existing zoning designation allows lawful development that is consistent with surrounding land uses and long-standing planning objectives.

Rezoning is not intended to maximize development yield on a parcel-by-parcel basis, particularly where such maximization conflicts with adopted land-use policy. The existence of viable development options under current zoning weighs strongly against approval of the requested change.

V. Infrastructure Availability Does Not Cure the Land-Use Conflict

It is acknowledged that the subject property is served by an existing sewer system, eliminating the need for septic-based nitrogen mitigation. However, infrastructure availability alone does not

justify a zoning change that is otherwise inconsistent with the Comprehensive Plan or incompatible with surrounding development.

Environmental considerations—including wetlands, protected species, and tree preservation requirements—remain applicable. More importantly, zoning decisions must be based on land-use compatibility and policy consistency, not solely on the presence or absence of utilities.

VI. Public Interest, Precedent, and Long-Term Consequences

Zoning decisions are cumulative. Each approval sets expectations and shapes future requests. Approving this rezoning would:

- Signal that parcel-specific exceptions are acceptable
- Encourage similar requests in the surrounding area
- Weaken the County's ability to defend future denials

Denial, by contrast, reinforces predictability, fairness, and adherence to adopted policy. It protects both nearby property owners and the County's long-term planning framework.

Conclusion

For the reasons outlined above—including inconsistency with the Comprehensive Plan, classic spot zoning concerns, incompatibility with surrounding uses, a clear history of similar denials by the Planning and Zoning Board, the availability of reasonable use under current zoning, and the absence of a demonstrated public benefit—I respectfully request that **Zoning Application No. 25Z00054** be denied and that the existing zoning classification for **Parcel ID 24-36-14-00-259** remain unchanged.

Such a decision would be consistent with prior County actions, preserve the integrity of the zoning map, and uphold the principles that guide responsible land-use planning in Brevard County.

Respectfully submitted,

John C. Golovich
2540 Raintree Lake Circle
Merritt Island, FL 32953

I. Findings of Fact – Outline Supporting Denial

(Zoning Application No. 25Z00054 | Parcel ID 24-36-14-00-259)

A. Jurisdiction and Application

1. The Board has jurisdiction over **Zoning Application No. 25Z00054**, which requests a change in zoning classification for **Parcel ID 24-36-14-00-259**, located on North Courtenay Parkway, Merritt Island.
2. The application requests a rezoning from **AU to RU-2-15**, allowing a significant increase in residential density and intensity.

B. Comprehensive Plan Consistency

3. The Brevard County Comprehensive Plan serves as the controlling policy framework for zoning decisions.
4. Rezoning actions are intended to implement the Comprehensive Plan and are not intended to create parcel-specific exceptions or de facto plan amendments.
5. The requested rezoning would allow a residential density and intensity that is not consistent with the intent and expectations of the adopted Comprehensive Plan for this area.
6. Approval of the requested rezoning would undermine the role of the Comprehensive Plan as a predictable, guiding document for land-use decisions.

C. Spot Zoning Considerations

7. The requested rezoning would single out one parcel for treatment that is materially different from the surrounding zoning framework.
8. The surrounding area is characterized by lower-density residential development and established land-use patterns.
9. The requested zoning change exhibits characteristics of **spot zoning**, including preferential treatment of a single parcel without a corresponding public benefit or plan amendment.
10. Approval of the request would weaken the consistency and integrity of the County's zoning map.

D. Compatibility with Surrounding Uses

11. The proposed rezoning would introduce a higher-intensity residential use that is incompatible with surrounding land uses in terms of scale, intensity, and character.
12. Increased traffic, development intensity, and land-use impacts are foreseeable consequences of the proposed rezoning.
13. The surrounding infrastructure and neighborhood pattern were not designed to accommodate the level of development intensity proposed.

E. Precedent and Consistency with Prior Board Actions

14. The Planning and Zoning Board has previously recommended denial of rezoning requests where increased intensity was incompatible with surrounding uses or inconsistent with adopted planning policy.
15. Prior Board actions, including unanimous recommendations of denial for similar rezoning requests, demonstrate a consistent application of zoning standards.
16. Approval of the requested rezoning would depart from this established pattern and make future denials of similar requests more difficult to defend.

F. Reasonable Use Under Existing Zoning

17. The subject property retains reasonable and economically viable use under its current zoning classification.
18. Denial of the requested rezoning does not deprive the property owner of all reasonable use of the land.
19. Rezoning is not required to ensure reasonable use of the property.

G. Infrastructure and Environmental Context

20. The property is served by an existing sewer system; however, infrastructure availability alone does not justify a zoning change that is inconsistent with adopted policy.
21. Environmental considerations, including wetlands, protected species, and tree preservation requirements, remain applicable to the property.
22. These considerations further support cautious, plan-consistent land-use decision-making.

H. Public Interest and Long-Term Planning

23. Zoning decisions have cumulative impacts and set expectations for future land-use requests.

24. Approval of the requested rezoning would encourage similar requests and erode predictability in the zoning process.
25. Denial of the application is consistent with the public interest, long-term planning objectives, and the County's responsibility to apply zoning regulations uniformly.

I. Conclusion

26. Based on the foregoing findings, the requested rezoning is not consistent with the Comprehensive Plan, is incompatible with surrounding uses, raises spot zoning concerns, and is not required to ensure reasonable use of the property.
27. Denial of **Zoning Application No. 25Z00054** is supported by competent, substantial evidence in the record.

From: Bob Davis
To: AdministrativeServices
Cc: Bob Davis
Subject: Change of Zoning Classification ID# 25Z0054
Date: Sunday, January 11, 2026 9:20:15 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Sadly I am unable to attend the P&Z Board meeting Monday, 12 Jan on the above subject.

I would like to voice my concern of rezoning this area from AU to the proposed RU-2-15 Medium and RU-2-30 High density.

To increase to a medium and high density for this property just adds more traffic to an area that is already saturated due to the nearby public elementary school, single family homes and recently, the assisted living/rehab facility and of course creature comfort businesses (car wash, coffee (yuk) and bank). Try getting around in your car from say 7:00- 9:00a.m. and of course in the afternoon from 2:00-3:30pm. Even during the M-F afternoon rush at the nearby SR 528 traffic can back up to this property. I live in the Villa DePalma subdivision which adjoins this property, making an easterly turn from Southerly SR3 onto Via De La Renia is impossible (so much so I have to traverse to the light at Pioneer). Now it is proposed to add additional traffic?

That said until the Florida State DMV traffic plan for State Road 3 (Courtenay Pkwy) corridor is finalized this property, and all others, should remain at the lowest density. Most definitely NOT high density as proposed! Even if this is approved the developer should be held responsible for accommodating access to and from this property (turn lanes, no left turn to southerly SR3, barrier to prevent, etc.,) and also accommodate homeowner's requests whose property is directly against this property to help soften the massive proposed 3 story facility or parking lots.

Has the P&Z considered looking at traffic accidents at SR 3 and Via De La Renia (Villa DePalmas entrance) or Ventian Way intersections? It should be part of the discussions!

Thank you.

Robert Davis
102 Via Havarre
Merritt Island, FL 32953
321-480-5693

From: Gayle Allenback
To: AdministrativeServices
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259
Date: Monday, January 12, 2026 1:23:06 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Members of the Planning and Zoning Board,

My name is Gayle Allenback, and I live here on Merritt Island near the parcel that's the subject of Zoning Application No. 25Z00054, located on North Courtenay Parkway.

I understand that our community will continue to change, and I support development when it's done thoughtfully and responsibly. My concern today isn't about development itself, or even about the possibility of higher-density residential use. It's specifically about the proposal to remove the Building Site Plan requirement.

Building Site Plans exist to give everyone—neighbors, future residents, and the County—some clarity and confidence about how a property will be developed. They help ensure that projects meet safety standards, follow established development rules, and fit reasonably with surrounding properties. From a neighbor's perspective, they provide predictability, and that predictability matters in a community like ours.

Removing that requirement creates uncertainty. It makes it harder for nearby residents to understand what may be built and how it could affect traffic, infrastructure, and neighborhood character over time. Those safeguards don't just protect current homeowners; they also help ensure that any future development on the parcel is successful and well-integrated into the community.

Based on these concerns—along with issues of compatibility, consistency with existing planning policies, previous Board decisions on similar requests, and the fact that the property already has reasonable use under its current zoning—I respectfully ask that this zoning application be denied. I also want to echo concerns already raised by fellow resident John Golovich regarding the lack of a clear public benefit associated with this request.

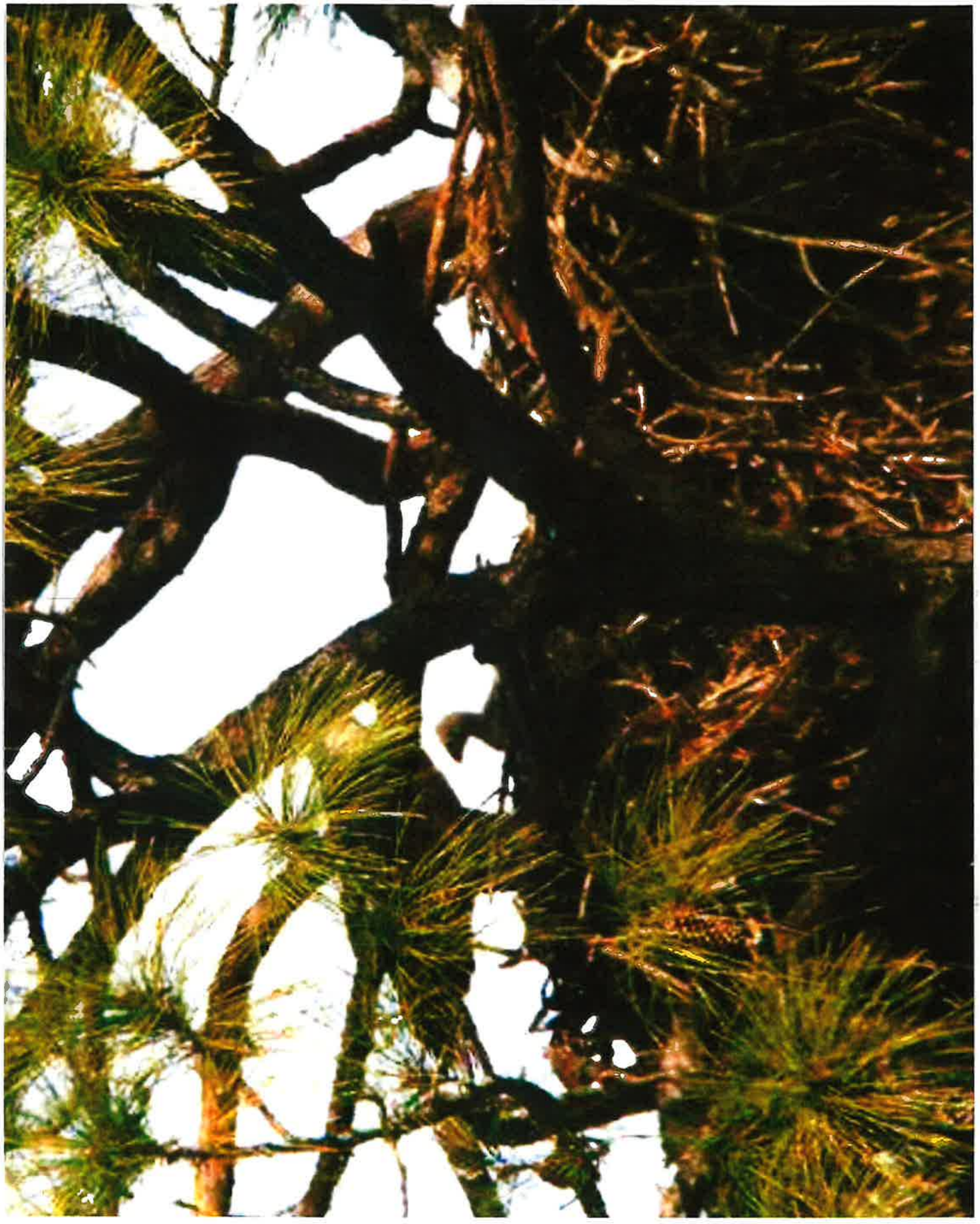
Thank you for listening and for the work you do on behalf of our community. I appreciate your consideration of the perspectives of those of us who live nearby and care deeply about Merritt Island's future.

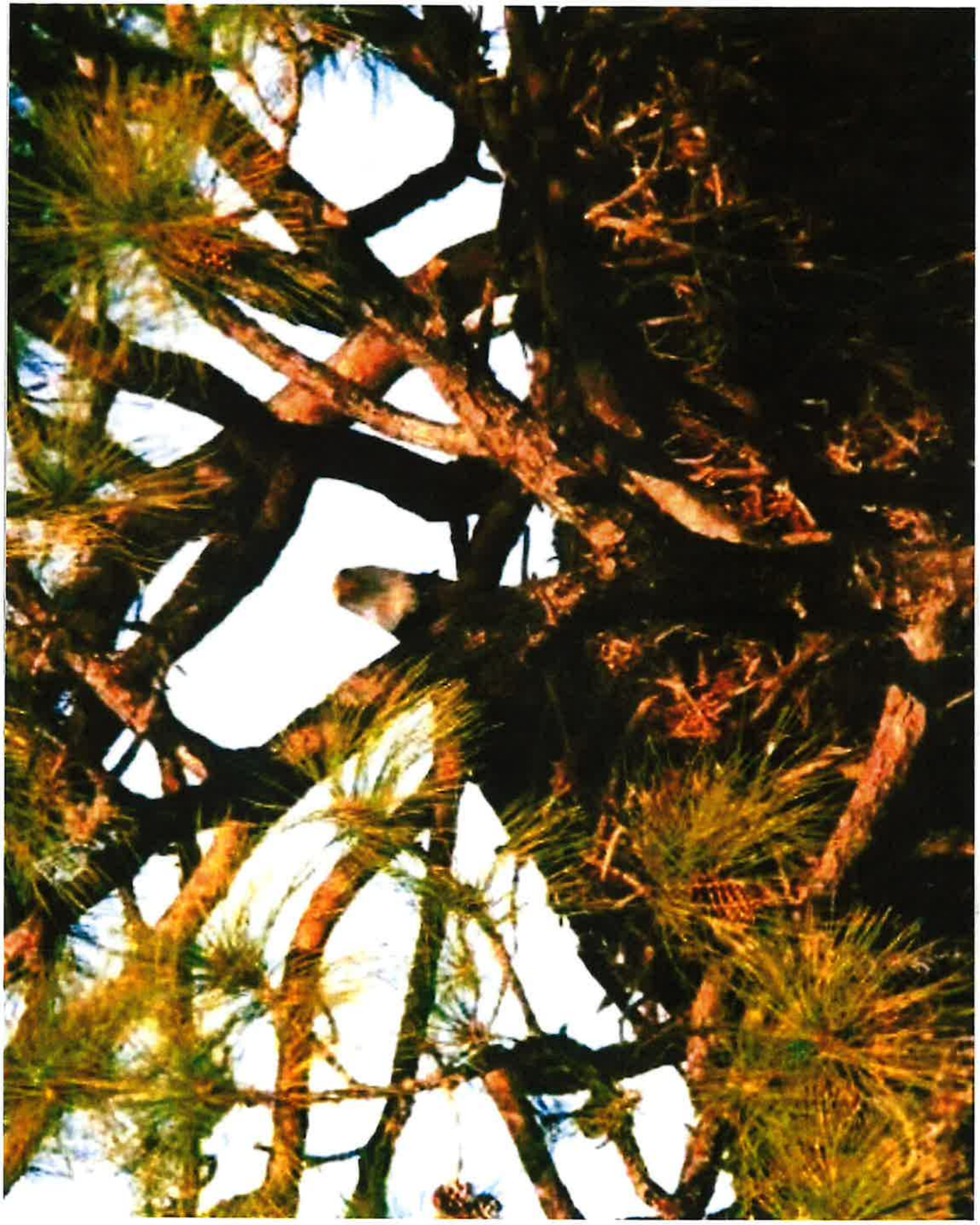
Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953





From: Amanda Smith <321smithamanda@gmail.com>
Sent: Thursday, January 15, 2026 4:56 PM
To: Zoning <Zoning@brevardfl.gov>
Subject: Rezoning 25Z00054

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

To: Brevard County Zoning Department
Re: Rezoning Application 25Z00054

To whom it may concern,

I am writing to formally express my strong opposition to Rezoning Application 25Z00054 due to the significant negative impacts it would have on traffic safety, infrastructure capacity, and long-established surrounding neighborhoods.

Courtenay Parkway already experiences heavy traffic congestion throughout the day, particularly during peak commuting hours. Any additional traffic generated by a proposed 222-unit apartment complex would substantially worsen existing conditions. This congestion is not merely inconvenient—it presents serious and ongoing safety concerns for residents who depend on this corridor for daily travel.

Of particular concern is Pioneer Road, which serves as a designated school zone for Lewis Carroll Elementary School. Traffic is already heavy during morning drop-off and afternoon pick-up hours. Adding traffic from a development of this size would further strain this roadway, increasing risks to children, pedestrians, school staff, and residents.

I am a resident of Villa de Palmas, and I experience these issues firsthand. Turning south onto Courtenay Parkway from Via de la Reina is already dangerous due to traffic volume and speed. I am frequently forced to exit the neighborhood from the rear and use the traffic light at Pioneer Road simply to travel south safely. Additional traffic from this development would create even more congestion and delays at an already overburdened intersection, negatively impacting all surrounding communities.

Another major concern is parking inadequacy. The proposed complex provides only 394 parking spaces for 222 units, which is insufficient when accounting for residents, multiple-vehicle households, and visitors. This shortfall will inevitably result in overflow parking along Pioneer Road, which would further disrupt traffic flow and create additional safety hazards for pedestrians and cyclists who use this corridor.

Additionally, stormwater and water management must be carefully considered. Residents in Rain Tree by the Lake and Villa de Palmas already experience flooding issues during heavy storms. Existing pump stations frequently become overwhelmed and back up during significant rainfall events. Increasing impervious surfaces and runoff from a development of this size would place further strain on an already stressed drainage system, increasing the likelihood of flooding for residents who have lived in these neighborhoods for decades.

This rezoning request raises serious concerns regarding traffic safety, school-zone congestion, parking overflow, and flood risk. The existing infrastructure is not equipped to safely or responsibly support a development of this scale.

For these reasons, I respectfully urge the Commissioners to **deny approval of Rezoning Request 25Z00054** and to prioritize the safety, infrastructure limitations, and quality of life of current residents and families in the surrounding communities.
Thank you for your time and consideration.
Sincerely,
Amanda Smith
116 Via Havarre, Merritt Island
Resident/Owner, Villa de Palmas

Greetings Mrs. Katie Delaney and staff,

I am emailing you to state the importance of maintaining Merritt Island's current zoning laws and codes. The proposed development of the lot on Pioneer and Courtney is a grave flooding risk for nearby homes. That wetland absorbs rain water, and is one of the reasons the local neighborhood has been protected from flooding. Housing is a critical issue, and so any development plan which puts current housing at risk as well as reducing the quality of life for current residents is not a smart development plan. I urge to vote against the proposed rezoning.

Thank you.

Best regards,
Ethan Herrell

Merritt Island resident

From: Dan Tweed
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Cc: Lynn Tweed
Subject: Rezoning Proposal for Merritt Island Apartment Units at Pioneer Road and Courtenay Parkway
Date: Monday, January 19, 2026 3:03:42 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

We are writing in vigorous opposition to subject rezoning proposal and strongly urging you to deny it. We understand that the Merritt Island Redevelopment Agency recommended against the request but that there was a tie vote by the Planning and Zoning Board, and that it is now up to our County Commissioners to disposition the request. PLEASE do the right and sensible thing and kill this project!!

We have lived on Raintree Lake Circle for over 4 decades and have endured countless negative effects due to nearby residential and commercial growth, with a substantial spike in just the past few years with Hampton Manor, Starbucks, Twins Car Wash and Space Coast Credit Union all chipping away at our green spaces and tranquility.

We are all for progress and sensible development but this proposal is a terrible idea. It would exacerbate the already extremely congested and unsafe conditions on both Courtenay Parkway and Pioneer Road. On a daily basis, we witness red light runners at the intersection of Courtenay Parkway and Pioneer Road. Courtenay currently backs up frequently in both directions from SR 528 past Pioneer, and Pioneer already backs up nearly to Courtenay every afternoon with Lewis Carroll Elementary traffic. Dumping additional vehicles from hundreds of new residences would create serious logjams on both roads and preclude the ability to properly and safely manage traffic flow and signal timing. In addition, this project will have a significant impact on existing storm drainage systems and greatly increase the potential for flooding our homes.

I'm sure you have been made aware of a few key points that should make for an easy decision to deny this request:

- Affected roadway(s) already at 88% capacity and this proposed project exceeds the "25% of remaining capacity" rule
- The proposed project is clearly incompatible with our community, with the rezoning report admitting that a complex with 222 units is not consistent with the surrounding single family neighborhoods
- This proposed project represents "spot zoning," placing a high density apartment complex in a low density residential pocket. Under Administrative Policy #3, this use will significantly diminish the quality of life and the safety of existing neighborhoods through noise and traffic.

We must acknowledge that zoning rules are in place for good reason. Please do your duty, stand up for your constituents, and deny this rezoning proposal.

Thank you for your time and serious attention to this important matter.

Daniel and Lynn Tweed
2855 Raintree Lake Circle

Merritt Island

Sent from my iPad

Commissioner,

Please vote no on re-zoning the property on the corner of Courtney and Pioneer Rd!

Thank you,

David Pratt

1645 Seashell

Merritt Island

From:	Dave P
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Please vote no
Date:	Monday, January 19, 2026 10:57:19 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Commissioner,
Please vote no on re-zoning the property on the corner of Courtney and Pioneer Rd!

Thank you,
David Pratt
1645 Seashell
Merritt Island

From: Dan Tweed
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Cc: Lynn Tweed
Subject: Rezoning Proposal for Merritt Island Apartment Units at Pioneer Road and Courtenay Parkway
Date: Monday, January 19, 2026 3:03:42 PM

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We are all for progress and sensible development but this proposal is a terrible idea. It would exacerbate the already extremely congested and unsafe conditions on both Courtenay Parkway and Pioneer Road. On a daily basis, we witness red light runners at the intersection of Courtenay Parkway and Pioneer Road. Courtenay currently backs up frequently in both directions from SR 528 past Pioneer, and Pioneer already backs up nearly to Courtenay every afternoon with Lewis Carroll Elementary traffic. Dumping additional vehicles from hundreds of new residences would create serious logjams on both roads and preclude the ability to properly and safely manage traffic flow and signal timing. In addition, this project will have a significant impact on existing storm drainage systems and greatly increase the potential for flooding our homes.

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We must acknowledge that zoning rules are in place for good reason. Please do your duty, stand up for your constituents, and deny this rezoning proposal.

Thank you for your time and serious attention to this important matter.

Daniel and Lynn Tweed
2855 Raintree Lake Circle

Merritt Island

Sent from my iPad

From: Ethan Guthrie Herrell
To: Commissioner, D4
Subject: Vote Against Merritt Island Rezoning
Date: Monday, January 19, 2026 4:32:35 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Greetings Mr. Rob Feltner and staff,
I am emailing you to state the importance of maintaining Merritt Island's current zoning laws and codes. The proposed development of the lot on Pioneer and Courtney is a grave flooding risk for nearby homes. That wetland absorbs rain water, and is one of the reasons the local neighborhood has been protected from flooding. Housing is a critical issue, and so any development plan which puts current housing at risk as well as reducing the quality of life for current residents is not a smart development plan. I urge you to vote against the proposed rezoning.
Thank you.

Best regards,
Ethan Herrell
Merritt Island resident

From:	Chelsey Bjork
To:	AdministrativeServices
Cc:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Public comment for record - rezoning application 25Z00054
Date:	Tuesday, January 20, 2026 11:42:11 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Planning and Zoning Staff,

Please include the following statement as part of the public record for the referenced rezoning application:

"For clarity, the proposed three-story height reflects the maximum height permitted under the requested zoning and should not be characterized as a voluntary reduction or mitigation measure. Compliance with height limitations does not reduce the intensity, traffic generation, or infrastructure demands associated with the proposed density."

Thank you for ensuring this clarification is included in the official record.

Respectfully,

Chelsey True

Merritt Island Resident

From: Marlene Corbett
To: Commissioner, D1; Commissioner, D5; Commissioner, D4; Commissioner, D3; Commissioner, D2
Subject: NO to Rezoning on Merritt Island
Date: Tuesday, January 20, 2026 12:20:24 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Urge Brevard County Commissioners to oppose rezoning on Merritt Island.

From: Teresa Nick
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Rezoning 25Z00054
Date: Tuesday, January 20, 2026 12:49:56 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

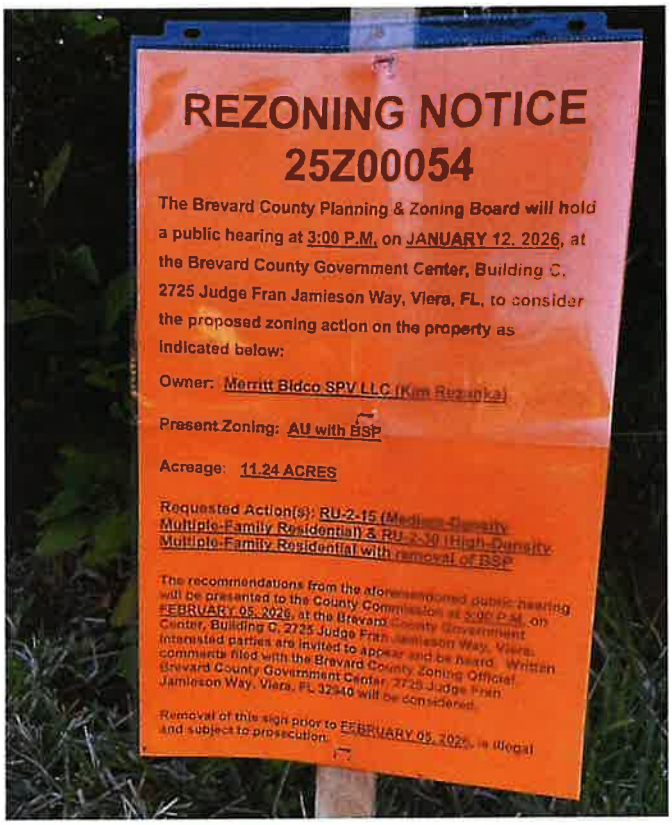
I have been made aware of a rezoning meeting/ vote that will be occurring on February 5th for the land north of pioneer road. I encourage you to leave this land alone. These rare parcels of land are needed for wildlife corridors and are detrimental to maintaining Florida's natural beauty and endangered habitats. This is one of the few areas that exist for wildlife to pass from Ulumay Sanctuary to north of the barge and potential up to Pine Island Sanctuary and Merritt Island National Wildlife Refuge.

LEWIS Carroll Elementary School families will also be negatively impacted by the extra traffic and congestion and construction. This area is already a mess during pickup and drop off times. I URGE you to be an advocate for Merritt Islands minimal untouched lands. Thank you!

The local advisory boards (MIRA and P&Z) couldn't find a majority to support this project. As representatives of the entire county, the Commissioners should not override the local experts and the very residents who will be most impacted by this decision.

•The road is already at 88% capacity and this project exceeds the "25% of remaining capacity" rule
• Compatibility: The report admits 222 units is "not consistent" with the surrounding single-family neighborhoods.
• This project represents 'Spot Zoning'—placing a high-density apartment complex in a low-density residential pocket. Under Administrative Policy #3, this use will significantly diminish the quality of life and safety of the existing neighborhood through noise and congestion.


Las Palm
ward Laboratory
vices, Merritt Island
Pioneer Rd
cks
viewed


REZONING NOTICE
25Z00054
The Brevard County Planning & Zoning Board will hold a public hearing at 3:00 P.M. on JANUARY 12, 2026, at the Brevard County Government Center, Building C, 2725 Judge Fran Jamieson Way, Viera, FL, to consider the proposed zoning action on the property as indicated below:
Owner: Merritt Bidco SPV LLC (Kim Rezanka)
Present Zoning: AU with BSP
Acreage: 11.24 ACRES
Requested Action(s): RU-2-15 (Medium-Density Multiple-Family Residential) & RU-2-30 (High-Density Multiple-Family Residential) with removal of BSP
The recommendations from the aforementioned public hearing will be presented to the County Commission at 5:00 P.M. on FEBRUARY 05, 2026, at the Brevard County Government Center, Building C, 2725 Judge Fran Jamieson Way, Viera. Interested parties are invited to appear and be heard. Written comments filed with the Brevard County Zoning Official, Brevard County Government Center, 2725 Judge Fran Jamieson Way, Viera, FL 32940 will be considered.
Removal of this sign prior to FEBRUARY 05, 2026, is illegal and subject to prosecution.


IGEWATER
BUILDING #3 TYPE 4
BUILDING #2 TYPE 3
BUILDING #1 TYPE 3
BUILDING #4 TYPE 3
SW-1
(0.14 ac.±)
BUILDING #5 TYPE 3
BUILDING #6 TYPE 2
BUILDING #7 TYPE 2
BUILDING #8 TYPE 2
Density Study - Option 1
PIC•COLLA

Warm Regards,
Teresa V. Nick
321-704-4161

"To love a place is not enough. We must find ways to heal it."
– Robin Wall Kimmerer, Braiding Sweetgrass: Indigenous Wisdom, Scientific Knowledge and the Teachings of Plants

From: Thomas Dixon
To: Commissioner, D4
Date: Friday, January 23, 2026 7:28:03 PM
Attachments: .png
.png
.png
.png
.png

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

We are closing in on 1,500 signatures to stop the 222-apartment complex at the corner of Pioneer and N. Courtenay. This location cannot support this project 🚨

We are so close! Our petition is gaining major traction, and we've confirmed the County Commissioners are officially paying attention. To protect our island, we are aiming for 1,500+ signatures by next week!

If you can't attend the upcoming meeting, your email is your vote. Please take 60 seconds to send a quick message to the Commissioners letting them know we demand Smart Growth, not dangerous over-development.

Why this project is wrong for Merritt Island:
⚠️ PUBLIC SAFETY: The Staff Report (p. 10) explicitly warns of a "Material Danger to Public Safety."
🚗 TRAFFIC: Our roads are already at 88% capacity. This project violates the "25% remaining capacity" rule.
🏚️ INCOMPATIBLE: Even the county admits 222 units is NOT consistent with our single-family neighborhoods.
🚫 NO LOCAL SUPPORT: Our local advisory boards (MIRA/P&Z) refused to back this project
Sent from my iPad

From: Greg McClasky
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Please reject the 222-apartment complex at the corner of Pioneer and N. Courtenay
Date: Friday, January 23, 2026 9:44:42 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Please reject the 222-apartment complex at the corner of Pioneer and N. Courtenay.

Why this project is wrong for Merritt Island:
⚠ PUBLIC SAFETY: The Staff Report (p. 10) explicitly warns of a "Material Danger to Public Safety." If you've ever tried to drive on Pioneer or turn onto Courtenay when the elementary school children are being dropped off and picked up, you'd have a better understanding of one of the safety issues. I also know that it is very risky trying to turn left (southbound) on Courtenay from Venetian Way.
TRAFFIC: North Courtenay is already at 88% capacity. This project violates the "25% remaining capacity" rule.
INCOMPATIBLE: Even the county admits 222 units is NOT consistent with our single-family neighborhoods.
NO LOCAL SUPPORT: Our local advisory boards (MIRA/P&Z) refused to back this project.
Many residents in the area are also concerned about lower property values and privacy issues with being so close to the 3-story buildings. After increase issues with flooding since developers built Starbucks, Hampton Manor, and the car wash on the southwest corner, many concerned about flooding issues even though this developer says "trust us".

From: Tina McClasky
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Please reject the 222-apartment complex at the corner of Pioneer and N. Courtenay.
Date: Friday, January 23, 2026 9:52:37 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Please reject the 222-apartment complex at the corner of Pioneer and N. Courtenay.

Why this project is wrong for Merritt Island:

⚠ PUBLIC SAFETY: The Staff Report (p. 10) explicitly warns of a "Material Danger to Public Safety." If you've ever tried to drive on Pioneer or turn onto Courtenay when the elementary school children are being dropped off and picked up, you'd have a better understanding of one of the safety issues. I also know that it is already very risky trying to turn left (southbound) on Courtenay from Venetian Way.

TRAFFIC: North Courtenay is already at 88% capacity. This project violates the "25% remaining capacity" rule.

INCOMPATIBLE: Even the county admits 222 units is NOT consistent with our single-family neighborhoods.

NO LOCAL SUPPORT: Our local advisory boards (MIRA/P&Z) refused to back this project.

Many residents in the area are also concerned about lower property values and privacy issues with being so close to the 3-story buildings. After increased issues with flooding since developers built Starbucks, Hampton Manor, and the car wash on the southwest corner, many residents are concerned about flooding issues even though this developer says "trust us" ,as I suspect the other developer also said.

25Z00054

Dear Members of the Planning Commission,

I am writing to formally oppose the proposed apartment development planned for my neighborhood.

First, the traffic impact alone makes this project inappropriate. The primary roadway serving this area is already operating at approximately 88% capacity. Approving a development of this size would exceed the established policy limiting projects to no more than 25% of remaining roadway capacity. This is not a theoretical concern—it directly affects daily safety, emergency response times, and overall livability for current residents.

Second, the project fails the most basic test of compatibility. The development report itself acknowledges that 222 apartment units are "not consistent" with the surrounding single-family residential neighborhoods. This admission alone should disqualify the proposal. Introducing high-density housing into a clearly low-density area disregards the existing character and long-term planning intentions for this neighborhood.

Finally, this proposal conflicts with Administrative Policy #3, which exists specifically to prevent situations like this. Placing a high-density apartment complex within a low-density residential pocket will significantly diminish the quality of life and safety of the existing neighborhood. Increased traffic congestion, noise, and overcrowding are unavoidable consequences that current residents will be forced to absorb.

Growth should be intentional, compatible, and infrastructure-supported. This project is none of those. I respectfully urge the Commission to deny approval and protect the safety, character, and quality of life of our neighborhood.

Thank you for your time and consideration.

Sincerely,

Amanda Palmer

Concerned Resident

ts and concerns regarding the zoning request on Merritt Island.

1. Property values. Please see the attached photo. This home is for sale in Raintree. You can see in the background beautiful live oak trees and other foliage. This homes property line borders the proposed site of a towering apartment complex. Won't that be a lovely sight when everything is cleared from that lot and viewing that home, instead of nature, you will see tall buildings with a direct view of everything you do. Gatherings in back yard, pool time, etc. No privacy whatsoever. Values for homes bordering that complex will plummet. I would venture to say all homes in Raintree will suffer. Who will want to purchase in there when as soon as you enter the neighborhood the entire length of the road you enter borders towering apartment buildings.

2. Traffic. The proposed main entrance appears to be via Courtenay. Since there are 0 grocery stores, 0 retail shops, 0 restaurants to the north of there, it only makes sense 200+ car owners will be using Pioneer as the exit point from that complex if they want to go south. Only someone with a death wish try's to make a left turn onto Courtenay without a light. Pioneer is heavily travelled. There is only one way in/out of Raintree, that is via Pioneer. Lewis Carroll grade school is only about 1/4 mile down off Pioneer. Traffic backs up terribly, and with Pioneer and Courtenay light being a school crossing, there are numerous walkers/riders of grade school age as well as cars both at drop off and pickup. Courtenay in itself is sometimes a nightmare. With drawbridge only 1/2 mile north of Pioneer, I have seen traffic back up south of Pioneer.

