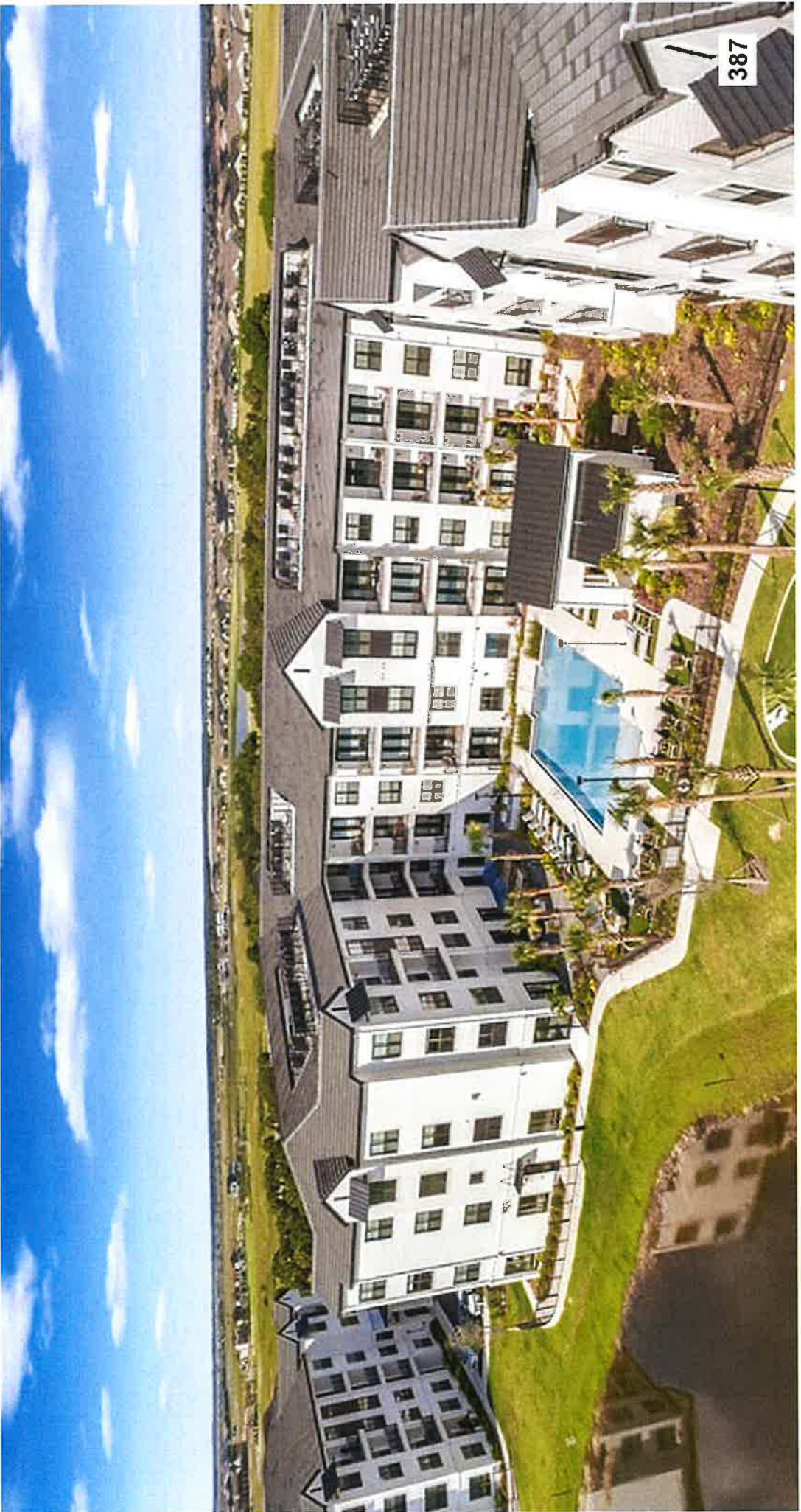
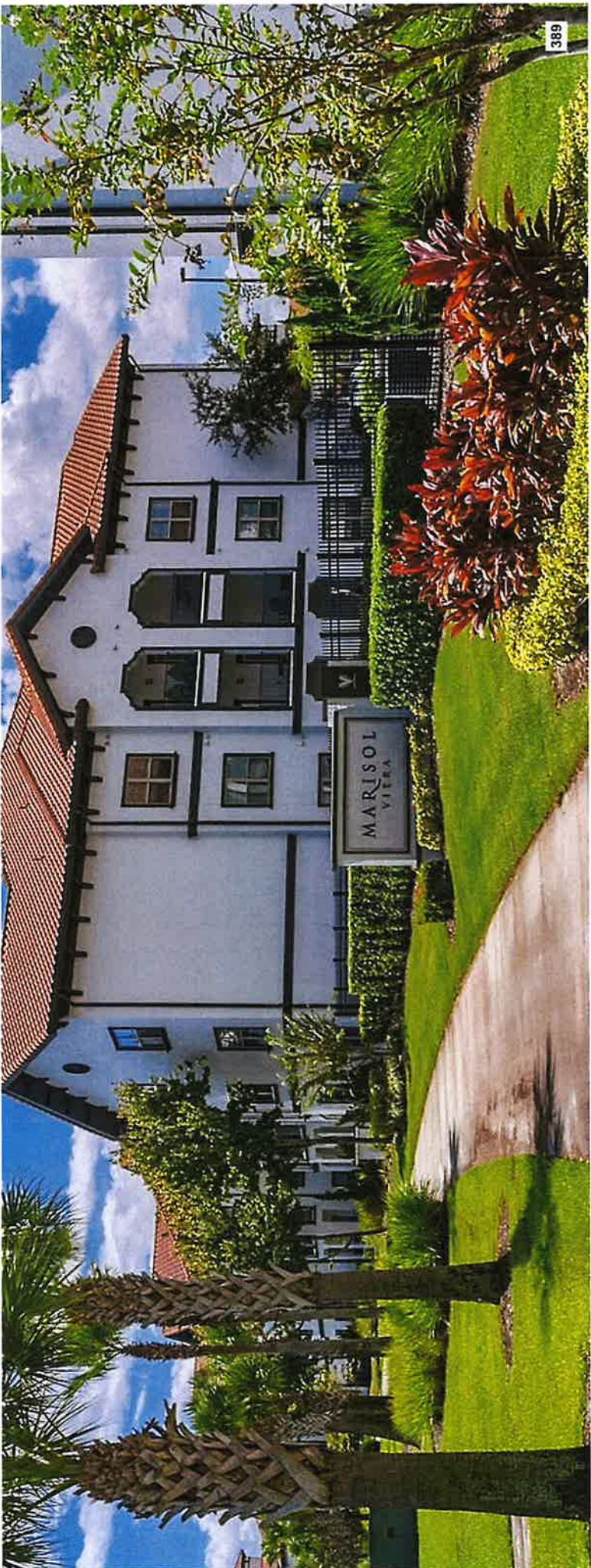












Memorandum

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**.