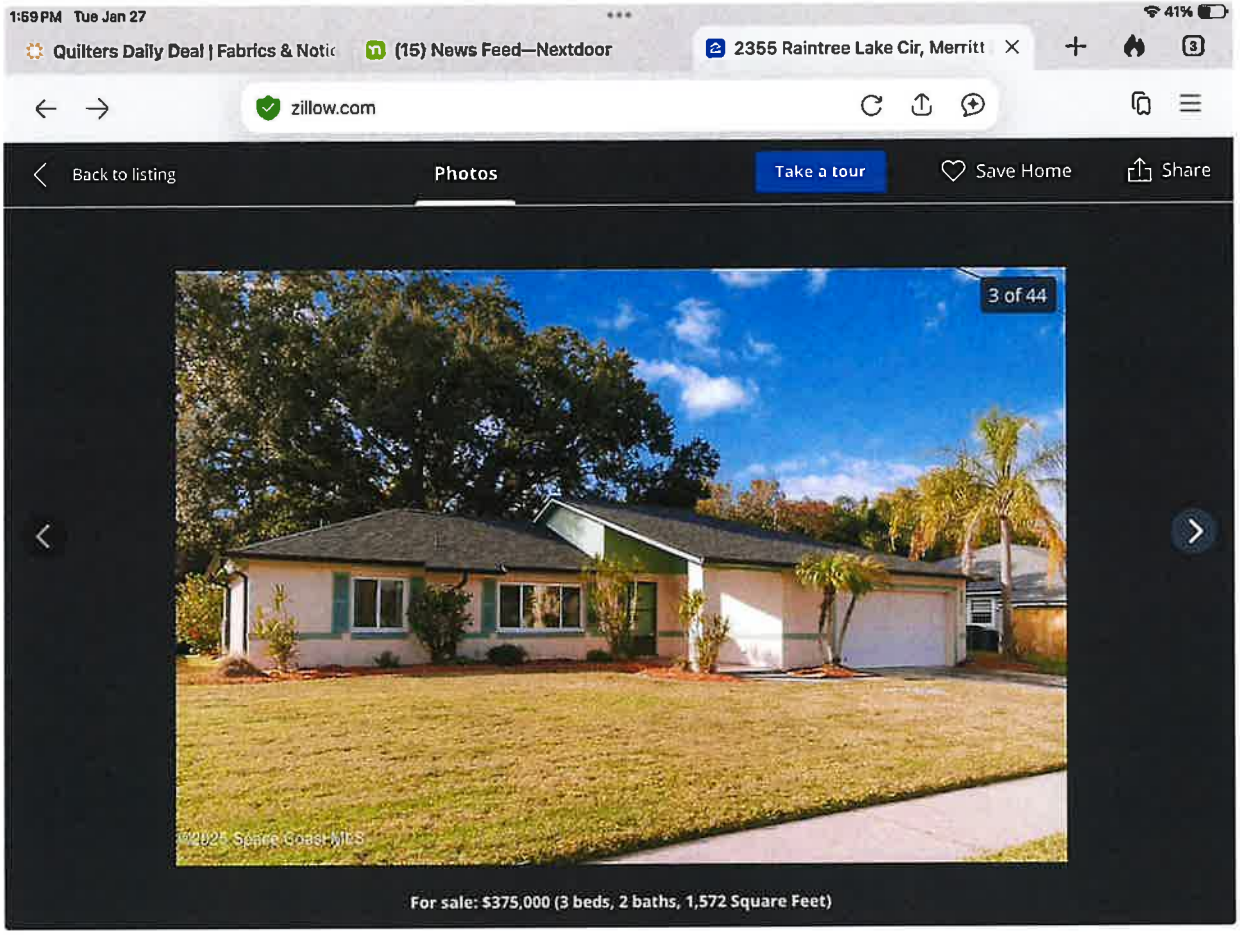
3. Safety. In event of evacuation, we are talking possibility of an extra 300 cars or more trying to exit the island,all jammed right at the Beachline. Is our small island Fire department equipped to handle a major emergency such as fire in a complex this size, especially with homes in such close proximity?

4. Schools. Possible impact to our schools. They already use trailers placed for extra classrooms.

5. I fail to see any benefit whatsoever for rezoning this land to multi family. Too many vehicles, too much impact on our roads and schools, and possible devastation to property values. Towering apartments are meant for people who want water views, not looking into people's backyards and onto a busy road.

Thank you for taking these thoughts into consideration when you vote.

PLEASE vote NO!



Sent from my iPad

25Z00054

Please Stop this action for the following reasons (to name a few)...

Why this project is wrong for Merritt Island:

⚠️ PUBLIC SAFETY: The Staff Report (p. 10) explicitly warns of a "Material Danger to Public Safety."

🚗 TRAFFIC: Our roads are already at 88% capacity. This project violates the "25% remaining capacity" rule.

🏘️ INCOMPATIBLE: Even the county admits 222 units is NOT consistent with our single-family neighborhoods.

🚫 NO LOCAL SUPPORT: Our local advisory boards (MIRA/P&Z) refused to back this project.

And don't forget the growing flooding issue in this area...

Sincerely
Jean Nordfors

Sandra Muller called our office to say she is opposed to the proposed apartment complex on or near Courtney and Pioneer.

District 1 Office

COMMISSIONER KATIE DELANEY

321-607-6901

d1.commissioner@brevardfl.gov

400 South St., 4th Floor
Titusville, FL 32780

From: Debbie Montgomery
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Fwd: Rezoning
Date: Wednesday, January 28, 2026 9:30:01 PM
Attachments: Screenshot 2026-01-27 at 1.59.08 PM.png

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Sent from my iPad

Begin forwarded message:

From: Debbie Montgomery <debmontgomery09@gmail.com>
Date: January 28, 2026 at 9:06:05 PM EST
To: Debbie Montgomery <debmontgomery09@gmail.com>
Subject: Rezoning

ts and concerns regarding the zoning request on Merritt Island.

1. Property values. Please see the attached photo. This home is for sale in Raintree. You can see in the background beautiful live oak trees and other foliage. This homes property line borders the proposed site of a towering apartment complex. Won't that be a lovely sight when everything is cleared from that lot and viewing that home, instead of nature, you will see tall buildings with a direct view of everything you do. Gatherings in back yard, pool time, etc. No privacy whatsoever. Values for homes bordering that complex will plummet. I would venture to say all homes in Raintree will suffer. Who will want to purchase in there when as soon as you enter the neighborhood the entire length of the road you enter borders towering apartment buildings.
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3. Safety. In event of evacuation, we are talking possibility of an extra 300 cars or more trying to exit the island,all jammed right at the Beachline. Is our small island Fire department equipped to handle a major emergency such as fire in a complex this size, especially with homes in such close proximity?
4. Schools. Possible impact to our schools. They already use trailers placed for extra classrooms.
5. I fail to see any benefit whatsoever for rezoning this land to multi family. Too many vehicles, too much impact on our roads and schools, and possible devastation to property values. Towering apartments are meant for people who want water views, not looking into people's backyards and onto a busy road.

Thank you for taking these thoughts into consideration when you vote.
PLEASE vote NO!



Sent from my iPad

From: gigi nordfors
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Proposed 222 Unit Apartment complex, Corner of Pioneer and Courtenay, Merritt Island
Date: Wednesday, January 28, 2026 7:47:48 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Please Stop this action for the following reasons (to name a few)…

Why this project is wrong for Merritt Island:
PUBLIC SAFETY: The Staff Report (p. 10) explicitly warns of a "Material Danger to Public Safety."
TRAFFIC: Our roads are already at 88% capacity. This project violates the "25% remaining capacity" rule.
INCOMPATIBLE: Even the county admits 222 units is NOT consistent with our single-family neighborhoods.
NO LOCAL SUPPORT: Our local advisory boards (MIRA/P&Z) refused to back this project.

And don't forget the growing flooding issue in this area…

Sincerely
Jean Nordfors

Sent from my iPad

From: Thomas Dixon
To: Commissioner, D2
Date: Friday, January 23, 2026 7:27:25 PM
Attachments: .png
.png
.png
.png
.png

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

We are closing in on 1,500 signatures to stop the 222-apartment complex at the corner of Pioneer and N. Courtenay. This location cannot support this project

We are so close! Our petition is gaining major traction, and we've confirmed the County Commissioners are officially paying attention. To protect our island, we are aiming for 1,500+ signatures by next week!

If you can't attend the upcoming meeting, your email is your vote. Please take 60 seconds to send a quick message to the Commissioners letting them know we demand Smart Growth, not dangerous over-development.

Why this project is wrong for Merritt Island:
PUBLIC SAFETY: The Staff Report (p. 10) explicitly warns of a "Material Danger to Public Safety."
TRAFFIC: Our roads are already at 88% capacity. This project violates the "25% remaining capacity" rule.
INCOMPATIBLE: Even the county admits 222 units is NOT consistent with our single-family neighborhoods.
NO LOCAL SUPPORT: Our local advisory boards (MIRA/P&Z) refused to back this project
Sent from my iPad

From: Chelsey Bjork
To: Chelsey True
Cc: Commissioner, D2
Subject: Re: Request for brief meeting regarding the Courtenay and Pioneer rezoning: Application 25Z00054
Date: Wednesday, January 21, 2026 1:03:44 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner,

I wanted to follow up on my earlier email regarding the rezoning application scheduled for a vote on February 5.

I know schedules are full, but I wanted to reiterate my interest in briefly sharing concerns related to concurrency, environmental review timing, and the potential loss of County leverage if the rezoning proceeds prior to completion of key analyses.

I have meetings scheduled with other commissioners this week and wanted to be sure you had the same opportunity to hear these concerns if your availability allows.

Thank you again for your time and consideration.

Respectfully,
Chelsey True
206-300-0013

Sent from my iPhone

> On Jan 16, 2026, at 8:14 PM, Chelsey True <bjork.chelsey@gmail.com> wrote:
>
> Dear Commissioner Goodson,
>
> My name is Chelsey True and I live immediately adjacent to the proposed rezoning at Courtenay Parkway and Pioneer Road.
>
> I attended the developer outreach meeting, the MIRA meeting and the planning and zoning hearing. Based on Staff analysis identifying potential traffic concurrency deficiencies, unresolved environmental constraints and compatibility concerns, I am respectfully requesting a brief meeting or call prior to the upcoming vote to share my perspective as a nearby resident.
>
> I'm not opposed to development, my concerns are specific to whether this rezoning meets County's adopted standards at this stage.

If you or your staff have availability next week I would appreciate the opportunity to speak for a few minutes.

Thank you for your time and consideration,

Chelsey True
Merritt Island resident

From: Commissioner, D2
To: Smith, Susan
Subject: Fw: Rezoning notice 25Z00054
Date: Wednesday, January 21, 2026 9:28:01 AM

From: Bill Cauffman <otisdog361@gmail.com>
Sent: Wednesday, January 14, 2026 10:52 AM
To: Commissioner, D2 <D2.Commissioner@brevardfl.gov>
Subject: Rezoning notice 25Z00054

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello Tom, the proposed zoning change for 10 acres to medium and high density residential at Pioneer and Courtenay is extreme and will cause many problems. I understand that there must be growth, but 3 story high density dwellings in such an already busy area doesn't appear to be well planned. Please try to convince your fellow Commissioner to reject the proposal. Best regards, Bill Cauffman

From: mmcb23@comcast.net
To: Commissioner, D2
Subject: RangeWater apartment complex
Date: Tuesday, January 20, 2026 8:14:49 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good Evening Mr. Goodson,

I am a resident in your district and am among the thousands of local residents who oppose the zoning change and the proposed apartment complex by RangeWater. I live on Oak Park Circle and use Pioneer road as my way of going north on Courtenay to get to Route 528 for both work and recreation. It would be closer for me to use Venetian Way to get onto Courtenay but it's a hazard trying to make a left onto Courtenay most times of the day. As it stands now, it is often a stressful frenzy of traffic in the immediate area trying to get from my house to 528. There is significantly more traffic in this area since I purchased the house in 2017. I cannot fathom additional traffic.

Additionally, seeing our beautiful trees razed and our landscape raped by never ending development is sickening. It's one of the reasons I moved from Philadelphia suburbs to what was a little piece of heaven here on Merritt Island. The urban sprawl took over the suburbs and our voices at the community meetings fell on deaf ears.

Please hear our voices and vote no on this project. Also, I have been a real estate appraiser for over 30 years and can assure you that there is only an adverse effect on value and marketability of our current properties in this area from this proposed project.

Thank you for your time,

Marie Vassalotti

625 Oak Park Cir

Merritt Island

From: Jason via Change.org
To: Commissioner, D2
Subject: You've been identified on a petition: Urge Brevard County Commissioners to oppose rezoning on Merritt Island
Date: Monday, January 19, 2026 7:16:28 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hi Tom Goodson,

My name is Jason, and I'm reaching out from Change.org to let you know that you've been tagged on a petition on our platform: '**Urge Brevard County Commissioners to oppose rezoning on Merritt Island**'.

View the petition

With over 500 million users worldwide, Change.org is the world's largest platform for civic participation. Every day, people use our nonpartisan platform to speak up about the issues that matter to them and reach the elected officials who can make change happen.

Being tagged on a petition means that **people believe you have the power to influence this issue.** It's a sign that your leadership is needed, and **your constituents are eager to engage.**

If you'd like to learn more about the petition or discuss next steps, we're here to help. You can reach our team anytime at decision.makers@change.org or by phone at 415-907-4737.

Thank you for your time and consideration. We look forward to connecting with you soon.

Best,

Re of Jase.

Jason Barnaby
Decision Maker Outreach
415-907-4737
jason@change.org

This is an informational notification sent to the email address listed as the decision maker for this petition. If you are not the decision maker, let us know by replying directly to this email.

Privacy policy

We'd love to hear from you! Contact us through our help center.

Change.org · 548 Market St #29993, San Francisco, CA 94104-5401, USA

From: Jason Barnaby
To: Commissioner, D2
Subject: Tom, can you share a quick update?
Date: Monday, January 19, 2026 9:31:11 AM
Attachments: Screenshot 2025-07-02 at 2.49.06 PM.png

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello Tom — I know you're busy, and that our outreach is just one of many you receive each day from people across the community. We also know you work hard on behalf of the community you serve and may have preferences or rules for how constituents share feedback on the issue elevated in the petition.

Before you close this email, **would you review the summary below and reply with a brief statement noting that you've seen and reviewed the petition, or clarify if you'd rather constituents share feedback directly with you?** Petition starters and signers appreciate hearing from public officials like you — even a quick acknowledgment that you've seen the petition.

We're also happy to share a link or statement if you've already addressed this issue elsewhere.

Even a sentence or two we can pass along would mean a lot. Thank you!

Petition Title: Urge Brevard County Commissioners to oppose rezoning on Merritt Island

Summary: This petition urges Brevard County Commissioners to oppose a proposed rezoning on Merritt Island, citing concerns over increased traffic congestion, potential flooding, and the loss of vital green spaces that contribute to the community's unique character. It matters to the petition signers as they seek to protect their home environment and ensure that future developments align with the existing infrastructure and the safety of residents.

Link: https://change.org/p/urge-brevard-county-commissioners-to-oppose-rezoning-on-merritt-island

Jason Barnaby
Senior Civic Engagement Specialist
jason@change.org
(415) 907-4737

--

Is this email not relevant to you? Click here

From: Don Peplow
To: Commissioner, D2
Subject: please reject rezoning the parcel along SR 3 just south of the beachline
Date: Friday, January 16, 2026 9:02:59 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Don Peplow

From: Budd Fisher
To: Commissioner, D2
Subject: Apartment complex between Pioneer and Courtenay
Date: Thursday, January 15, 2026 6:42:37 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Mr. Goodson
I wanted to make sure you are aware of the petition against this new development. Over 800 local residents have already signed a petition against. While we know you voted for the development we are respectfully asking you to reverse your decision. We do not want the added cars and congestion especially around Lewis Carroll elementary. .
I trust you will respect your constituents wishes.
Sincerely
Budd Fisher

1893 Sykes Creek Dr.
Merritt Island,Fl
Sent from Yahoo Mail for iPad

From: Jason Barnaby
To: Commissioner, D2
Subject: Response Requested: 652 Constituents Oppose Rezoning on N. Courtenay Parkway
Date: Thursday, January 15, 2026 6:01:21 AM
Attachments: Screenshot 2025-06-30 at 11.48.42 AM-3.png
Screenshot 2025-07-02 at 2.49.06 PM.png

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello Tom Goodson,

My name is Jason, and I'm part of the Civic Engagement team at Change.org. Nice to meet you! I'm reaching out because a petition on our platform is currently trending among your constituents: Urge Brevard County Commissioners to oppose rezoning on Merritt Island https://change.org/p/urge-brevard-county-commissioners-to-oppose-rezoning-on-merritt-island



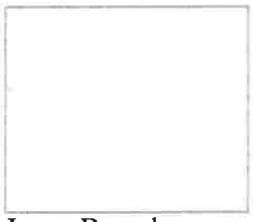
Because you haven't publicly responded to the petition, your status currently appears as unresponsive. **Would you like to update your response status? You can simply reply to this email with the message you'd like to share, and I'll post it on your behalf.** This would let your constituents know that you're aware of the issue, engaged, and listening.

A response does not mean you endorse the petition. In your response, you can:

- Acknowledge you've seen the petition, aware of the concerns raised, and share any relevant updates
- Share details for the next public meeting where constituents can share their views
- Any relevant updates, resources, or information

If you have any questions, please feel free to reach me directly at +1 415-907-4737. Look forward to hearing from you soon!

Best,
Jason



Jason Barnaby
Senior Civic Engagement Specialist
jason@change.org
(415) 907-4737

--

Is this email not relevant to you? Click here

From: Chelsey Bjork
To: Commissioner, D2; Commissioner, D3; Commissioner, D1; Commissioner, D4
Subject: Rezoning application 25Z00054 - Public Comment
Date: Wednesday, January 14, 2026 7:58:43 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Goodson and fellow Commissioners,

My name is Chelsey True, and I am a Merritt Island resident who lives immediately adjacent to the proposed rezoning at Courtenay Parkway and Pioneer Road.

As a resident who attended the developer meeting held on November 24, 2025, the MIRA meeting, and the Planning and Zoning hearing, I am writing ahead of the upcoming Board of County Commissioners hearing to respectfully share my concerns and provide context for my position. I also want to note that I spoke with Marcus Herman, a board member of the Merritt Island Redevelopment Agency (MIRA), following the Planning and Zoning meeting. He encouraged me to reach out directly and to continue grounding my comments in fact and adopted policy, which I have attempted to do throughout this process.

I want to be clear from the start: I am not opposed to multifamily housing. I have worked professionally within multifamily development in the past. My concerns here are specific to location, intensity, and infrastructure compatibility.

Staff analysis indicates that the proposed development does not align with the existing or recent development pattern of the surrounding area. Adjacent land uses are predominantly single-family residential to the east, with institutional and commercial uses along Courtenay Parkway. Notably, no multifamily residential development has been approved or constructed within the immediate area in recent years, which undermines the claim that this proposal represents a natural continuation of established land use patterns.

From an infrastructure standpoint, staff has identified potential traffic concurrency deficiencies. Courtenay Parkway is already operating above the 85% threshold required for concurrency vesting, and the proposed development would exceed the 25% remaining capacity limitation. Staff further notes that this could result in a concurrency deficiency at the site plan stage. These findings suggest that concurrency issues are not hypothetical, but a real risk at this stage. As stated in the staff analysis, "the proposed development has the potential to cause traffic capacity issues that could impact design capabilities or a de facto change in functional classification."

Staff analysis also indicates that the proposed development has the potential to generate approximately 2,308 trips per day. Given the existing operating level of this corridor and the added trip generation, my concern is that the rezoning is being requested prior to the completion of the evaluations required under the County's

adopted concurrency policies.

These concerns are compounded by existing constraints, including school-related congestion, proximity to the SR-528 interchange, drawbridge operations, and the scheduled 2027 FDOT median and signalization project, which will alter traffic patterns in ways current studies cannot fully capture. A development cannot assume capacity from future roadway projects. Because these improvements are not yet constructed, they cannot be relied upon for concurrency or mitigation purposes. Approving a rezoning before these changes are operational and their impacts understood creates additional uncertainty for an already constrained roadway.

Additionally, I contacted Brevard County Natural Resources Management to confirm whether a formal wetland delineation has been completed for the subject property. Staff confirmed in writing that a site-specific wetland delineation has not yet been performed and would only be required at the site plan stage. As a result, current review relies on mapped resources rather than field-verified conditions. Given the presence of mapped wetlands and hydric soils, the site's location within the Indian River Lagoon Nitrogen Reduction Overlay, and proximity to a documented bald eagle nest, the full environmental constraints of the site are not yet known. Advancing a rezoning prior to completion of this analysis shifts risk forward and limits the County's ability to evaluate environmental impacts at the appropriate stage.

I would also like to acknowledge the applicant's revised site plan, which includes a 100-foot buffer along the east side and a 50-foot buffer along the north side of the property. While these revisions reflect an effort to reduce impacts, the updated plan also removes the previously proposed retention pond and instead relies on dry stormwater mitigation. Given the site's environmental context, I respectfully ask that these stormwater revisions be carefully evaluated for long-term performance, maintenance, and cumulative impact. Buffer enhancements alone do not resolve the outstanding infrastructure, traffic, and environmental concerns identified in the staff analysis.

I respectfully ask that you give weight to the Planning and Zoning staff findings, MIRA's recommendation, and the unresolved infrastructure and compatibility concerns when considering this rezoning request. My goal is not to oppose growth, but to advocate for development that aligns with adopted standards and protects the long-term functionality and character of our community. Planning and Zoning could not reach a majority in favor of approval, staff analysis raised multiple substantive concerns, and MIRA formally recommended against the proposal. Advancing this rezoning under these conditions would transfer unresolved risk to the surrounding community rather than address it at the appropriate stage.

Thank you for your time and consideration.

Respectfully,

Chelsey True

Merritt Island Resident

Sources:

Brevard County Planning and Zoning Staff Analysis

Space Coast Transportation Planning Organization (TPO)

From: Marie-Claire Villanueva, DPM
To: Commissioner, D2
Subject: Please vote NO
Date: Wednesday, January 14, 2026 4:22:02 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Goodson,
Please vote NO on the rezoning of Merritt Island off Pioneer Rd. and N. Courtenay Blvd. As a long time resident, our community is vehemently opposed to the proposed changes.
Thank you very much for your time and service.

--
Marie-Claire Villanueva, D.P.M.
mobile (321) 213-0249
fax (866) 590-7237

From: Heike Jahnert
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Rezoning on North Courtenay Pkwy
Date: Wednesday, January 14, 2026 9:26:42 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good Morning Commissioners !

Ask any resident on Merritt Island and they will tell you that Merritt Island is getting too crowded and too busy.

Rezoning a property on the East Side of North Courtenay Pkwy just 420 ft South of Via DeLa Reina is not in the best interest of Merritt Island residents.

As our Representatives I urge you to listen to your Constituents and not rezone above mentioned property.

We have enough housing on Merritt Island. In addition, due to enforcements of immigration laws more housing will be available to U.S. citizens.

Commissioners, please remember the oath you took and your role as a Public Servant which both command you to represent your constituents and not special interest.

Respectfully,

Heike Jahnert
6729 Mangrove Dr.
Merritt Island

From: Giles Malone
To: Commissioner, D2
Subject: Fwd: Urge Commissioner Goodson to oppose rezoning on Merritt Island
Date: Tuesday, January 13, 2026 2:33:30 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

GILES MALONE **M.B.A.**
PARTNER
MAVERICK MULTIMEDIA INC.
BREVARD PRODUCTION INC..
Tel: (321) - 323- 4460
GilesMalone@GMail.com

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Please excuse any typos as this may be dictated via a mobile device.

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---------- Forwarded message ---------
From: **Giles Malone** <gilesmalone1@icloud.com>
Date: Mon, Jan 12, 2026 at 11:39 PM
Subject: Urge Commissioner Goodson to oppose rezoning on Merritt Island
To: GILES MALONE <gilesmalone@gmail.com>

Hey,

I just signed the petition "Urge Commissioner Goodson to oppose rezoning on Merritt Island" and wanted to see if you could help by adding your name.

Our goal is to reach 500 signatures and we need more support. You can read more and sign the petition here:

https://c.org/FzXMFB9qjH

Thanks!
Giles

Sent from my iPhone

From: Chelsey True
To: Commissioner, D2
Subject: Request for brief meeting regarding the Courtenay and Pioneer rezoning: Application 25Z00054
Date: Friday, January 16, 2026 8:15:04 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Goodson,

My name is Chelsey True and I live immediately adjacent to the proposed rezoning at Courtenay Parkway and Pioneer Road.

I attended the developer outreach meeting, the MIRA meeting and the planning and zoning hearing. Based on Staff analysis identifying potential traffic concurrency deficiencies, unresolved environmental constraints and compatibility concerns, I am respectfully requesting a brief meeting or call prior to the upcoming vote to share my perspective as a nearby resident.

I'm not opposed to development, my concerns are specific to whether this rezoning meets County's adopted standards at this stage.

If you or your staff have availability next week I would appreciate the opportunity to speak for a few minutes.

Thank you for your time and consideration,

Chelsey True
Merritt Island resident

From: Erica Miller Cochran
To: Commissioner, D2; Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Rezoning Pioneer/Courtenay Pkwy
Date: Thursday, January 29, 2026 8:04:47 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I plead with you all to deny the rezoning of the property at Pioneer and N. Courtenay Pkwy in Merritt Island. Courtenay cannot support this influx of growth. With the apartments being built behind the Merritt Island mall we're looking at 100's of more cars on the road already. This large project of multi-family units would be devastating to this island. I know growth is inevitable but this isn't the right project for this specific area. This would not be beneficial to the small island community that Merritt Island has been known for since as long as I've lived here.

Thank you for your time.

Erica Cochran

From: AmyBrooke Muir
To: Commissioner, D4
Subject: Deny Rezoning 142 Acres off E Crisafulli
Date: Friday, January 30, 2026 9:14:18 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Mr. Feltner,

I am writing to you as a resident of North Merritt Island and as someone who deeply cares about the place my family calls home.

I respectfully ask that you **vote NO on the proposed rezoning of the 142 acres off East Crisafulli Road**. This request is not about being anti-growth — it is about protecting an area that simply is not equipped to handle higher-density development.

Those of us who live here already experience significant flooding. We have watched roads become impassable after storms and worry every rainy season about water levels rising higher and staying longer. Increasing density on agricultural land means more pavement, more runoff, and more displaced water — and that water has to go somewhere. Once flooding patterns change, they cannot be undone.

Traffic and safety are also real concerns. East Crisafulli Road is narrow, rural, and was never designed to support suburban-level traffic. Additional daily traffic and construction vehicles will make the road less safe for residents, children, and emergency responders.

Most importantly, this land has long been designated as agricultural. Rezoning it to higher-density residential development fundamentally changes the character of our community and sets a precedent that cannot be reversed. Once the land is rezoned and developed, the rural nature of this area is gone forever.

Maronda's current design has a house 30 feet from my barn filled with pigs, goats, and chickens. I don't think 1/2 acre lots are compatible with being so close to farm animals.

I believe your role as a commissioner requires balancing development with the long-term well-being of existing residents. In this case, the risks — flooding, safety, infrastructure strain, and loss of rural character — outweigh the benefits.

Thank you for taking the time to listen to those of us who live here and will bear the consequences of this decision for decades to come. I respectfully urge you to stand with our community and please **vote NO on this rezoning**.

Sincerely,

Amy Muir

1100 E Crisafulli Road

Merritt Island

From: Kathy Brandt
To: Commissioner, D4
Subject: rezoning on Merritt Island
Date: Friday, January 30, 2026 10:24:05 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe

Please oppose the rezonging on Merrit Island. The area at Pionee Rd. and Courtnenay Parkway will be harmfully impacted if this goes through. The high desity apartnment complex in single family neightborhoods will compromise safety and traffic flow.

Thank you,
Kathleen Brandt

From: Karie Hanselman
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: STOP THE DEVELOPMENT!
Date: Saturday, January 31, 2026 9:42:16 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Over the past 40 years, the once-quiet drive from Cocoa into Merritt Island has transformed dramatically. What used to be a peaceful, natural sanctuary has become increasingly congested, especially on weekends, when out-of-town visitors crowd the unpaved shoulders as if they were public parks—camping, grilling, selling items, and often interfering with traffic flow.

Simultaneously, Port Canaveral has expanded from a small cruise hub into the largest port in Florida, yet the surrounding infrastructure has not kept pace. Weekend traffic jams on the Beachline are now almost guaranteed as thousands of cruise passengers rush to the port, frequently causing accidents or gridlock. Much of the remaining open land has been converted into cruise parking lots, further intensifying traffic pressures without meaningful road improvements.

As drivers exit the Beachline onto Courtney Parkway, they encounter additional congestion from Kennedy Space Center traffic, daily launch activity, and drivers racing to beat poorly timed lights. The nearby drawbridge often rises at the worst possible moment, pushing traffic backups well beyond the Pioneer/Courtney intersection. In the immediate vicinity of the proposed apartment development, three residential neighborhoods, an elementary school, a nursing home, Starbucks, a car wash, a bank, and a medical plaza all share a single narrow roadway. This road already struggles with backups, lacks turn lanes, and experiences frequent accidents as drivers take risks to avoid delays. It sits within half a mile of both the chronically congested Beachline interchange and the drawbridge that routinely traps vehicles for miles.

Adding a 225-unit apartment complex—introducing more than 250 additional vehicles—would create dangerous conditions for residents, schoolchildren, parents, teachers, and emergency responders. It would further complicate evacuation routes and increase risks in an area already beyond its infrastructure and environmental capacity.
After four decades of living on this small island, it is clear that Merritt Island has exceeded sustainable growth. Recent developments have already caused flooding in older neighborhoods, degraded water quality, and strained natural systems. Approving another high-density project in a location unable to support it is not progress—it is a failure of responsible urban planning and a decision driven purely by profit, not community well-being.

Apartments are not an ideal fit for this area due to several key factors related to infrastructure capacity, community character, and long-term planning considerations. I would strongly recommend you go to this area at 7:30-7:45am, 2:30pm or 5:30 pm and experience the congestion and craziness yourself before you vote for this madness.

Regards,
Karie Hanselman, concerned resident of area

From: Rebecca Hauser
To: Commissioner, D4
Subject: Opposition to Rezoning Case #25Z00054 – Public Safety Danger, Flooding Risks, & 1,800+ Residents Opposed
Date: Friday, January 30, 2026 5:37:51 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Rob Feltner,

I am writing to formally request that you **DENY Rezoning Application #25Z00054** (RangeWater/Pioneer Rd). This proposal is not merely a "neighborhood concern"; it is a documented risk to the infrastructure, environmental stability, and life safety of the Merritt Island community.

As a resident and taxpayer, I urge you to consider the following critical facts:

1. Staff Report Warning: "Material Danger to Public Safety" The County's own Staff Report (page 10) explicitly warns that this project creates a **"material danger to public safety."** It is rare for staff to use such definitive language. For the Commission to override this warning would be to knowingly ignore a documented safety hazard regarding traffic flow and emergency access in a failing corridor.

2. Extreme Risk to School Zone Safety (Lewis Carroll Elementary) Pioneer Road is a primary corridor for children walking and biking to Lewis Carroll Elementary. During drop-off and pick-up, this area already experiences severe congestion and gridlock. Adding **400+ cars** (approx. 1,379 to 3,000 daily trips) into this specific intersection creates an unacceptable safety crisis.

3. Environmental Hazard: Myakka and Anclote Hydric Soils The project site consists of **Myakka and Anclote hydric soils**, which serve as a critical natural "sponge" for the area due to their high water table. Paving over 11 acres of these soils will displace massive volumes of groundwater, forcing runoff into surrounding low-lying neighborhoods that are **already prone to flooding**. We cannot replace a natural drainage basin with 11 acres of asphalt without causing major flooding for existing homeowners.

4. Overwhelming Community Opposition (1,800+ Signatures) The community has spoken with a unified voice. I have initiated a petition that currently has **over 1,800 residents** (online and on paper) who are formally opposed to this project. This number grows daily, reflecting the deep-seated concern of your constituents.

5. Violation of Administrative Policy #3 & Infrastructure

Failure Under **Administrative Policy #3**, the County must protect the quality of life of existing residents from "Land Use Shocks." North Courtenay Parkway is already at **88% capacity**. This project alone would consume **24.95% of the total remaining capacity**, violating the spirit of our concurrency rules and diminishing the safety of our neighborhoods through noise and transient traffic.

6. Unanimous Denial by MIRA (7-0) The Merritt Island Redevelopment Agency (MIRA) board—the local body that best understands our island's unique constraints—voted **unanimously (7-0)** to recommend denial.

The Planning and Zoning Board's **7-7 tie** reflects the deep flaws in this application. With 1,800 residents standing in opposition, a Staff Report warning of **"material danger to public safety,"** and the severe risks to our school children and environment, there is no justification for approval.

I urge you to follow the recommendation of MIRA and Staff and **deny this rezoning.**

Sincerely,

Rebecca Hauser

815-608-8451

Petition can be found here: https://www.change.org/p/urge-brevard-county-commissioners-to-oppose-rezoning-on-merritt-island

From: Gayle Allenback
To: Commissioner, D4
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259
Date: Saturday, January 31, 2026 4:21:28 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Feltner,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (zoning application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal, and even the Brevard County Planning & Zoning board was not able to reach a majority in favor of this project, after hearing both sides. As one of our elected representatives, I respectfully ask that you honor the judgment of local advisory boards and the residents they serve, rather than overriding their recommendations.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote no on this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

From: Diane Duclos
To: Commissioner, D4
Subject: Fwd: Brevard reasoning on Merritt island
Date: Monday, February 2, 2026 8:18:52 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Sent from my iPhone

Begin forwarded message:

From: Diane Duclos <duclos1957@yahoo.com>
Date: February 2, 2026 at 8:16:01 AM EST
To: D1.Commissioner@brevardfl.gov
Subject: Brevard reasoning on Merritt island

Good Day Commissioner-

I am a resident of Villa de Palma neighborhood on Merritt Island.
It has come to my attention that the Brevard County commissioner's office is contemplating rezoning the area off Pioneer Road on Merritt Island for an apartment complex.
The decision to rezone would be a huge mistake. Pioneer Road is already so busy between the three neighborhoods that are adjacent to it plus the school that has daily traffic in the morning and the afternoon that Pioneer Road cannot carry this much traffic. Plus all the neighborhoods surrounding the area for rebuild are all single family homes. An apartment complex just does not go with the complexion of the area .The area for rebuild is so small for the number of apartments that you want to put in.
Let alone losing more green space on Merritt Island that has over 50,000 people now living on it and losing the green space for all the animals that inhabit the area on Pioneer, which houses the endangered gopher turtles.
Putting up more apartments on Merritt Island is going to tax on the school system, the fire department and the police department along with all of our road wear.
Please reconsider your opinion on this rezoning for Merritt Island.

Thank you
Michael Duclos
Diane Duclos

Sent from my iPhone

From: Chelsey True
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Request for Clarification and Record Accuracy from the P&Z Vote Procedure (January 12, APP 25Z00054)
Date: Friday, January 30, 2026 10:25:06 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

My name is Chelsey True, a Merritt Island resident who has been actively following and participating in the public process regarding Application 25Z00054.

I am writing to respectfully flag a procedural concern from the Planning & Zoning Board meeting on January 12, which I believe is important for the County Commission to be aware of as this application moves forward.

While rewatching the meeting video, I observed confusion during the vote count related to the Chair's participation in the vote. A headcount appeared to reflect a 7–6 vote; however, there was audible discussion on the record indicating that the Chair would only vote in the event of a tie. Despite this, the outcome was ultimately announced as a 7–7 tie, followed by a second vote without a clearly stated tally.