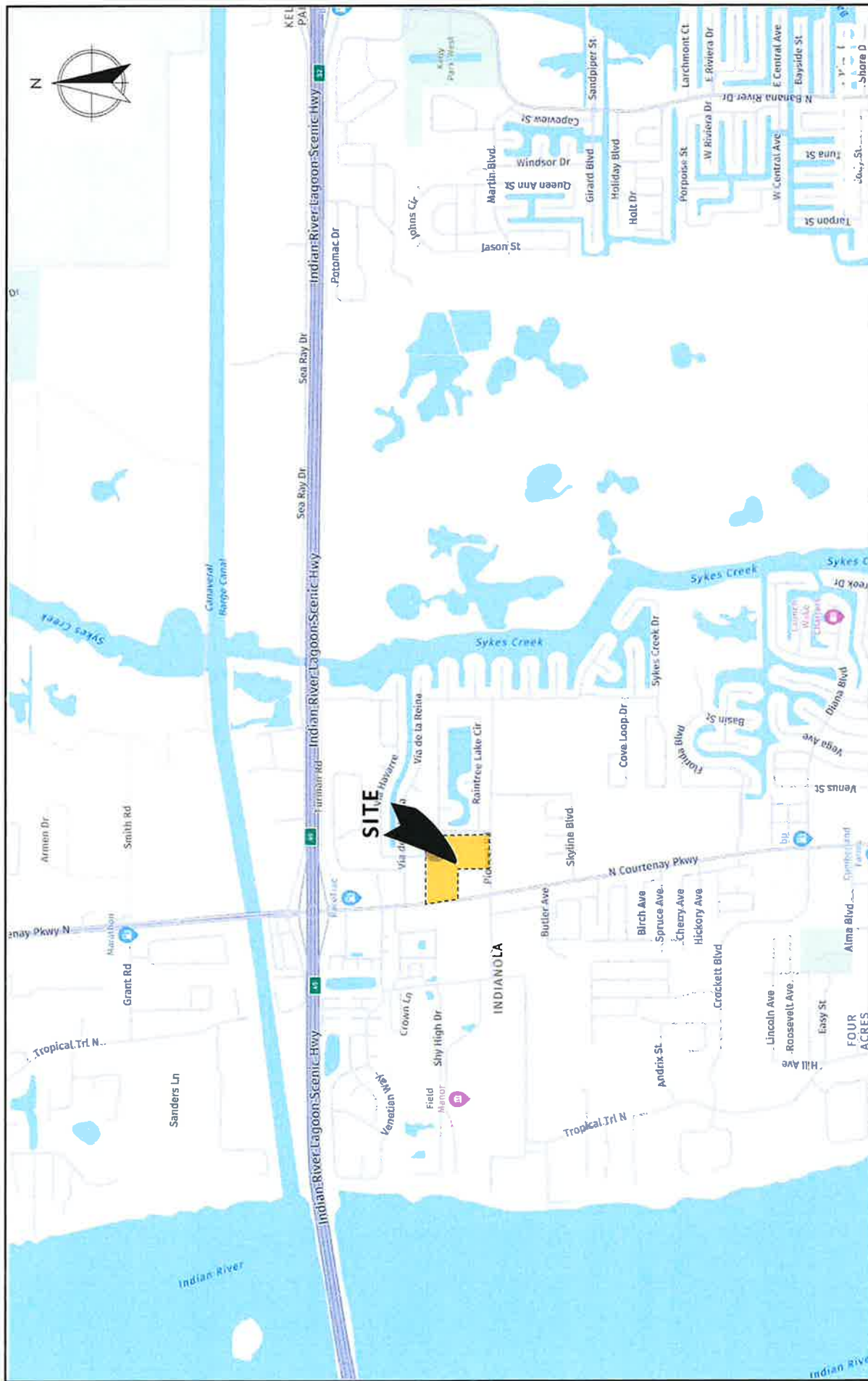


Figure 1
Site Location

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

ATTACHMENT 1

RANGEWATER



PROJECT DATA:

ZONE 1: Neighborhood Commercial

3.659 acres
109 units max

BUILDING 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)



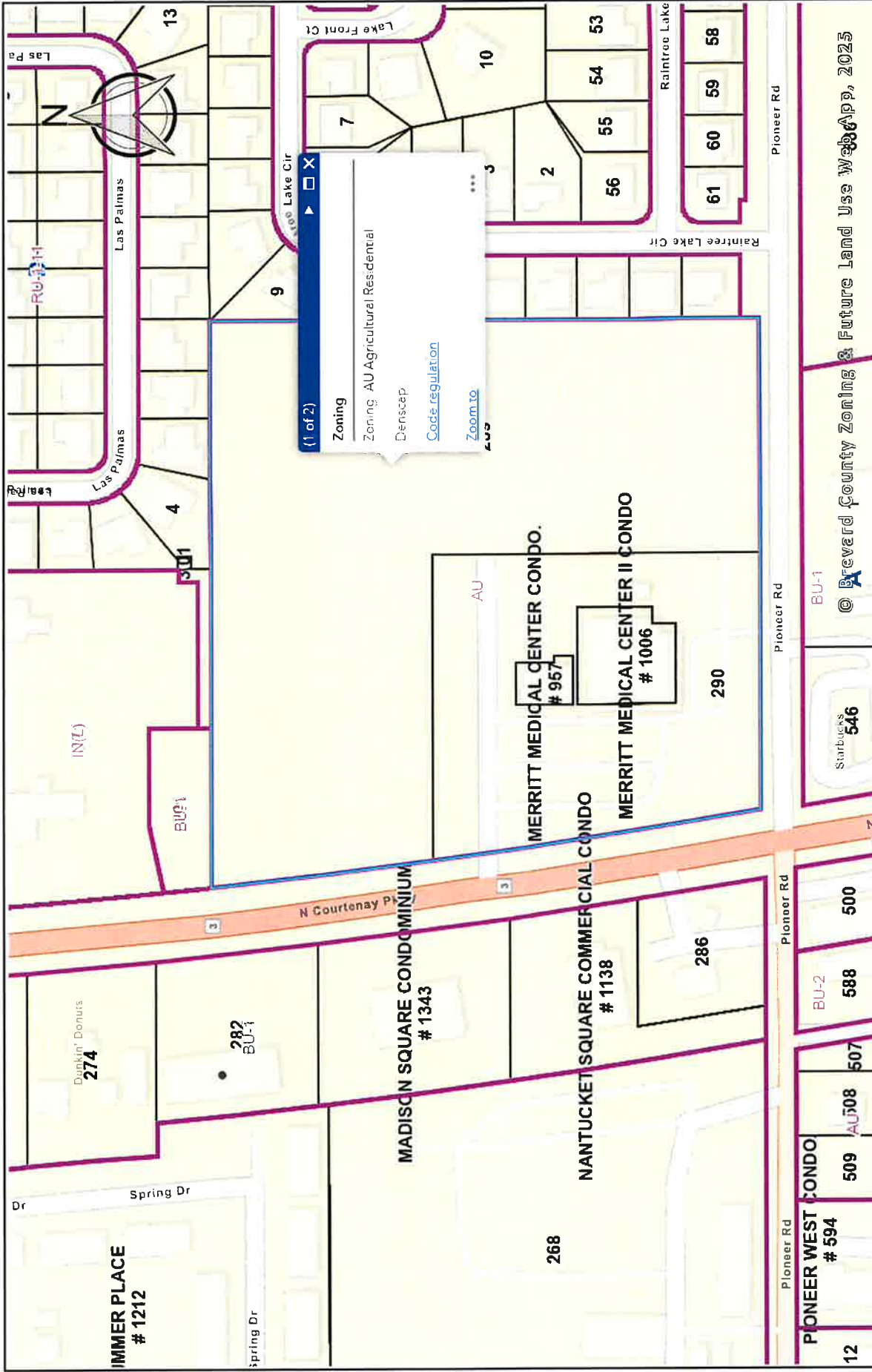
January 8, 2026

0000.00

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

Merritt Island

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



Bowman	LEGEND	
	FIGURE 2. ZONING MAP RANGEWATER MERRITT ISLAND	

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 appli-
cation 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. WINSTFAD, JR., Clerk

by D.C.

(SEAL)

(Hearing - November 29, 1983)

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



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 sincerely interested in compliance with reasonable requests and stipulations to be included as part of our Binding Site Plan.



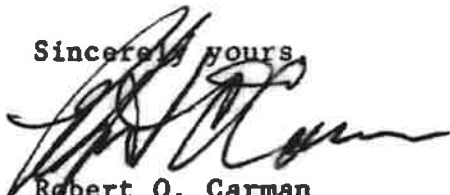
IO13

Z-658 400

Mr. James Ford
Brevard County Director of Planning & Zoning
December 14, 1983
Page 2

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.


NOTARY PUBLIC

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

IO14
Z-6584
401

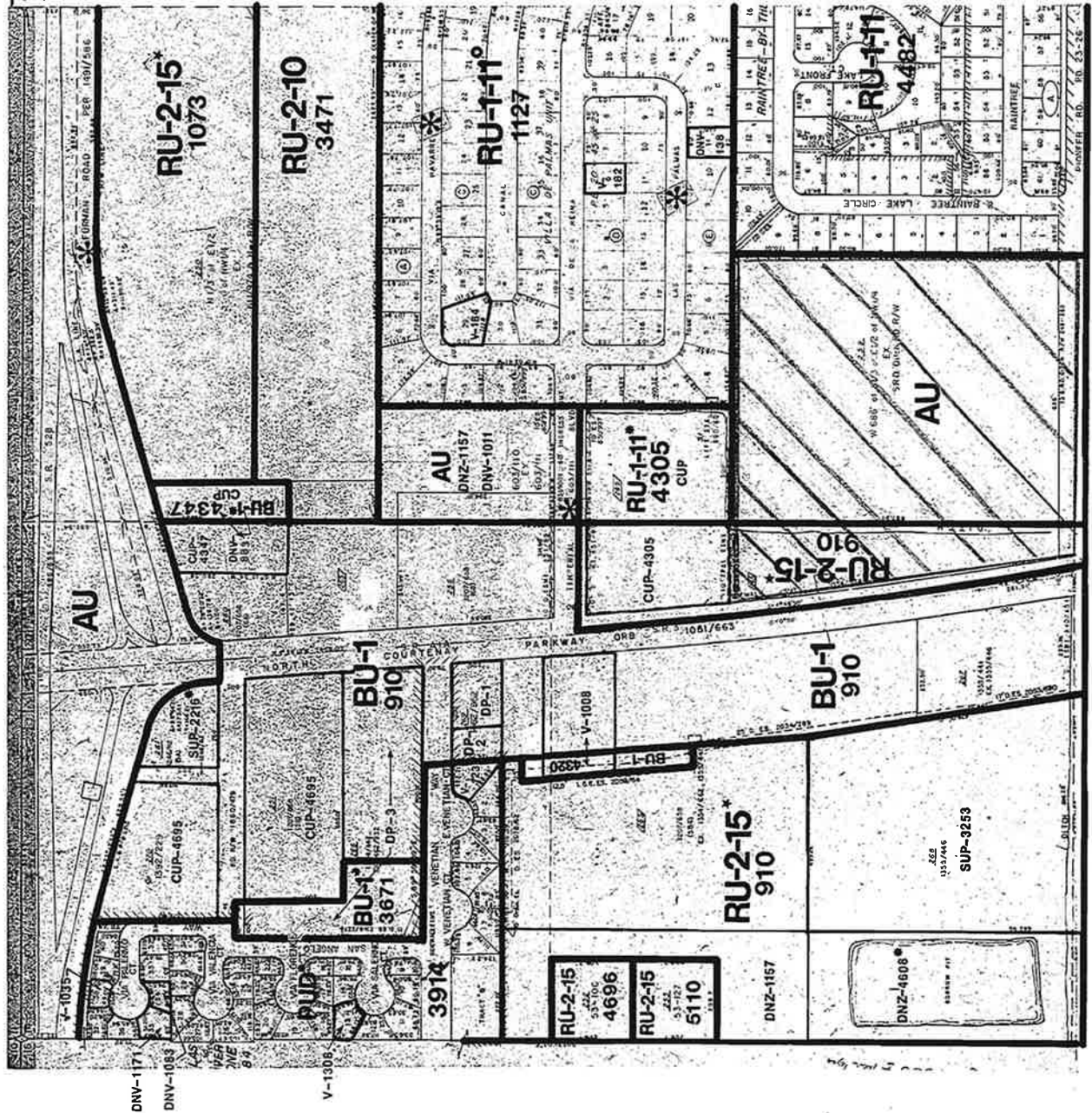
13 Joseph & Alma Field
 AU RU-2-15 to AU AU w/CUP's
 for Hospital & Clinic
 Z-6584 Approved subj. to BSP
 Showing Access & 50 ft. landscaped
 buffer. 73-13
 2980