I am not alleging misconduct. My concern is that the procedure created ambiguity on the record regarding how the final vote count was reached. Given the significance of this application and the level of public interest, clarity in voting procedure and documentation is important for public confidence and for the Commission's review.

I have raised this question with staff and understand that the approved minutes will reflect the official tally. My intent in contacting you directly is simply to ensure that Commissioners are aware of the procedural confusion observed on the video record as you consider this item.

I appreciate your time and your service, and I look forward to discussing this and other substantive infrastructure and safety concerns related to this application in upcoming meetings.

Chelsey True
Merritt Island Resident

Dear Commissioner Goodson,

I am writing regarding the upcoming vote on the rezoning request for the property located at Pioneer Road and Courtenay Parkway. I am a resident of the Palmetto neighborhood, which lies north of Villa De Palmas and just south of State Road 528.

I respectfully urge you to vote **against** this rezoning request to allow multi-family development in what is currently a single-family area. My primary concern is traffic, which has already reached an unsafe and congested level along Courtenay Parkway.

As a resident who travels this corridor daily, I can attest that **turning left from the Palmetto neighborhood onto Courtenay Parkway (southbound) or turning left into the Palmetto Neighborhood onto Venetian Way from Courtenay Parkway (southbound)**i s difficult at most times of day and becomes nearly impossible when the bridge is raised and traffic backs up. According to the developer, the project would include an average of 1.75 parking spaces per unit, potentially adding approximately 389 additional vehicles to Courtenay Parkway. This figure does not account for visitor traffic or service vehicles.

Anyone familiar with this corridor during **school drop-off and pick-up hours, rush hour, or Space Center shift changes** knows that Courtenay Parkway is already operating at or near capacity. Traffic has increased significantly since I moved into my home in 2017, due in part to multiple large developments approved north of SR 528. Each new project adds to an already overburdened roadway.

This raises an important question: when was the most recent traffic capacity study conducted for Courtenay Parkway, and does it adequately account for the cumulative impact of these developments? Beyond traffic, increased density places additional strain on emergency services and contributes to overcrowding that affects the safety and quality of life of existing residents.

I am also aware that the Merritt Island Redevelopment Agency (MIRA) voted against this project. I respectfully ask that you and your fellow commissioners stand with the residents of Merritt Island and vote no on this rezoning request.

Thank you for your time, consideration, and service to our community.

Sincerely,

Marie Chiaino

321-591-1663 (cell

From:	Marie Chiaino
To:	Commissioner, D2
Cc:	Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Opposition to Rezoning Notice 2500054 on Merrit Island
Date:	Tuesday, February 3, 2026 7:17:59 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Goodson,

I am writing regarding the upcoming vote on the rezoning request for the property located at Pioneer Road and Courtenay Parkway. I am a resident of the Palmetto neighborhood, which lies north of Villa De Palmas and just south of State Road 528.

I respectfully urge you to vote **against** this rezoning request to allow multi-family development in what is currently a single-family area. My primary concern is traffic, which has already reached an unsafe and congested level along Courtenay Parkway.

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Thank you for your time, consideration, and service to our community.

Sincerely,

Marie Chiaino
321-591-1663 (cell)

From: Diane Duclos
To: Commissioner, D2
Subject: Fwd: Brevard reasoning on Merritt island
Date: Monday, February 2, 2026 8:17:17 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Sent from my iPhone

Begin forwarded message:

From: Diane Duclos <duclos1957@yahoo.com>
Date: February 2, 2026 at 8:16:01 AM EST
To: D1.Commissioner@brevardfl.gov
Subject: Brevard reasoning on Merritt island

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Let alone losing more green space on Merritt Island that has over 50,000 people now living on it and losing the green space for all the animals that inhabit the area on Pioneer, which houses the endangered gopher turtles.
Putting up more apartments on Merritt Island is going to tax on the school system, the fire department and the police department along with all of our road wear.
Please reconsider your opinion on this rezoning for Merritt Island.

Thank you
Michael Duclos
Diane Duclos

Sent from my iPhone

From: Gayle Allenback
To: Commissioner, D2
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259
Date: Saturday, January 31, 2026 4:18:54 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Goodson,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (zoning application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal, and even the Brevard County Planning & Zoning board was not able to reach a majority in favor of this project, after hearing both sides. As one of our elected representatives, I respectfully ask that you honor the judgment of local advisory boards and the residents they serve, rather than overriding their recommendations.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote no on this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

From: Karie Hanselman
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: STOP THE DEVELOPMENT!
Date: Saturday, January 31, 2026 9:42:18 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Over the past 40 years, the once-quiet drive from Cocoa into Merritt Island has transformed dramatically. What used to be a peaceful, natural sanctuary has become increasingly congested, especially on weekends, when out-of-town visitors crowd the unpaved shoulders as if they were public parks—camping, grilling, selling items, and often interfering with traffic flow.

Simultaneously, Port Canaveral has expanded from a small cruise hub into the largest port in Florida, yet the surrounding infrastructure has not kept pace. Weekend traffic jams on the Beachline are now almost guaranteed as thousands of cruise passengers rush to the port, frequently causing accidents or gridlock. Much of the remaining open land has been converted into cruise parking lots, further intensifying traffic pressures without meaningful road improvements.

As drivers exit the Beachline onto Courtney Parkway, they encounter additional congestion from Kennedy Space Center traffic, daily launch activity, and drivers racing to beat poorly timed lights. The nearby drawbridge often rises at the worst possible moment, pushing traffic backups well beyond the Pioneer/Courtney intersection. In the immediate vicinity of the proposed apartment development, three residential neighborhoods, an elementary school, a nursing home, Starbucks, a car wash, a bank, and a medical plaza all share a single narrow roadway. This road already struggles with backups, lacks turn lanes, and experiences frequent accidents as drivers take risks to avoid delays. It sits within half a mile of both the chronically congested Beachline interchange and the drawbridge that routinely traps vehicles for miles.

Adding a 225-unit apartment complex—introducing more than 250 additional vehicles—would create dangerous conditions for residents, schoolchildren, parents, teachers, and emergency responders. It would further complicate evacuation routes and increase risks in an area already beyond its infrastructure and environmental capacity.
After four decades of living on this small island, it is clear that Merritt Island has exceeded sustainable growth. Recent developments have already caused flooding in older neighborhoods, degraded water quality, and strained natural systems. Approving another high-density project in a location unable to support it is not progress—it is a failure of responsible urban planning and a decision driven purely by profit, not community well-being.

Apartments are not an ideal fit for this area due to several key factors related to infrastructure capacity, community character, and long-term planning considerations. I would strongly recommend you go to this area at 7:30-7:45am, 2:30pm or 5:30 pm and experience the congestion and craziness yourself before you vote for this madness.

Regards,
Karie Hanselman, concerned resident of area

From: Rebecca Hauser
To: Commissioner, D2
Subject: Opposition to Rezoning Case #25Z00054 – Public Safety Danger, Flooding Risks, & 1,800+ Residents Opposed
Date: Friday, January 30, 2026 5:34:15 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Tom Goodson,

I am writing to formally request that you **DENY Rezoning Application #25Z00054** (RangeWater/Pioneer Rd). This proposal is not merely a "neighborhood concern"; it is a documented risk to the infrastructure, environmental stability, and life safety of the Merritt Island community.

As a resident and taxpayer, I urge you to consider the following critical facts:

1. Staff Report Warning: "Material Danger to Public Safety" The County's own Staff Report (page 10) explicitly warns that this project creates a **"material danger to public safety."** It is rare for staff to use such definitive language. For the Commission to override this warning would be to knowingly ignore a documented safety hazard regarding traffic flow and emergency access in a failing corridor.

2. Extreme Risk to School Zone Safety (Lewis Carroll Elementary) Pioneer Road is a primary corridor for children walking and biking to Lewis Carroll Elementary. During drop-off and pick-up, this area already experiences severe congestion and gridlock. Adding **400+ cars** (approx. 1,379 to 3,000 daily trips) into this specific intersection creates an unacceptable safety crisis.

3. Environmental Hazard: Myakka and Anclote Hydric Soils The project site consists of **Myakka and Anclote hydric soils**, which serve as a critical natural "sponge" for the area due to their high water table. Paving over 11 acres of these soils will displace massive volumes of groundwater, forcing runoff into surrounding low-lying neighborhoods that are **already prone to flooding**. We cannot replace a natural drainage basin with 11 acres of asphalt without causing major flooding for existing homeowners.

4. Overwhelming Community Opposition (1,800+ Signatures) The community has spoken with a unified voice. I have initiated a petition that currently has **over 1,800 residents** (online and on paper) who are formally opposed to this project. This number grows daily, reflecting the deep-seated concern of your constituents.

5. Violation of Administrative Policy #3 & Infrastructure Failure Under **Administrative Policy #3**, the County must protect the quality of life of existing residents from "Land Use Shocks." North Courtenay Parkway is already at **88% capacity**. This project alone would consume **24.95% of the total remaining capacity**, violating the spirit of our concurrency rules and diminishing the safety of our neighborhoods through noise and transient traffic.

6. Unanimous Denial by MIRA (7-0) The Merritt Island Redevelopment Agency (MIRA) board—the local body that best understands our island's unique constraints—voted **unanimously (7-0)** to recommend denial.

The Planning and Zoning Board's **7-7 tie** reflects the deep flaws in this application. With 1,800 residents standing in opposition, a Staff Report warning of **"material danger to public safety,"** and the severe risks to our school children and environment, there is no justification for approval.

I urge you to follow the recommendation of MIRA and Staff and **deny this rezoning.**

Sincerely,

Rebecca Hauser

815-608-8451

Petition can be found here: https://www.change.org/p/urge-brevard-county-commissioners-to-oppose-rezoning-on-merritt-island

From: Kathy Brandt
To: Commissioner, D2
Subject: rezoning on Merritt Island
Date: Friday, January 30, 2026 10:19:18 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Please oppose the rezonging on Merrit Island. The area at Pionee Rd. and Courtnenay Parkway will be harmfully impacted if this goes through. The high desity apartnment complex in single family neightborhoods will compromise safety and traffic flow.

Thank you,
Kathleen Brandt

From: Erica Miller Cochran
To: Commissioner, D2; Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Rezoning Pioneer/Courtenay Pkwy
Date: Thursday, January 29, 2026 8:04:47 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I plead with you all to deny the rezoning of the property at Pioneer and N. Courtenay Pkwy in Merritt Island. Courtenay cannot support this influx of growth. With the apartments being built behind the Merritt Island mall we're looking at 100's of more cars on the road already. This large project of multi-family units would be devastating to this island. I know growth is inevitable but this isn't the right project for this specific area. This would not be beneficial to the small island community that Merritt Island has been known for since as long as I've lived here.

Thank you for your time.

Erica Cochran

Subject: Comprehensive Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259

Dear Members of the Planning and Zoning Board,

I am writing to formally and respectfully request denial of **Zoning Application No. 25Z00054**, which seeks a change in zoning classification for the property identified as **Parcel ID 24-36-14-00-259 (Tax Account No. 2412106)**, located on North Courtenay Parkway in Merritt Island.

I am a former Chairman of a Local Development Finance Authority in Huron Township, Michigan, where I worked closely with planning staff, zoning boards, and elected officials on land-use, redevelopment, and zoning matters. I am also a Merritt Island resident who owns property in close proximity to the subject parcel. I submit these comments based on that experience and on a careful review of the application materials, staff analyses, mapped resource data, and Brevard County's adopted Comprehensive Plan and zoning framework.

This letter is not an objection to growth or development in principle. Rather, it is a request that the County apply its zoning standards consistently, as it has done in prior cases, and deny a rezoning that is not supported by the record and that raises significant concerns related to plan consistency, compatibility, precedent, and long-term land-use integrity.

I. Inconsistency with the Comprehensive Plan and Classic Spot Zoning Indicators

The requested rezoning from **AU to RU-2-15**, with an associated development intensity of approximately **220 multi-family dwelling units**, represents a substantial increase in density and intensity that is not consistent with the intent, structure, or expectations established by the adopted Comprehensive Plan for this area.

Rezoning actions are intended to **implement** the Comprehensive Plan, not to override it or create parcel-specific exceptions that function as de facto policy changes. When a rezoning request introduces a use or density that materially departs from what the surrounding area has been planned to accommodate, it raises classic **spot zoning** concerns.

Spot zoning is not defined by size alone. It is identified by context: whether a single parcel is being singled out for preferential treatment that is inconsistent with surrounding zoning and land-use patterns, and whether the change advances a broad public purpose or primarily benefits a particular development proposal. In this case, the requested rezoning would single out one parcel for a level of intensity that is not reflected in the surrounding zoning framework, undermining the predictability and coherence of the Comprehensive Plan.

Approval under these circumstances would weaken the Plan's role as a guiding document and invite further requests that rely on exception rather than compliance.

II. Incompatibility with Surrounding Uses and Established Development Pattern

The subject property is located within an area characterized by lower-density residential development and long-established neighborhood patterns. These patterns reflect decades of zoning decisions and planning expectations that residents and property owners have relied upon.

Introducing multi-family development at the proposed density would significantly alter the character of the area and create incompatibilities related to:

- Scale and massing
- Intensity of use
- Traffic generation and circulation impacts
- Long-term land-use expectations

These impacts are not speculative. They are the predictable and cumulative effects of inserting a higher-intensity zoning district into an area that has not been planned, zoned, or built to support it.

In prior zoning cases, the County has routinely cited incompatibility with surrounding uses as a valid and sufficient basis for denial, particularly where a proposal represents a clear departure from the established development pattern.

III. Consistency with Prior Planning and Zoning Board Denials

Brevard County has a well-documented history of recommending and issuing denials where rezoning requests are inconsistent with adopted policy, incompatible with surrounding uses, or likely to set problematic precedent. The current request aligns closely with scenarios in which the Board has previously recommended denial.

A. Merritt Island Rezoning Denial (22Z00033 – August 15, 2022)

On August 15, 2022, the Planning and Zoning Board **unanimously recommended denial** of a rezoning request (**Application 22Z00033**) involving a change from **AU to RU-1-13** for a property located on **North Tropical Trail in Merritt Island**.

In that case, the Board heard testimony that the requested zoning was **out of character**, **incompatible with the surrounding area**, and would set a precedent encouraging similar requests. A Board member specifically noted that approving the request would "open the door" to additional rezonings and concluded that the proposal was "not conducive to this particular area." The motion to recommend denial passed unanimously.

This case is directly relevant. It demonstrates the Board's willingness to recommend denial where increased residential intensity would disrupt established land-use patterns and create precedent pressures—precisely the concerns raised by Application 25Z00054.

B. PUD Rezoning Denial (23PUD00001 – October 14, 2024)

Similarly, on October 14, 2024, the Planning and Zoning Board **unanimously recommended denial** of **Application 23PUD00001**, which sought to rezone property from **BU-1 and RU-2-10 to PUD**.

The minutes reflect that the request had been previously considered and that the Board had already recommended denial. Upon reconsideration, the Board again voted unanimously to recommend denial, reinforcing the principle that rezoning should not be approved simply because it is requested or resubmitted.

This case underscores that the Board consistently applies its standards and does not hesitate to recommend denial when the record does not support approval.

C. Broader Pattern of Denials to Preserve Plan Integrity

In addition to zoning cases, the Planning and Zoning Board has also recommended denial of **small-scale Comprehensive Plan amendments** where proposals were inconsistent with adopted policy or premature. For example, on August 12, 2024, the Board unanimously recommended denial of multiple plan amendment items, reinforcing the broader principle that the County prioritizes plan consistency over ad hoc changes.

Together, these actions demonstrate a clear and consistent history: when a request undermines adopted planning policy, compatibility, or long-term land-use coherence, **denial is not only appropriate but expected**.

IV. Reasonable and Economically Viable Use Exists Under Current Zoning

Denial of this application does not deprive the property of reasonable or economically viable use. The existing zoning designation allows lawful development that is consistent with surrounding land uses and long-standing planning objectives.

Rezoning is not intended to maximize development yield on a parcel-by-parcel basis, particularly where such maximization conflicts with adopted land-use policy. The existence of viable development options under current zoning weighs strongly against approval of the requested change.

V. Infrastructure Availability Does Not Cure the Land-Use Conflict

It is acknowledged that the subject property is served by an existing sewer system, eliminating the need for septic-based nitrogen mitigation. However, infrastructure availability alone does not

justify a zoning change that is otherwise inconsistent with the Comprehensive Plan or incompatible with surrounding development.

Environmental considerations—including wetlands, protected species, and tree preservation requirements—remain applicable. More importantly, zoning decisions must be based on land-use compatibility and policy consistency, not solely on the presence or absence of utilities.

VI. Public Interest, Precedent, and Long-Term Consequences

Zoning decisions are cumulative. Each approval sets expectations and shapes future requests. Approving this rezoning would:

- Signal that parcel-specific exceptions are acceptable
- Encourage similar requests in the surrounding area
- Weaken the County's ability to defend future denials

Denial, by contrast, reinforces predictability, fairness, and adherence to adopted policy. It protects both nearby property owners and the County's long-term planning framework.

Conclusion

For the reasons outlined above—including inconsistency with the Comprehensive Plan, classic spot zoning concerns, incompatibility with surrounding uses, a clear history of similar denials by the Planning and Zoning Board, the availability of reasonable use under current zoning, and the absence of a demonstrated public benefit—I respectfully request that **Zoning Application No. 25Z00054** be denied and that the existing zoning classification for **Parcel ID 24-36-14-00-259** remain unchanged.

Such a decision would be consistent with prior County actions, preserve the integrity of the zoning map, and uphold the principles that guide responsible land-use planning in Brevard County.

Respectfully submitted,

John C. Golovich
2540 Raintree Lake Circle
Merritt Island, FL 32953

I. Findings of Fact – Outline Supporting Denial

(Zoning Application No. 25Z00054 | Parcel ID 24-36-14-00-259)

A. Jurisdiction and Application

1. The Board has jurisdiction over **Zoning Application No. 25Z00054**, which requests a change in zoning classification for **Parcel ID 24-36-14-00-259**, located on North Courtenay Parkway, Merritt Island.
2. The application requests a rezoning from **AU to RU-2-15**, allowing a significant increase in residential density and intensity.

B. Comprehensive Plan Consistency

3. The Brevard County Comprehensive Plan serves as the controlling policy framework for zoning decisions.
4. Rezoning actions are intended to implement the Comprehensive Plan and are not intended to create parcel-specific exceptions or de facto plan amendments.
5. The requested rezoning would allow a residential density and intensity that is not consistent with the intent and expectations of the adopted Comprehensive Plan for this area.
6. Approval of the requested rezoning would undermine the role of the Comprehensive Plan as a predictable, guiding document for land-use decisions.

C. Spot Zoning Considerations

7. The requested rezoning would single out one parcel for treatment that is materially different from the surrounding zoning framework.
8. The surrounding area is characterized by lower-density residential development and established land-use patterns.
9. The requested zoning change exhibits characteristics of **spot zoning**, including preferential treatment of a single parcel without a corresponding public benefit or plan amendment.
10. Approval of the request would weaken the consistency and integrity of the County's zoning map.

D. Compatibility with Surrounding Uses

11. The proposed rezoning would introduce a higher-intensity residential use that is incompatible with surrounding land uses in terms of scale, intensity, and character.
12. Increased traffic, development intensity, and land-use impacts are foreseeable consequences of the proposed rezoning.
13. The surrounding infrastructure and neighborhood pattern were not designed to accommodate the level of development intensity proposed.

E. Precedent and Consistency with Prior Board Actions

14. The Planning and Zoning Board has previously recommended denial of rezoning requests where increased intensity was incompatible with surrounding uses or inconsistent with adopted planning policy.
15. Prior Board actions, including unanimous recommendations of denial for similar rezoning requests, demonstrate a consistent application of zoning standards.
16. Approval of the requested rezoning would depart from this established pattern and make future denials of similar requests more difficult to defend.

F. Reasonable Use Under Existing Zoning

17. The subject property retains reasonable and economically viable use under its current zoning classification.
18. Denial of the requested rezoning does not deprive the property owner of all reasonable use of the land.
19. Rezoning is not required to ensure reasonable use of the property.

G. Infrastructure and Environmental Context

20. The property is served by an existing sewer system; however, infrastructure availability alone does not justify a zoning change that is inconsistent with adopted policy.
21. Environmental considerations, including wetlands, protected species, and tree preservation requirements, remain applicable to the property.
22. These considerations further support cautious, plan-consistent land-use decision-making.

H. Public Interest and Long-Term Planning

23. Zoning decisions have cumulative impacts and set expectations for future land-use requests.

24. Approval of the requested rezoning would encourage similar requests and erode predictability in the zoning process.
25. Denial of the application is consistent with the public interest, long-term planning objectives, and the County's responsibility to apply zoning regulations uniformly.

I. Conclusion

26. Based on the foregoing findings, the requested rezoning is not consistent with the Comprehensive Plan, is incompatible with surrounding uses, raises spot zoning concerns, and is not required to ensure reasonable use of the property.
27. Denial of **Zoning Application No. 25Z00054** is supported by competent, substantial evidence in the record.

Good Day,

I hope this email finds you well. This email is a response to the proposed rezoning of land at the intersection of N. Courtenay & Pioneer. Adding a structure that could potentially house 100's of additional people in an already very congested area is a terrible deal for the residents of Merritt Island. As a resident of North Merritt Island , PTO President at Lewis Carroll Elementary and Mom to 3 students attending LCE// the safety of the school's students & their families is of the utmost importance. This is a terrible idea and should be denied.

• Public Safety: The Staff Report (p. 10) explicitly warns that this project creates a "Material Danger to Public Safety."

• Infrastructure: Our roads are already at 88% capacity. This project exceeds the "25% of remaining capacity" rule.

• Incompatibility: The report admits 222 units is "not consistent" with our surrounding single-family neighborhoods.

• Local Opposition: The local advisory boards (MIRA/P&Z) could not find a majority to support this. As our representatives, we ask that you do not override the local experts and residents.

I hope you take time to review the 1000's of concerned residents and take the appropriate action on this item.

Thank you for your time

Caitlyn Winn

From: John Golovich
To: Commissioner, D2; Commissioner, D1; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Fw: Public Hearing - Zoning Application No. 25Z00054
Date: Wednesday, February 4, 2026 10:27:07 AM
Attachments: Zoning Board Letter.pdf

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Please accept this letter in regards to the Zoning Application 25Z00054 which is on the agenda for February 5th, 2026. While I intended to attend in person to voice my concerns, with the failure of the Artemis 2 Wet Dress Rehearsal, I will be on site at Kennedy Space Center while the meeting is being held.

Thank You

John Golovich
2540 Raintree Lake Circle
Merritt Island, FL 32953

From:	Rebecca Hauser
To:	AdministrativeServices
Cc:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Opposition to Continuance & Request for Denial – Item 25Z00054, Lack of Competent Substantial Evidence
Date:	Wednesday, February 4, 2026 3:41:24 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

I am writing as a concerned Merritt Island resident to express my opposition to a continuance for Item 25Z00054. While the applicant has requested more time, the significant late-hour submission of 480 pages of technical data suggests the original application was incomplete and, more importantly, **lacks Competent Substantial Evidence** to support a change in zoning.

This project faces fundamental challenges that more time and paperwork cannot resolve:

- **Unanimous Local Opposition:** The **Merritt Island Redevelopment Agency (MIRA) voted 7-0 to recommend Denial**. This was followed by a 7-7 deadlock at the Planning & Zoning board. The local bodies most familiar with this land have already found the project unsuitable.
- **Infrastructure at a Breaking Point:** The surrounding roads are already failing. The SR 528 westbound ramps are expected to drop to a precarious state by next year, and the **southbound approach is projected to hit LOS F (Total Failure).** Currently, North Courtenay and the SR 528 ramps operate at **LOS E** in the morning.
- **Illegal Access & Signal Conflict:** The proposed median break on SR 3 is roughly **600 feet** from the Pioneer Road signal. **Under FDOT Rule 14-97, this is not permitted** (1,320-foot spacing required).
- **Pioneer Road:** If FDOT denies the median break—which is highly likely given the proximity to the light—the North Courtenay exit becomes a **"Right-In, Right-Out" only.** This means 100% of the residents wanting to go South or toward the 528 will be forced to exit onto **Pioneer Road** to use the traffic light. This creates a massive, dangerous bottleneck on a residential street that cannot handle that volume.
- **Fiscal Deficit & Violation of County Code 62-16:** P&Z minutes (pages 4 & 5) show staff agrees the impact is actually ~3,000 trips, yet the applicant's study cites only 1,379. Under **Brevard County Code Section 62-16**, the developer must pay for the capacity they consume. By under-reporting traffic by over 50%, the applicant avoids their legal obligation to fund road repairs, leaving taxpayers to fix the resulting gridlock.
- **Fundamentally Flawed Traffic Data:** The study notes a 2:00 PM school dismissal, but **December 11th was a 1:30 PM Early Release.** By starting their counts 30 minutes late, the applicant missed 100% of the peak school-zone traffic.

Because the applicant's data is based on incorrect school times, unpermitted road access, and under-counted trip volumes, the application lacks the Competent Substantial Evidence required for approval. Rather than granting a continuance to review eleventh-hour data, I respectfully ask the Board to follow the recommendations of MIRA and P&Z and Deny this application today.

Sincerely,

Rebecca Hauser 815-608-8451

From: Greg McClasky
To: AdministrativeServices; Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: I Oppose Continuance & Request for Denial – Item 25Z00054, Lack of Competent Substantial Evidence
Date: Wednesday, February 4, 2026 4:28:25 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

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Because the applicant's data is based on incorrect school times, unpermitted road access, and under-counted trip volumes, the application lacks the Competent Substantial Evidence required for approval. Rather than granting a continuance to review eleventh-hour data, I respectfully ask the Board to follow the recommendations of MIRA and P&Z and Deny this application today.

Sincerely,

Greg McClasky

Tel: 321-302-2844

From:	Tina McClasky
To:	AdministrativeServices; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5; Commissioner, D1
Subject:	My Opposition to a Continuance & a Request for Denial – Item 25Z00054, Lack of Competent Substantial Evidence
Date:	Wednesday, February 4, 2026 4:36:39 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

I am writing as a concerned Merritt Island resident to express my opposition to a continuance for Item 25Z00054. While the applicant has requested more time, the significant late-hour submission of 480 pages of technical data suggests the original application was incomplete and, more importantly, **lacks Competent Substantial Evidence** to support a change in zoning.

This project faces fundamental challenges that more time and paperwork cannot resolve:

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Because the applicant's data is based on incorrect school times, unpermitted road access, and under-counted trip volumes, the application lacks the Competent Substantial Evidence required for approval. Rather than granting a continuance to review eleventh-hour data, I respectfully ask the Board to follow the recommendations of MIRA and P&Z and Deny this application today.

Sincerely,

Tina McClasky

Home Phone:321-449-4014

From:	Chelsey Bjork
To:	AdministrativeServices
Cc:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Public record submission - zoning item 25Z00054
Date:	Thursday, February 5, 2026 8:08:28 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good morning Commissioners and Administrative Staff,

For record purposes, I respectfully submit the following comments regarding the proposed continuance of zoning item 25Z00054.

I understand and respect the rationale for a continuance when new information is introduced and the record requires additional review. However, based on the materials already submitted, including the staff analysis and documented compatibility, safety, and traffic concerns, I believe there is already substantial evidence indicating that this project, at its proposed location and scale, is deficient.

In an effort to better understand assumptions made in the traffic analysis, I contacted FDOT permit and project staff regarding the potential access configuration referenced in the report, including the use of the SR-3 median. At this time, I was informed that there is no known application or request on file related to this development. While I am awaiting written confirmation, this raises significant questions as to whether the "preferred" access scenario relies on improvements or access points that are neither approved nor guaranteed.

Rezoning at this stage would lock in density, rights, and entitlements before concurrency is verified. The FDOT project is independent, safety driven, and already in the design stage. It cannot be assumed as mitigation for this development and may, in fact, further constrain access. Rezoning now would require the County to speculate on future access permissions, turn movement restrictions, queuing impacts, and additional mitigation needs. Concurrency cannot be evaluated based on preferred, but unapproved scenarios, tied to a separate state project.

Additionally, the existence of theoretical by-right uses does not justify approval of a rezoning that removes existing safeguards while increasing intensity. The decision before you is not whether other uses might be permitted today, but whether removing a binding site plan while increasing density is compatible and supported by infrastructure. The current binding site plan provides enforceable protections related to access, circulation, buffering, and vegetation. Those protections would be lost with this rezoning, and future boards would lose leverage. The traffic analysis continues to rely on access patterns tied to the existing binding site plan, yet those assumptions are no longer guaranteed if it is removed.

Whether the density is achieved through a bonus or split designation does not change the real world impact. 222 units on approximately 11 acres represents an intense residential use at this intersection given existing traffic and safety constraints. The math may differ on paper, but the

impacts on the ground are the same.

The staff analysis notes the developer's willingness to pursue proportionate fair share; however, there is no agreement, no defined project, and no assurance that mitigation would occur prior to impacts. This is not a completed concurrency solution, but a placeholder. Impact fees, while valuable, are not project specific mitigation and do not replace concurrency or guarantee improvements on Pioneer Road.

While Florida Statute 163.3180 allows proportionate fair share to address concurrency, it does not override conditions that present a material danger to public safety. A financial contribution alone does not resolve site specific safety issues, particularly within an active school zone. Payment does not physically reduce queuing, improve sight lines, or make the Lewis Carroll Elementary corridor safer for the increased traffic volumes associated with this proposal.

Additionally, I want to note that proportionate fair share functions as a financial contribution, not a physical transportation solution. While payment may be offered, it does not widen North Courtenay Parkway, resolve queuing near the school zone, or improve safety conditions on its own. This concern is heightened by the fact that FDOT is already advancing a state funded safety project on this corridor that limits turning movements and lane configurations. Accepting proportional fair share under these circumstances risks allowing additional traffic to be approved on a roadway the State is actively redesigning to reduce conflicts, not accommodate new access. That disconnect underscores why concurrency cannot be satisfied by payment alone in this case.

I appreciate the Board's attention to maintaining a complete and accurate record. My intent in submitting these comments is not to challenge the process, but to ensure that unresolved issues related to traffic, concurrency assumptions, and compatibility are formally noted as this item moves forward.

While I respect the request for a continuance, I wish to state clearly for the record that the existing evidence already demonstrates that this rezoning is incompatible and unsupported. A continuance should not be interpreted as a lack of information, but rather as additional time to review concerns that are already well established.

Kindly,
Chelsey True
Merritt Island Resident

Dear Commissioners/Board Members,

We are writing to express our strong opposition to the proposed rezoning (Case #25Z00054) for the Maronda/Strada Homes development on East Crisafulli Road in Merritt Island. I am concerned about increased traffic congestion on already overburdened local roads, worsening flooding and stormwater issues, loss of natural wetlands, and the impact on the character and safety of the community. We respectfully urge you to deny this rezoning request and ensure proper studies and public input are completed before any land-use changes are considered.

Thank You For Your Consideration Of This Matter!

William and Sarah Hodge

390 Sanders Lane

Merritt Island, Florida 32953

Phone: 321-452-3340

Email: billhodge@juno.com

sarahkiserhodge@gmail.com

25Z00054

Dear Commissioner,

Please do not approve the proposed apartments at Pioneer and N. Courtenay. I live in Palmetto neighborhood a few blocks down. I have lived here for 15 years, and know that there have been at least 3 deaths from car accidents at the entrance to my neighborhood, possibly 4. The traffic is so bad at times, that I cannot get out of my neighborhood, and mostly cannot get in. The traffic has tripled in the past 6 years. We cannot sustain anymore traffic. These apartments will overload an already overcrowded street.

Thank you for your time!

Sincerely,

Rose Bray
3222 Glenridge Circle
Merritt Island FL 32953

25Z00054

Good evening,

Question, do you live on Merritt Island? If not have tou visited the proposed site of the 220 unit apartment cimplex you will allow to be built there? If not, I suggest you do.

This is a area of single family homes. There are no apartment complexes there.

Besides bringing down property values, it will add a possible 220 to 440 plus cars at an already outdated and inadequate intersection of Pioneer and hwy 3. You are relying on a 16byear old traffic study. That intersection has no let turn lanes or traffic lights. Pioneer is a 2 lane road. Nearly everyday, there are near misses and or accidents. People line the Pioneer road in am and pm for the Elm school.

The 528 and hwy 3 intersection is about 1/4 mile from the Pioneer intersection. This 528 onevwas not designed for this level of traffic when built 40+ years ago. This intersection absores North Merritt Island, South Merritt Island traffic. Add in the cruise parking you approved and built 2 yrs ago along with the busiest cruise terminal in the world. Disaster.

The FDOT has in their master plan to add a street light at Via DeLa Reina. Its not going to help. They also have a proposed plan to widen 528 to the port and to modernize thev528 hwy intersection as well as build new briddges. Until these are done, I insist that the project be re-examined and relocated.

I cannot leave my house on Via De La Reina. It is too dangerous. There isnt a county sheriff's presence for traffic enforcement anywhere on MI. People speed through my neighborhood whether they live there or not. People drink and drive, smoke dope so bad I get high driving down hwy 3 not because I smoke, rather whoever is doing it blows out the window in clouds.

I believe that the commissioners made up their mind a few years ago that they would do this apartment project. Otherwise they would not have put in a new lift station off courtenay next door to the project. It started in 2022 and has been going on for 3 years. Finally done. It caused damage to my house due to incompetence and laziness by the contractor.

I aslo believe that deception was use by putting a 1x1 sign about the first meeting for residents on the Stewart health site. No one knows what this project is. They wont till the trees come down. I didn't find out until very recently for a petition gathering.

No commissioner should vote yes. There will be opposition to tjose who do come voting time.

Respectfully,

Ted Howley

144 Via De La Reina

Merritt Island, FL 32953

4076151456

25Z00054

Please vote NO on the proposal for rezoning a property on the east side of N. Courtenay Parkway to make it suitable for an apartment complex to go in.
I live at 2605 Raintree Lake Circle, and struggle with major flooding from large storms. The neighborhood behind us was built at least a half a foot higher than ours so we get their runoff already. If the proposed rezoning is allowed to take place, it's going to negatively affect my home. I can't imagine how devastating the impact will be for the residents of Raintree by the Lake.
PLEASE VOTE NO!

Thank you sincerely,
Reina Dalton
(321)745-0596
Sent from my iPhone

25Z00054

I plead with you all to deny the rezoning of the property at Pioneer and N. Courtenay Pkwy in Merritt Island. Courtenay cannot support this influx of growth. With the apartments being built behind the Merritt Island mall we're looking at 100's of more cars on the road already. This large project of multi-family units would be devastating to this island. I know growth is inevitable but this isn't the right project for this specific area. This would not be beneficial to the small island community that Merritt Island has been known for since as long as I've lived here.

Thank you for your time.

25Z00054

Please oppose the rezonging on Merrit Island. The area at Pionee Rd. and Courtnenay Parkway will be harmfully impacted if this goes through. The high desity apartnment complex in single family neightborhoods will compromise safety and traffic flow.

Thank you,

Kathleen Brandt

25Z00054

Over the past 40 years, the once-quiet drive from Cocoa into Merritt Island has transformed dramatically. What used to be a peaceful, natural sanctuary has become increasingly congested, especially on weekends, when out-of-town visitors crowd the unpaved shoulders as if they were public parks—camping, grilling, selling items, and often interfering with traffic flow.

Simultaneously, Port Canaveral has expanded from a small cruise hub into the largest port in Florida, yet the surrounding infrastructure has not kept pace. Weekend traffic jams on the Beachline are now almost guaranteed as thousands of cruise passengers rush to the port, frequently causing accidents or gridlock. Much of the remaining open land has been converted into cruise parking lots, further intensifying traffic pressures without meaningful road improvements.

As drivers exit the Beachline onto Courtney Parkway, they encounter additional congestion from Kennedy Space Center traffic, daily launch activity, and drivers racing to beat poorly timed lights. The nearby drawbridge often rises at the worst possible moment, pushing traffic backups well beyond the Pioneer/Courtney intersection. In the immediate vicinity of the proposed apartment development, three residential neighborhoods, an elementary school, a nursing home, Starbucks, a car wash, a bank, and a medical plaza all share a single narrow roadway. This road already struggles with backups, lacks turn lanes, and experiences frequent accidents as drivers take risks to avoid delays. It sits within half a mile of both the chronically congested Beachline interchange and the drawbridge that routinely traps vehicles for miles.

Adding a 225-unit apartment complex—introducing more than 250 additional vehicles—would create dangerous conditions for residents, schoolchildren, parents, teachers, and emergency responders. It would further complicate evacuation routes and increase risks in an area already beyond its infrastructure and environmental capacity.

After four decades of living on this small island, it is clear that Merritt Island has exceeded sustainable growth. Recent developments have already caused flooding in older neighborhoods, degraded water quality, and strained natural systems. Approving another high density project in a location unable to support it is not progress—it is a failure of responsible urban planning and a decision driven purely by profit, not community well-being.

Apartments are not an ideal fit for this area due to several key factors related to infrastructure capacity, community character, and long-term planning considerations. I would strongly recommend you go to this area at 7:30-7:45am, 2:30pm or 5:30 pm and experience the congestion and craziness yourself before you vote for this madness

Regards,

Karie Hanselman, concerned resident of area

Dear Commissioner Delaney,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (zoning application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal, and even the Brevard County Planning & Zoning board was not able to reach a majority in favor of this project, after hearing both sides. As one of our elected representatives, I respectfully ask that you honor the judgment of local advisory boards and the residents they serve, rather than overriding their recommendations.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote no on this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

25Z00054

Dear Commissioner:

I want to email to let you know that I live in Villa de Palmas and I am very much against changing the zoning for the proposed 222 apartments at Pioneer and N. Courtney.

It would add so much traffic to an already crowded and dangerous intersection and road and impede traffic, which is already a mess at certain times a day.

Additionally, the purchaser of the property knew the zoning when they purchased it. So, I see no reason to change it to fit in with their plans.

Please keep the current residents in mind when you cast your vote.

Sincerely

Ute Steigerwald

241 Mariah Court

Merritt Island

25Z00054

From: 116mongo@gmail.com
To: Commissioner, D2
Subject: N.Courtney add Pioneer Housing
Date: Thursday, February 5, 2026 12:39:48 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Vote NO on this preposterous housing project. We don't want it. Period.
Jeff Wilson,
Resident of North Merritt Island

Sent from my iPhone

From: Gayle Allenback
To: AdministrativeServices
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259
Date: Wednesday, March 11, 2026 9:10:37 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Members of the Planning and Zoning Board,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (Zoning Application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal. There is also a Change.org petition with many residents who have signed to indicate they are against the zoning change. I respectfully ask that you honor the judgment of local advisors and residents, rather than overriding their recommendations and wishes.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote against this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

(702) 378-2167

From: Gary Olsen
To: D1.Commisioner@brevardfl.gov; D2.Commisioner@revard.gov; D3.Commisioner@brevard.gov; D4.Commisioner@brevardfl.gov; D5.Commisioner@brevard.gov; AdministrativeServices
Subject: Proposed zoning change. Merritt Island
Date: Thursday, March 12, 2026 7:28:23 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Commissioner,

I strongly urge you to reject the proposed zoning change on Pioneer road on Merritt Island. As a nearby property owner I don't believe existing infrastructure can handle a traffic or wastewater increase of such magnitude. This dense addition to the area would change the entire nature of the neighborhood. Please leave the existing zoning as is. Thank You for your attention to this matter.

Yours, Gary Olsen




BE124

From: Gayle Allenback
To: AdministrativeServices
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259
Date: Wednesday, March 11, 2026 9:10:37 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Members of the Planning and Zoning Board,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (Zoning Application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

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Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

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Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal. There is also a Change.org petition with many residents who have signed to indicate they are against the zoning change. I respectfully ask that you honor the judgment of local advisors and residents, rather than overriding their recommendations and wishes.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote against this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

(702) 378-2167

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Commissioner,

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Yours, Gary Olsen




BE124

March 16, 2026

To: Brevard County Planning and Zoning Board

- Commissioner **Katie Delaney**
- Commissioner **Tom Goodson**
- Commissioner **Kim Adkinson**
- Commissioner **Rob Feltner**
- Commissioner **Thad Altman**

From: Barbara K. Giles, concerned North Sykes Creek Dr. Development (Villa de Palmas/Sykes Cove) Resident

Re: **Letter Re Foreseeable Adverse Impacts of Proposed Zoning Change in Merritt Island at Pioneer Road and North Courtenay Pkwy**

Dear Commissioners:

I am writing to express my concern that the zoning commission is apparently still considering a drastic change of zoning restrictions that **it knows** could negatively impact the north Sykes Creek Drive residential development area of Merritt Island (Villa de Palmas/Sykes Cove) and endanger the many users of Pioneer Road and North Courtenay Pkwy.

1. **Background**.

Google Maps indicates that the north Sykes Creek Drive development area in Merritt Island (Villa de Palmas/Sykes Cove) currently has approximately 800-plus single-family homes. I cannot vouch for the accuracy of the map, but the zoning commission can surely get accurate statistics. My husband and I have a home and live here, as do thousands of other residents, including but not limited to couples, families with children of all ages, and elderly retirees.

At present, Pioneer Road (one lane ingress, one lane egress) is the only ingress and egress road *with a stoplight* in and around the entire north Sykes Creek Drive development area. The stoplight is at Pioneer and North Courtenay. Thus,

drivers, pedestrians, and bike riders primarily use this road and the stoplight to get into and out of the area at Courtenay as safely as possible.

In addition, drivers from all over can and do use Pioneer to access and exit a busy Starbucks, a medical center, a carwash, an assisted living community, and a financial institution-- all of which are located on the corners of Pioneer and North Courtenay Parkway-- as well as a public elementary school located off Pioneer, namely Lewis Carroll, which reportedly has in excess of 600 students. As the Commission is aware, the ingress and egress lanes on Pioneer are already seriously strained in the mornings and afternoons, when parents and multiple school buses take children to and from the elementary school, and parents and multiple school buses take older children to and from the middle and high schools.

Presently, the green spaces on Pioneer provide invaluable storm water absorption and flood protection for the entire area. Even so, like other coastal communities Merritt Island routinely gets flood warnings and evacuation orders directing residents to leave during severe weather events, and the safe and orderly way out for our neighborhoods and the school is on Pioneer Road, at the Courtenay traffic light.

In other words, the busy Pioneer Road /North Courtenay intersection is the major ingress/egress lifeline for thousands of Sykes Creek Drive development residents; school personnel, parents and children; local businesses; school buses; police, fire and medical vehicles and personnel responding to emergency calls; and others.

2. **Proposed Drastic Zoning Change**.

Notwithstanding all the above, it appears that for some reason the Commission is still considering a drastic and dangerous zoning change on Pioneer at North Courtenay which would allow the construction of **7 massive three-story multi-family apartment buildings, with a planned total of 222 1-3 bedroom apartments and likely upwards of 400 parking spaces,** on the green and wetland space by the existing medical building. The consideration appears ongoing even though for months the Commission has had a Staff Comment report (25Z00054) that reached the following troubling conclusions:

"The proposed use is not consistent with the existing pattern of surrounding development, which is characterized as single-family residential to the east, a medical facility to the west, and an assisted living facility to the south." P. 8

"The proposed development has the potential to cause traffic capacity issues that potentially could impact design capabilities or a de facto change in functional classification." P. 10

"The proposed development has the potential to produce 2,308 trips daily. The physical deterioration of the surrounding roadway has not been evaluated at this time." P. 11

"This development has the potential to cause traffic impacts that could adversely impact the safety or welfare of residents in the existing surrounding residential neighborhoods." P. 11 (bold emphasis added)

In other words, the Commission's own reports acknowledge that this proposed development is inconsistent with existing land use and negatively impacts the safety and welfare of thousands of current residents in the nearby neighborhoods.

Obvious Question: Why would the zoning commission knowingly vote to drastically change zoning laws in a residential area near a busy elementary school in a manner that foreseeably endangers thousands of current Merritt Island residents?

It certainly isn't that this is the only available location, or that it is a perfect location for high density apartment buildings. It obviously isn't. There are lots of other far more suitable locations in Merritt Island that do not present the same disruptive problems, dangers, and neighborhood infringement issues. For example, the apartment development presently being constructed on Harbor Woods Blvd, near the Merritt Island mall, has a start to finish estimate of years, but there appears to be plenty of space for builders, machinery, apartment buildings, new roads, and parking. That type of access and space does NOT exist at Courtenay and Pioneer.

3. **Conclusion**. The Commission is being asked to approve a drastic zoning change that the Commission knows "*could adversely impact the safety or*

welfare" of thousands of residents in the existing surrounding residential neighborhoods.

Under the circumstances, allowing this unusual and risky zoning change appears patently unnecessary and reckless.

Under the circumstances, it appears the only responsible vote on this project is **no**.

Respectfully,

Barbara K. Giles

Barbara K. Giles

203 Cove Loop Drive, Merritt Island, FL

Dear Commissioner,

I am writing to urge you not to approve the rezoning of the property at N Courtenay and Pioneer Rd to put in a 220 unit apartment building. The amount of congestion and traffic backup in that area is already quite heavy, especially at peak times and that type of development seems like it would create not only a nuisance but a more dangerous traffic area. I've seen the aftermath of a few accidents there and witnessed many more close calls. Thank you for considering this matter.

Best,

Charlie

Charlie Amrich

321-266-8209
charlieamrich@gmail.com

Dear Board of County Commissioners,

As a full time homeowner off Pioneer and Sykes Creek Drive, rezoning the area in front of Pioneer would not provide a positive impact to the surrounding neighborhood. With Starbucks and the elementary school in the area, high delays already accrue with high level of traffic and accidents on N. Courtenay Parkway, congestion will be at its peak.

Moving in this neighborhood in 2019, we wanted a slower, peaceful living. Many homes are for sell and sold in the area, there for multiple families have also arrived to enjoy the quiet area. Kids are still currently able to ride their bikes and play outside safety. I have seen animals live in these areas too, bunnies and raccoons, birds, even domesticated cats.

I ask, you please to vote NO for the rezoning.

Hello

My name is William Cauffman. I have lived at 2265 Sykes Creek Drive since 1999. I have enjoyed it greatly. The area under consideration is jam packed with very little extra space for expansion. The infrastructure simply cannot support that increase in traffic density.

My subdivision, Villa De Palmas, and neighboring Sykes Cove have roughly 300 expensive water front homes. The remaining homes in those subdivisions are $500K plus. I understand there is a desire to increase the tax base, but how about responsible planning where the new development adds to the quality of life rather than detract.

North of the barge canal there are many undeveloped acres where an apartment complex might be better suited. Please reject this proposal to rezone the 10 acres for a 200 plus apartment building.

Best regards

William Cauffman

Please do NOT approve the rezoning for Merritt Island - That intersection is already a nightmare! This is not the place to approve high density housing!

Sincerely,

Patty Bender

Bacardi Drive

Merritt Island

--

Patty Bender

Producer

Renaissance Entertainment

407-222-0064

From:	Patricia Bender
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Re: Merritt Island Rezoning
Date:	Tuesday, March 17, 2026 8:26:23 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Patty Bender
465 Bacardi Drive,
Merritt Island, FL 32953

407-222–064

On Mar 17, 2026, at 6:42 PM, Patricia Bender <pgb8@icloud.com> wrote:

Dear Commissioner,

Please do NOT approve the rezoning in Merritt Island. That intersection is already a nightmare - this is NOT the place to put high density housing!

Please help keep our Island a well-functioning place to live!

Sincerely,

Patty Bender

465 Bacardi Drive

Merritt Island

From: Charlie Amrich
To: Commissioner, D1
Subject: Apartments on N. Courtenay
Date: Tuesday, March 17, 2026 4:42:01 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner,
I am writing to urge you not to approve the rezoning of the property at N Courtenay and Pioneer Rd to put in a 220 unit apartment building. The amount of congestion and traffic backup in that area is already quite heavy, especially at peak times and that type of development seems like it would create not only a nuisance but a more dangerous traffic area. I've seen the aftermath of a few accidents there and witnessed many more close calls.
Thank you for considering this matter.

Best,
Charlie

Charlie Amrich
321-266-8209
charlieamrich@gmail.com

From:	Patricia Bender
To:	Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject:	Merritt Island Rezoning
Date:	Tuesday, March 17, 2026 6:42:52 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner,

Please do NOT approve the rezoning in Merritt Island. That intersection is already a nightmare - this is NOT the place to put high density housing!

Please help keep our Island a well-functioning place to live!

Sincerely,

Patty Bender

465 Bacardi Drive

Merritt Island

From: wcauffman@cfl.rr.com
To: Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Merritt Island rezoning to allow apartment complex
Date: Wednesday, March 18, 2026 8:50:15 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello
My name is William Cauffman. I have lived at 2265 Sykes Creek Drive since 1999. I have enjoyed it greatly. The area under consideration is jam packed with very little extra space for expansion. The infrastructure simply cannot support that increase in traffic density.
My subdivision, Villa De Palmas, and neighboring Sykes Cove have roughly 300 expensive water front homes. The remaining homes in those subdivisions are $500K plus. I understand there is a desire to increase the tax base, but how about responsible planning where the new development adds to the quality of life rather than detract.
North of the barge canal there are many undeveloped acres where an apartment complex might be better suited. Please reject this proposal to rezone the 10 acres for a 200 plus apartment building.
Best regards
William Cauffman

From:	Danielle Dulude
Cc:	AdministrativeServices
Subject:	Public Comment – File 8588 / 25Z00054 – Opposition to Merritt Bidco / RangeWater 222-Unit Rezoning on Merritt Island
Date:	Monday, March 30, 2026 11:32:22 AM
Attachments:	File 8588.docx FOF 1245 - Special Report Impact Fees 2-22 v2# PAGES 2-6.pdf INVENTORY OF EXISTING REVENUE SOURCES C&D.pdf INVENTORY OF EXISTING REVENUE SOURCES OBJ 3.pdf INVENTORY OF EXISTING REVENUE SOURCES POLICY 4.5.pdf merritt_island_cdp_florida_playbook PAGE 9.pdf merritt_island_cdp_florida_playbook PAGES6-7.pdf Microsoft Word - East Merritt Island SAS.doc 44-45.pdf Microsoft Word - East Merritt Island SAS.doc 50-53.pdf Microsoft Word - East Merritt Island SAS.doc PAGE 63.pdf Microsoft Word - East Merritt Island SAS.doc PAGES 5-6.pdf Microsoft Word - East Merritt Island SAS.doc PAGES 28-31.pdf

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[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,
Attached please find my written public comment regarding File 8588 / 25Z00054, the proposed rezoning for the 222-unit multi-family development on Merritt Island.
I will also be speaking at the April 2, 2026 Board of County Commissioners meeting. Due to the 7-7 deadlock at the Planning & Zoning Board and serious unresolved concerns regarding infrastructure concurrency, taxpayer subsidies, PFAS contamination, sewer capacity, and mandatory evacuation risks in Zone A (Red), I respectfully urge you to deny this rezoning or approve it only with strict, binding conditions that require the developer to fully fund all necessary improvements.
Thank you for your time and service to Brevard County residents.
Respectfully,
Danielle Dulude
450 East Crisafulli Rd Merritt Island, Florida
407-430-3821
d.dulude87@gmail.com

Re: File #8588 / 25Z00054 – Merritt Bidco SPV, LLC (Kim Rezanka, attorney) / RangeWater Real Estate – Rezoning Request from AU (with Binding Site Plan) to RU-2-15 and RU-2-30 with Removal of BSP

Tax Parcel 2412106, District 2, Merritt Island (approx. 11.24 acres near Pioneer Road / North Courtenay Parkway)

Date: March 30, 2026

Brevard County Board of County Commissioners

2725 Judge Fran Jamieson Way, Building C

Viera, FL 32940

Dear Commissioners,

I write on behalf of the existing homeowners and taxpayers of Merritt Island and Brevard County. The Planning & Zoning Board deadlocked 7-7 on March 16, 2026, with no recommendation forwarded to you. This tie vote reflects deep, unresolved concerns about infrastructure shortfalls and taxpayer subsidies. We urge you to deny this rezoning — or approve it only with ironclad, binding conditions requiring the developer to pay 100% of all infrastructure upgrades concurrent with development, with no burden shifted to existing residents.

Exact Details from March 16, 2026, P&Z Meeting (Item H.3)
The applicant, represented by attorney Kim Rezanka (on behalf of Merritt Bidco SPV, LLC and contract purchaser RangeWater), along with RangeWater representative Mike Oliver, engineer Kyle Chastine, and traffic engineer Trent Ebersole (earlier references also noted Daniela Jurado), presented the following:

- Rezoning from Agricultural Use (AU) with an existing Binding Site Plan (BSP for a former hospital conditional use) to RU-2-15 (7.5 acres) and RU-2-30 (3.66 acres), removing the BSP entirely.
- Concept plan: **222 multi-family units** (reduced from 240), three stories maximum, average density 19.75 units/acre, one-story clubhouse.
- Binding Development Plan modifications offered: extension of a right-turn lane on Pioneer Road (to 400 ft), reduced building height, increased eastern setbacks to 100 ft, maintained 50-ft north landscape buffer, cross-access easement, and a proportionate fair share (PFS) **agreement "if necessary."**

- Traffic Impact Study claims: 1,379 daily vehicle trips (85 AM / 115 PM peak). Courtenay Parkway segments at 95% capacity in the 2027 no-build scenario; the project adds "only 2%" capacity. Courtenay/Pioneer intersection: **"no change in Level of Service (LOS)"**; delay increases by only **"one additional vehicle every two minutes... you wouldn't notice any change whatsoever."** They compared it favorably to the old hospital use (which would generate 4x daily trips).
- Attorney Rezanka stated: **"We're not changing the level of service from D to something else"** and **"This project will not introduce traffic into identified boundaries of [nearby neighborhoods]."** Impact fees were projected at >$500,000 plus $200–300k PFS. They argued full consistency with the Comprehensive Plan's Merritt Island Redevelopment Area (MIRA) policies.

County staff noted the TIS was preliminary for rezoning (full concurrency review occurs at site-plan stage) and referenced that the project could exceed 25% of remaining capacity on certain Courtenay Parkway segments under Brevard County Code §62-602(F)(6)(b). The applicant's team repeatedly deferred fixes: **"phased improvements possible," "PFS if necessary,"** and **"site plan issue, not rezoning."**

These Claims Fail Under Brevard County's Own Policies

The applicant's own language — particularly the repeated use of **"if necessary"** — proves the infrastructure is inadequate now. Yet the **Capital Improvements Element (Chapter 13)** requires the opposite:

"Brevard County should consider financing needed capital improvements with ... impact fees and other forms of development exactions to ensure that new development pays a pro rata share of infrastructure development costs" (Policy 4.5, p. XIII-7).

"Brevard County shall continue to utilize a concurrency management system ... to ensure that service levels are not degraded below acceptable level of service standards" (Policy 5.1, p. XIII-6).

"Building permits may be approved if the developer agrees to construct all improvements necessary ... concurrent with its development" (Policy 5.2 Criteria D, p. XIII-9).

"Limit future public expenditures for infrastructure and service facilities which serve to subsidize growth" (Objective 3, p. XIII-6). Transportation facilities must be in place or under actual construction no more than three years after certificate of occupancy (Policy 5.2 Criteria C).

Transportation impact fees have not been updated since 2007 — the fee for a new single-family home remains at $4,353. When these outdated fees fall short, existing homeowners subsidize new development through property taxes and deferred maintenance. The 1000 Friends of Florida report confirms: **"Without the fees, existing residents would in effect subsidize the costs of new development" (p. 2);** residents **"may face increased taxes to subsidize new development" (p. 3)**.

The East Merritt Island Small Area Study (2008) and North Merritt Island Small Area Study (2018) explicitly warned against high-density redevelopment on this barrier island: it would drop LOS to "F," degrade evacuation times in **Zone A (Red)**, and worsen chronic flooding due to limited outfalls. The studies recommend **reducing** densities, not increasing them. The applicant's **"2% add, one car every two minutes"** claim **ignores cumulative growth** and the fact that their own TIS shows the corridor is already at **95% capacity pre-development**.

Even more concerning is the strain on our failing water and sewer systems. Brevard County faces **nearly $800 million** in mandated upgrades (Florida Today, March 22, 2026). **PFAS, forever chemicals**, exceed the EPA's 4-ppt limit in drinking water at the Mims/North Brevard and Barefoot Bay plants (finished water up to 5.9 ppt, some wells 13 ppt PFOS). Wastewater treatment removes less than 10% of PFAS, and leaky pipes have already caused major sewage discharges. The staff report confirms the project will connect to county sewer and that the **developer must pay for lift-station improvements "if capacity is not sufficient."**

This site lies entirely in **mandatory Evacuation Zone A (Red)**. Brevard County Emergency Management states: **"Zone A (Red) ... includes the barrier islands, Merritt Island ... due to storm surge which can affect causeway and bridge approaches."** The North Merritt Island Small Area Study (p. 43) warns that **"any additional increase in residential density may further degrade the evacuation times for the area."**

Call to Action

I respectfully request that you deny this rezoning. Alternatively, approve it only if the applicant executes a **binding agreement before any vote** that:

1. Requires the developer to fund and construct **100%** of all traffic, drainage, water/sewer, and concurrency improvements at their sole cost.
2. Proves no degradation below adopted LOS standards and full concurrency **(including safe evacuation times)** at certificate of occupancy.
3. **Waives any future taxpayer bailout or subsidy.**

We are not against growth. We are against **subsidized growth** that violates your own Comprehensive Plan policies and places unacceptable burdens on the families who already paid for Brevard's infrastructure. The people of Merritt Island and Brevard County deserve better.

Thank you.

I have attached key excerpts from Chapter 13 (Capital Improvements Element), both Small Area Studies, the 1000 Friends of Florida report, PFAS testing data, the official Evacuation Zone A policy, and the P&Z meeting video link for the record. I am available to answer any questions.

Attachments:

- Capital Improvements Element (pp. XIII-6 to XIII-9)
- East Merritt Island Small Area Study (2008) – key excerpts (pp. 4–5, 30, 51–52)
- North Merritt Island Small Area Study (2018) – key excerpts (pp. 40–43, 62)
- 1000 Friends of Florida Impact Fees Report (2022) – pp. 2, 3, 6
- Florida Today – "Brevard needs $800 million worth of water and sewer upgrades" (March 22, 2026): https://www.floridatoday.com/story/news/local/environment/2026/03/22/sewer-water-most-taxing-on-brevard-future-budgets/89242416007/
- Brevard County Official PFAS page (current test results): http://www.brevardfl.gov/UtilityServices/drinking-water/PFAS
- County staff report for 25Z00054 (lift-station responsibility): https://brevardfl.legistar.com/gateway.aspx?M=F&ID=e082f63b-07b3-4f36-b2dc-944a176151bd.pdf (pages on Utilities Services comments)
- "Brevard County Evacuation Zone A (Red) – Official Policy" Direct link: https://www.brevardfl.gov/EmergencyManagement/BePrepared/Step3HaveAPlan/Evacuation
- Direct PDF link (Florida Disaster / Brevard County evacuation zone map): https://maps.floridadisaster.org/county/EVAC_BREVARD.pdf

1000 FRIENDS of FLORIDA

The Role of Impact Fees

Introduction

Population growth stimulated by new development strains existing infrastructure including roads, water and sewer systems, fire and rescue services, as well as schools and libraries. Local governments in Florida have a tool to help offset the costs of such development. Impact fees help to pay for new or expanded infrastructure necessitated by the construction of new residential or commercial development.

In 2021, however, the Florida Legislature passed a bill, later signed by the Governor, that placed limits on the rate and frequency at which local governments could increase impact fees. That action, its results, and the possibility of further impact fee bills passing during the 2022 Florida legislative session are the impetus for this study of those fees in counties throughout Florida.

An Overview of Impact Fees

Impact fees are one-time fees municipal and county governments and some special districts in Florida may charge a developer to cover a portion of the anticipated cost of additional infrastructure and public facilities needed to support a new development. The fees are charged to help pay for the "impact" of new development on roads, parks, schools and other critical infrastructure. The rationale is that new development necessitates new or expanded infrastructure to accommodate new residents. Without the fees, existing residents would in effect subsidize the costs of new development.

Impact fees are considered allowable under the precept of police powers, the ability of local governments to act to preserve the health and safety of their citizens. The Florida Impact Fee Act (*Section 163.31801, F.S.*) notes:

> The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction.

In order to assess impact fees, a local government must adopt an ordinance that meets a series of requirements identified in the Act. The Act defines infrastructure as "a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service."

continued on next page

An Overview of Impact Fees *continued*

The Act also allows certain vehicles and associated equipment as needed for law enforcement, emergency medical services and schools.

Impact fees must meet the criteria of the dual rational nexus test to be considered legal. This means that impact fees must have a reasonable connection (rational nexus) between:

1. The proposed new development and the need for additional capital facilities; and,
2. The expenditure of funds and the benefits accruing to the proposed new development.

The concept of impact fees evolved nationally over decades. In Florida, local governments began adopting them as early as the 1960s, with the courts substantiating and validating this approach. Florida's 1985 Growth Management Act required local governments to identify sources of funding for capital improvements such as new roads and schools. As existing tax revenue alone was insufficient to cover infrastructure costs, especially those associated with new development, local governments increasingly turned to impact fees. Impact fees are more widely used in low-tax states which do not have sufficient revenue through income tax and other means to pay for growth.

Impact fees are only to be used to fund new infrastructure necessitated by the new development and may not be used for maintenance or repair, making it especially important for local governments to consider the long-term costs they are shouldering when they approve new development and associated infrastructure. Impact fees also cannot be used to pay off debts or fund previously approved projects. If a developer provides land for road right-of-way or other public contributions, then this value is taken off their impact fee assessment in what is known as a proportionate fair share agreement.

As noted, impact fees cover a portion of the cost of growth and in some instances can discourage unsustainable, sprawling development which requires considerable public investment in roads and other infrastructures. While some maintain that impact fees slow or discourage growth, Florida has experienced some of its highest rates of growth after the advent of impact fees.

Developers often indicate that they pass the cost of impact fees on to their customers, making new construction more expensive and less affordable. Alternatively, residents throughout the municipality or county may face increased taxes to subsidize new development or live with increasingly stressed critical infrastructure and services. New development is far less appealing to prospective consumers if they lack good roads, a quality school system, or reliable fire and EMS services, all of which can be supported by impact fees. People are less likely to want to live or do business in an area that lacks well-maintained essential infrastructure and services.

Purpose of Study

As noted, HB 337, passed during the 2021 Florida legislative session, curtails both the frequency and rate with which local governments are permitted to increase impact fees. Its provisions include:

1. An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.
2. An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.
3. An impact fee increase may not exceed 50 percent of the current impact fee rate.
4. An impact fee may not be increased more than once every 4 years.

Local governments may only exceed these limits if they demonstrate "extraordinary circumstances," hold two public workshops, and approve the increase by at least a two-thirds vote.

New bills introduced in the 2022 legislative session would further erode the power of county and municipal governments to address growth through impact fees. SB 1030 (Taddeo) and HB 681 (Rodriguez) would expand the area where impact fee credits for a development could be transferred from an adjoining impact fee zone to the entire municipality or county.

Put plainly, growth could occur in an area while the increase in the capacity of critical infrastructure and services paid for by impact fees could occur in an entirely different area of the county. 1000 Friends of Florida opposes this bill because such a change would further limit the ability of local governments to manage growth responsibly, leaving taxpayers to foot the bill for growth through increasing taxes or face growing deficiencies in critical infrastructure and services.

This project primarily intends to provide a baseline evaluation of the frequency and the magnitude of impact fee schedules across county governments in Florida that utilize this growth management tool.

The use of impact fees varies across counties. While some counties do not levy any impact fees, those that do implement impact fee schedules do so for varying purposes. Because each county's growth management scheme is as unique as its development characteristics, the magnitude of impact fees varies significantly across counties.

continued on next page

The Role of Impact Fees

Purpose of Study *continued*

This paper provides data on each county in Florida, including minimum, maximum, mean, median, and gross values for total impact fee per square foot of development. Further, the data examines the components of each county's impact fee structure by purpose (i.e., transportation, schools, etc.). It does not survey municipal impact fees.

Method

1000 Friends of Florida collected data on the impact fees of each county in Florida by visiting each county's planning or growth management website. The URLs of the websites from which data was collected are listed in the "Source" column of the spreadsheet. Many governments hosted the information in text or in the form of a pdf link on their websites, while other governmental websites linked to Municode websites. The information on impact fees was transcribed to an Excel spreadsheet for analysis.

Key Findings

Given the complexity and variability of the type of structures (addressed below) between counties, the data in Attachment 1- 4 addresses the impact fees collected for the development of a single-family detached residential structure of approximately 2000 - 2500 square feet in area.

The average rate ($) per square foot of residential development is $3.83 / sq. ft. or $9,564.25 per unit (single-family detached, 2500 sq. ft.)

- 24 of Florida's 67 counties do not implement impact fees. Most of these counties, but not all, have experienced negative or relatively little amounts of growth in the last 10 years (as per the 2010 and 2020 Census Reports).
- 43 of Florida's 67 counties do utilize impact fees. The implementation of fees varies significantly by county.
- Counties with relatively larger population growth (2010 – 2020) assess larger fees.
- Typical purposes for which impact fees (for residential development) are collected:
  - Transportation (*37 counties*)
  - Schools (*32 counties*)
  - Parks (*27 counties*)
  - Fire departments (*29 counties*)
  - Public buildings and libraries (*23 counties*)
  - Law enforcement departments (*18 counties*)
  - Water (*3 counties*)

The Role of Impact Fees

Implications of Legislation

Impact fees are an integral tool for local governments in Florida. Revenues accrued from impact fees must be spent on infrastructure improvements that directly benefit the development that pays the fee. Therefore, impact fees allow local governments to fund specific components of their infrastructure in an intentional fashion. For this reason, impact fees address the needs of a growing community in a more targeted way than a general fund derived from ad valorem taxes. Additionally, the flexibility to adjust impact fee schedules to account for rising construction prices and property values makes impact fees an invaluable tool for counties in Florida.

HB 337 decreases the capability of local governments in Florida to pay for the growth of their communities. It limits the frequency and magnitude with which local governments can increase impact fee amounts and allows freer transferability of impact fee credits. With their approval of HB 337, the Governor and legislative leaders asserted that county and municipal governments have had too much power to change impact fee schedules and to raise money for capital infrastructure projects through impact fees, leading to excessive and unpredictable increases that make housing and other construction less affordable.

But this message warrants an essential question: How should local governments raise money for infrastructure investments? Property tax rates are already severely limited by a state law implemented in 2007 (*Section 200.065, F.S.*), while sales and gas taxes are collected by the state and local governments must be allocated money from these funds. As politically unpopular as having to pay money to the government is, funding is necessary to a local government's ability to provide adequate infrastructure to its communities. The provisions of HB 337 certainly reduce the revenue of county governments in Florida, which may cause governments to trim back on critical infrastructure programs and services. Meanwhile, the Legislature is considering additional measures that could reduce revenue from impact fees.

So, What's the Plan?

How are local governments in Florida supposed to invest in meeting the needs of growing communities if they can't raise or obtain the funds necessary? If not through impact fees or taxes, how can local governments provide their citizens with critical infrastructure and services? The concept behind impact fees is for new development to pay for at least part of the cost of new public infrastructure or improvements needed to support that new development. The increasing restrictions on impact fees place local governments in an increasing financial bind, with local taxpayers left to either cover an increased portion of the direct costs of new development, or accept a declining quality of life with more crowded roads, schools and strains on other public infrastructure.

Policy 4.2
When adequate funding in not available for a high priority project from existing sources of revenue and the consequences of delaying the project would adversely impact the economy, environment, or public health, safety and welfare, Brevard County should consider enactment of the infrastructure sales tax by referendum.

Policy 4.3
Brevard County should continue to seek funding from State and Federal sources and pursue interlocal agreements with private and public agencies to ensure sufficient money is available to provide necessary public facilities and services.

Policy 4.4
Brevard County should periodically readdress its budget and fiscal policies to ensure debt management practices such as limitations on the use of revenue bonds as a percentage of total debt, maximum ratio of total debt service to total revenue, and maximum ratio of outstanding capital indebtedness to property tax base are adequate and effective.

Policy 4.5
Brevard County should consider financing needed capital improvements with Municipal Service Benefit Units, Municipal Service Taxing Units, Community Development Districts, impact fees and other forms of development exactions to ensure that new development pays a pro rata share of infrastructure development costs when it can be determined that these financing methods are not in conflict with Brevard County's economic development and affordable housing goals.

Objective 5
Brevard County may approve development orders consistent with the acceptable level of service standards adopted as part of this Comprehensive Plan for public facilities, including transportation, potable water, sanitary sewer, solid waste disposal, surface water management, and recreation and open space.

Policy 5.1
Brevard County shall continue to utilize a concurrency management system to review the impacts of all development proposals on existing public facilities to ensure that service levels are not degraded below acceptable level of service standards as adopted in this Comprehensive Plan.

Policy 5.2
Brevard County may approve rezoning applications, subdivision plats, site plans, and building permits if the potential impact of the proposed development does not decrease the level of service below acceptable standards for any existing public facility or a facility listed in this Element's Schedule of Improvements. If evaluation of the development application indicates a potential decrease in the level of service below the acceptable standards, approval of a development order may be granted based on the following conditions:
Criteria:

A. For review of zoning applications, a preliminary concurrency evaluation shall be completed as part of the zoning review process to illustrate the relationship between the proposal and the availability of services and facilities for the Planning and Zoning Board and the Board of County Commissioners. All approvals of zoning applications shall be conditional and shall require a formal concurrency evaluation prior to site plan, subdivision plat or building permit approval.

B. Subdivision plats and site plans may be approved if the Schedule of Improvements in the Capital Improvements Element includes a facility improvement that will

provide sufficient capacity to accommodate the potential impact of the proposed project based on acceptable level of service standards. These approvals are subject to the following conditions:

1. All development orders pursuant to this criterion are conditional and shall not be considered vested; they will be revisited upon application for building permits in accordance with Criteria C and D below, to determine their impact upon established or programmed acceptable levels of service.
2. If the impact evaluation indicated that the conditional development order will cause the level of service of a public facility to fall below the adopted standard, or if the development order will further increase an existing deficiency in the adopted levels of service, Brevard County will maintain the authority to modify the development order to achieve the acceptable levels of service.