DEVELOPMENT PLAN INDEX

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

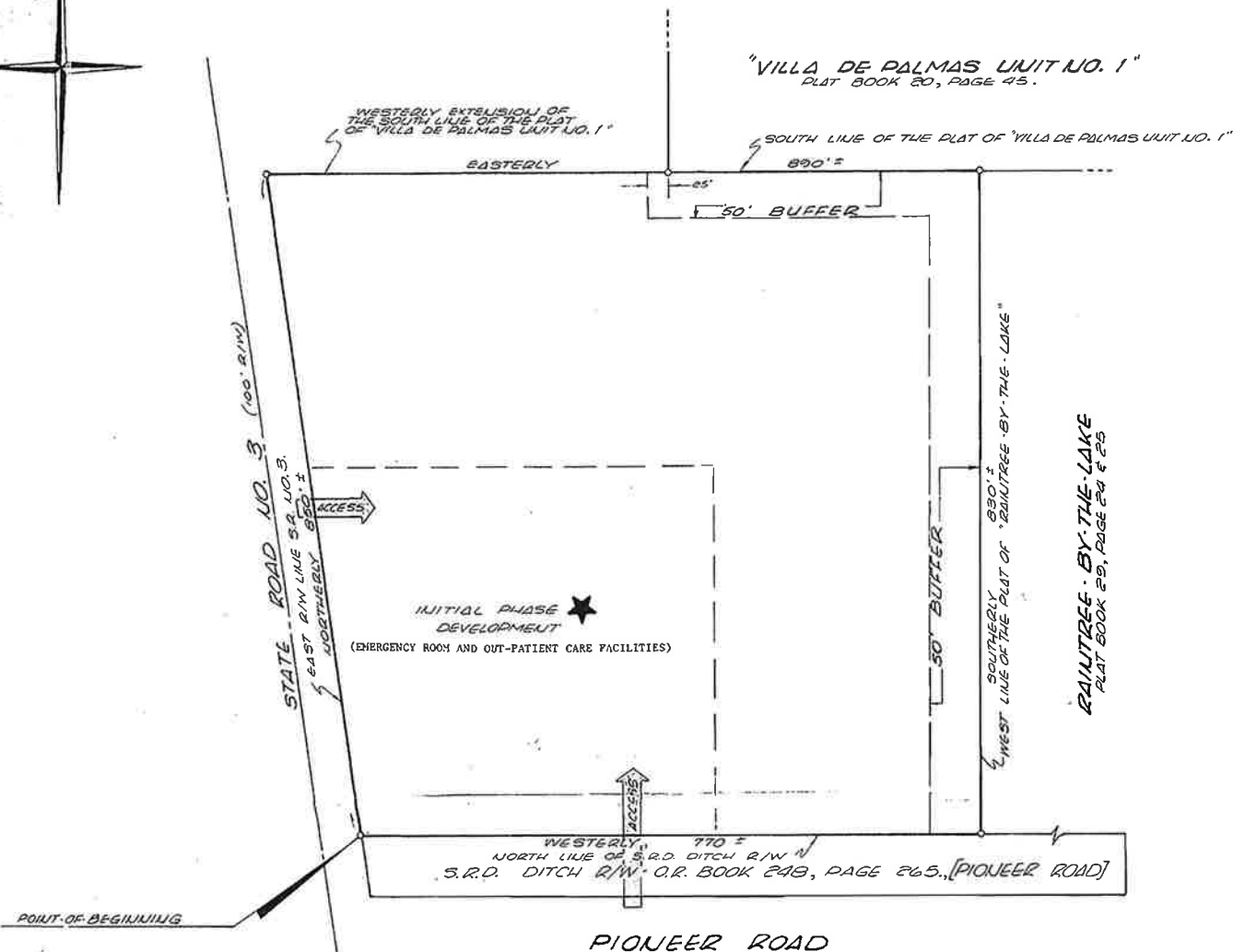
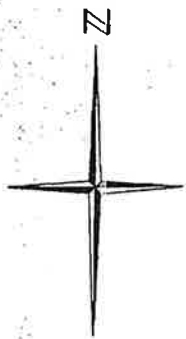
DNZ-2354
 W 1/2 of NW 1/4
 less exceptions

NW 1/4 SECTION 14 TOWNSHIP 24 RANGE 36



mo1
 Z-6584

SCALE 1"=200'



★ 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 1/4 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 890 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 890 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 record 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 record.

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: 12/21/83

MEDICAL FACILITY MERRITT ISLAND SITE

SEC. 14, TWP. 24 S., RG. 36 E.

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

mo2
Z-6584

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

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

SCOTT ELLIS, CLERK

(SEAL)

(Hearing - February 10, 2003)

by

JACKIE COLON
Chairperson

Jackie Colon

Z-10781 (26)

26



Z-6584
Clinic & Hospital

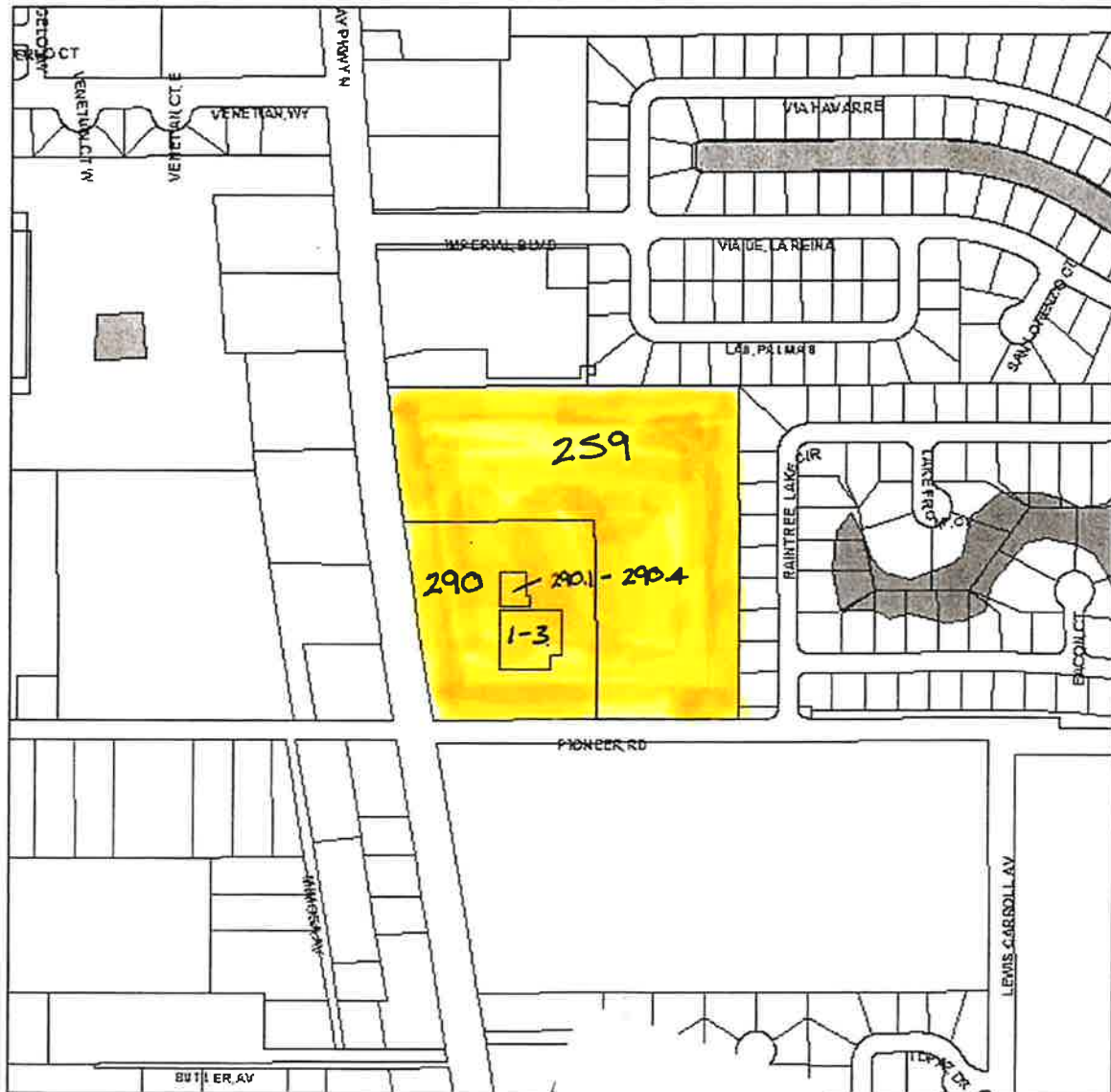
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created: 1/22/2003