C. Building permits may be approved if the concurrency review determines that the following conditions are met:

1. Potable water, supplies and facilities, sanitary sewer, solid waste, and drainage facilities with adequate capacity to accommodate the impacts of the development based on adopted level of service standards will be in place at the time the certificate of occupancy is issued; and

2. Parks and recreation facilities with adequate capacity to accommodate the impacts of the development based on adopted level of service standards will be in place or are scheduled to be under actual construction in the Schedule of Recreation and Open Space Improvements in this Element not more than one year after the certificate of occupancy is issued; and
3. Transportation facilities with adequate capacity to accommodate the impacts of the development based on adopted level of service standards will be in place or are scheduled to be under actual construction in the Schedule of Transportation Improvements in this Element not more than three years after the certificate of occupancy is issued or one of the following conditions is met:
   a. At the time that a development order or permit is issued, the necessary transportation facilities or services are subject to a binding executed agreement which requires such facilities to be in place or under actual construction not more than three years after the certificate of occupancy is issued; or
   b. At the time that a development order or permit is issued, the necessary transportation facilities or services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than three years after the certificate of occupancy is issued; or
   c. For the purpose of issuing a development order or permit, a development may be deemed to have a de minimis impact and may

not be subject to the concurrency requirements of all applicable State Statutes and Florida Administrative Codes if all of the following conditions are met:

i. The development proposal is for an increase in density or intensity of less than or equal to twice the density or intensity of the existing development, or for the development of a vacant parcel of land, at a residential density of less than four dwelling units per acre or, for nonresidential use, at an intensity of less than 0.1 floor area ratio. Isolated vacant lots in predominantly built residential subdivisions where construction of a single family house would be the most suitable use, may be developed for single family residential under the de minimis exception even if smaller than one quarter acre in size; and

ii. The transportation impact of the proposed development alone does not exceed 0.1 percent of the maximum service volume at the adopted level of service standard for the peak hour of the affected transportation facility; and

iii. The cumulative total transportation impact from the de minimis exceptions does not exceed three percent of the maximum service volume at the adopted level of service standard for the peak hour of the affected transportation facility if the facility does not meet the minimum level of service standard.

4. A comprehensive plan amendment shall be required to eliminate, defer, or delay construction of any road or public transit facility or service which is needed to maintain the adopted level of service standard and which is listed in the Schedule of Transportation Improvements in this Element.

D. Building permits may be approved if the developer agrees to construct all improvements necessary to accommodate the specific impacts of the proposed project concurrent with its development.

Policy 5.3

Brevard County may approve development orders if the proposed development is phased to ensure that the necessary public facilities and services are available prior to the completion of the proposed development.

Policy 5.4

Brevard County shall coordinate with public and private agencies to identify public facility improvements made necessary by growth in the Viera Development of Regional Impact in order to ensure that needed improvements are incorporated into the Schedule of Improvements and that the developer continues to fund its fair share of the costs of needed infrastructure pursuant to the terms of the DRI Development Order.

Policy 5.5

Brevard County shall coordinate the provision of potable water from the Cities of Cocoa,

Policy 2.10

Brevard County shall not extend public facilities and services to Suburban and Rural Density Areas for new development, unless there is an overriding public benefit which accrues to an area larger than the specific Suburban or Rural Density Area. However, the County will accept facilities through dedication, and provide services and facilities through MSBUs, MSTUs and other means through which the recipients pay for the service or facility.

Objective 3

Limit future public expenditures for infrastructure and service facilities which serve to subsidize growth within the coastal high hazard area of Brevard County. Expenditures for public land acquisition or enhancement of natural resources shall be encouraged.

Policy 3.1

Brevard County shall designate coastal high hazard areas as defined in Chapter 163, Florida Statutes

Policy 3.2

Brevard County shall not support or finance new local transportation corridors which lie within the coastal high hazard zone or areas zoned as Environmental Area, except where there are no other cost-feasible alternatives.

Policy 3.3

Brevard County should not locate sanitary sewer and water transmission lines within the coastal high hazard zone, except where there is no cost-feasible alternative and where practical due to engineering, safety and cost considerations, and where necessary utilizing existing rights-of-way.

Policy 3.4

If County utility lines are relocated for any purpose, they should be located outside of the coastal high hazard zone, except where there is no cost-feasible alternative.

Policy 3.5

Public facilities, except for recreational facilities, shall not be located by Brevard County within of the coastal high hazard zone, except where there are no other cost-feasible alternatives.

Objective 4

Brevard County shall maintain adequate fiscal resources and policies to fund necessary public facility improvements, including transportation, potable water, sanitary sewer, surface water management, solid waste, parks and recreation, public libraries, law enforcement, correctional facilities, fire protection, and emergency medical services.

Policy 4.1

Brevard County should periodically review the fiscal requirements of needed transportation system improvements and adjust the local option gas tax as may be necessary.

Policy 4.2

When adequate funding in not available for a high priority project from existing sources of revenue and the consequences of delaying the project would adversely impact the economy, environment, or public health, safety and welfare, Brevard County should consider enactment of the infrastructure sales tax by referendum.

Policy 4.3

Brevard County should continue to seek funding from State and Federal sources and pursue interlocal agreements with private and public agencies to ensure sufficient money is available to provide necessary public facilities and services.

Policy 4.4

Brevard County should periodically readdress its budget and fiscal policies to ensure debt management practices such as limitations on the use of revenue bonds as a percentage of total debt, maximum ratio of total debt service to total revenue, and maximum ratio of outstanding capital indebtedness to property tax base are adequate and effective.

Policy 4.5

Brevard County should consider financing needed capital improvements with Municipal Service Benefit Units, Municipal Service Taxing Units, Community Development Districts, impact fees and other forms of development exactions to ensure that new development pays a pro rata share of infrastructure development costs when it can be determined that these financing methods are not in conflict with Brevard County's economic development and affordable housing goals.

Objective 5

Brevard County may approve development orders consistent with the acceptable level of service standards adopted as part of this Comprehensive Plan for public facilities, including transportation, potable water, sanitary sewer, solid waste disposal, surface water management, and recreation and open space.

Policy 5.1

Brevard County shall continue to utilize a concurrency management system to review the impacts of all development proposals on existing public facilities to ensure that service levels are not degraded below acceptable level of service standards as adopted in this Comprehensive Plan.

Policy 5.2

Brevard County may approve rezoning applications, subdivision plats, site plans, and building permits if the potential impact of the proposed development does not decrease the level of service below acceptable standards for any existing public facility or a facility listed in this Element's Schedule of Improvements. If evaluation of the development application indicates a potential decrease in the level of service below the acceptable standards, approval of a development order may be granted based on the following conditions:

Criteria:

A. For review of zoning applications, a preliminary concurrency evaluation shall be completed as part of the zoning review process to illustrate the relationship between the proposal and the availability of services and facilities for the Planning and Zoning Board and the Board of County Commissioners. All approvals of zoning applications shall be conditional and shall require a formal concurrency evaluation prior to site plan, subdivision plat or building permit approval.

B. Subdivision plats and site plans may be approved if the Schedule of Improvements in the Capital Improvements Element includes a facility improvement that will

A Path to Housing Abundance: Implementation Strategy

The three most important things in addressing housing abundance and affordability: **"small lots, small lots, small lots."** Smaller lots allow more homes to be built on the same amount of land. This reduces land costs, leads to smaller, but usually still family-sized homes, and promotes townhomes, which cost less to build than a similarly sized detached home. They also provide home-sharing opportunities for service workers.

Across the country—and around the world—case studies consistently reveal a formula for successful housing supply reform:

- **Allow small lot flexibility for new subdivisions, home dwelling type and lot split flexibilities on existing lots, and the flexibility to build homes near jobs** by adopting one or more of the reform options outlined above,
- **Enable by-right zoning**, so projects don't get delayed or killed by discretionary reviews,
- **Follow the Keep it Short and Simple (KISS) principle** instead of micromanaging the process.

How Does the KISS Principle Unlock Housing Supply?

The KISS principle refers to eliminating unnecessary complexity in the homebuilding process. Simplicity brings certainty, lowers costs, and makes small-scale infill and larger-scale development both feasible and attractive. See *Full List of KISS Reforms to Consider* for more details.

Others Are Doing it, and Model Legislation Is Available

Several states—including Texas, California, Montana, Vermont, Oregon, and Washington—have recently enacted legislation to support housing abundance.

The key to successful reform lies in adhering to the Housing Abundance Success Sequence while avoiding unnecessary micromanagement. A range of legislative templates and model bills are readily available to guide this process. Texas SB-15 (lot size flexibility for new residential subdivisions in larger cities) and Texas SB-840 (residential and mixed-use housing on all commercial and light industrial land in larger cities) were enacted in mid-2025. Taken together, these two bills implement Playbook Options 1 and 3. Implementation of Option 1 and 2 can be accomplished through a single model bill: the AEI Model Starter Homes Act, which sets minimum lot sizes for both residential subdivisions and home dwelling type and lot split flexibilities on existing lots. A second model bill, AEI Model Multifamily and Mixed-Use Residential in Certain Zoning Classifications, covers Option 3. It would allow for a residential overlay by-right in commercial, industrial, and mixed use zones.

Why Allow for Lot Size and Location Flexibility?

This gives owners the right to build homes that most people can afford—whether in new neighborhoods, existing communities, or near jobs. It increases supply and affordability by allowing people to build starter homes on **smaller lots in new residential subdivisions**, and by **allowing duplexes, triplexes, fourplexes, townhomes, or ADUs** on single-family lots. It also refers to location – allowing **homes near jobs** and amenities in commercial and other non-residential areas.

It creates more affordable starter homes by using land more efficiently. This approach reduces sprawl, infrastructure costs, and energy use. By building smaller homes on smaller lots, we can significantly increase the supply of lower-priced, family-sized homes while freeing up existing housing stock.

It creates more workforce housing since single-family detached homes and townhomes average about 3.5 and 2.8 bedrooms respectively and are suitable for raising a family and naturally affordable shared living arrangements (42% of renters live in single-family homes).

What is the flexibility to build homes near jobs?

Legalizing single-family, multifamily, and mixed-use residential by right in all commercial, industrial, and mixed-use areas. This allows people to live near their jobs and amenities if they choose.

By-right housing can transform underused commercial and industrial properties into owner-occupied and rental homes, helping cities make better use of land and infrastructure. Combined with small lots, this helps give people of all incomes greater choice in where and how they choose to live.

The Housing Affordability Trifecta: Why Smaller Lots Mean Lower Home Prices

- **Smaller lots** → lower land costs
- **Smaller homes** with standard finishes → more affordable per home
- **More townhomes** → efficient land use, lower cost per square foot

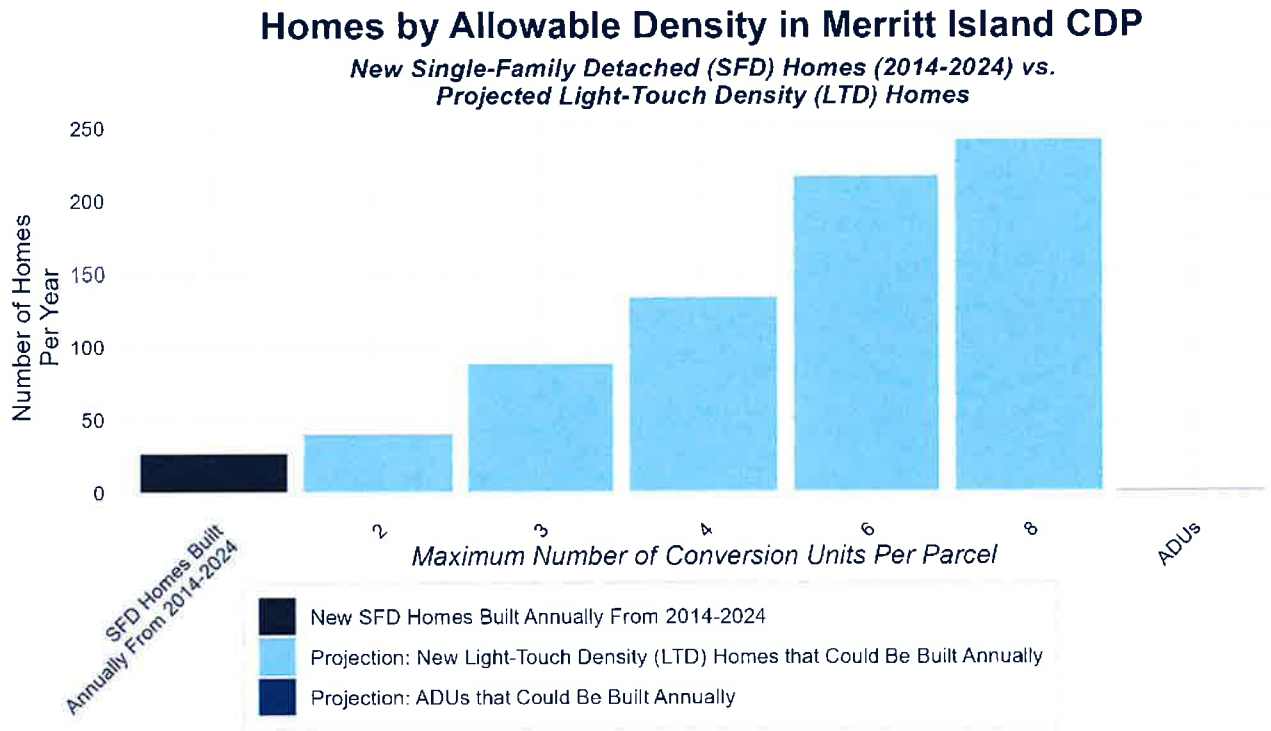


Diving Deeper: Option 1: Home Dwelling Type and Lot Split Flexibilities on Existing Lots

Allowing home dwelling type and lot split flexibilities on existing lots in single-family neighborhoods in Merritt Island CDP could add 240 homes per year, or about 9.2 times more than the current rate of SFD construction in Merritt Island CDP.

These new homes are created through the legalization of home dwelling types or by splitting existing lots into smaller parcels. They can take the form of smaller lot SFD homes, townhomes, 2–8 home multiplexes, and ADUs in neighborhoods currently restricted to single-family detached homes.[2] To achieve this outcome, Merritt Island CDP should set a minimum lot size of no more than 1,200 sq.ft. for new lots created through single-family lot splits.

This bar chart compares **the number of new SFD homes built in Merritt Island CDP from 2014-2024** (shown in dark blue) to the **potential number of homes** that could be created by these flexibilities.



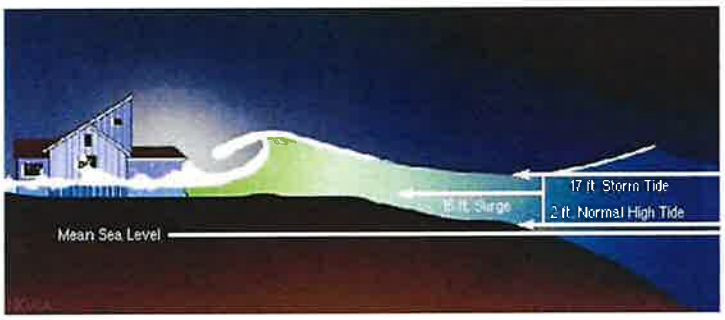
Source: First American and AEI Housing Center, https://heat.aeihousingcenter.org/toolkit/ltd_chart.

[2] Projections for ADUs are given only in cases when they are the highest and best use of land. In areas with high land values, duplex, triplex, and townhome conversions are typically the higher and better land use. If both ADUs and small multiplexes make financial sense, we assume the option that produces the most homes on that lot. Light-Touch Density: Housing Supply and Affordability Estimates.

Emergency Management

The Brevard County Emergency Management Department is responsible for the coordination of emergency operations and maintaining the Comprehensive Emergency Management Plan which addresses disasters including hurricanes and their storm surges.

Hurricanes



Hurricanes are the most likely natural disaster to affect Brevard County. Damage from hurricanes takes two primary forms, wind damage and flooding from the storm surge. Of the two, the storm surge is the most dangerous resulting in the majority of deaths associated with hurricanes. Storm surge is the water pushed toward the shore by the force of the hurricane winds. This advancing surge combines with the normal tides to create the hurricane storm tide, which can increase the mean water level 15 feet or more. In addition, wind driven waves ride on top of the storm tide. This rise in water level can cause severe flooding in coastal areas, particularly when the storm tide coincides with the normal high tides. Because much of the County's coastline lie less than 10 feet above mean sea level, the danger from storm tides is tremendous.

One of the most crucial aspects of emergency management is the calculation of a hurricane's storm surge and its effect on people, evacuation routes, and property. One tool used to evaluate the threat from storm surge is the SLOSH model. Emergency managers use this data from SLOSH to determine which areas must be evacuated for storm surge. Storm surge also affects rivers and inland lakes, potentially increasing the area that must be evacuated.

During the least intense Category One event the storm surge still affects the coastal residences. Because of the area's vulnerability all of East Merritt Island study area is included in the evacuation zone for a storm of any category (1 – 5).

Evacuation Routes

The northern portion of the study area has three roadways to the west to evacuate the East Merritt Island area. One of these routes, Sykes Creek Parkway, travels for a limited distance before merging reducing the western evacuation routes to two. The southern portion of the study area has only one western evacuation route, SR 520 which also acts as an evacuation route for the north area.

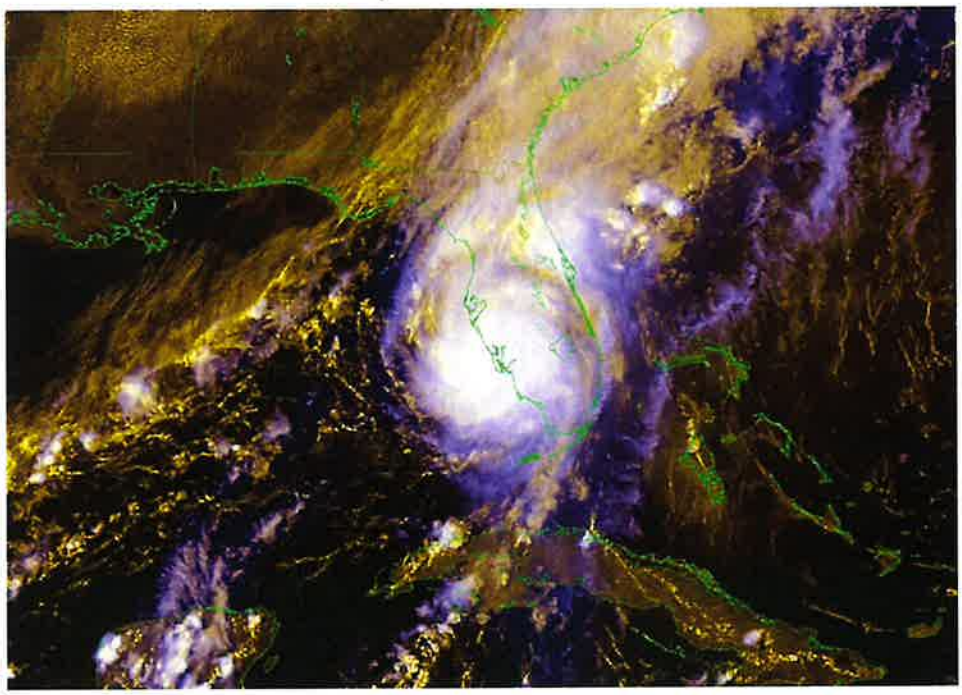
The limited transportation routes increase the time necessary for residents to evacuate prior to a storm event. Any additional increase in residential density may further degrade

the evacuation times for the area. A recent change in state law also now requires local governments to adopt and maintain a Level of Service for evacuation times.

Coastal High Hazard Area

In the past, Brevard County has undertaken and adopted substantial reductions in density within the unincorporated portions of the Coastal High Hazard Area (CHHA). This effort proved to be invaluable when the County successfully evacuated the barrier islands during the hurricanes of 2004. Up until 2006, the Coastal High Hazard Area was defined as the Category 1 Hurricane Evacuation Zone under state law and affected approximately 55,000 acres in the County. State laws also emphasized reducing residential densities and reducing capital expenditures within the CHHA except for improving evacuation routes.

In 2006, the State Legislature amended Chapter 163.3178, Florida Statutes, to change the definition of the Coastal High Hazard Area. The new definition is the area affected by the storm surge from a Category 1 hurricane and has resulted in substantially less area designated as the CHHA (25,745 acres) within Brevard County. All local governments have to amend their comprehensive plans to comply with this new CHHA definition. The following maps show the old and new Coastal High Hazard Areas for Brevard County. The pre and post maps are located in the attached map series.



Hurricane Charley strikes Florida in 2004

COMMUNITY INPUT AND DISCUSSION

Background:

The East Merritt Island community has been active in their participation in public hearings for the Board of County Commissioner's and the different advisory boards when an issue of local interest has arisen.

With the formation of the East Merritt Island study committee, residents made recommendations through the Small Area Study process. The recommendations are included in the study along with other public comment to be presented to the Board of County Commissioners for adoption.

Community Assessment Methods for this Small Area Study:

The assessment of the East Merritt Island community began with the collection of the baseline data to determine public infrastructure and level of service capabilities. The data collection included meeting with the various service providers, including several Brevard County agencies. This data was utilized to produce build-out and redevelopment models for the area. The study area was divided into north and south areas to facilitate assessments more attuned to the particular area needs.

The data and models were presented to north and south area committees composed of residents of the study area appointed by the Board of County Commissioners to provide a cross section of the community.

Over a series of publicly noticed committee meetings, public input was sought to provide depth to the study sections and gain insight to the community's vision. The final draft of the small area study was presented to the committees jointly to reach a consensus for recommendation to the Board of County Commissioners.

Results of Community Input – General:

In general the public input demonstrated the desire of the community to preserve its current lifestyle. The committee members of both the north and south areas stressed quality of life issues as a priority.

Results of Community Input – Land Use:

The community expressed its desire to maintain the status quo, or the current character of development in the study area. Previous project requests by developers had met with opposition during public hearings. As a result of the community input, the study included

the recommendation of "right-sizing" some areas where the adopted Future Land Use exceeded the actual density that the land was developed at.

Results of Community Input – Other Factors:

Other major factors brought forward by the citizen committees for consideration was limitations of the transportation network to meet new development.

NEXT STEPS IN IMPLEMENTING THE SMALL AREA STUDY AND ITS RECOMMENDATIONS

The SAS's recommendations will be presented to the Local Planning Agency in a public hearing. Following public discussion the LPA will make a recommendation to the Board of County Commissioners regarding the SAS's analysis. The Board of County Commissioners will also accept public comment during its deliberations on the SAS. Once the Board accepts the study, staff will be directed to implement recommendations of the study in the formal Comprehensive Plan amendments. Implementation is anticipated to begin in the Spring of 2009 and continue for approximately one year.

A large part of implementation will involve amendments to right-size the Future Land Map and elimination of zoning inconsistencies.

RECOMMENDATIONS OF THE EAST MERRITT ISLAND SMALL AREA STUDY

The North Area and South Area Citizen Committees for the East Merritt Island Small Area Study adopted these recommendations:

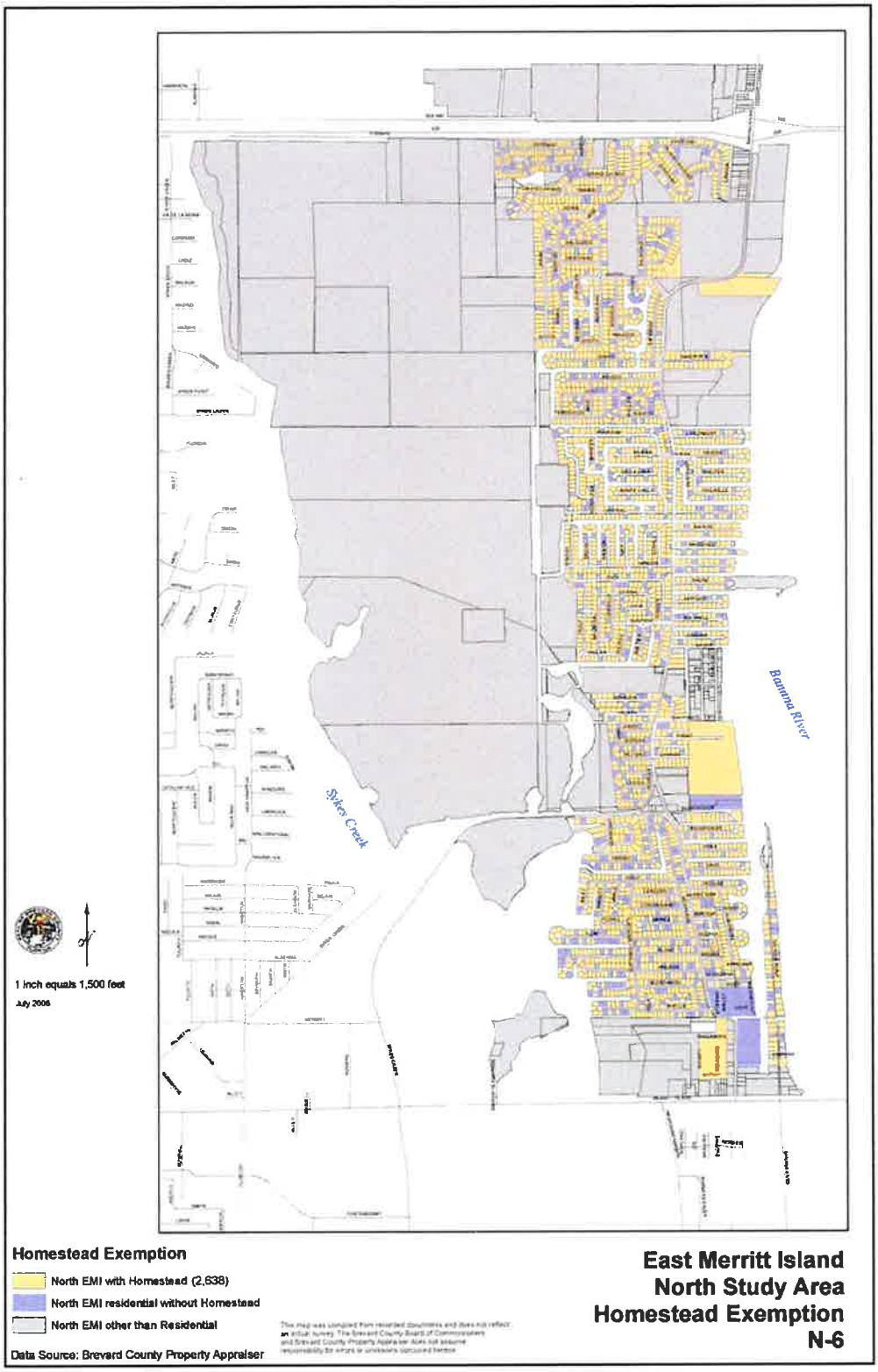
- Recommendation 1: Brevard County should initiate Comprehensive Plan amendments to the Future Land Use Map to reduce residential densities on developed residential properties in the study areas to reflect established residential densities on developed parcels. The recommended densities should be based on the lowest residential land use designation established in the Future Land Use Element of the Comprehensive Plan that would be required in order to achieve consistency with established residential development patterns and the existing zoning classification(s).
- Recommendation 2: Brevard County should initiate Comprehensive Plan amendments to the Future Land Use Map to reduce residential densities on undeveloped properties in the study areas that have zoning other than GU to ensure that future development on said vacant properties will be consistent with their current zoning classification and be compatible with established residential densities on adjacent properties.
- Recommendation 3: No additional Neighborhood Commercial FLUM designations should be permitted in the South study area.
- Recommendation 4: No additional Community Commercial FLUM designations should be permitted outside of the Merritt Island Redevelopment Area.
- Recommendation 5: South Banana River Drive should not be reconstructed to increase roadway capacity because currently adopted design standards for collector roadways are likely to result in adverse impacts to the aesthetic character of the surrounding neighborhood.

- Recommendation 6: Brevard County should perform a preliminary engineering analysis of the actual capacity of South Banana River Drive based on existing conditions. In the event that the preliminary engineering analysis indicates that South Banana River Drive has a lower capacity than reflected in the Concurrency Management database, the County should retain a qualified traffic engineer to determine the capacity of South Banana River Drive based on actual conditions. The conclusions of the analysis should be adopted for use in the County's Concurrency Management System.

- Recommendation 7: Brevard County should construct any missing sections to the existing bicycle/pedestrian transportation system within the study areas subject to funding availability.

- Recommendation 8: The Board of County Commissioners should implement the study recommendations through the Comprehensive Plan amendment process during the spring amendment cycle of 2009.

These right-sizing amendments are reflected in the Prospective Future Land Use Maps at the end of this study.


Sykes Creek
Banana River
1 inch equals 1,500 feet
July 2008
Homestead Exemption
North EMI with Homestead (2,638)
North EMI residential without Homestead
North EMI other than Residential
Data Source: Brevard County Property Appraiser
East Merritt Island
North Study Area
Homestead Exemption
N-6

East Merritt Island
Small Area Study
Draft Review

EXECUTIVE SUMMARY

The East Merritt Island Small Area Study (SAS) was initiated at the direction of the Board of County Commissioners in response to community requests due to the number of applications for higher density/intensity rezonings in the East Merritt Island area. Its purpose was to take an in-depth look at the area, its infrastructure, and the community's vision and develop a study that would be a tool for planning and growth management.

For the purposes of managing the study, East Merritt Island had been split into two areas, north and south, each with their own committee. The Board of County Commissioners appointed residents to serve on one of two study area committees. This was due to the north and south areas having distinct communities and different planning considerations. The dividing line for the two study areas was SR 520, an arterial roadway. Public participation included a series of publicized workshops at Kiwanis Island Park located on SR 520.

An analysis of the land uses has shown that there are large areas of existing single family residential subdivisions that have an adopted Future Land Use of a much greater density. Although rezonings would be required to achieve the densities that are currently adopted on the Future Land Use Map, the study lends support toward revisiting adopted densities so that they align with development patterns in the area. Otherwise, the Future Land Use Map could requests for encourage redevelopment that may not be compatible with the surrounding land-use patterns and be in conflict with the single-family residential nature of the community. Additionally, some administrative rezoning and land use changes were identified for the Planning and Zoning staff to initiate.

The existing infrastructure of the area was found to be adequate for existing development. Modeling of impacts that could occur from the build-out of vacant parcels was performed. Additional modeling was undertaken to show the effects of the redevelopment of the area using the maximum density allowances under the current Future Land Use Map. Both of these models showed impacts to desired service levels of the infrastructure, particularly transportation and evacuation times during storm events. Some of these impacts would cause the infrastructure to exceed the adopted level of service standards.

The North Area and South Area Citizen Committees for the East Merritt Island Small Area Study adopted these recommendations:

- Recommendation 1: Brevard County should initiate Comprehensive Plan amendments to the Future Land Use Map to reduce residential densities on developed

residential properties in the study areas to reflect established residential densities on developed parcels. The recommended densities should be based on the lowest residential land use designation established in the Future Land Use Element of the Comprehensive Plan that would be required in order to achieve consistency with established residential development patterns and the existing zoning classification(s).

- Recommendation 2: Brevard County should initiate Comprehensive Plan amendments to the Future Land Use Map to reduce residential densities on undeveloped properties in the study areas that have zoning other than GU to ensure that future development on said vacant properties will be consistent with their current zoning classification and be compatible with established residential densities on adjacent properties.

- Recommendation 3: No additional Neighborhood Commercial FLUM designations should be permitted in the South study area.

- Recommendation 4: No additional Community Commercial FLUM designations should be permitted outside of the Merritt Island Redevelopment Area.

- Recommendation 5: South Banana River Drive should not be reconstructed to increase roadway capacity because currently adopted design standards for collector roadways are likely to result in adverse impacts to the aesthetic character of the surrounding neighborhood.

- Recommendation 6: Brevard County should perform a preliminary engineering analysis of the actual capacity of South Banana River Drive based on existing conditions. In the event that the preliminary engineering analysis indicates that South Banana River Drive has a lower capacity than reflected in the Concurrency Management database, the County should retain a qualified traffic engineer to determine the capacity of South Banana River Drive based on actual conditions. The conclusions of the analysis should be adopted for use in the County's Concurrency Management System.

- Recommendation 7: Brevard County should construct any missing sections to the existing bicycle/pedestrian transportation system within the study areas subject to funding availability.

- Recommendation 8: The Board of County Commissioners should implement the study recommendations through the Comprehensive Plan amendment process during the spring amendment cycle of 2009.

These right-sizing amendments are reflected in the Prospective Future Land Use Maps at the end of this study.

INFRASTRUCTURE AND SERVICE DEMAND ANALYSIS

Transportation Network & Build-out:

For both the North and South study areas the existing Average Daily Trips (ADT) on the roadways were compounded with the number of trips that could be generated from the development of vacant property. The density for the development of this vacant property was based upon the adopted Future Land Use (FLU) for the property. The resulting traffic generation projection is based upon the maximum development allowance scenario for these vacant parcels. In actuality, a number of constraints could restrict the final density for any project on these parcels. By using the maximum density allowed by the FLU, the greatest impact possible is demonstrated.

North Area

The north area transportation network includes two collector roadways and numerous local streets. Traffic is carried north to SR528, south to SR520, and west along Sykes Creek Parkway. The north area is divided into three road segments for the purposes of traffic generation and trip distribution. These segments are listed on Table 7 along with the existing Average Daily Trips (ADT) and the potential ADT in a total build-out scenario of the vacant buildable property under current FLU designations. The data demonstrate the cumulative impact of these trips on the affected roadway segments.

Table 7.
Build-out Scenario for North Area Road Segments

North Study Area Transportation Facility Road Segments								
Segment	**Max Volume**	**Current ADT**	**Potential ADT**	**Current Volume**	**Potential Volume**	**Current LOS**	**Adopted LOS**	**Potential LOS**
035B	15,600	7,401	11,853	47.44%	75.98%	D	E	E
035A	15,600	12,248	19,886	78.51%	127.47%	D	E	F
345C	15,600	10,394	14,424	66.63%	92.46%	C	E	E
Segment	**Segment Description**							
035B	North Banana River Drive from SR520 north to Sykes Creek Parkway							
035A	North Banana River Drive from Sykes Creek Parkway north to SR528							
345C	Sykes Creek Parkway from Banana River Drive west							

Source: Brevard County

As shown in Table 7, above, the North Banana River Drive road segment (035A) could exceed the allowable Level of Service (LOS) in a total build-out scenario. The other segments would both be impacted by an increase of 60% (035B) and 39% (345C) respectively.



Constricted Roadway Segments over canals

South Area

The south area transportation network includes two collector roadways and numerous local streets. Traffic is carried north to SR520 on South Banana River Drive and Newfound Harbor Drive. The south area is divided into two road segments for the purposes of traffic generation and trip distribution. These segments are listed on Table 8. along with the existing Average Daily Trips (ADT) and the potential ADT in a total build-out scenario of all vacant buildable property under adopted FLU designations. The table demonstrates these trips cumulatively for impacts on the roadways.

Table 8.
Build-out Scenario for South Area Road Segments

South Study Area Transportation Facility Road Segments								
Segment	**Max Volume**	**Current ADT**	**Potential ADT**	**Current Volume**	**Potential Volume**	**Current LOS**	**Adopted LOS**	**Potential LOS**
036	15,600	2,487	4,991	15.94%	31.99%	A	E	B
221	15,600	7,341	10,699	47.06%	68.58%	C	E	D
Segment	**Segment Description**							
036	South Banana River Drive from SR520 south to termination							
221	Newfound Harbor Drive from SR520 south to termination							

Source: Brevard County

As shown in Table 8 above, neither road segment would fail in a total build-out scenario. However, the amount of average daily trips would impact the LOS by one category for each respective segment. In the case of Segment 036, South Banana River Drive, the trip count could increase 100%, or double, in a total build-out scenario. The Newfound Harbor Drive segment could increase 46% in a similar build-out.

Transportation Network and Redevelopment

In the Transportation Network section above, the existing traffic generation and the impacts associated with build-out of the vacant acreage under the adopted Future Land Uses are evaluated. A second and different modeling examines what happens to the transportation network when the existing developed properties are redeveloped under their adopted Future Land Use.