Z10781

Z10781

Jim Ford, CFA
Brevard County Property Appraiser - Map Search



259 only

Clinic & Hospital

Z10781

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

<http://205.172.172.144/scripts/esrimap.dll?name=Brevard1&id=200201231834421695&Parcels> 1/23/02

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



**Property
Research**

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[\[Property Research\]](#) [\[Map Search\]](#) [\[Maps & Data\]](#) [\[Unusable Property\]](#) [\[Tax Authorities\]](#) [\[What's New\]](#) [\[Links\]](#)

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

6584

210781

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

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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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Bowman Job # 314554-01-001

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Appendices

- Appendix A: Site Plan
- Appendix B: Methodology Coordination
- Appendix C: Data
- Appendix D: Traffic Volume Exhibits
- Appendix E: Capacity Analysis Reports

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 hereby 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
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

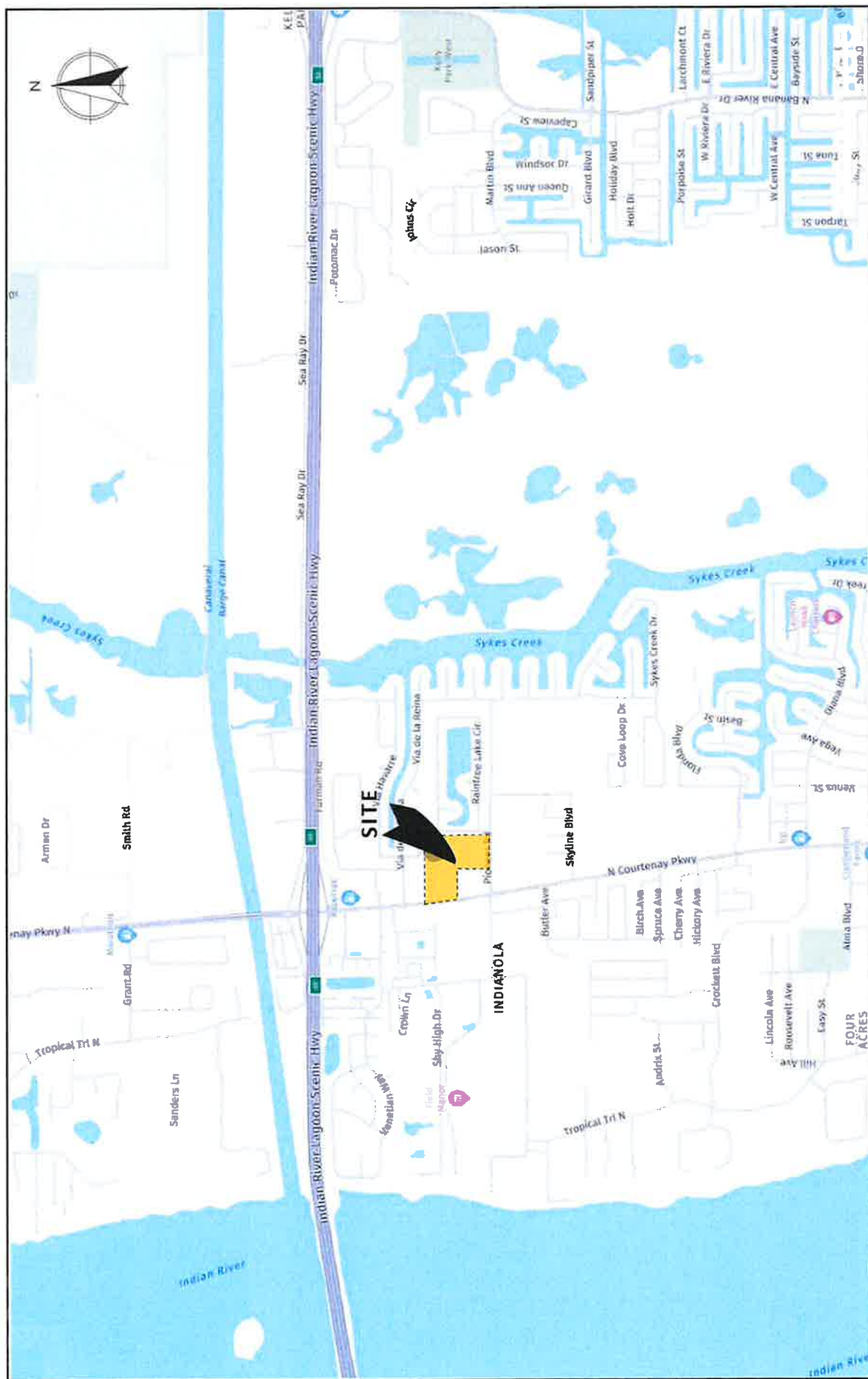
The development is proposed to be constructed on a single phase and to be fully operational by the year 2027.

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.



Bowman

Figure 1
Site Location

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 Satellite 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 peak 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. (SR. 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)	-	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 **BEER 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	Roadway Capacity ^{(1)(*)}	2027 No Build Available Capacity
N. Courtenay Pkwy. (SR. 3)	Pioneer Rd.	S Ramps SR 528	152	-	34,142	1.34%	Linear	34,600	38,430	0.90
	S Ramps SR 528	N Ramps SR 528	155	-	34,142	3.63%	Linear	35,381	38,430	0.92
	Pioneer Rd **	N. Courtenay Pkwy. (SR 3)	-	3,702	-	1.34%	Linear	3,801	14,760	0.26

(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 **BEER 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 Trip Dist % ⁽³⁾	Site Trips ⁽⁴⁾	% of Available Capacity	2027 Build Volumes	Roadway Capacity ^{(1)(*)}	2027 Build V/C Ratio
N. Courtenay Pkwy. (SR. 3)	Pioneer Rd.	S Ramps SR 528	152	34,600	62%	855	22%	35,455	38,430	0.92
	S Ramps SR 528	N Ramps SR 528	155	35,381	48%	662	22%	36,043	38,430	0.94
	Pioneer Rd **	N. Courtenay Pkwy. (SR 3)	-	3,801	50%	690	6%	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. (SR. 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)	-	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										

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 Available Capacity
N. Courtenay Pkwy. (SR. 3)	Pioneer Rd.	S Ramps SR 528	152	-	2,962	1.34%	Linear	3,002	3,620	618
	S Ramps SR 528	N Ramps SR 528	155	-	2,962	3.63%	Linear	3,070	3,620	550
	N. Courtenay Pkwy. (SR. 3)	Sykes Creek Blvd.	-	448	-	1.34%	Linear	460	1,330	870
Pioneer Rd **										
(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 Trip Dist % ⁽³⁾	Site Trips ⁽⁴⁾	% of Available Capacity	2027 Build Volumes	Roadway Capacity ^(1*)	2027 Build V/C Ratio
N. Courtenay Pkwy. (SR. 3)	Pioneer Rd.	S Ramps SR 528	152	3,002	62%	71	12%	3,073	3,620	0.85
	S Ramps SR 528	N Ramps SR 528	155	3,070	48%	55	10%	3,125	3,620	0.86
	N. Courtenay Pkwy. (SR. 3)	Sykes Creek Blvd.	-	460	50%	58	7%	518	1,330	0.39
Pioneer Rd **										

(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

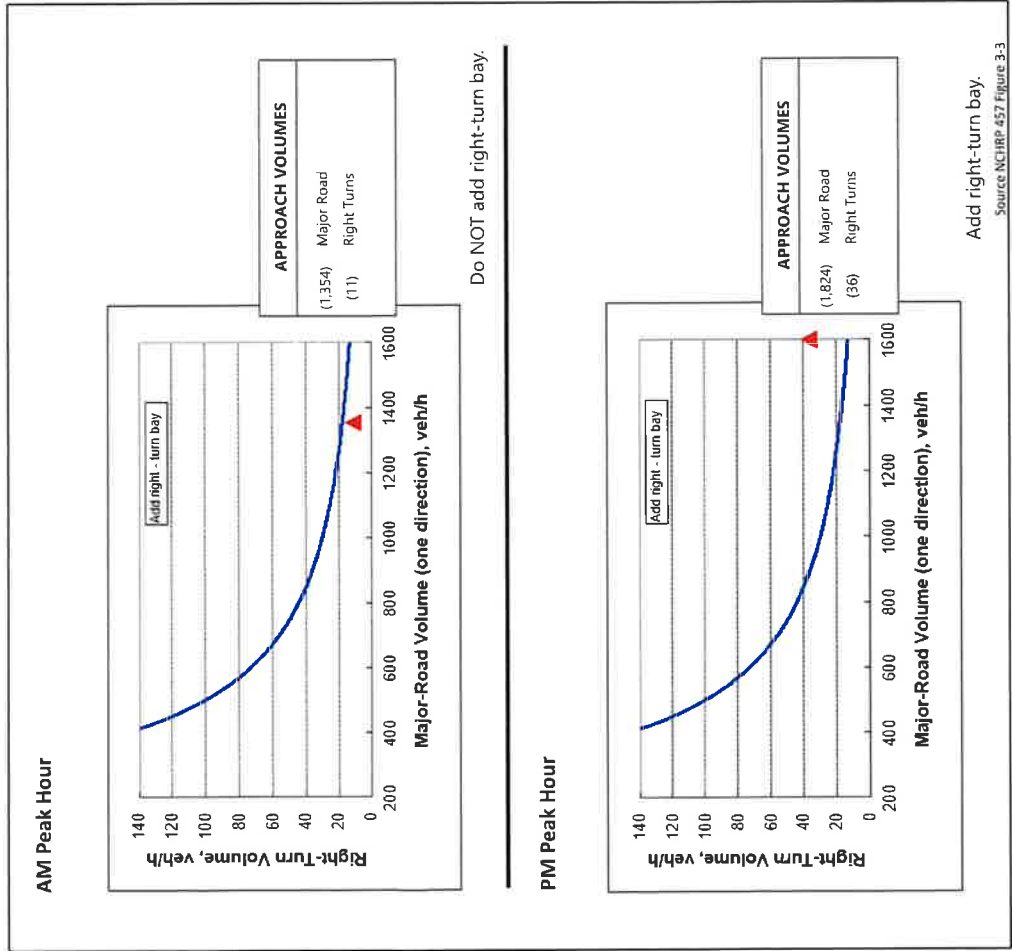


Exhibit 1
Turn Lane Warrants – N. Courtney Pkwy & Proposed Dwy 1 – Alternative 0

Bowman

RIGHT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 4 LANES

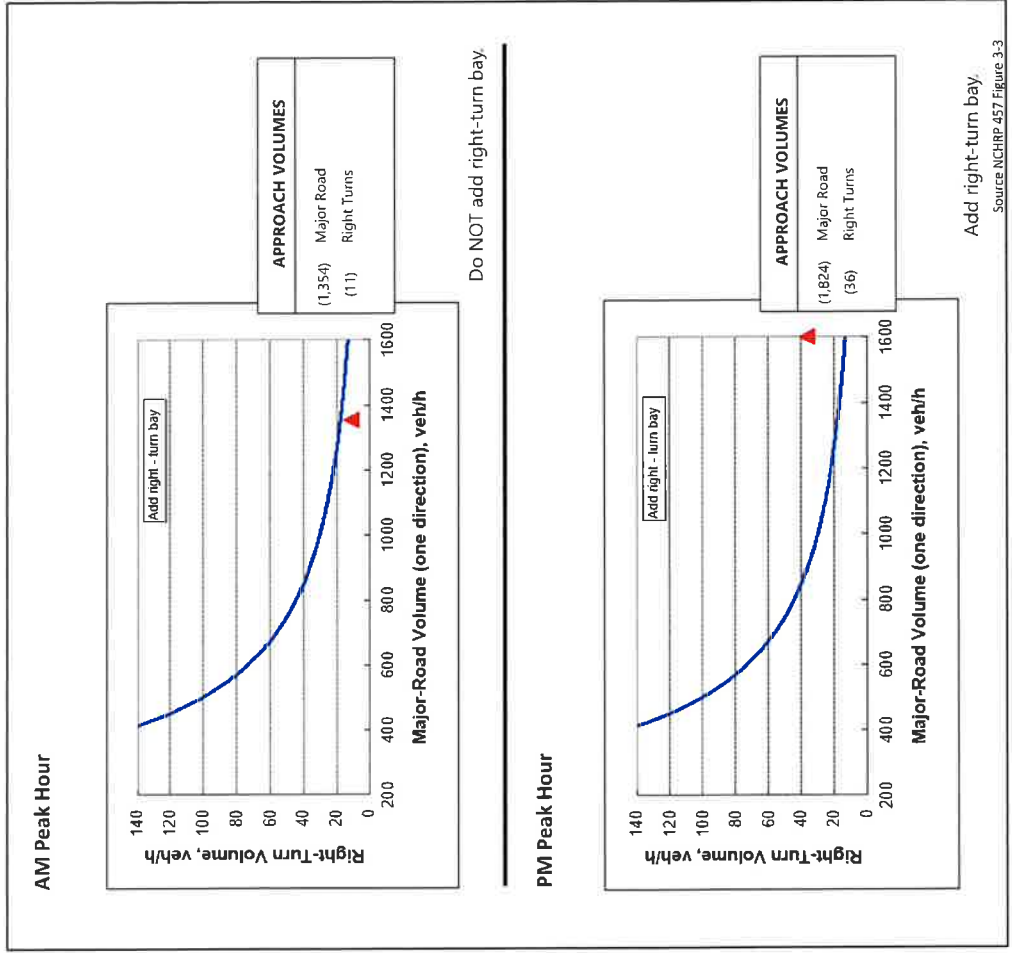
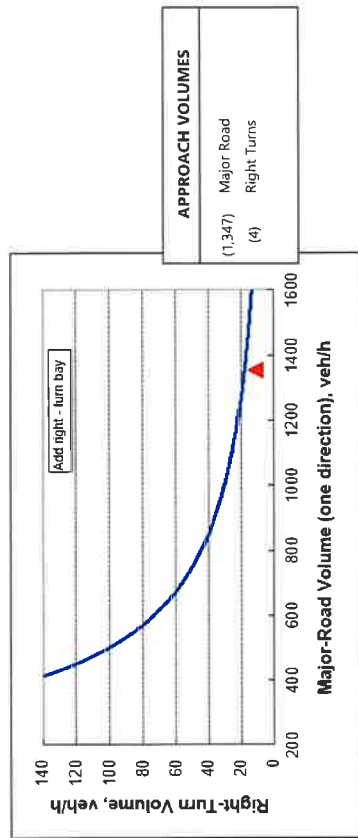


Exhibit 2
Turn Lane Warrants – N. Courtney Pkwy & Proposed Dwy 1 – Alternative 1

Bowman

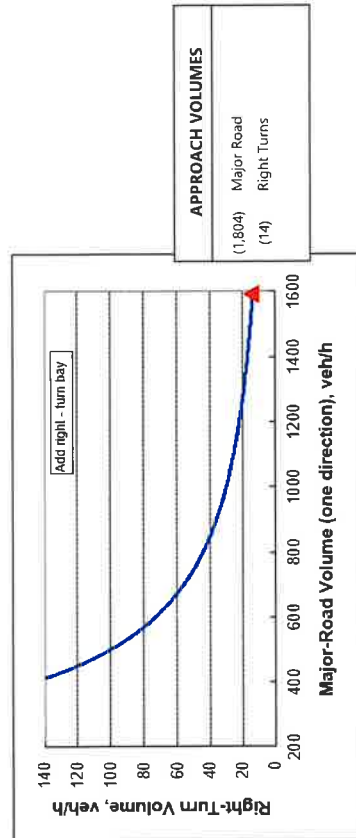
RIGHT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 4 LANES

AM Peak Hour



Do NOT add right-turn bay.

PM Peak Hour



Add right-turn bay.

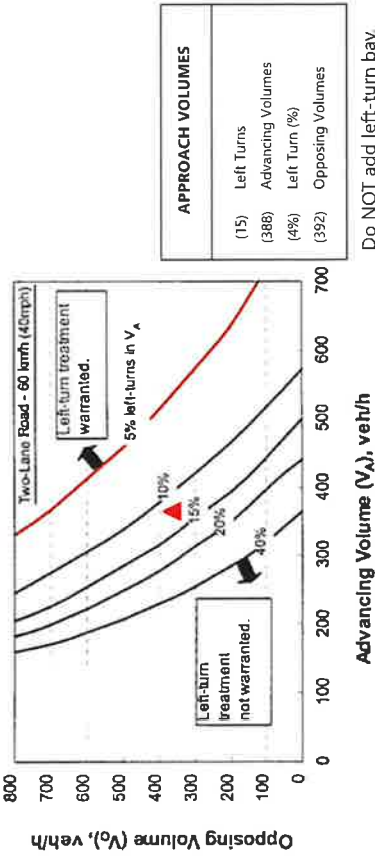
Source NCHRP 457 Figure 3-3

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

Bowman

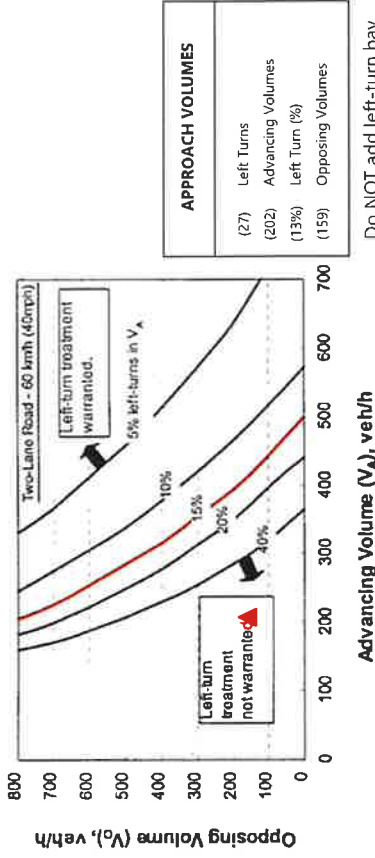
LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

AM Peak Hour



Do NOT add left-turn bay.