For example, this approach evaluates traffic impacts if the platted lots in an existing single family home subdivision were assembled and redeveloped under its higher density. The single family homes could be replaced by townhouses or apartments. The tables below demonstrate the cumulative effects on study area properties being redeveloped under the highest density as allowed by the adopted FLU. From these calculations, the value of "right-sizing" future land uses on developed property can be determined. With the adoption of a Future Land Use, rezoning options would be limited to those that are more in character with surrounding land uses.



A new look for a commercial plaza

North Area

The redevelopment scenario for the North Area evaluated below assumes that all Residential 15 Future Land Use will be redeveloped at its maximum allowable density. This includes both vacant RES 15 parcels and developed RES 15 parcels that would be redeveloped.

Table 9.
Redevelopment Scenario for North Area Road Segments

North Study Area Transportation Facility Road Segments								
Segment	**Max Volume**	**Current ADT**	**Potential ADT**	**Current Volume**	**Potential Volume**	**Current LOS**	**Adopted LOS**	**Potential LOS**
035B	15,600	7,401	15,743	47.44%	100.92%	D	E	F
035A	15,600	12,248	25,589	78.51%	164.03%	D	E	F
345C	15,600	10,394	17,622	66.63%	112.96%	C	E	F
Segment	**Segment Description**							
035B	North Banana River Drive from SR520 north to Sykes Creek Parkway							
035A	North Banana River Drive from Sykes Creek Parkway north to SR528							
345C	Sykes Creek Parkway from Banana River Drive west							

Source: Brevard County Planning & Zoning Office

As shown in Table 9. above, the redevelopment of the existing Residential 15 acreage would cause the Level of Service of the roadway to exceed allowable levels. The adopted LOS for all three road segments is "E" and the addition of these trips would cause the LOS to drop to "F". By the roadways degrading to "F" the LOS would be exceeding the adopted allowable LOS.



Pedestrians walking on the shoulder

From: Heike Jahnert
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: 220 Apartments on North Courtenay Pkwy
Date: Friday, March 27, 2026 3:20:18 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

Living on Merritt Island, I've witnessed firsthand the impact of rapid development and rezoning on our community. The latest proposal for rezoning a property on the east side of N. Courtenay Parkway, just 420 feet south of Via De La Reina, threatens not only the tranquility of our cherished island but also the safety and well-being of its residents.

Many of you may know the struggles we face daily with traffic congestion. Re-zoning this land would exacerbate an already dire traffic situation, increasing the likelihood of accidents and posing a serious risk to pedestrians and drivers alike. Moreover, the potential for increased flooding cannot be ignored, as the natural drainage systems that protect our land are already strained. This development would further stress these resources, leading to possible flooding disasters for our homes and businesses.

Furthermore, the loss of green spaces and land in this part of Merritt Island is irreversible. Our community has cherishingly held onto these spaces for decades, understanding the balance they provide for our ecosystem and the crucial buffer against urban encroachment. Losing this land means losing part of what makes Merritt Island unique and a beloved home for its residents.

Thankfully, during a recent vote, the Merritt Island Redevelopment Agency (MIRA) has already shown their support for preserving our community by voting no against the rezoning plan. It is now crucial for Commissioner Tom Goodson and the other district commissioners to hear our community's unified voice and follow suit by voting no.

Support smart growth—not this specific project. We petition for a more appropriately scaled development that respects our current infrastructure

and the upcoming roadway redesign. This location cannot sustain the proposed density without compromising safety and traffic flow.

Respectfully,

Heike Jahnert

6729 Mangrove Dr., Merritt Island

From: Rebecca Hauser
To: Commissioner, D1
Cc: Commissioner, D2; Commissioner, D4; Commissioner, D3; Commissioner, D5
Subject: Vote No to REZONING #25Z00054
Date: Sunday, March 29, 2026 1:36:59 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

OPPOSITION TO REZONING #25Z00054

Location: Pioneer Rd & N. Courtenay Pkwy | **Applicant:** RangeWater Residential

1. THE "PFS" DECEPTION: NO CURE FOR EXISTING FAILURE

The developer is offering a Proportionate Fair Share (PFS) payment to satisfy traffic requirements. However, this is a financial maneuver, not a physical fix.

- **The Legal Limitation:** Under Florida Law, a developer is **not responsible for fixing existing traffic problems.** They are only required to mitigate the *additional* impact they create.
- **The Mitigation Gap:** The applicant admits they cannot physically fix or widen the road due to existing **FP&L light poles** and other permanent structures. Since they cannot create more space, the traffic congestion is permanent.
- **The Safety Override:** Florida Law (163.3180) allows a PFS to satisfy concurrency, but it **DOES NOT** override a material danger to public safety.
- **The Calculation Gap:** The developer's PFS calculations are **nearly 50% less** than what the P&Z board calculated. Because of this massive discrepancy, the developer **might not be paying their true fair share** of the infrastructure burden.
- **Cost to Taxpayers:** If the true impact is 3,000 trips but they only pay for 1,379, the remaining infrastructure costs fall on the citizens. This project risks costing Merritt Island more money than it generates.
- **Ongoing "Negotiations":** The PFS is still being "negotiated" behind closed doors. The public has no guarantee that the final agreement will even cover the developer's own underestimated impact.

- **Emergency Response Crisis:** A PFS check does not get emergency vehicles to our high population of elderly neighbors any faster. On an island with limited arterial roads, adding thousands of trips to a failing system directly delays life-saving care.

- **Staff Report Warning (Page 10):** County Staff explicitly states this project creates a **material danger to public safety**.

2. SCHOOL ZONE & STUDENT SAFETY: PIONEER RD GRIDLOCK

This development sits in the immediate path of students attending **Lewis Carroll Elementary**.

- **Peak Time Backups:** During school drop-off and pick-up, traffic already backs up significantly onto **Pioneer Road**. Adding 3,000 daily trips will paralyze this corridor, making it impossible for parents and buses to navigate the school zone safely.

- **Student Pedestrians at Risk:** This intersection is already considered dangerous. Adding high-density traffic increases the risk for children who walk or bike to school.

- **Safety Failure:** Forcing an additional 222 units worth of commuter traffic into a school zone that is already failing its operational capacity is a direct threat to student safety.

3. PUBLIC SAFETY: THE FDOT SAFETY CONFLICT (PROJECTS 453311-1 & 448455-1)

The State of Florida is currently intervening at this location because the infrastructure has reached a breaking point.

- **SR-528 Interchange Fail (FDOT Project 448455-1):** This **$10.3 Million** project targets the SR-528 (Beachline) and N. Courtenay Pkwy interchange to address the existing **Level of Service F (Failure)**.

- **N. Courtenay Median Safety (FDOT Project 453311-1):** This **$6.6 Million** project is specifically designed to install a **raised concrete median** to eliminate dangerous mid-block left turns at the developer's proposed entrance.

- **Reversing State Progress:** Approving this high-density project would effectively reverse the impact of the **$16.9 million** currently being spent to increase safety at

these failing intersections. Adding 3,000 trips at this exact location directly contradicts the State's safety objectives and renders these taxpayer-funded improvements obsolete.

- **40% Traffic Surge:** N. Courtenay has seen a **40% traffic increase** in just the last two years. The State's safety projects are already playing "catch up" to existing danger.

4. ENVIRONMENTAL RISKS: HYDRIC SOILS, TREES, & FLOODING

- **The Sponge Effect:** This lot currently functions as a natural sponge for the area. The combination of established trees and hydric soils absorbs significant amounts of stormwater. Overbuilding on this lot will destroy this natural drainage system.

- **Increased Flooding:** Removing the trees and paving over the soil will lead to a drastic increase in flooding that already exists in this area. Without this excess water will be displaced onto neighboring properties and into the streets.

- **Confirmed Bald Eagle Nest:** An active Bald Eagle nest is confirmed near the property. Under the **Federal Bald and Golden Eagle Protection Act**, these birds are protected by a mandatory **660-foot buffer**. Construction and high-density activity within this zone are strictly regulated.

- **Inadequate Buffers:** The claimed 100 ft buffer will actually contain **stormwater retention ponds**. It is a drainage pit, not a vegetative screen for neighbors or a habitat for protected species.

- **Sykes Creek Contamination:** Replacing 11 acres of pervious dirt with asphalt increases runoff into **Sykes Creek**, which is under strict new Nitrogen/Phosphorus rules.

- **Hydric Soil Danger:** The site consists of **Myakka and Anclote soils** (high water table). Paving this land will force groundwater into the living rooms of surrounding low-lying homes.

5. BOARD CONCERNS: ATROCIOUS & HORRENDOUS CONDITIONS

During the Planning & Zoning hearing, Board members expressed deep skepticism.

-

Intersection Failure: Multiple board members described the current state of the N. Courtenay intersection as **"atrocious"** and **"horrendous"**.

- **Density Misalignment:** Mr. Minneboo noted that **RU-2-30 (high density)** is not typical for this area. The intersection was designed for commercial use, **not high-density residential**, which creates a much higher volume of constant traffic.

6. VIOLATION OF ADMINISTRATIVE POLICY 3: THE BSP REMOVAL

- **Admitted Inconsistency:** The County Staff Report admits that 222 units is **not consistent** with the surrounding single-family neighborhoods.

- **Removing the BSP:** The applicant wants to **remove** the existing Binding Site Plan (BSP). This falls directly under a violation of **Administrative Policy 3**, as the BSP was specifically put in place to protect surrounding neighbors from over-development.

- **Diminished Quality of Life:** Getting rid of the BSP will significantly diminish the quality of life and safety of the existing neighborhood through increased noise and unmitigated traffic.

- **The Blank Check for Clear-Cutting:** The current BSP identifies exactly **10 Live Oaks, 43 Slash Pines, and 80 Wax Myrtles**. Without it, the developer can bulldoze these 130+ trees, removing our natural noise barrier and flood protection forever.

7. UNANIMOUS LOCAL REJECTION

- **MIRA Vote:** The Merritt Island Redevelopment Agency voted **7-0 (Unanimous)** to recommend denial.

- **Community Voice:** We are nearing **2,500 signatures online and on paper** & have over **50 formal comments** opposing this development.

- **P&Z Tie:** The Planning & Zoning board resulted in a 7-7 tie (TWICE), showing no mandate for this project.

SUMMARY: To approve this rezoning is to ignore the 7-0 vote of our redevelopment agency

(MIRA), the warnings of county staff, the $16.9 million FDOT investment, Merritt Island residents, and the safety of students at Lewis Carroll. We urge the Commission to uphold the recommendations of the local experts and vote no.

Thank you,

Rebecca Hauser

Merritt Island Resident

Petition · Urge Brevard County Commissioners to oppose rezoning on Merritt Island - Merritt Island, United States · Change.org

VOTE NO ON CASE #25Z00054

From: Kathy Gay
To: Commissioner, D3
Subject: Pioneer Rd Merritt Island land development - Vote
Date: Sunday, March 29, 2026 5:55:37 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Kathy Gay
85 Florida Blvd
Merritt Island, FL 32953
freespoolk@outlook.com

3/29/2026

Kim Adkinson, Brevard County Commissioner District 3

Dear Commissioner Adkinson,

I am writing to express my deep concern regarding the proposed housing growth on Pioneer Rd, Merritt Island, feeding into the already congested SR3/SR528/SR520 corridor. While I understand the need for responsible development, this expansion risks worsening an infrastructure problem that residents have been struggling with for years.

Traffic on SR3/SR528/SR520 is routinely backed up, not only during peak hours, but also at cruise arrivals/departures, space launches, beach days, lunch/work, school, and church hours. Even minor incidents can bring the entire area (whether SR3, SR528, or SR520) to a standstill. Emergency response vehicles frequently use the oncoming traffic lane to travel SR3 due to traffic congestion. SR3 feeder streets already back-up at the lights as travelers seek alternate routes. Adding hundreds of new housing units without first addressing the underlying transportation limitations will only intensify congestion, increase commute times, and reduce overall safety for drivers, cyclists, and pedestrians.

Growth without adequate infrastructure planning places an unfair burden on current residents. FDOT has current plans to address the safety concerns on SR3. Nothing in the FDOT plans suggests that additional traffic will aid correction of the safety issues. Before any additional housing is approved, the county should coordinate with FDOT concerning road capacity and safety for SR3, SR520, and SR528.

I respectfully urge you to oppose approval of this development until these issues are meaningfully addressed. Our community and visitors deserve growth that is sustainable, safe, and supported by infrastructure that can handle it.

Thank you for your attention to this matter and for your service to our county. I hope you will stand with residents who are asking for thoughtful, responsible planning.

Sincerely,

From: Kathy Gay
To: Commissioner, D2
Subject: Pioneer Rd Merritt Island land development - Vote
Date: Sunday, March 29, 2026 5:53:38 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Kathy Gay
85 Florida Blvd
Merritt Island, FL 32953
freespoolk@outlook.com

3/29/2026

Tom Goodson, Brevard County Commissioner District 2

Dear Commissioner Goodson,

I am writing to express my deep concern regarding the proposed housing growth on Pioneer Rd, Merritt Island, feeding into the already congested SR3/SR528/SR520 corridor. While I understand the need for responsible development, this expansion risks worsening an infrastructure problem that residents have been struggling with for years.

Traffic on SR3/SR528/SR520 is routinely backed up, not only during peak hours, but also at cruise arrivals/departures, space launches, beach days, lunch/work, school, and church hours. Even minor incidents can bring the entire area (whether SR3, SR528, or SR520) to a standstill. Emergency response vehicles frequently use the oncoming traffic lane to travel SR3 due to traffic congestion. SR3 feeder streets already back-up at the lights as travelers seek alternate routes. Adding hundreds of new housing units without first addressing the underlying transportation limitations will only intensify congestion, increase commute times, and reduce overall safety for drivers, cyclists, and pedestrians.

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Thank you for your attention to this matter and for your service to our county. I hope you will stand with residents who are asking for thoughtful, responsible planning.

Sincerely,

From: Kathy Gay
To: Commissioner, D4
Subject: Pioneer Rd Merritt Island development - VOTE
Date: Sunday, March 29, 2026 5:57:26 PM

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Kathy Gay
85 Florida Blvd
Merritt Island, FL 32953
freespoolk@outlook.com

3/29/2026

Rob Feltner, Brevard County Commissioner District 4

Dear Commissioner Feltner,

I am writing to express my deep concern regarding the proposed housing growth on Pioneer Rd, Merritt Island, feeding into the already congested SR3/SR528/SR520 corridor. While I understand the need for responsible development, this expansion risks worsening an infrastructure problem that residents have been struggling with for years.

Traffic on SR3/SR528/SR520 is routinely backed up, not only during peak hours, but also at cruise arrivals/departures, space launches, beach days, lunch/work, school, and church hours. Even minor incidents can bring the entire area (whether SR3, SR528, or SR520) to a standstill. Emergency response vehicles frequently use the oncoming traffic lane to travel SR3 due to traffic congestion. SR3 feeder streets already back-up at the lights as travelers seek alternate routes. Adding hundreds of new housing units without first addressing the underlying transportation limitations will only intensify congestion, increase commute times, and reduce overall safety for drivers, cyclists, and pedestrians.

Growth without adequate infrastructure planning places an unfair burden on current residents. FDOT has current plans to address the safety concerns on SR3. Nothing in the FDOT plans suggests that additional traffic will aid correction of the safety issues. Before any additional housing is approved, the county should coordinate with FDOT concerning road capacity and safety for SR3, SR520, and SR528.

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Thank you for your attention to this matter and for your service to our county. I hope you will stand with residents who are asking for thoughtful, responsible planning.

Sincerely,

Kathy Gay

85 Florida Blvd

Merritt Island, FL 32953

freespoolk@outlook.com

3/29/2026

Katie Delaney, Brevard County Commissioner District 1

Dear Commissioner Delaney,

I am writing to express my deep concern regarding the proposed housing growth on Pioneer Rd, Merritt Island, feeding into the already congested SR3/SR528/SR520 corridor. While I understand the need for responsible development, this expansion risks worsening an infrastructure problem that residents have been struggling with for years.

Traffic on SR3/SR528/SR520 is routinely backed up, not only during peak hours, but also at cruise arrivals/departures, space launches, beach days, lunch/work, school, and church hours. Even minor incidents can bring the entire area (whether SR3, SR528, or SR520) to a standstill. Emergency response vehicles frequently use the oncoming traffic lane to travel SR3 due to traffic congestion. SR3 feeder streets already back-up at the lights as travelers seek alternate routes. Adding hundreds of new housing units without first addressing the underlying transportation limitations will only intensify congestion, increase commute times, and reduce overall safety for drivers, cyclists, and pedestrians.

Growth without adequate infrastructure planning places an unfair burden on current residents. FDOT has current plans to address the safety concerns on SR3. Nothing in the FDOT plans suggests that additional traffic will aid correction of the safety issues. Before any additional housing is approved, the county should coordinate with FDOT concerning road capacity and safety for SR3, SR520, and SR528.

I respectfully urge you to oppose approval of this development until these issues are meaningfully addressed. Our community and visitors deserve growth that is sustainable, safe, and supported by infrastructure that can handle it.

Thank you for your attention to this matter and for your service to our county. I hope you will stand with residents who are asking for thoughtful, responsible planning.

Sincerely,

Kathy Gay

From: Chelsey Bjork
To: AdministrativeServices
Subject: Additional consideration ahead of the April 2nd hearing for zoning item 25Z00054
Date: Tuesday, March 31, 2026 6:12:46 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good morning,

I wanted to respectfully provide a brief follow-up ahead of the April 2 hearing on zoning item 25Z00054 following the recent Planning and Zoning meeting and tie vote.

After hearing both presentations, I believe several important issues remain unresolved and should remain central to the Board's review.

A significant portion of the applicant's presentation relied on what could theoretically be built under the current AU zoning, particularly repeated references to a hospital or other institutional use. While current zoning establishes baseline rights, the decision before the Board is not whether hypothetical maximum uses exist, but whether this specific rezoning request, increasing residential intensity to allow 222 apartment units at this location, is compatible and appropriate under current conditions. The existence of a theoretical higher intensity use should not substitute for evaluating the actual proposal before you.

Likewise, land use rights are important, but zoning decisions are intended to balance those rights with compatibility, infrastructure, safety, and the public interest. County staff's own analysis concluded that the proposed use is not consistent with the existing development pattern, noting that the surrounding area remains predominantly single-family residential to the east, with limited commercial and institutional uses along the corridor. While some corridor evolution is expected, transition still requires proportionality. The nearby examples cited, including a bank, Starbucks, and assisted living facility, do not create the same intensity or long-term traffic pattern as a 222 unit apartment development adjacent to lower density residential areas. A few newer corridor uses do not automatically establish that this level of residential intensity is the next appropriate step at this location.

The applicant also repeatedly characterized this site as an infill project and part of a corridor transitioning toward mixed use. While the parcel may qualify as infill because it is undeveloped land within an existing corridor, infill alone does not determine whether a specific scale of development is compatible. Infill describes location, but the Board must still evaluate whether the proposed intensity, access pattern, and

building scale fit the surrounding context and infrastructure limitations at this site.

The repeated use of a hypothetical hospital comparison also deserves caution. A hospital is not simply built because zoning allows it; it requires an operator, financing, physician support, health system planning, staffing, and demonstrated service demand. With a new Health First Cape Canaveral Hospital already under development within 4 miles of the site, that comparison appears increasingly speculative and should not carry more weight than the actual application being considered.

This site also sits on Merritt Island, a barrier island where infrastructure decisions deserve heightened caution. Barrier islands operate under unique constraints involving evacuation, drainage, roadway limitations, and environmental sensitivity. Those realities make compatibility and infrastructure timing especially important when considering higher density residential development.

Traffic remains another area where caution is warranted. While the applicant emphasized that the project may not create a formal roadway deficiency under current modeling, the corridor itself remains under active FDOT redesign for safety improvements, including median and turning movement changes. Access assumptions remain tied to roadway conditions that are still evolving, which makes long term impacts less certain than presented.

I also believe it is important to note that this matter was previously continued in order to allow additional time for review of newly submitted traffic related material and updated findings. However, despite that additional time, the core concerns discussed at both hearings remain materially unresolved. Compatibility concerns identified by staff remain unchanged, access still depends on roadway conditions under active FDOT redesign, and no fundamentally new evidence appears to have resolved the primary questions that led to continued concern at the first hearing.

While the applicant has emphasized infill, corridor transition, existing zoning rights, and hypothetical maximum uses, none of those concepts independently resolve the central question before the Board: whether this specific scale and intensity of development is appropriate, compatible, and supportable at this location today. Infill describes location, transition requires proportionality, and existing zoning rights do not eliminate the Board's responsibility to evaluate compatibility, infrastructure, and public welfare under current conditions.

The Planning and Zoning tie vote itself reflects that these concerns remain unresolved even after full presentation by both sides. A majority was not reached during two hearings and a unanimous "no" vote from MIRA.

The concern is that once density and entitlement are granted, the long term effects on compatibility, corridor function, and future precedent cannot easily be reversed.

Thank you for your time and consideration ahead of the April 2 hearing.

Kindly,

Chelsey True

From: Chelsey Bjork
To: Commissioner, D2
Subject: Request for Brief Meeting Regarding 25Z00054 Prior to April 2 Hearing
Date: Tuesday, March 17, 2026 6:08:10 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good morning Commissioner Goodson and staff,

Back in January, I had requested a meeting with Commissioner Goodson regarding the proposed development at Pioneer Road and N. Courtenay Parkway. Due to his schedule at the time, I appreciated the opportunity to speak with Susan Smith, who assured me that my concerns would be shared with the Commissioner.

As you are aware, this matter returned to Planning and Zoning on March 16 and resulted in a tie vote, with a formal motion against the application being made and seconded before the split decision.

Given that outcome, I would greatly appreciate the opportunity to briefly meet with Commissioner Goodson prior to the April 2 hearing to discuss why I believe important concerns regarding compatibility, scale, and infrastructure remain unresolved.

I appreciate your time and consideration and am happy to work around the Commissioner's schedule if there is an opportunity.

Chelsey True
206-300-0013

Good morning Commissioner,

Please oppose the developer's request to change the zoning from AU to allow 222 apartments on the property at Courtenay and Pioneer. We would welcome single family homes being built in that location under the current zoning, as that would be consistent with the rest of the homes in that area and also consistent with the zoning plan that has been in place for decades.

Reasons to vote against the re-zoning are as follows.

Traffic and Safety on Courtenay

- The developer's traffic expert acknowledged that Courtenay congestion is currently rated as an E in that area (and perhaps an F at the ramps onto 528). Allowing this rezoning would push Courtenay traffic very close to an F rating.
- The traffic already backs up from 528 to Pioneer when the bridge is up.
- When the planned barriers are installed thereby eliminating the middle lane, the northbound traffic will be even worse as everyone going southbound will have to go northbound to make a U-turn somewhere. It will also be very dangerous, as those coming out of the proposed apartment complex will be trying to immediately cut across traffic to get to the left turn lane to make a U-turn at the proposed stoplight at Via De La Reina.
- As an unusual justification, the developer talked about the possibility of increased traffic coming in/out of the medical center on the corner. They even suggested that there could be a 100-bed hospital/medical center. At the Zoning Board Meeting, the Staff later said that this could be done without re-zoning.
- For those living in the northern half of Merritt Island, Courtenay to 528 is realistically the only way to get off the island during an evacuation. With north Courtenay already at an E congestion rating, it doesn't make sense to put so many more people in that area.

Traffic and Safety on Pioneer

- It can already take 3 or more long stoplight cycles to turn southbound from Pioneer to Courtenay during school dismissal times.

- The problem is with those trying to turn left. Expanding the right-turn lane will not solve that problem. Most people currently just drive over the grass, so while it will make it smoother to expand the the right turn lane, the real problem is the need for a left turn lane with a left turn arrow at the stop light.

- The wait at the stoplight has gotten bad enough that many people are cutting down the street behind Starbucks and along the car wash. It has become such a safety issue that Hampton Mannor Assisted Living is warning its elderly residents to be especially cautious when trying to go to Starbucks or the bank.

- With the proposed barriers on Courtenay, even more traffic will be routed to Pioneer from the apartment complex since many people will need to go southbound to get to commercial businesses such as Publix and Target.

- Those coming onto Pioneer from the apartment complex to turn south will have to cut across the newly expanded right turn lane. During school dismissal, the left turn lane will be backed up further than the apartment complex exit. Cars coming out of the complex will end up blocking the right turn lane while trying to get into the left turn lane.

- Prior to school dismissal, the cars start lining up half on the shoulder and half in the road on Pioneer. Residents of the area must drive on the wrong side of the road to get home. Adding to that congestion is a bad idea and makes it even less safe for the elementary students.

Privacy and Property Value Issues

- Consider how you would react to having people over 30 feet up on their balcony able to look into your home and back yard from only 100 feet away. I'm sure this will also have a negative impact on those homeowner property values.

Potential Flooding

- While the developers say they will not add to any flooding issues, we heard similar things before the development on the southeast corner was completed. However, flooding has increased since that development was completed. With the increased intensity of storms in recent years, we fear that the estimates for water retention could be off and create more flooding issues for the local residents.

Other Concerns & Comments

- If the development goes forward and pushes traffic just short of the F level traffic capacity limits, then other growth from the medical center or Hampton Manor, or growth of some other local businesses could be 'the straw that breaks the camel's back' within the next year or so after the development is completed. If the changes are required after the developer complets the projec, and the changes ultimately require a huge investment in Courtenay and/or Pioneer, it will be all of the area residents, and not the developers, that will get stuck with the bill to pay for it.

- The zoning was set up as AU to protect Merritt Island from becoming overpopulated. It is not the Commissioners' job to help developers make money. It is your responsibility to protect the residents that elected you from allowing overcrowding in this area.

- Over 2,000 local area voters have signed a petition requesting that you deny the request to change the zoning.

We pray you will deny this developer's zoning change request.

Greg & Tina McClasky

1899 Sykes Creek Dr.

Merritt Island, FL 32953

Dear Commissioner Delaney,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (zoning application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal, and even the Brevard County Planning & Zoning board was not able to reach a majority in favor of this project TWICE, after hearing both sides. As one of our elected representatives, I respectfully ask that you honor the judgment of local advisory boards and the residents they serve, rather than overriding their recommendations.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote no on this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

From: Gayle Allenback
To: Commissioner, D3
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259
Date: Thursday, March 26, 2026 11:05:40 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Adkinson,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (zoning application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal, and even the Brevard County Planning & Zoning board was not able to reach a majority in favor of this project TWICE, after hearing both sides. As one of our elected representatives, I respectfully ask that you honor the judgment of local advisory boards and the residents they serve, rather than overriding their recommendations.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote no on this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

Re: File #8588 / 25Z00054 – Merritt Bidco SPV, LLC (Kim Rezanka, attorney) / RangeWater Real Estate – Rezoning Request from AU (with Binding Site Plan) to RU-2-15 and RU-2-30 with Removal of BSP

Tax Parcel 2412106, District 2, Merritt Island (approx. 11.24 acres near Pioneer Road / North Courtenay Parkway)

Date: March 30, 2026

Brevard County Board of County Commissioners

2725 Judge Fran Jamieson Way, Building C

Viera, FL 32940

Dear Commissioners,

I write on behalf of the existing homeowners and taxpayers of Merritt Island and Brevard County. The Planning & Zoning Board deadlocked 7-7 on March 16, 2026, with no recommendation forwarded to you. This tie vote reflects deep, unresolved concerns about infrastructure shortfalls and taxpayer subsidies. We urge you to deny this rezoning — or approve it only with ironclad, binding conditions requiring the developer to pay 100% of all infrastructure upgrades concurrent with development, with no burden shifted to existing residents.

Exact Details from March 16, 2026, P&Z Meeting (Item H.3)
The applicant, represented by attorney Kim Rezanka (on behalf of Merritt Bidco SPV, LLC and contract purchaser RangeWater), along with RangeWater representative Mike Oliver, engineer Kyle Chastine, and traffic engineer Trent Ebersole (earlier references also noted Daniela Jurado), presented the following:

- Rezoning from Agricultural Use (AU) with an existing Binding Site Plan (BSP for a former hospital conditional use) to RU-2-15 (7.5 acres) and RU-2-30 (3.66 acres), removing the BSP entirely.
- Concept plan: **222 multi-family units** (reduced from 240), three stories maximum, average density 19.75 units/acre, one-story clubhouse.
- Binding Development Plan modifications offered: extension of a right-turn lane on Pioneer Road (to 400 ft), reduced building height, increased eastern setbacks to 100 ft, maintained 50-ft north landscape buffer, cross-access easement, and a proportionate fair share (PFS) **agreement "if necessary."**

- Traffic Impact Study claims: 1,379 daily vehicle trips (85 AM / 115 PM peak). Courtenay Parkway segments at 95% capacity in the 2027 no-build scenario; the project adds "only 2%" capacity. Courtenay/Pioneer intersection: **"no change in Level of Service (LOS)"**; delay increases by only **"one additional vehicle every two minutes... you wouldn't notice any change whatsoever."** They compared it favorably to the old hospital use (which would generate 4x daily trips).
- Attorney Rezanka stated: **"We're not changing the level of service from D to something else"** and **"This project will not introduce traffic into identified boundaries of [nearby neighborhoods]."** Impact fees were projected at >$500,000 plus $200–300k PFS. They argued full consistency with the Comprehensive Plan's Merritt Island Redevelopment Area (MIRA) policies.

County staff noted the TIS was preliminary for rezoning (full concurrency review occurs at site-plan stage) and referenced that the project could exceed 25% of remaining capacity on certain Courtenay Parkway segments under Brevard County Code §62-602(F)(6)(b). The applicant's team repeatedly deferred fixes: **"phased improvements possible," "PFS if necessary,"** and **"site plan issue, not rezoning."**

These Claims Fail Under Brevard County's Own Policies
The applicant's own language — particularly the repeated use of **"if necessary"** — proves the infrastructure is inadequate now. Yet the **Capital Improvements Element (Chapter 13)** requires the opposite:

"Brevard County should consider financing needed capital improvements with ... impact fees and other forms of development exactions to ensure that new development pays a pro rata share of infrastructure development costs" (Policy 4.5, p. XIII-7).

"Brevard County shall continue to utilize a concurrency management system ... to ensure that service levels are not degraded below acceptable level of service standards" (Policy 5.1, p. XIII-6).

"Building permits may be approved if the developer agrees to construct all improvements necessary ... concurrent with its development" (Policy 5.2 Criteria D, p. XIII-9).

"Limit future public expenditures for infrastructure and service facilities which serve to subsidize growth" (Objective 3, p. XIII-6). Transportation facilities must be in place or under actual construction no more than three years after certificate of occupancy (Policy 5.2 Criteria C).

Transportation impact fees have not been updated since 2007 — the fee for a new single-family home remains at $4,353. When these outdated fees fall short, existing homeowners subsidize new development through property taxes and deferred maintenance. The 1000 Friends of Florida report confirms: **"Without the fees, existing residents would in effect subsidize the costs of new development" (p. 2);** residents **"may face increased taxes to subsidize new development" (p. 3)**.

The East Merritt Island Small Area Study (2008) and North Merritt Island Small Area Study (2018) explicitly warned against high-density redevelopment on this barrier island: it would drop LOS to "F," degrade evacuation times in **Zone A (Red)**, and worsen chronic flooding due to limited outfalls. The studies recommend **reducing** densities, not increasing them. The applicant's **"2% add, one car every two minutes"** claim **ignores cumulative growth** and the fact that their own TIS shows the corridor is already at **95% capacity pre-development**.

Even more concerning is the strain on our failing water and sewer systems. Brevard County faces **nearly $800 million** in mandated upgrades (Florida Today, March 22, 2026). **PFAS, forever chemicals**, exceed the EPA's 4-ppt limit in drinking water at the Mims/North Brevard and Barefoot Bay plants (finished water up to 5.9 ppt, some wells 13 ppt PFOS). Wastewater treatment removes less than 10% of PFAS, and leaky pipes have already caused major sewage discharges. The staff report confirms the project will connect to county sewer and that the **developer must pay for lift-station improvements "if capacity is not sufficient."**

This site lies entirely in **mandatory Evacuation Zone A (Red)**. Brevard County Emergency Management states: **"Zone A (Red) ... includes the barrier islands, Merritt Island ... due to storm surge which can affect causeway and bridge approaches."** The North Merritt Island Small Area Study (p. 43) warns that **"any additional increase in residential density may further degrade the evacuation times for the area."**

Call to Action
I respectfully request that you deny this rezoning. Alternatively, approve it only if the applicant executes a **binding agreement before any vote** that:

1. Requires the developer to fund and construct **100%** of all traffic, drainage, water/sewer, and concurrency improvements at their sole cost.
2. Proves no degradation below adopted LOS standards and full concurrency **(including safe evacuation times)** at certificate of occupancy.
3. **Waives any future taxpayer bailout or subsidy.**

We are not against growth. We are against **subsidized growth** that violates your own Comprehensive Plan policies and places unacceptable burdens on the families who already paid for Brevard's infrastructure. The people of Merritt Island and Brevard County deserve better.

Thank you.

I have attached key excerpts from Chapter 13 (Capital Improvements Element), both Small Area Studies, the 1000 Friends of Florida report, PFAS testing data, the official Evacuation Zone A policy, and the P&Z meeting video link for the record. I am available to answer any questions.

Attachments:

- Capital Improvements Element (pp. XIII-6 to XIII-9)
- East Merritt Island Small Area Study (2008) – key excerpts (pp. 4–5, 30, 51–52)
- North Merritt Island Small Area Study (2018) – key excerpts (pp. 40–43, 62)
- 1000 Friends of Florida Impact Fees Report (2022) – pp. 2, 3, 6
- Florida Today – "Brevard needs $800 million worth of water and sewer upgrades" (March 22, 2026): https://www.floridatoday.com/story/news/local/environment/2026/03/22/sewer-water-most-taxing-on-brevard-future-budgets/89242416007/
- Brevard County Official PFAS page (current test results): http://www.brevardfl.gov/UtilityServices/drinking-water/PFAS
- County staff report for 25Z00054 (lift-station responsibility): https://brevardfl.legistar.com/gateway.aspx?M=F&ID=e082f63b-07b3-4f36-b2dc-944a176151bd.pdf (pages on Utilities Services comments)
- "Brevard County Evacuation Zone A (Red) – Official Policy" Direct link: https://www.brevardfl.gov/EmergencyManagement/BePrepared/Step3HaveAPlan/Evacuation
- Direct PDF link (Florida Disaster / Brevard County evacuation zone map): https://maps.floridadisaster.org/county/EVAC_BREVARD.pdf

From: carol allenbaugh
To: Commissioner, D2
Subject: Project proposed at Courtney and Pioneer , Merritt island
Date: Saturday, February 7, 2026 6:21:00 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

The Critical Facts:
• Safety Risk: The Staff Report (p. 10) warns this project creates a "Material Danger to Public Safety."
• Traffic: Our roads are already at 88% capacity. This project ignores the rule that limits development to "25% of remaining capacity."
• Bad Fit: The report admits 222 units is "not consistent" with our single-family neighborhoods.
• Local Experts Said No: Both local advisory boards (MIRA/P&Z) couldn't even find a majority to support this.

From: KItty Fletcher
To: Commissioner, D2
Subject: Merritt Bidco SPV LLC"s proposed rezoning and development of a 222-unit residential multi-family project
Date: Wednesday, March 11, 2026 1:45:16 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Mr Goodson,
I wanted to personally let you know that my family and I vehemently oppose this project. The impact will be detrimental to Merritt Island and its residents. It's time to take a stand for Merritt Island and its residents and those who have voted for you.

Katherine "Kitty" Fletcher
321-405-7454

From: E"Syl Ray
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Rezoning property N. Courtenay Parkway
Date: Tuesday, March 17, 2026 9:05:18 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Board of County Commissioners,

As a full time homeowner off Pioneer and Sykes Creek Drive, rezoning the area in front of Pioneer would not provide a positive impact to the surrounding neighborhood. With Starbucks and the elementary school in the area, high delays already accrue with high level of traffic and accidents on N. Courtenay Parkway, congestion will be at its peak.