SCHOOL DISMISSAL



Do NOT add left-turn bay.

Source NCHRP 457 Figure 2-5

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

Bowman

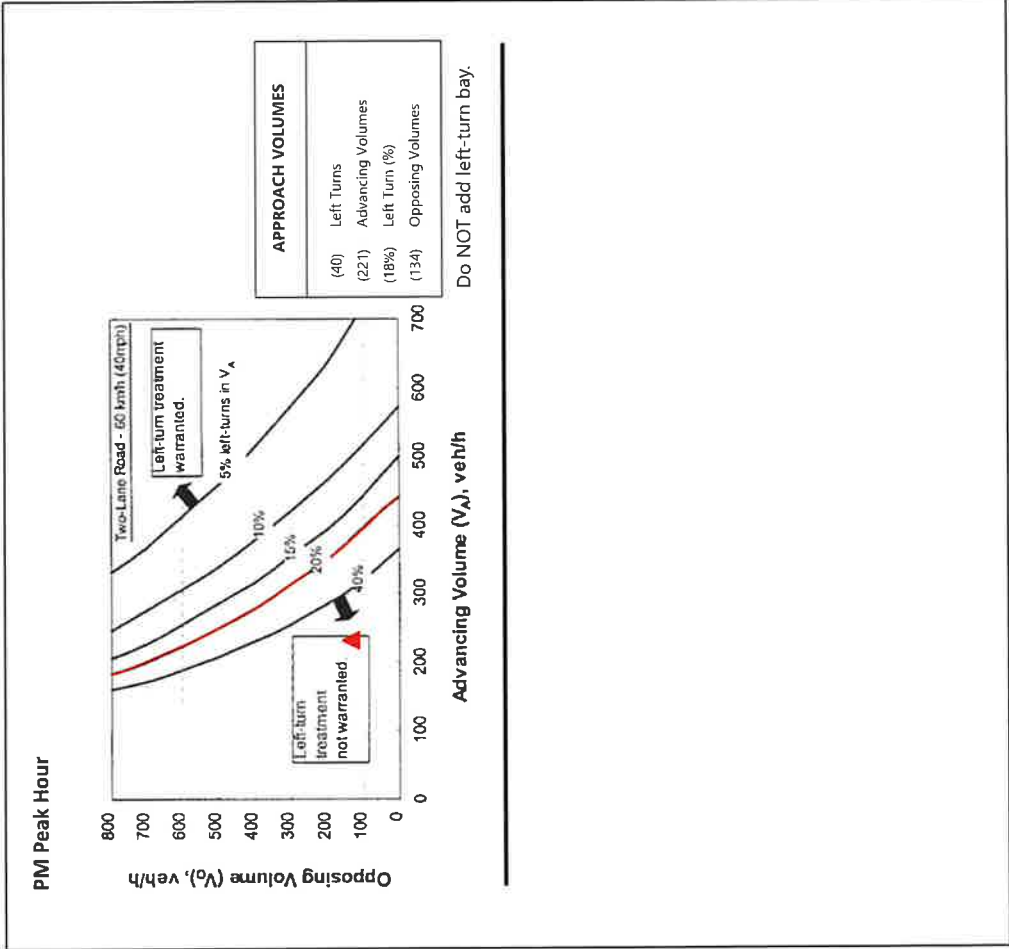


Exhibit 5
Turn Lane Warrants – Pioneer Rd & Shared Dwy – Alternative 0

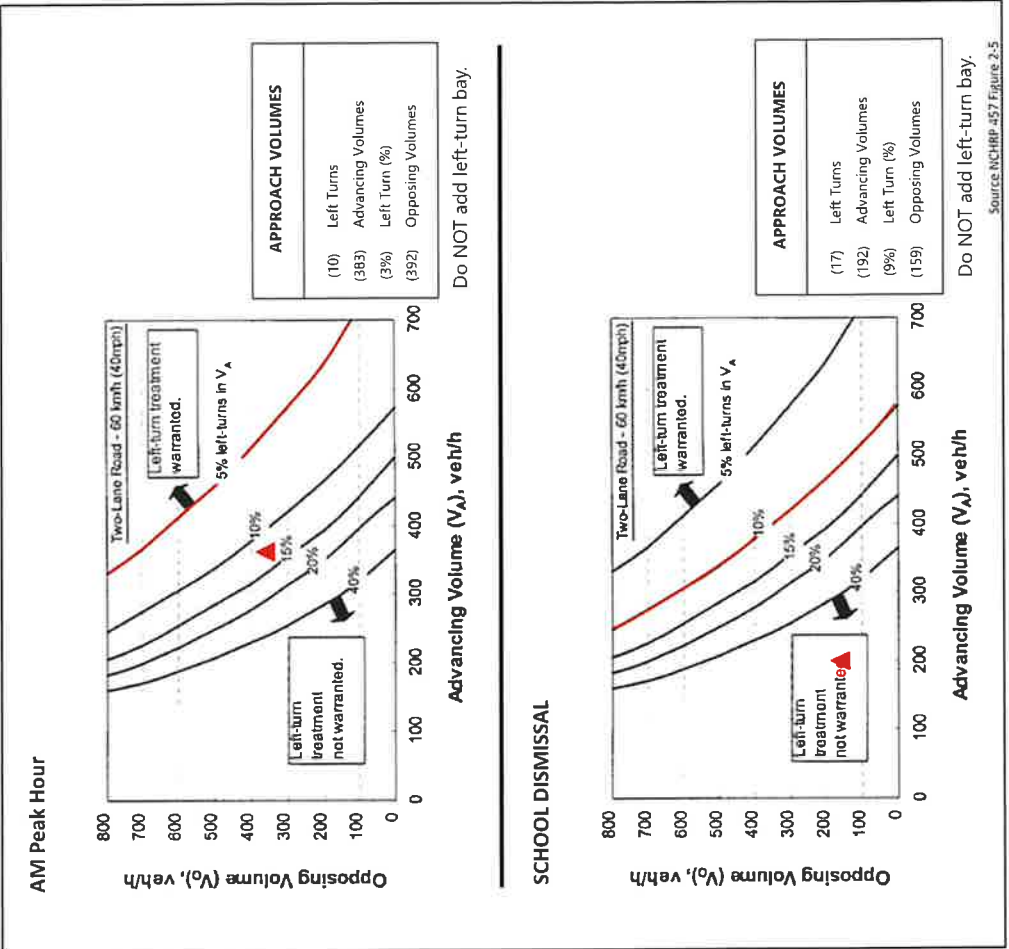


Exhibit 6
Turn Lane Warrants – Pioneer Rd & Shared Dwy – Alternative 2

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

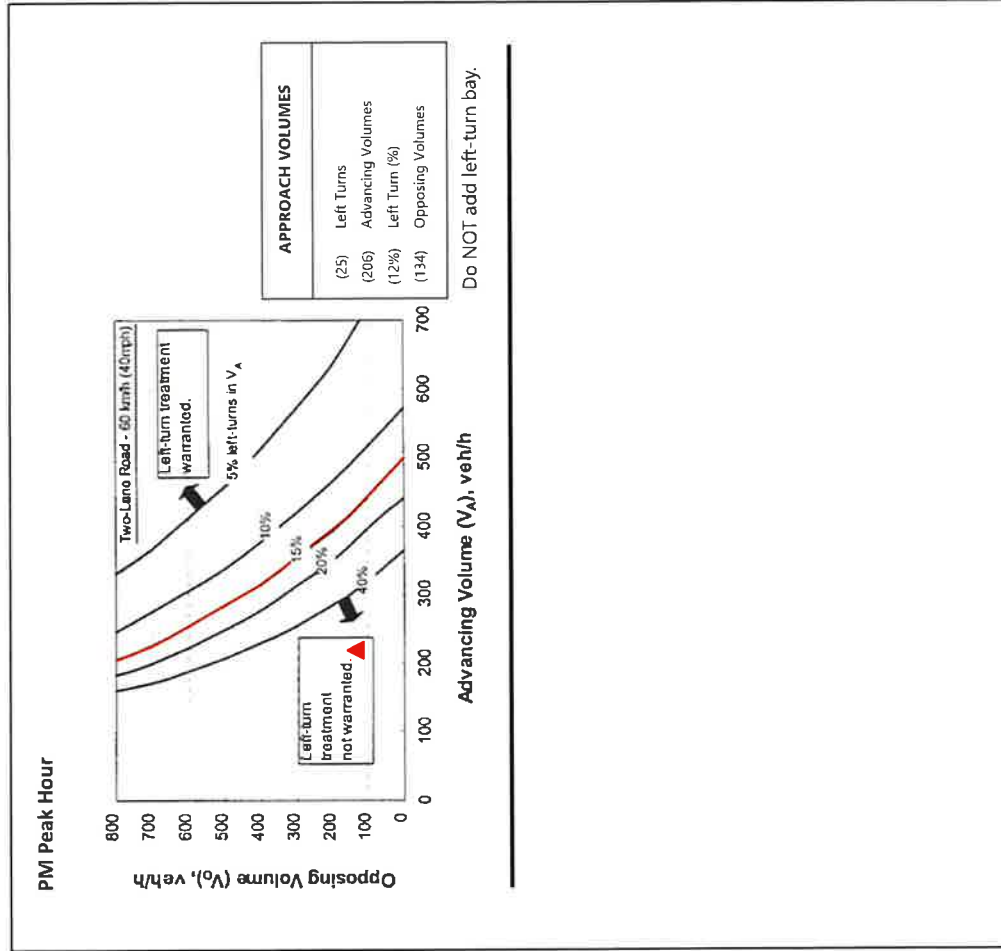


Exhibit 7
Turn Lane Warrants – Pioneer Rd & Shared Dwy – Alternative 2

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES

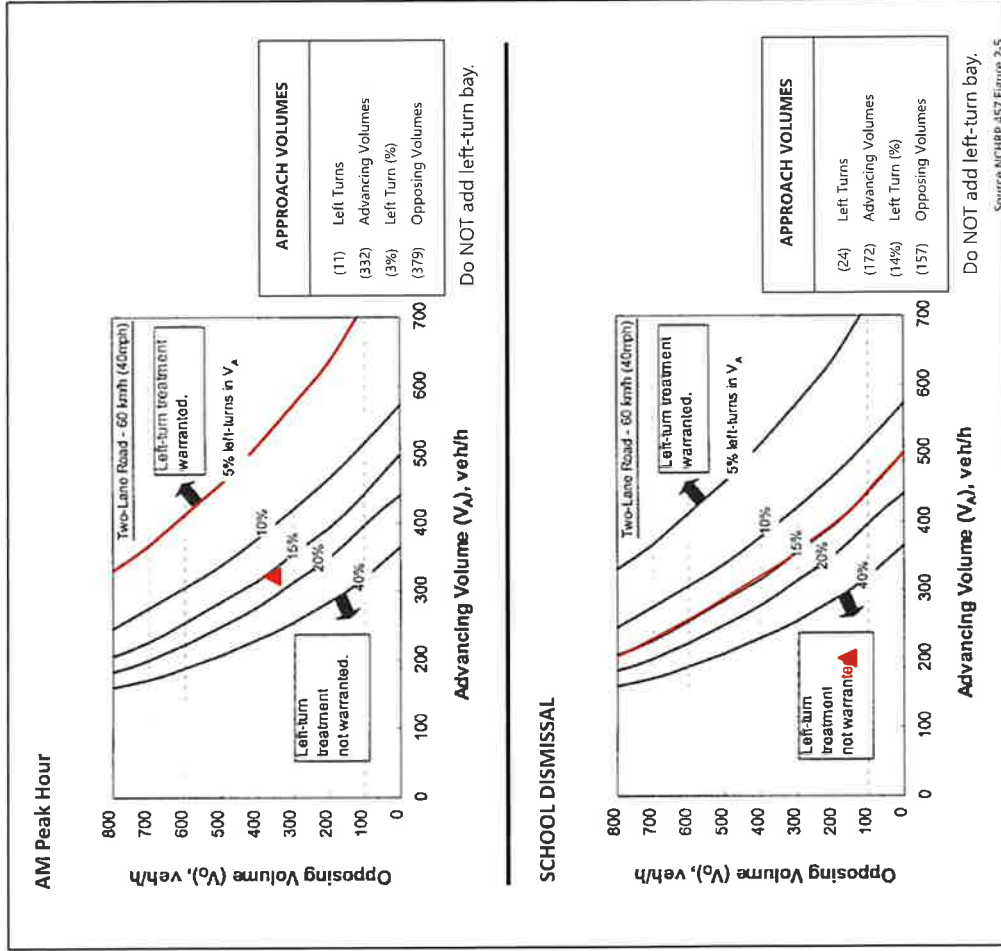
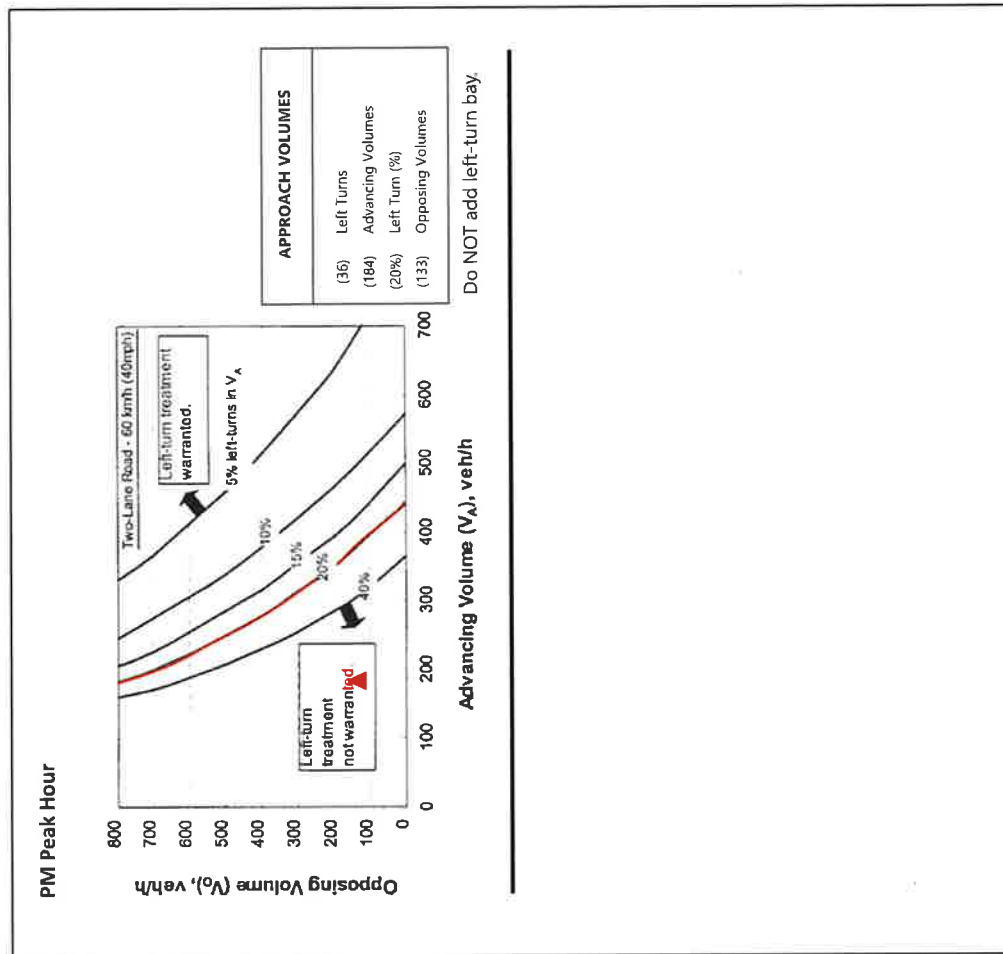


Exhibit 8
Turn Lane Warrants – Pioneer Rd & Dwy 2 – Alternative 1

Bowman

LEFT TURN LANE WARRANT ANALYSIS FOR UNSIGNALIZED INTERSECTIONS – 2 LANES



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
			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
			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
<u>Safety</u>	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.
<u>Queue Impacts</u>	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.
<u>Intersection Capacity</u>	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
<u>Volumes on Pioneer Rd</u>	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	<u>Preferred</u>

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

RANGEWATER



PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

PARKING:

Surface: 368 Spaces
Parallel: 21 Spaces

TOTAL: 389 Spaces
(1.75 Spaces/Unit)

AMENITY: 6,500 S.F.

BUILDING 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)



January 8, 2026

0000.00

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

Plan

Merritt Island

© 2025 Poole & Poole Architecture, LLC 4240 Park Place Court, Glen Allen, Virginia 23060 Phone 804.225.0215 Internet www.2pa.net

PROMINENCE ALTA PARCELS

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

SALE™

SURVEYOR'S NOTES
(AS APPLICABLE)