Moving in this neighborhood in 2019, we wanted a slower, peaceful living. Many homes are for sell and sold in the area, there for multiple families have also arrived to enjoy the quiet area. Kids are still currently able to ride their bikes and play outside safety. I have seen animals live in these areas too, bunnies and raccoons, birds, even domesticated cats.

I ask, you please to vote NO for the rezoning.

From: Charlie Amrich
To: Commissioner, D1
Subject: Apartments on N. Courtenay
Date: Tuesday, March 17, 2026 4:41:59 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner,
I am writing to urge you not to approve the rezoning of the property at N Courtenay and Pioneer Rd to put in a 220 unit apartment building. The amount of congestion and traffic backup in that area is already quite heavy, especially at peak times and that type of development seems like it would create not only a nuisance but a more dangerous traffic area. I've seen the aftermath of a few accidents there and witnessed many more close calls.
Thank you for considering this matter.

Best,
Charlie

Charlie Amrich
321-266-8209
charlieamrich@gmail.com

From: Patricia Bender
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: Re: Merritt Island Rezoning
Date: Tuesday, March 17, 2026 8:26:22 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Patty Bender
465 Bacardi Drive,
Merritt Island, FL 32953

407-222–064

> On Mar 17, 2026, at 6:42 PM, Patricia Bender <pgb8@icloud.com> wrote:
>
> Dear Commissioner,
>
> Please do NOT approve the rezoning in Merritt Island. That intersection is already a nightmare - this is NOT the place to put high density housing!
>
> Please help keep our Island a well-functioning place to live!
>
> Sincerely,
>
> Patty Bender
>
> 465 Bacardi Drive
>
> Merritt Island

From: wcauffman@cfl.rr.com
To: Commissioner, D2
Subject: rezoning to allow apartments in Merritt Island
Date: Wednesday, March 18, 2026 8:44:55 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello Mr. Goodson,
My name is William Cauffman. I have lived at 2265 Sykes Creek Drive since 1999. I have enjoyed it greatly. The area under consideration is jam packed with very little extra space for expansion. The infrastructure simply cannot support that increase in traffic density.
My subdivision, Villa De Palmas, and neighboring Sykes Cove have roughly 300 expensive water front homes. The remaining homes in those subdivisions are $500K plus. I understand there is a desire to increase the tax base, but how about responsible planning where the new development adds to the quality of life rather than detract.
North of the barge canal there are many undeveloped acres where an apartment complex might be better suited. Please reject this proposal to rezone the 10 acres for a 200 plus apartment building.
Best regards
William Cauffman

From: Chanisara Netsuwan
To: Commissioner, D2
Subject: Merritt Island Planning and Zoning Concerns
Date: Thursday, March 19, 2026 4:23:58 PM
Attachments: Letter to Commissioners 3-19-26.pdf

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Goodson and District 2 Staff,

I am emailing in regards to following Public Hearing regarding the possible rezoning on Merritt Island. Please see the attached letter detailing my concern as a resident who will be affected if the rezoning passes.

File #:	8647		
Type:	Public Hearing	Status:	Agenda Ready
File created:	2/9/2026	In control:	Planning and Zoning Board / Local Planning Agency
On agenda:	3/16/2026		

Sincerely,

Chanisara Netsuwan

Regarding Tax Account Number 2412106
Parcel ID: 24-36-14-00-259

Commissioners,

My name is Chanisara Netsuwan, and I am a resident of the Raintree by the Lake subdivision. I am writing to you all to express my deep concerns regarding the potential re-zoning and approval for the developer to construct a 222-unit apartment complex at the corner of Pioneer and Courtenay Parkway. My husband and I moved to Merritt Island close to five years ago, and in that short time we have noticed an increase in traffic on Courtenay, as well as a general increase in all of Brevard County. While this growth is certainly exciting especially given the boom in both the public and private space industries, we've come to learn about the deep and rich roots of this community.

We understand that a traffic study was conducted over two distinct 24-hour periods. While this effort to prove available capacity is appreciated, that is not nearly enough of a sample size to gauge the existing traffic, let alone the increase in the number of cars being on the road the apartments would bring. As many others have noted in Public Comment, both to your offices, as well as at the public meetings, the existing traffic situation needs to be addressed. There is simply no way that adding 222 additional housing units would only modestly impact the existing traffic. It is simple common sense.

As Bowman and Rangewater presented at the Planning and Development meeting on March 16, 2026, under current zoning regulations, the current approved uses are for a medical facility or five single family dwellings. It was brought up that a hospital would impact the current traffic much more than an apartment complex, as highlighted in Bowman's Highest and Best Land Use Selection section of their report. While this might be true, Rangewater made it clear that the current owner of the land is a motivated seller. With the new hospital being constructed on Merritt Island, it is unlikely that that another buyer would purchase the land to add another.

There is a housing shortage in this county, as well as the country as a whole, and if we are all in agreement that the American Dream is to one day own a home, wouldn't the best use for the land be for another developer to purchase the land in order to add five more homes to our beautiful little island? Surely, if the seller is truly motivated, there is a developer out there willing to buy valuable land at a deeply discounted rate and still turn a profit building single family homes.

Reviewing Staff Comments regarding the planned development, it seems pretty clear that County Staff have pointed out some areas of concern. Among them, the eagle's nest not far from the planned site that would likely be at risk, wetlands that are currently on the property, and the road already being at nearly 88% capacity. During the unusual rain event in October, we for the first time experienced water coming into our home. We were not as negatively affected as so many in our community especially to our north, but further development will almost certainly lead to disrupting the existing stormwater runoff issues that we have been seeing.

For all of the above reasons, as well as the unanimous vote that MIRA recommended against approving this, we strongly recommend the denial of the zoning change and pursuing a different course of action with regard to the property in question. I would appreciate a reply, and would be happy to correspond further or meet in any commissioner's office to discuss these concerns in greater detail. I appreciate your dedication to public service, and thank you all for your attention to this matter.

Yours truly,

Chanisara Netsuwan
Merritt Island Resident

From: m Anderson
To: Commissioner, D2
Subject: No Pioneer Road
Date: Saturday, March 21, 2026 9:06:45 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Vote no on development rezoning on Pioneer Road and Courtenay.

Thank you
Sent from my iPhone

From: TERRY LATHAM
To: Commissioner, D2
Subject: Proposed development
Date: Saturday, March 21, 2026 3:41:31 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I moved here 5 years ago from the Bradenton area. Although my wife and I loved the area, the unrestricted development and increase in traffic became unbearable. As more development increased place the traffic flow decreased to the point where the bumper to bumper traffic in the mornings and late afternoons increased drive times 200%. We finally had enough and like many others moved. I chose Merritt Island because it was more rural in nature and the traffic was bearable. But over the years the traffic on North Courtney has increased significantly and it's now bumper to bumper twice a day for up to two hours at a time. With Blue Horizon expanding the situation will only get worse. PLEASE do not approve the proposed development now under consideration by your Board!!!!!! You will ruin the very thing that drew people to live here.

From: Greg McClasky
To: Commissioner, D1; Commissioner, D2; Commissioner, D3; Commissioner, D4; Commissioner, D5
Subject: We oppose the zoning change request at Courtenay and Pioneer
Date: Wednesday, March 25, 2026 9:40:55 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Please oppose the developer's request to change the zoning from AU to allow 222 apartments on the property at Courtenay and Pioneer. We would welcome single family homes being built in that location under the current zoning, as that would be consistent with the rest of the homes in that area and also consistent with the zoning plan that has been in place for decades.

Reasons to vote against the re-zoning are as follows.

Traffic and Safety on Courtenay

- The developer's traffic expert acknowledged that Courtenay congestion is currently rated as an E in that area (and perhaps an F at the ramps onto 528). Allowing this rezoning would push Courtenay traffic very close to an F rating.
- The traffic already backs up from 528 to Pioneer when the bridge is up.
- When the planned barriers are installed thereby eliminating the middle lane, the northbound traffic will be even worse as everyone going southbound will have to go northbound to make a U-turn somewhere. It will also be very dangerous, as those coming out of the proposed apartment complex will be trying to immediately cut across traffic to get to the left turn lane to make a U-turn at the proposed stoplight at Via De La Reina.
- As an unusual justification, the developer talked about the possibility of increased traffic coming in/out of the medical center on the corner. They even suggested that there could be a 100-bed hospital/medical center. At the Zoning Board Meeting, the Staff later said that this could be done without re-zoning.
- For those living in the northern half of Merritt Island, Courtenay to 528 is realistically the only way to get off the island during an evacuation. With north Courtenay already at an E congestion rating, it doesn't make sense to put so many more people in that area.

Traffic and Safety on Pioneer

- It can already take 3 or more long stoplight cycles to turn southbound from Pioneer to Courtenay during school dismissal times.
- The problem is with those trying to turn left. Expanding the right-turn lane will not solve that problem. Most people currently just drive over the grass, so while it will make it smoother to expand the the right turn lane, the real problem is the need for a left turn lane with a left turn arrow at the stop light.
- The wait at the stoplight has gotten bad enough that many people are cutting down the

street behind Starbucks and along the car wash. It has become such a safety issue that Hampton Mannor Assisted Living is warning its elderly residents to be especially cautious when trying to go to Starbucks or the bank.

- With the proposed barriers on Courtenay, even more traffic will be routed to Pioneer from the apartment complex since many people will need to go southbound to get to commercial businesses such as Publix and Target.
- Those coming onto Pioneer from the apartment complex to turn south will have to cut across the newly expanded right turn lane. During school dismissal, the left turn lane will be backed up further than the apartment complex exit. Cars coming out of the complex will end up blocking the right turn lane while trying to get into the left turn lane.
- Prior to school dismissal, the cars start lining up half on the shoulder and half in the road on Pioneer. Residents of the area must drive on the wrong side of the road to get home. Adding to that congestion is a bad idea and makes it even less safe for the elementary students.

Privacy and Property Value Issues

- Consider how you would react to having people over 30 feet up on their balcony able to look into your home and back yard from only 100 feet away. I'm sure this will also have a negative impact on those homeowner property values.

Potential Flooding

- While the developers say they will not add to any flooding issues, we heard similar things before the development on the southeast corner was completed. However, flooding has increased since that development was completed. With the increased intensity of storms in recent years, we fear that the estimates for water retention could be off and create more flooding issues for the local residents.

Other Concerns & Comments

- If the development goes forward and pushes traffic just short of the F level traffic capacity limits, then other growth from the medical center or Hampton Manor, or growth of some other local businesses could be 'the straw that breaks the camel's back' within the next year or so after the development is completed. If the changes are required after the developer complets the projec, and the changes ultimately require a huge investment in Courtenay and/or Pioneer, it will be all of the area residents, and not the developers, that will get stuck with the bill to pay for it.
- The zoning was set up as AU to protect Merritt Island from becoming overpopulated. It is not the Commissioners' job to help developers make money. It is your responsibility to protect the residents that elected you from allowing overcrowding in this area.
- Over 2,000 local area voters have signed a petition requesting that you deny the request to change the zoning.

We pray you will deny this developer's zoning change request.

Greg & Tina McClasky
1899 Sykes Creek Dr.
Merritt Island, FL 32953

From: Gayle Allenback
To: Commissioner, D2
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259
Date: Thursday, March 26, 2026 11:04:59 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Goodson,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (zoning application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a "material danger to public safety." This is not merely a speculative concern, but a formal conclusion based on the project's own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established "25% of remaining capacity" guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal, and even the Brevard County Planning & Zoning board was not able to reach a majority in favor of this project TWICE, after hearing both sides. As one of our elected representatives, I respectfully ask that you honor the judgment of local advisory boards and the residents they serve, rather than overriding their recommendations.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote no on this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953

From: rstrickland15@cfl.rr.com
To: Commissioner, D2
Subject: Merritt Island Rezoning
Date: Tuesday, March 31, 2026 9:15:27 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Please oppose the rezoning of Merritt Island regarding Courtenay and Pioneer.
Thank you.

Randy Strickland

H.3.

Re: File #8588 / 25Z00054 – Merritt Bidco SPV, LLC (Kim Rezanka, attorney) / RangeWater Real Estate – Rezoning Request from AU (with Binding Site Plan) to RU-2-15 and RU-2-30 with Removal of BSP

Tax Parcel 2412106, District 2, Merritt Island (approx. 11.24 acres near Pioneer Road / North Courtenay Parkway)

Date: March 30, 2026

Brevard County Board of County Commissioners

2725 Judge Fran Jamieson Way, Building C

Viera, FL 32940

Dear Commissioners,

I write on behalf of the existing homeowners and taxpayers of Merritt Island and Brevard County. The Planning & Zoning Board deadlocked 7-7 on March 16, 2026, with no recommendation forwarded to you. This tie vote reflects deep, unresolved concerns about infrastructure shortfalls and taxpayer subsidies. We urge you to deny this rezoning — or approve it only with ironclad, binding conditions requiring the developer to pay 100% of all infrastructure upgrades concurrent with development, with no burden shifted to existing residents.

Exact Details from March 16, 2026, P&Z Meeting (Item H.3)
The applicant, represented by attorney Kim Rezanka (on behalf of Merritt Bidco SPV, LLC and contract purchaser RangeWater), along with RangeWater representative Mike Oliver, engineer Kyle Chastine, and traffic engineer Trent Ebersole (earlier references also noted Daniela Jurado), presented the following:

- Rezoning from Agricultural Use (AU) with an existing Binding Site Plan (BSP for a former hospital conditional use) to RU-2-15 (7.5 acres) and RU-2-30 (3.66 acres), removing the BSP entirely.
- Concept plan: **222 multi-family units** (reduced from 240), three stories maximum, average density 19.75 units/acre, one-story clubhouse.
- Binding Development Plan modifications offered: extension of a right-turn lane on Pioneer Road (to 400 ft), reduced building height, increased eastern setbacks to 100 ft, maintained 50-ft north landscape buffer, cross-access easement, and a proportionate fair share (PFS) **agreement "if necessary."**
- Traffic Impact Study claims: 1,379 daily vehicle trips (85 AM / 115 PM peak). Courtenay Parkway segments at 95% capacity in the 2027 no-build scenario; the project adds "only 2%" capacity. Courtenay/Pioneer intersection: **"no change in**

Level of Service (LOS)"; delay increases by only **"one additional vehicle every two minutes… you wouldn't notice any change whatsoever."** They compared it favorably to the old hospital use (which would generate 4x daily trips).

- Attorney Rezanka stated: **"We're not changing the level of service from D to something else**" and **"This project will not introduce traffic into identified boundaries of [nearby neighborhoods]."** Impact fees were projected at >$500,000 plus $200–300k PFS. They argued full consistency with the Comprehensive Plan's Merritt Island Redevelopment Area (MIRA) policies.

County staff noted the TIS was preliminary for rezoning (full concurrency review occurs at site-plan stage) and referenced that the project could exceed 25% of remaining capacity on certain Courtenay Parkway segments under Brevard County Code §62-602(F)(6)(b). The applicant's team repeatedly deferred fixes: **"phased improvements possible," "PFS if necessary,"** and **"site plan issue, not rezoning."**

These Claims Fail Under Brevard County's Own Policies
The applicant's own language — particularly the repeated use of **"if necessary"** — proves the infrastructure is inadequate now. Yet the **Capital Improvements Element (Chapter 13)** requires the opposite:

"Brevard County should consider financing needed capital improvements with … impact fees and other forms of development exactions to ensure that new development pays a pro rata share of infrastructure development costs" (Policy 4.5, p. XIII-7).

"Brevard County shall continue to utilize a concurrency management system … to ensure that service levels are not degraded below acceptable level of service standards" (Policy 5.1, p. XIII-6).

"Building permits may be approved if the developer agrees to construct all improvements necessary … concurrent with its development" (Policy 5.2 Criteria D, p. XIII-9).

"Limit future public expenditures for infrastructure and service facilities which serve to subsidize growth" (Objective 3, p. XIII-6). Transportation facilities must be in place or under actual construction no more than three years after certificate of occupancy (Policy 5.2 Criteria C).

Transportation impact fees have not been updated since 2007 — the fee for a new single-family home remains at $4,353. When these outdated fees fall short, existing homeowners subsidize new development through property taxes and deferred maintenance. The 1000 Friends of Florida report confirms: **"Without the fees, existing**

residents would in effect subsidize the costs of new development" (p. 2); residents **"may face increased taxes to subsidize new development" (p. 3).**

The East Merritt Island Small Area Study (2008) and North Merritt Island Small Area Study (2018) explicitly warned against high-density redevelopment on this barrier island: it would drop LOS to "F," degrade evacuation times in **Zone A (Red)**, and worsen chronic flooding due to limited outfalls. The studies recommend **reducing** densities, not increasing them. The applicant's **"2% add, one car every two minutes"** claim **ignores cumulative growth** and the fact that their own TIS shows the corridor is already at **95% capacity pre-development**.

Even more concerning is the strain on our failing water and sewer systems. Brevard County faces **nearly $800 million** in mandated upgrades (Florida Today, March 22, 2026). **PFAS, forever chemicals**, exceed the EPA's 4-ppt limit in drinking water at the Mims/North Brevard and Barefoot Bay plants (finished water up to 5.9 ppt, some wells 13 ppt PFOS). Wastewater treatment removes less than 10% of PFAS, and leaky pipes have already caused major sewage discharges. The staff report confirms the project will connect to county sewer and that the **developer must pay for lift-station improvements "if capacity is not sufficient."**

This site lies entirely in **mandatory Evacuation Zone A (Red)**. Brevard County Emergency Management states: **"Zone A (Red) … includes the barrier islands, Merritt Island … due to storm surge which can affect causeway and bridge approaches."** The North Merritt Island Small Area Study (p. 43) warns that **"any additional increase in residential density may further degrade the evacuation times for the area."**

Call to Action
I respectfully request that you deny this rezoning. Alternatively, approve it only if the applicant executes a **binding agreement before any vote** that:

1. Requires the developer to fund and construct **100%** of all traffic, drainage, water/sewer, and concurrency improvements at their sole cost.
2. Proves no degradation below adopted LOS standards and full concurrency **(including safe evacuation times)** at certificate of occupancy.
3. **Waives any future taxpayer bailout or subsidy.**

We are not against growth. We are against **subsidized growth** that violates your own Comprehensive Plan policies and places unacceptable burdens on the families who already paid for Brevard's infrastructure. The people of Merritt Island and Brevard County deserve better.

Thank you.

I have attached key excerpts from Chapter 13 (Capital Improvements Element), both Small Area Studies, the 1000 Friends of Florida report, PFAS testing data, the official Evacuation Zone A policy, and the P&Z meeting video link for the record. I am available to answer any questions.

Attachments:

- Capital Improvements Element (pp. XIII-6 to XIII-9)
- East Merritt Island Small Area Study (2008) – key excerpts (pp. 4–5, 30, 51–52)
- North Merritt Island Small Area Study (2018) – key excerpts (pp. 40–43, 62)
- 1000 Friends of Florida Impact Fees Report (2022) – pp. 2, 3, 6
- Florida Today – "Brevard needs $800 million worth of water and sewer upgrades" (March 22, 2026): https://www.floridatoday.com/story/news/local/environment/2026/03/22/sewer-water-most-taxing-on-brevard-future-budgets/89242416007/
- Brevard County Official PFAS page (current test results): http://www.brevardfl.gov/UtilityServices/drinking-water/PFAS
- County staff report for 25Z00054 (lift-station responsibility): https://brevardfl.legistar.com/gateway.aspx?M=F&ID=e082f63b-07b3-4f36-b2dc-944a176151bd.pdf (pages on Utilities Services comments)
- "Brevard County Evacuation Zone A (Red) – Official Policy" Direct link: https://www.brevardfl.gov/EmergencyManagement/BePrepared/Step3HaveAPlan/Evacuation
- Direct PDF link (Florida Disaster / Brevard County evacuation zone map): https://maps.floridadisaster.org/county/EVAC_BREVARD.pdf

Danielle Dulude
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The Role of Impact Fees

Introduction

Population growth stimulated by new development strains existing infrastructure including roads, water and sewer systems, fire and rescue services, as well as schools and libraries. Local governments in Florida have a tool to help offset the costs of such development. Impact fees help to pay for new or expanded infrastructure necessitated by the construction of new residential or commercial development.

In 2021, however, the Florida Legislature passed a bill, later signed by the Governor, that placed limits on the rate and frequency at which local governments could increase impact fees. That action, its results, and the possibility of further impact fee bills passing during the 2022 Florida legislative session are the impetus for this study of those fees in counties throughout Florida.

An Overview of Impact Fees

Impact fees are one-time fees municipal and county governments and some special districts in Florida may charge a developer to cover a portion of the anticipated cost of additional infrastructure and public facilities needed to support a new development. The fees are charged to help pay for the "impact" of new development on roads, parks, schools and other critical infrastructure. The rationale is that new development necessitates new or expanded infrastructure to accommodate new residents. Without the fees, existing residents would in effect subsidize the costs of new development.

Impact fees are considered allowable under the precept of police powers, the ability of local governments to act to preserve the health and safety of their citizens. The Florida Impact Fee Act (*Section 163.31801, F.S.*) notes:

> The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction.

In order to assess impact fees, a local government must adopt an ordinance that meets a series of requirements identified in the Act. The Act defines infrastructure as "a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service."

continued on next page

An Overview of Impact Fees *continued*

The Act also allows certain vehicles and associated equipment as needed for law enforcement, emergency medical services and schools.

Impact fees must meet the criteria of the dual rational nexus test to be considered legal. This means that impact fees must have a reasonable connection (rational nexus) between:

1. The proposed new development and the need for additional capital facilities; and,
2. The expenditure of funds and the benefits accruing to the proposed new development.

The concept of impact fees evolved nationally over decades. In Florida, local governments began adopting them as early as the 1960s, with the courts substantiating and validating this approach. Florida's 1985 Growth Management Act required local governments to identify sources of funding for capital improvements such as new roads and schools. As existing tax revenue alone was insufficient to cover infrastructure costs, especially those associated with new development, local governments increasingly turned to impact fees. Impact fees are more widely used in low-tax states which do not have sufficient revenue through income tax and other means to pay for growth.

Impact fees are only to be used to fund new infrastructure necessitated by the new development and may not be used for maintenance or repair, making it especially important for local governments to consider the long-term costs they are shouldering when they approve new development and associated infrastructure. Impact fees also cannot be used to pay off debts or fund previously approved projects. If a developer provides land for road right-of-way or other public contributions, then this value is taken off their impact fee assessment in what is known as a proportionate fair share agreement.

As noted, impact fees cover a portion of the cost of growth and in some instances can discourage unsustainable, sprawling development which requires considerable public investment in roads and other infrastructures. While some maintain that impact fees slow or discourage growth, Florida has experienced some of its highest rates of growth after the advent of impact fees.

Developers often indicate that they pass the cost of impact fees on to their customers, making new construction more expensive and less affordable. Alternatively, residents throughout the municipality or county may face increased taxes to subsidize new development or live with increasingly stressed critical infrastructure and services. New development is far less appealing to prospective consumers if they lack good roads, a quality school system, or reliable fire and EMS services, all of which can be supported by impact fees. People are less likely to want to live or do business in an area that lacks well-maintained essential infrastructure and services.

Purpose of Study

As noted, HB 337, passed during the 2021 Florida legislative session, curtails both the frequency and rate with which local governments are permitted to increase impact fees. Its provisions include:

1. An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.
2. An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.
3. An impact fee increase may not exceed 50 percent of the current impact fee rate.
4. An impact fee may not be increased more than once every 4 years.

Local governments may only exceed these limits if they demonstrate "extraordinary circumstances," hold two public workshops, and approve the increase by at least a two-thirds vote.

New bills introduced in the 2022 legislative session would further erode the power of county and municipal governments to address growth through impact fees. SB 1030 (Taddeo) and HB 681 (Rodriguez) would expand the area where impact fee credits for a development could be transferred from an adjoining impact fee zone to the entire municipality or county.

Put plainly, growth could occur in an area while the increase in the capacity of critical infrastructure and services paid for by impact fees could occur in an entirely different area of the county. 1000 Friends of Florida opposes this bill because such a change would further limit the ability of local governments to manage growth responsibly, leaving taxpayers to foot the bill for growth through increasing taxes or face growing deficiencies in critical infrastructure and services.

This project primarily intends to provide a baseline evaluation of the frequency and the magnitude of impact fee schedules across county governments in Florida that utilize this growth management tool.

The use of impact fees varies across counties. While some counties do not levy any impact fees, those that do implement impact fee schedules do so for varying purposes. Because each county's growth management scheme is as unique as its development characteristics, the magnitude of impact fees varies significantly across counties.

continued on next page

Purpose of Study *continued*

This paper provides data on each county in Florida, including minimum, maximum, mean, median, and gross values for total impact fee per square foot of development. Further, the data examines the components of each county's impact fee structure by purpose (i.e., transportation, schools, etc.). It does not survey municipal impact fees.

Method

1000 Friends of Florida collected data on the impact fees of each county in Florida by visiting each county's planning or growth management website. The URLs of the websites from which data was collected are listed in the "Source" column of the spreadsheet. Many governments hosted the information in text or in the form of a pdf link on their websites, while other governmental websites linked to Municode websites. The information on impact fees was transcribed to an Excel spreadsheet for analysis.

Key Findings

Given the complexity and variability of the type of structures (addressed below) between counties, the data in Attachment 1- 4 addresses the impact fees collected for the development of a single-family detached residential structure of approximately 2000 - 2500 square feet in area.

The average rate ($) per square foot of residential development is $3.83 / sq. ft. or $9,564.25 per unit (single-family detached, 2500 sq. ft.)

- 24 of Florida's 67 counties do not implement impact fees. Most of these counties, but not all, have experienced negative or relatively little amounts of growth in the last 10 years (as per the 2010 and 2020 Census Reports).
- 43 of Florida's 67 counties do utilize impact fees. The implementation of fees varies significantly by county.
- Counties with relatively larger population growth (2010 – 2020) assess larger fees.
- Typical purposes for which impact fees (for residential development) are collected:
    - Transportation (*37 counties*)
    - Schools (*32 counties*)
    - Parks (*27 counties*)
    - Fire departments (*29 counties*)
    - Public buildings and libraries (*23 counties*)
    - Law enforcement departments (*18 counties*)
    - Water (*3 counties*)

The Role of Impact Fees

Implications of Legislation

Impact fees are an integral tool for local governments in Florida. Revenues accrued from impact fees must be spent on infrastructure improvements that directly benefit the development that pays the fee. Therefore, impact fees allow local governments to fund specific components of their infrastructure in an intentional fashion. For this reason, impact fees address the needs of a growing community in a more targeted way than a general fund derived from ad valorem taxes. Additionally, the flexibility to adjust impact fee schedules to account for rising construction prices and property values makes impact fees an invaluable tool for counties in Florida.

HB 337 decreases the capability of local governments in Florida to pay for the growth of their communities. It limits the frequency and magnitude with which local governments can increase impact fee amounts and allows freer transferability of impact fee credits. With their approval of HB 337, the Governor and legislative leaders asserted that county and municipal governments have had too much power to change impact fee schedules and to raise money for capital infrastructure projects through impact fees, leading to excessive and unpredictable increases that make housing and other construction less affordable.

But this message warrants an essential question: How should local governments raise money for infrastructure investments? Property tax rates are already severely limited by a state law implemented in 2007 (*Section 200.065, F.S.*), while sales and gas taxes are collected by the state and local governments must be allocated money from these funds. As politically unpopular as having to pay money to the government is, funding is necessary to a local government's ability to provide adequate infrastructure to its communities. The provisions of HB 337 certainly reduce the revenue of county governments in Florida, which may cause governments to trim back on critical infrastructure programs and services. Meanwhile, the Legislature is considering additional measures that could reduce revenue from impact fees.

So, What's the Plan?

How are local governments in Florida supposed to invest in meeting the needs of growing communities if they can't raise or obtain the funds necessary? If not through impact fees or taxes, how can local governments provide their citizens with critical infrastructure and services? The concept behind impact fees is for new development to pay for at least part of the cost of new public infrastructure or improvements needed to support that new development. The increasing restrictions on impact fees place local governments in an increasing financial bind, with local taxpayers left to either cover an increased portion of the direct costs of new development, or accept a declining quality of life with more crowded roads, schools and strains on other public infrastructure.

Policy 4.2
When adequate funding in not available for a high priority project from existing sources of revenue and the consequences of delaying the project would adversely impact the economy, environment, or public health, safety and welfare, Brevard County should consider enactment of the infrastructure sales tax by referendum.

Policy 4.3
Brevard County should continue to seek funding from State and Federal sources and pursue interlocal agreements with private and public agencies to ensure sufficient money is available to provide necessary public facilities and services.

Policy 4.4
Brevard County should periodically readdress its budget and fiscal policies to ensure debt management practices such as limitations on the use of revenue bonds as a percentage of total debt, maximum ratio of total debt service to total revenue, and maximum ratio of outstanding capital indebtedness to property tax base are adequate and effective.

Policy 4.5
Brevard County should consider financing needed capital improvements with Municipal Service Benefit Units, Municipal Service Taxing Units, Community Development Districts, impact fees and other forms of development exactions to ensure that new development pays a pro rata share of infrastructure development costs when it can be determined that these financing methods are not in conflict with Brevard County's economic development and affordable housing goals.

Objective 5
Brevard County may approve development orders consistent with the acceptable level of service standards adopted as part of this Comprehensive Plan for public facilities, including transportation, potable water, sanitary sewer, solid waste disposal, surface water management, and recreation and open space.

Policy 5.1
Brevard County shall continue to utilize a concurrency management system to review the impacts of all development proposals on existing public facilities to ensure that service levels are not degraded below acceptable level of service standards as adopted in this Comprehensive Plan.

Policy 5.2
Brevard County may approve rezoning applications, subdivision plats, site plans, and building permits if the potential impact of the proposed development does not decrease the level of service below acceptable standards for any existing public facility or a facility listed in this Element's Schedule of Improvements. If evaluation of the development application indicates a potential decrease in the level of service below the acceptable standards, approval of a development order may be granted based on the following conditions:
Criteria:

A. For review of zoning applications, a preliminary concurrency evaluation shall be completed as part of the zoning review process to illustrate the relationship between the proposal and the availability of services and facilities for the Planning and Zoning Board and the Board of County Commissioners. All approvals of zoning applications shall be conditional and shall require a formal concurrency evaluation prior to site plan, subdivision plat or building permit approval.

B. Subdivision plats and site plans may be approved if the Schedule of Improvements in the Capital Improvements Element includes a facility improvement that will

provide sufficient capacity to accommodate the potential impact of the proposed project based on acceptable level of service standards. These approvals are subject to the following conditions:

1. All development orders pursuant to this criterion are conditional and shall not be considered vested; they will be revisited upon application for building permits in accordance with Criteria C and D below, to determine their impact upon established or programmed acceptable levels of service.
2. If the impact evaluation indicated that the conditional development order will cause the level of service of a public facility to fall below the adopted standard, or if the development order will further increase an existing deficiency in the adopted levels of service, Brevard County will maintain the authority to modify the development order to achieve the acceptable levels of service.

C. Building permits may be approved if the concurrency review determines that the following conditions are met:

1. Potable water, supplies and facilities, sanitary sewer, solid waste, and drainage facilities with adequate capacity to accommodate the impacts of the development based on adopted level of service standards will be in place at the time the certificate of occupancy is issued; and

2. Parks and recreation facilities with adequate capacity to accommodate the impacts of the development based on adopted level of service standards will be in place or are scheduled to be under actual construction in the Schedule of Recreation and Open Space Improvements in this Element not more than one year after the certificate of occupancy is issued; and
3. Transportation facilities with adequate capacity to accommodate the impacts of the development based on adopted level of service standards will be in place or are scheduled to be under actual construction in the Schedule of Transportation Improvements in this Element not more than three years after the certificate of occupancy is issued or one of the following conditions is met:
   a. At the time that a development order or permit is issued, the necessary transportation facilities or services are subject to a binding executed agreement which requires such facilities to be in place or under actual construction not more than three years after the certificate of occupancy is issued; or
   b. At the time that a development order or permit is issued, the necessary transportation facilities or services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than three years after the certificate of occupancy is issued; or
   c. For the purpose of issuing a development order or permit, a development may be deemed to have a de minimis impact and may

not be subject to the concurrency requirements of all applicable State Statutes and Florida Administrative Codes if all of the following conditions are met:

i. The development proposal is for an increase in density or intensity of less than or equal to twice the density or intensity of the existing development, or for the development of a vacant parcel of land, at a residential density of less than four dwelling units per acre or, for nonresidential use, at an intensity of less than 0.1 floor area ratio. Isolated vacant lots in predominantly built residential subdivisions where construction of a single family house would be the most suitable use, may be developed for single family residential under the de minimis exception even if smaller than one quarter acre in size; and

ii. The transportation impact of the proposed development alone does not exceed 0.1 percent of the maximum service volume at the adopted level of service standard for the peak hour of the affected transportation facility; and

iii. The cumulative total transportation impact from the de minimis exceptions does not exceed three percent of the maximum service volume at the adopted level of service standard for the peak hour of the affected transportation facility if the facility does not meet the minimum level of service standard.

4. A comprehensive plan amendment shall be required to eliminate, defer, or delay construction of any road or public transit facility or service which is needed to maintain the adopted level of service standard and which is listed in the Schedule of Transportation Improvements in this Element.

D. Building permits may be approved if the developer agrees to construct all improvements necessary to accommodate the specific impacts of the proposed project concurrent with its development.

Policy 5.3

Brevard County may approve development orders if the proposed development is phased to ensure that the necessary public facilities and services are available prior to the completion of the proposed development.

Policy 5.4

Brevard County shall coordinate with public and private agencies to identify public facility improvements made necessary by growth in the Viera Development of Regional Impact in order to ensure that needed improvements are incorporated into the Schedule of Improvements and that the developer continues to fund its fair share of the costs of needed infrastructure pursuant to the terms of the DRI Development Order.

Policy 5.5

Brevard County shall coordinate the provision of potable water from the Cities of Cocoa,

Policy 2.10

Brevard County shall not extend public facilities and services to Suburban and Rural Density Areas for new development, unless there is an overriding public benefit which accrues to an area larger than the specific Suburban or Rural Density Area. However, the County will accept facilities through dedication, and provide services and facilities through MSBUs, MSTUs and other means through which the recipients pay for the service or facility.

Objective 3

Limit future public expenditures for infrastructure and service facilities which serve to subsidize growth within the coastal high hazard area of Brevard County. Expenditures for public land acquisition or enhancement of natural resources shall be encouraged.

Policy 3.1

Brevard County shall designate coastal high hazard areas as defined in Chapter 163, Florida Statutes

Policy 3.2

Brevard County shall not support or finance new local transportation corridors which lie within the coastal high hazard zone or areas zoned as Environmental Area, except where there are no other cost-feasible alternatives.

Policy 3.3

Brevard County should not locate sanitary sewer and water transmission lines within the coastal high hazard zone, except where there is no cost-feasible alternative and where practical due to engineering, safety and cost considerations, and where necessary utilizing existing rights-of-way.

Policy 3.4

If County utility lines are relocated for any purpose, they should be located outside of the coastal high hazard zone, except where there is no cost-feasible alternative.

Policy 3.5

Public facilities, except for recreational facilities, shall not be located by Brevard County within of the coastal high hazard zone, except where there are no other cost-feasible alternatives.

Objective 4

Brevard County shall maintain adequate fiscal resources and policies to fund necessary public facility improvements, including transportation, potable water, sanitary sewer, surface water management, solid waste, parks and recreation, public libraries, law enforcement, correctional facilities, fire protection, and emergency medical services.

Policy 4.1

Brevard County should periodically review the fiscal requirements of needed transportation system improvements and adjust the local option gas tax as may be necessary.

Policy 4.2
When adequate funding in not available for a high priority project from existing sources of revenue and the consequences of delaying the project would adversely impact the economy, environment, or public health, safety and welfare, Brevard County should consider enactment of the infrastructure sales tax by referendum.

Policy 4.3
Brevard County should continue to seek funding from State and Federal sources and pursue interlocal agreements with private and public agencies to ensure sufficient money is available to provide necessary public facilities and services.

Policy 4.4
Brevard County should periodically readdress its budget and fiscal policies to ensure debt management practices such as limitations on the use of revenue bonds as a percentage of total debt, maximum ratio of total debt service to total revenue, and maximum ratio of outstanding capital indebtedness to property tax base are adequate and effective.

Policy 4.5
Brevard County should consider financing needed capital improvements with Municipal Service Benefit Units, Municipal Service Taxing Units, Community Development Districts, impact fees and other forms of development exactions to ensure that new development pays a pro rata share of infrastructure development costs when it can be determined that these financing methods are not in conflict with Brevard County's economic development and affordable housing goals.

Objective 5
Brevard County may approve development orders consistent with the acceptable level of service standards adopted as part of this Comprehensive Plan for public facilities, including transportation, potable water, sanitary sewer, solid waste disposal, surface water management, and recreation and open space.

Policy 5.1
Brevard County shall continue to utilize a concurrency management system to review the impacts of all development proposals on existing public facilities to ensure that service levels are not degraded below acceptable level of service standards as adopted in this Comprehensive Plan.

Policy 5.2
Brevard County may approve rezoning applications, subdivision plats, site plans, and building permits if the potential impact of the proposed development does not decrease the level of service below acceptable standards for any existing public facility or a facility listed in this Element's Schedule of Improvements. If evaluation of the development application indicates a potential decrease in the level of service below the acceptable standards, approval of a development order may be granted based on the following conditions:
Criteria:

A. For review of zoning applications, a preliminary concurrency evaluation shall be completed as part of the zoning review process to illustrate the relationship between the proposal and the availability of services and facilities for the Planning and Zoning Board and the Board of County Commissioners. All approvals of zoning applications shall be conditional and shall require a formal concurrency evaluation prior to site plan, subdivision plat or building permit approval.

B. Subdivision plats and site plans may be approved if the Schedule of Improvements in the Capital Improvements Element includes a facility improvement that will

A Path to Housing Abundance: Implementation Strategy

The three most important things in addressing housing abundance and affordability: **"small lots, small lots, small lots."** Smaller lots allow more homes to be built on the same amount of land. This reduces land costs, leads to smaller, but usually still family-sized homes, and promotes townhomes, which cost less to build than a similarly sized detached home. They also provide home-sharing opportunities for service workers.

Across the country—and around the world—case studies consistently reveal a formula for successful housing supply reform:

- **Allow small lot flexibility for new subdivisions, home dwelling type and lot split flexibilities on existing lots, and the flexibility to build homes near jobs** by adopting one or more of the reform options outlined above,
- **Enable by-right zoning**, so projects don't get delayed or killed by discretionary reviews,
- **Follow the Keep it Short and Simple (KISS) principle** instead of micromanaging the process.

How Does the KISS Principle Unlock Housing Supply?

The KISS principle refers to eliminating unnecessary complexity in the homebuilding process. Simplicity brings certainty, lowers costs, and makes small-scale infill and larger-scale development both feasible and attractive. See *Full List of KISS Reforms to Consider* for more details.

Others Are Doing it, and Model Legislation Is Available

Several states—including Texas, California, Montana, Vermont, Oregon, and Washington—have recently enacted legislation to support housing abundance.

The key to successful reform lies in adhering to the Housing Abundance Success Sequence while avoiding unnecessary micromanagement. A range of legislative templates and model bills are readily available to guide this process. Texas SB-15 (lot size flexibility for new residential subdivisions in larger cities) and Texas SB-840 (residential and mixed-use housing on all commercial and light industrial land in larger cities) were enacted in mid-2025. Taken together, these two bills implement Playbook Options 1 and 3. Implementation of Option 1 and 2 can be accomplished through a single model bill: the AEI Model Starter Homes Act, which sets minimum lot sizes for both residential subdivisions and home dwelling type and lot split flexibilities on existing lots. A second model bill, AEI Model Multifamily and Mixed-Use Residential in Certain Zoning Classifications, covers Option 3. It would allow for a residential overlay by-right in commercial, industrial, and mixed use zones.

Why Allow for Lot Size and Location Flexibility?

This gives owners the right to build homes that most people can afford—whether in new neighborhoods, existing communities, or near jobs. It increases supply and affordability by allowing people to build starter homes on **smaller lots in new residential subdivisions**, and by **allowing duplexes, triplexes, fourplexes, townhomes, or ADUs** on single-family lots. It also refers to location – allowing **homes near jobs** and amenities in commercial and other non-residential areas.

It creates more affordable starter homes by using land more efficiently. This approach reduces sprawl, infrastructure costs, and energy use. By building smaller homes on smaller lots, we can significantly increase the supply of lower-priced, family-sized homes while freeing up existing housing stock.

It creates more workforce housing since single-family detached homes and townhomes average about 3.5 and 2.8 bedrooms respectively and are suitable for raising a family and naturally affordable shared living arrangements (42% of renters live in single-family homes).

What is the flexibility to build homes near jobs?

Legalizing single-family, multifamily, and mixed-use residential by right in all commercial, industrial, and mixed-use areas. This allows people to live near their jobs and amenities if they choose.

By-right housing can transform underused commercial and industrial properties into owner-occupied and rental homes, helping cities make better use of land and infrastructure. Combined with small lots, this helps give people of all incomes greater choice in where and how they choose to live.

The Housing Affordability Trifecta: Why Smaller Lots Mean Lower Home Prices

- **Smaller lots** → lower land costs
- **Smaller homes** with standard finishes → more affordable per home
- **More townhomes** → efficient land use, lower cost per square foot

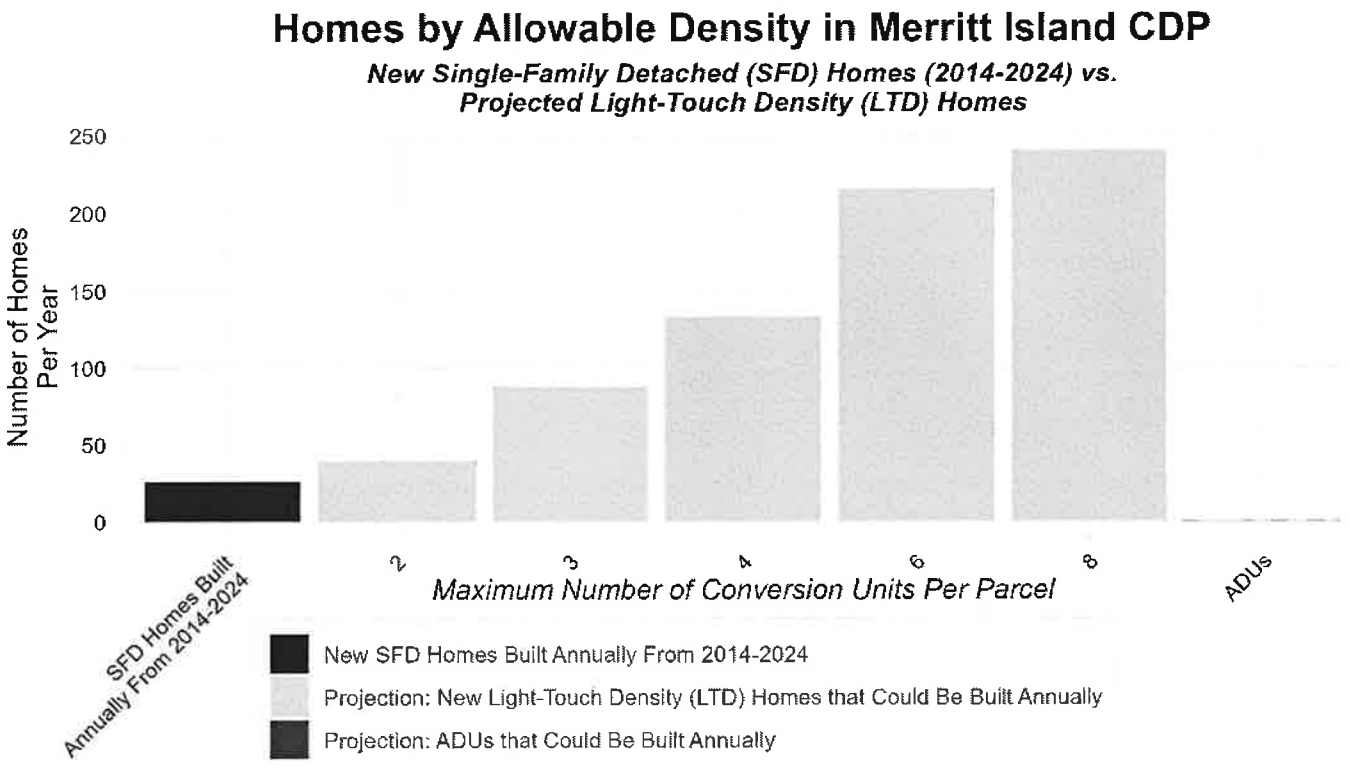


Diving Deeper: Option 1: Home Dwelling Type and Lot Split Flexibilities on Existing Lots

Allowing home dwelling type and lot split flexibilities on existing lots in single-family neighborhoods in Merritt Island CDP could add 240 homes per year, or about 9.2 times more than the current rate of SFD construction in Merritt Island CDP.

These new homes are created through the legalization of home dwelling types or by splitting existing lots into smaller parcels. They can take the form of smaller lot SFD homes, townhomes, 2–8 home multiplexes, and ADUs in neighborhoods currently restricted to single-family detached homes.[2] To achieve this outcome, Merritt Island CDP should set a minimum lot size of no more than 1,200 sq.ft. for new lots created through single-family lot splits.

This bar chart compares **the number of new SFD homes built in Merritt Island CDP from 2014-2024** (shown in dark blue) to the **potential number of homes** that could be created by these flexibilities.



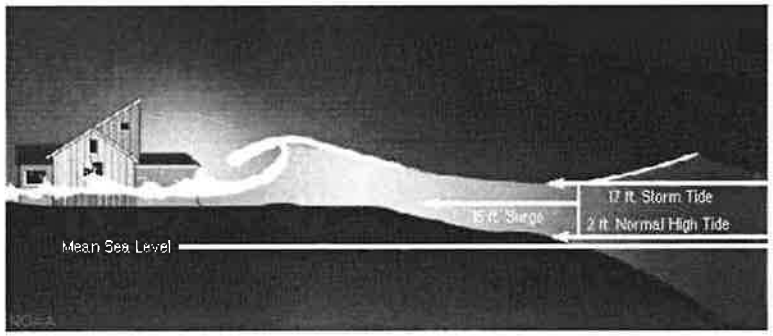
Source: First American and AEI Housing Center, https://heat.aeihousingcenter.org/toolkit/ltd_chart.

[2] Projections for ADUs are given only in cases when they are the highest and best use of land. In areas with high land values, duplex, triplex, and townhome conversions are typically the higher and better land use. If both ADUs and small multiplexes make financial sense, we assume the option that produces the most homes on that lot. Light-Touch Density: Housing Supply and Affordability Estimates.

Emergency Management

The Brevard County Emergency Management Department is responsible for the coordination of emergency operations and maintaining the Comprehensive Emergency Management Plan which addresses disasters including hurricanes and their storm surges.

Hurricanes



Hurricanes are the most likely natural disaster to affect Brevard County. Damage from hurricanes takes two primary forms, wind damage and flooding from the storm surge. Of the two, the storm surge is the most dangerous resulting in the majority of deaths associated with hurricanes. Storm surge is the water pushed toward the shore by the force of the hurricane winds. This advancing surge combines with the normal tides to create the hurricane storm tide, which can increase the mean water level 15 feet or more. In addition, wind driven waves ride on top of the storm tide. This rise in water level can cause severe flooding in coastal areas, particularly when the storm tide coincides with the normal high tides. Because much of the County's coastline lie less than 10 feet above mean sea level, the danger from storm tides is tremendous.

One of the most crucial aspects of emergency management is the calculation of a hurricane's storm surge and its effect on people, evacuation routes, and property. One tool used to evaluate the threat from storm surge is the SLOSH model. Emergency managers use this data from SLOSH to determine which areas must be evacuated for storm surge. Storm surge also affects rivers and inland lakes, potentially increasing the area that must be evacuated.

During the least intense Category One event the storm surge still affects the coastal residences. Because of the area's vulnerability all of East Merritt Island study area is included in the evacuation zone for a storm of any category (1 – 5).

Evacuation Routes

The northern portion of the study area has three roadways to the west to evacuate the East Merritt Island area. One of these routes, Sykes Creek Parkway, travels for a limited distance before merging reducing the western evacuation routes to two. The southern portion of the study area has only one western evacuation route, SR 520 which also acts as an evacuation route for the north area.

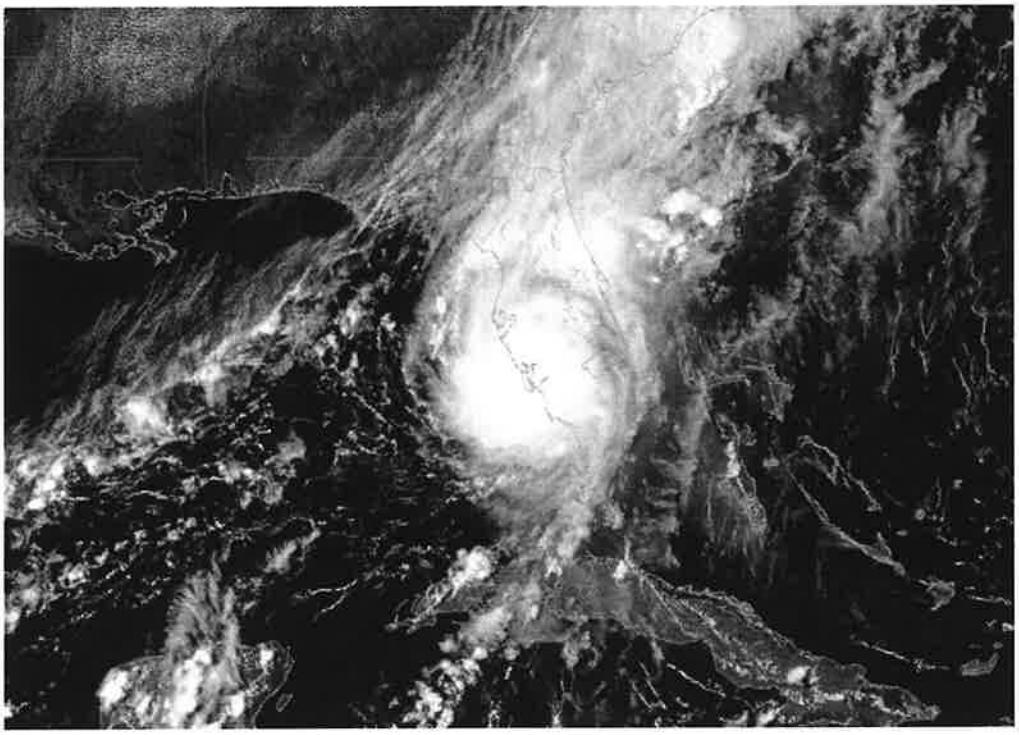
The limited transportation routes increase the time necessary for residents to evacuate prior to a storm event. Any additional increase in residential density may further degrade

the evacuation times for the area. A recent change in state law also now requires local governments to adopt and maintain a Level of Service for evacuation times.

Coastal High Hazard Area

In the past, Brevard County has undertaken and adopted substantial reductions in density within the unincorporated portions of the Coastal High Hazard Area (CHHA). This effort proved to be invaluable when the County successfully evacuated the barrier islands during the hurricanes of 2004. Up until 2006, the Coastal High Hazard Area was defined as the Category 1 Hurricane Evacuation Zone under state law and affected approximately 55,000 acres in the County. State laws also emphasized reducing residential densities and reducing capital expenditures within the CHHA except for improving evacuation routes.

In 2006, the State Legislature amended Chapter 163.3178, Florida Statutes, to change the definition of the Coastal High Hazard Area. The new definition is the area affected by the storm surge from a Category 1 hurricane and has resulted in substantially less area designated as the CHHA (25,745 acres) within Brevard County. All local governments have to amend their comprehensive plans to comply with this new CHHA definition. The following maps show the old and new Coastal High Hazard Areas for Brevard County. The pre and post maps are located in the attached map series.



Hurricane Charley strikes Florida in 2004

COMMUNITY INPUT AND DISCUSSION

Background:

The East Merritt Island community has been active in their participation in public hearings for the Board of County Commissioner's and the different advisory boards when an issue of local interest has arisen.

With the formation of the East Merritt Island study committee, residents made recommendations through the Small Area Study process. The recommendations are included in the study along with other public comment to be presented to the Board of County Commissioners for adoption.

Community Assessment Methods for this Small Area Study:

The assessment of the East Merritt Island community began with the collection of the baseline data to determine public infrastructure and level of service capabilities. The data collection included meeting with the various service providers, including several Brevard County agencies. This data was utilized to produce build-out and redevelopment models for the area. The study area was divided into north and south areas to facilitate assessments more attuned to the particular area needs.

The data and models were presented to north and south area committees composed of residents of the study area appointed by the Board of County Commissioners to provide a cross section of the community.

Over a series of publicly noticed committee meetings, public input was sought to provide depth to the study sections and gain insight to the community's vision. The final draft of the small area study was presented to the committees jointly to reach a consensus for recommendation to the Board of County Commissioners.

Results of Community Input – General:

In general the public input demonstrated the desire of the community to preserve its current lifestyle. The committee members of both the north and south areas stressed quality of life issues as a priority.

Results of Community Input – Land Use:

The community expressed its desire to maintain the status quo, or the current character of development in the study area. Previous project requests by developers had met with opposition during public hearings. As a result of the community input, the study included

the recommendation of "right-sizing" some areas where the adopted Future Land Use exceeded the actual density that the land was developed at.

Results of Community Input – Other Factors:

Other major factors brought forward by the citizen committees for consideration was limitations of the transportation network to meet new development.

NEXT STEPS IN IMPLEMENTING THE SMALL AREA STUDY AND ITS RECOMMENDATIONS

The SAS's recommendations will be presented to the Local Planning Agency in a public hearing. Following public discussion the LPA will make a recommendation to the Board of County Commissioners regarding the SAS's analysis. The Board of County Commissioners will also accept public comment during its deliberations on the SAS. Once the Board accepts the study, staff will be directed to implement recommendations of the study in the formal Comprehensive Plan amendments. Implementation is anticipated to begin in the Spring of 2009 and continue for approximately one year.

A large part of implementation will involve amendments to right-size the Future Land Map and elimination of zoning inconsistencies.

RECOMMENDATIONS OF THE EAST MERRITT ISLAND SMALL AREA STUDY

The North Area and South Area Citizen Committees for the East Merritt Island Small Area Study adopted these recommendations:

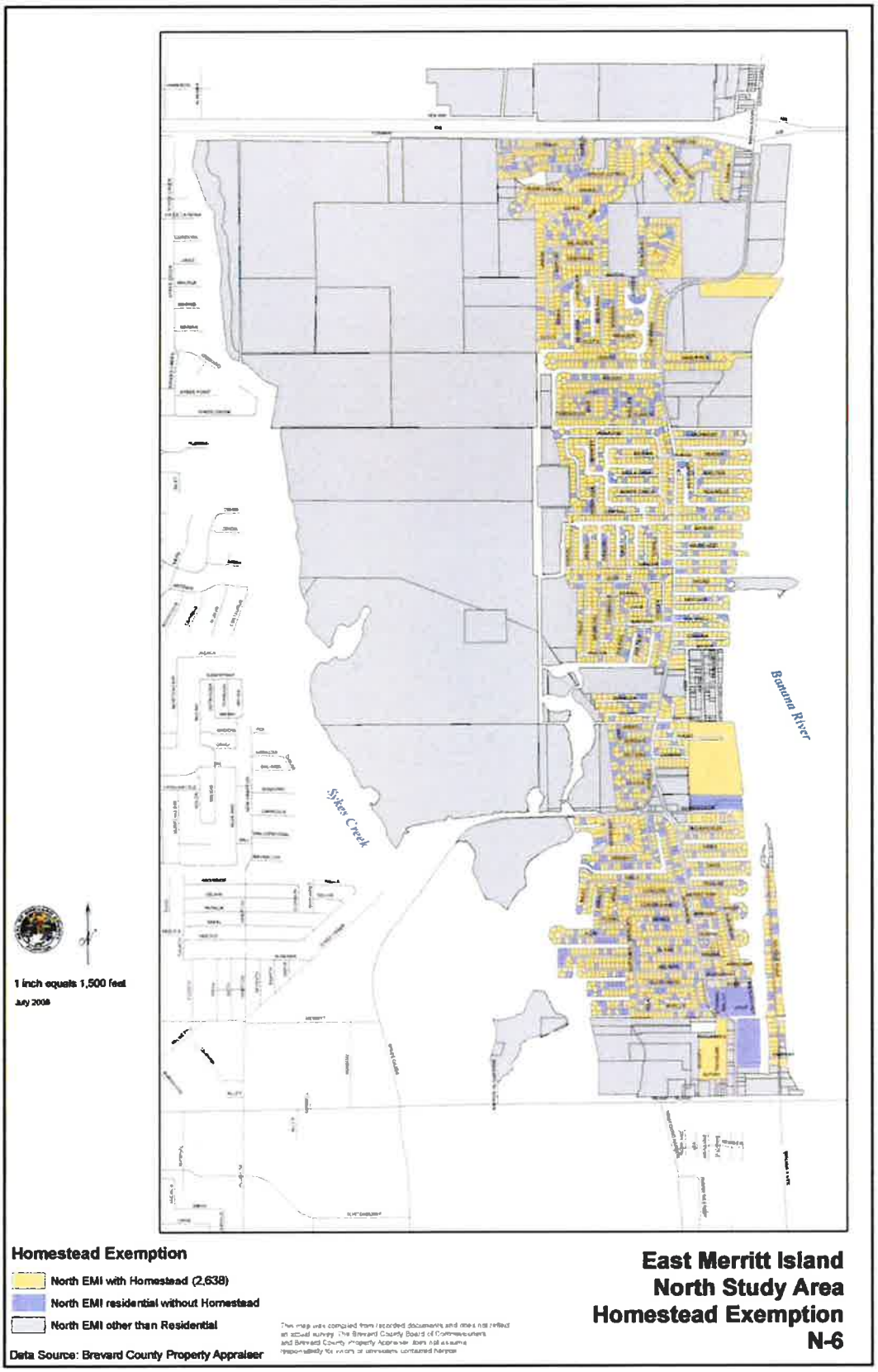
- Recommendation 1: Brevard County should initiate Comprehensive Plan amendments to the Future Land Use Map to reduce residential densities on developed residential properties in the study areas to reflect established residential densities on developed parcels. The recommended densities should be based on the lowest residential land use designation established in the Future Land Use Element of the Comprehensive Plan that would be required in order to achieve consistency with established residential development patterns and the existing zoning classification(s).
- Recommendation 2: Brevard County should initiate Comprehensive Plan amendments to the Future Land Use Map to reduce residential densities on undeveloped properties in the study areas that have zoning other than GU to ensure that future development on said vacant properties will be consistent with their current zoning classification and be compatible with established residential densities on adjacent properties.
- Recommendation 3: No additional Neighborhood Commercial FLUM designations should be permitted in the South study area.
- Recommendation 4: No additional Community Commercial FLUM designations should be permitted outside of the Merritt Island Redevelopment Area.
- Recommendation 5: South Banana River Drive should not be reconstructed to increase roadway capacity because currently adopted design standards for collector roadways are likely to result in adverse impacts to the aesthetic character of the surrounding neighborhood.

- Recommendation 6: Brevard County should perform a preliminary engineering analysis of the actual capacity of South Banana River Drive based on existing conditions. In the event that the preliminary engineering analysis indicates that South Banana River Drive has a lower capacity than reflected in the Concurrency Management database, the County should retain a qualified traffic engineer to determine the capacity of South Banana River Drive based on actual conditions. The conclusions of the analysis should be adopted for use in the County's Concurrency Management System.

- Recommendation 7: Brevard County should construct any missing sections to the existing bicycle/pedestrian transportation system within the study areas subject to funding availability.

- Recommendation 8: The Board of County Commissioners should implement the study recommendations through the Comprehensive Plan amendment process during the spring amendment cycle of 2009.

These right-sizing amendments are reflected in the Prospective Future Land Use Maps at the end of this study.


Banana River
Sykes Creek
1 inch equals 1,500 feet
July 2008
Homestead Exemption
North EMI with Homestead (2,638)
North EMI residential without Homestead
North EMI other than Residential
Data Source: Brevard County Property Appraiser
East Merritt Island
North Study Area
Homestead Exemption
N-6

East Merritt Island
Small Area Study
Draft Review

EXECUTIVE SUMMARY

The East Merritt Island Small Area Study (SAS) was initiated at the direction of the Board of County Commissioners in response to community requests due to the number of applications for higher density/intensity rezonings in the East Merritt Island area. Its purpose was to take an in-depth look at the area, its infrastructure, and the community's vision and develop a study that would be a tool for planning and growth management.

For the purposes of managing the study, East Merritt Island had been split into two areas, north and south, each with their own committee. The Board of County Commissioners appointed residents to serve on one of two study area committees. This was due to the north and south areas having distinct communities and different planning considerations. The dividing line for the two study areas was SR 520, an arterial roadway. Public participation included a series of publicized workshops at Kiwanis Island Park located on SR 520.

An analysis of the land uses has shown that there are large areas of existing single family residential subdivisions that have an adopted Future Land Use of a much greater density. Although rezonings would be required to achieve the densities that are currently adopted on the Future Land Use Map, the study lends support toward revisiting adopted densities so that they align with development patterns in the area. Otherwise, the Future Land Use Map could requests for encourage redevelopment that may not be compatible with the surrounding land-use patterns and be in conflict with the single-family residential nature of the community. Additionally, some administrative rezoning and land use changes were identified for the Planning and Zoning staff to initiate.

The existing infrastructure of the area was found to be adequate for existing development. Modeling of impacts that could occur from the build-out of vacant parcels was performed. Additional modeling was undertaken to show the effects of the redevelopment of the area using the maximum density allowances under the current Future Land Use Map. Both of these models showed impacts to desired service levels of the infrastructure, particularly transportation and evacuation times during storm events. Some of these impacts would cause the infrastructure to exceed the adopted level of service standards.

The North Area and South Area Citizen Committees for the East Merritt Island Small Area Study adopted these recommendations:

- Recommendation 1: Brevard County should initiate Comprehensive Plan amendments to the Future Land Use Map to reduce residential densities on developed

residential properties in the study areas to reflect established residential densities on developed parcels. The recommended densities should be based on the lowest residential land use designation established in the Future Land Use Element of the Comprehensive Plan that would be required in order to achieve consistency with established residential development patterns and the existing zoning classification(s).

- Recommendation 2: Brevard County should initiate Comprehensive Plan amendments to the Future Land Use Map to reduce residential densities on undeveloped properties in the study areas that have zoning other than GU to ensure that future development on said vacant properties will be consistent with their current zoning classification and be compatible with established residential densities on adjacent properties.

- Recommendation 3: No additional Neighborhood Commercial FLUM designations should be permitted in the South study area.

- Recommendation 4: No additional Community Commercial FLUM designations should be permitted outside of the Merritt Island Redevelopment Area.

- Recommendation 5: South Banana River Drive should not be reconstructed to increase roadway capacity because currently adopted design standards for collector roadways are likely to result in adverse impacts to the aesthetic character of the surrounding neighborhood.

- Recommendation 6: Brevard County should perform a preliminary engineering analysis of the actual capacity of South Banana River Drive based on existing conditions. In the event that the preliminary engineering analysis indicates that South Banana River Drive has a lower capacity than reflected in the Concurrency Management database, the County should retain a qualified traffic engineer to determine the capacity of South Banana River Drive based on actual conditions. The conclusions of the analysis should be adopted for use in the County's Concurrency Management System.

- Recommendation 7: Brevard County should construct any missing sections to the existing bicycle/pedestrian transportation system within the study areas subject to funding availability.

- Recommendation 8: The Board of County Commissioners should implement the study recommendations through the Comprehensive Plan amendment process during the spring amendment cycle of 2009.

These right-sizing amendments are reflected in the Prospective Future Land Use Maps at the end of this study.

INFRASTRUCTURE AND SERVICE DEMAND ANALYSIS

Transportation Network & Build-out:

For both the North and South study areas the existing Average Daily Trips (ADT) on the roadways were compounded with the number of trips that could be generated from the development of vacant property. The density for the development of this vacant property was based upon the adopted Future Land Use (FLU) for the property. The resulting traffic generation projection is based upon the maximum development allowance scenario for these vacant parcels. In actuality, a number of constraints could restrict the final density for any project on these parcels. By using the maximum density allowed by the FLU, the greatest impact possible is demonstrated.

North Area

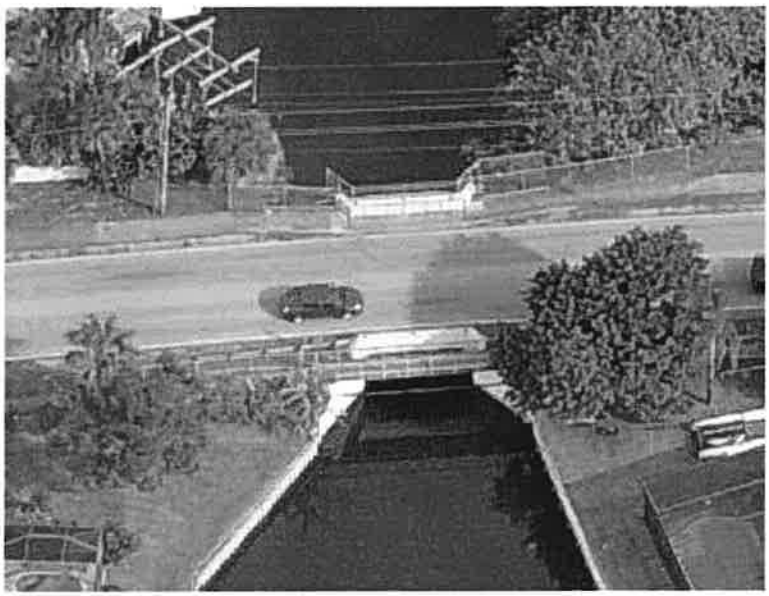
The north area transportation network includes two collector roadways and numerous local streets. Traffic is carried north to SR528, south to SR520, and west along Sykes Creek Parkway. The north area is divided into three road segments for the purposes of traffic generation and trip distribution. These segments are listed on Table 7 along with the existing Average Daily Trips (ADT) and the potential ADT in a total build-out scenario of the vacant buildable property under current FLU designations. The data demonstrate the cumulative impact of these trips on the affected roadway segments.

Table 7.
Build-out Scenario for North Area Road Segments

North Study Area Transportation Facility Road Segments								
Segment	**Max Volume**	**Current ADT**	**Potential ADT**	**Current Volume**	**Potential Volume**	**Current LOS**	**Adopted LOS**	**Potential LOS**
035B	15,600	7,401	11,853	47.44%	75.98%	D	E	E
035A	15,600	12,248	19,886	78.51%	127.47%	D	E	F
345C	15,600	10,394	14,424	66.63%	92.46%	C	E	E
Segment	**Segment Description**							
035B	North Banana River Drive from SR520 north to Sykes Creek Parkway							
035A	North Banana River Drive from Sykes Creek Parkway north to SR528							
345C	Sykes Creek Parkway from Banana River Drive west							

Source: Brevard County

As shown in Table 7, above, the North Banana River Drive road segment (035A) could exceed the allowable Level of Service (LOS) in a total build-out scenario. The other segments would both be impacted by an increase of 60% (035B) and 39% (345C) respectively.



Constricted Roadway Segments over canals

South Area

The south area transportation network includes two collector roadways and numerous local streets. Traffic is carried north to SR520 on South Banana River Drive and Newfound Harbor Drive. The south area is divided into two road segments for the purposes of traffic generation and trip distribution. These segments are listed on Table 8. along with the existing Average Daily Trips (ADT) and the potential ADT in a total build-out scenario of all vacant buildable property under adopted FLU designations. The table demonstrates these trips cumulatively for impacts on the roadways.

Table 8.
Build-out Scenario for South Area Road Segments

South Study Area Transportation Facility Road Segments								
Segment	**Max Volume**	**Current ADT**	**Potential ADT**	**Current Volume**	**Potential Volume**	**Current LOS**	**Adopted LOS**	**Potential LOS**
036	15,600	2,487	4,991	15.94%	31.99%	A	E	B
221	15,600	7,341	10,699	47.06%	68.58%	C	E	D
Segment	**Segment Description**							
036	South Banana River Drive from SR520 south to termination							
221	Newfound Harbor Drive from SR520 south to termination							

Source: Brevard County

As shown in Table 8 above, neither road segment would fail in a total build-out scenario. However, the amount of average daily trips would impact the LOS by one category for each respective segment. In the case of Segment 036, South Banana River Drive, the trip count could increase 100%, or double, in a total build-out scenario. The Newfound Harbor Drive segment could increase 46% in a similar build-out.

Transportation Network and Redevelopment

In the Transportation Network section above, the existing traffic generation and the impacts associated with build-out of the vacant acreage under the adopted Future Land Uses are evaluated. A second and different modeling examines what happens to the transportation network when the existing developed properties are redeveloped under their adopted Future Land Use.

For example, this approach evaluates traffic impacts if the platted lots in an existing single family home subdivision were assembled and redeveloped under its higher density. The single family homes could be replaced by townhouses or apartments. The tables below demonstrate the cumulative effects on study area properties being redeveloped under the highest density as allowed by the adopted FLU. From these calculations, the value of "right-sizing" future land uses on developed property can be determined. With the adoption of a Future Land Use, rezoning options would be limited to those that are more in character with surrounding land uses.



A new look for a commercial plaza

North Area

The redevelopment scenario for the North Area evaluated below assumes that all Residential 15 Future Land Use will be redeveloped at its maximum allowable density. This includes both vacant RES 15 parcels and developed RES 15 parcels that would be redeveloped.

Table 9.
Redevelopment Scenario for North Area Road Segments

North Study Area Transportation Facility Road Segments								
Segment	**Max Volume**	**Current ADT**	**Potential ADT**	**Current Volume**	**Potential Volume**	**Current LOS**	**Adopted LOS**	**Potential LOS**
035B	15,600	7,401	15,743	47.44%	100.92%	D	E	F
035A	15,600	12,248	25,589	78.51%	164.03%	D	E	F
345C	15,600	10,394	17,622	66.63%	112.96%	C	E	F
Segment	**Segment Description**							
035B	North Banana River Drive from SR520 north to Sykes Creek Parkway							
035A	North Banana River Drive from Sykes Creek Parkway north to SR528							
345C	Sykes Creek Parkway from Banana River Drive west							

Source: Brevard County Planning & Zoning Office

As shown in Table 9. above, the redevelopment of the existing Residential 15 acreage would cause the Level of Service of the roadway to exceed allowable levels. The adopted LOS for all three road segments is "E" and the addition of these trips would cause the LOS to drop to "F". By the roadways degrading to "F" the LOS would be exceeding the adopted allowable LOS.



Pedestrians walking on the shoulder