- HORIZONTAL LOCATIONS OF ALL ELEMENTS OF THIS DRAWING ARE RELATIVE TO THE FLORIDA STATE PLATE, EAST ZONE 18N (US SURVEY) LOCATION OF THE PRIMARY CONTROL NETWORK FOR THIS SITE (POINT 4500 AND 4501) WHICH ARE SHOWN ON THE FLORIDA DEPARTMENT OF TRANSPORTATION FLORIDA PRIMARY REFERENCE NETWORK (FPRN) AND HAVE AN EXPECTED HORIZONTAL ACCURACY OF $\pm 0.007'$. LOCATION OF ALL TOPOGRAPHIC FEATURES SHOWN, INCLUDING THE EXISTING CONCRETE DRIVE, DRIVEWAY, SIDE WALK AND ALL CEMENTED IMPROVEMENTS WILL AN EXPECTED HORIZONTAL ACCURACY OF $\pm 0.02'$.
- THIS SURVEY IS CONDUCTED ACCORDING TO THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTIMETRY AND LAND SURVEYS FOR TITLE INSURANCE PURPOSES, AUTHORIZED BY OP-ON 2/1/24 FOR THE USE OF SPECIFIED PARTS.
- ACCORDING TO FEMA MAPS, THE PROPERTY LIES WITHIN ZONE "X" (PRAEL), NAD 1983/2011 DATUM, DATED JANUARY 25, 2008. THE PROPERTY LIES WITHIN FLOOD ZONE X1 FOR FLOOD PROTECTION, CONSULT THE FLOOD INSURANCE RATE MAP (FIRM) FOR FLOOD PROTECTION.
- NOTE THAT ADDITIONAL EASEMENTS AND/OR RESTRICTIONS NOT FOUND IN PUBLIC RECORDS MAY AFFECT THE PROPERTY.
- NO INDEPENDENT SEARCH FOR EASEMENTS, ENCUMBRANCES, OR TITLE EVIDENCE WAS CONDUCTED BY THE SURVEYOR. THE SURVEYOR HAS REVIEWED THE PUBLIC RECORDS FOR THE PROPERTY AND HAS FOUND NO EVIDENCE OF ANY EASEMENTS, ENCUMBRANCES, OR TITLE EVIDENCE FOR THIS INSURANCE. COMMISSION NUMBER 28N-17738-2011, DATED 06/03/2025.
- UNDERGROUND UTILITY LOCATIONS ARE BASED ON VISIBLE MANHOLES AND DO NOT REPRESENT A COMPREHENSIVE SURVEY OF UNDERGROUND UTILITIES (A SERIES OF SINKER MANHOLES WERE LOCATED BY THIS SURVEY, NO EASEMENT FOUND).
- THE MATHEMATICAL CORNER OF THE SUBDIVISION BOUNDARY EXCEEDS THE ACCURACY STANDARDS FOR AN URBAN SUBDIVISION. THEREFORE, THE SUBDIVISION BOUNDARY IS SHOWN AS A DASHED LINE.
- THIS SURVEY IS PREPARED FOR THE NAMED ENTITIES AND IS NOT TRANSFERABLE, REPRODUCTION WITHOUT WRITTEN CONSENT FROM THE 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 DIMAY OUT OF SCALE FOR CLARITY.
13. THERE ARE WORDS ROAD 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. THE PROPERTY LIES WITHIN RESIDENTIAL AU ZONE, FRONT SETBACK OF 25 FEET, SIDE SETBACK OF 10 FEET AND A REAR SETBACK OF 10 FEET.

NOTATIONS

- | | |
|------|---------------------------|
| C | CALCULATED DISTANCE |
| CEL | CENTERLINE |
| D | DEED DISTANCE |
| DOB | IDENTIFICATION |
| D | LICENSED BUSINESS |
| LLC | LIMITED LIABILITY COMPANY |
| W | MEASURED DISTANCE |
| W | MANHOLE |
| CPVC | POLYVINYL CHLORIDE |
| SAN | SANITARY |
| TAB | TOP OF BANK |
| WFB | WIRE FULL BOX |

SURVEYORS CERTIFICATION:
MERRITT BIDCO SPV, LLC
FIRST AMERICAN TITLE INSURANCE COMPANY

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, PREVIOUSLY 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 09/12/2023. DATE OF PLAT OR MAP 03/15/2025

JOHN S THOMAS
SAM LLC LICENSE BUSINESS NO 7808
FLORIDA REGISTERED PROFESSIONAL LAND SURVEYOR NO 6223

1 OF 2

ALTA/NSPS BOUNDARY SURVEY
PROPERTY ADDRESS: NORTH COUNTRY
PARKWAY, MERRITT ISLAND
PARCEL ID: 24-36-14-00-259



SAVA
SURVEYING AND MAPPING, LLC

VICINITY MAP

LEGEND
(AS APPLICABLE)

- [illegible]



CONDOMINIUM UNIT 3, KENNETH MEDICAL CENTER II CONDOMINIUM ACCORDING TO THE DECLARATION OF CONDOMINIUM
"VICTOR" RECORDED IN OFFICIAL RECORDS BOOK 3464 PAGE 4320 PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA

AREA, SECTION 7, A. A HILLS OF LAND IN SECTION 18, TOWNSHIP 24 SOUTH, RANGE 35 EAST, BEYOND THE NORTH LINE OF THE 36-40-44-48-52-56-60-64-68-72-76-80-84-88-92-96-100-104-108-112-116-120-124-128-132-136-140-144-148-152-156-160-164-168-172-176-180-184-188-192-196-200-204-208-212-216-220-224-228-232-236-240-244-248-252-256-260-264-268-272-276-280-284-288-292-296-300-304-308-312-316-320-324-328-332-336-340-344-348-352-356-360-364-368-372-376-380-384-388-392-396-400-404-408-412-416-420-424-428-432-436-440-444-448-452-456-460-464-468-472-476-480-484-488-492-496-500-504-508-512-516-520-524-528-532-536-540-544-548-552-556-560-564-568-572-576-580-584-588-592-596-600-604-608-612-616-620-624-628-632-636-640-644-648-652-656-660-664-668-672-676-680-684-688-692-696-700-704-708-712-716-720-724-728-732-736-740-744-748-752-756-760-764-768-772-776-780-784-788-792-796-800-804-808-812-816-820-824-828-832-836-840-844-848-852-856-860-864-868-872-876-880-884-888-892-896-900-904-908-912-916-920-924-928-932-936-940-944-948-952-956-960-964-968-972-976-980-984-988-992-996-1000-1004-1008-1012-1016-1020-1024-1028-1032-1036-1040-1044-1048-1052-1056-1060-1064-1068-1072-1076-1080-1084-1088-1092-1096-1100-1104-1108-1112-1116-1120-1124-1128-1132-1136-1140-1144-1148-1152-1156-1160-1164-1168-1172-1176-1180-1184-1188-1192-1196-1200-1204-1208-1212-1216-1220-1224-1228-1232-1236-1240-1244-1248-1252-1256-1260-1264-1268-1272-1276-1280-1284-1288-1292-1296-1300-1304-1308-1312-1316-1320-1324-1328-1332-1336-1340-1344-1348-1352-1356-1360-1364-1368-1372-1376-1380-1384-1388-1392-1396-1400-1404-1408-1412-1416-1420-1424-1428-1432-1436-1440-1444-1448-1452-1456-1460-1464-1468-1472-1476-1480-1484-1488-1492-1496-1500-1504-1508-1512-1516-1520-1524-1528-1532-1536-1540-1544-1548-1552-1556-1560-1564-1568-1572-1576-1580-1584-1588-1592-1596-1600-1604-1608-1612-1616-1620-1624-1628-1632-1636-1640-1644-1648-1652-1656-1660-1664-1668-1672-1676-1680-1684-1688-1692-1696-1700-1704-1708-1712-1716-1720-1724-1728-1732-1736-1740-1744-1748-1752-1756-1760-1764-1768-1772-1776-1780-1784-1788-1792-1796-1800-1804-1808-1812-1816-1820-1824-1828-1832-1836-1840-1844-1848-1852-1856-1860-1864-1868-1872-1876-1880-1884-1888-1892-1896-1900-1904-1908-1912-1916-1920-1924-1928-1932-1936-1940-1944-1948-1952-1956-1960-1964-1968-1972-1976-1980-1984-1988-1992-1996-2000-2004-2008-2012-2016-2020-2024-2028-2032-2036-2040-2044-2048-2052-2056-2060-2064-2068-2072-2076-2080-2084-2088-2092-2096-2100-2104-2108-2112-2116-2120-2124-2128-2132-2136-2140-2144-2148-2152-2156-2160-2164-2168-2172-2176-2180-2184-2188-2192-2196-2200-2204-2208-2212-2216-2220-2224-2228-2232-2236-2240-2244-2248-2252-2256-2260-2264-2268-2272-2276-2280-2284-2288-2292-2296-2300-2304-2308-2312-2316-2320-2324-2328-2332-2336-2340-2344-2348-2352-2356-2360-2364-2368-2372-2376-2380-2384-2388-2392-2396-2400-2404-2408-2412-2416-2420-2424-2428-2432-2436-2440-2444-2448-2452-2456-2460-2464-2468-2472-2476-2480-2484-2488-2492-2496-2500-2504-2508-2512-2516-2520-2524-2528-2532-2536-2540-2544-2548-2552-2556-2560-2564-2568-2572-2576-2580-2584-2588-2592-2596-2600-2604-2608-2612-2616-2620-2624-2628-2632-2636-2640-2644-2648-2652-2656-2660-2664-2668-2672-2676-2680-2684-2688-2692-2696-2700-2704-2708-2712-2716-2720-2724-2728-2732-2736-2740-2744-2748-2752-2756-2760-2764-2768-2772-2776-2780-2784-2788-2792-2796-2800-2804-2808-2812-2816-2820-2824-2828-2832-2836-2840-2844-2848-2852-2856-2860-2864-2868-2872-2876-2880-2884-2888-2892-2896-2900-2904-2908-2912-2916-2920-2924-2928-2932-2936-2940-2944-2948-2952-2956-2960-2964-2968-2972-2976-2980-2984-2988-2992-2996-3000-3004-3008-3012-3016-3020-3024-3028-3032-3036-3040-3044-3048-3052-3056-3060-3064-3068-3072-3076-3080-3084-3088-3092-3096-3100-3104-3108-3112-3116-3120-3124-3128-3132-3136-3140-3144-3148-3152-3156-3160-3164-3168-3172-3176-3180-3184-3188-3192-3196-3200-3204-3208-3212-3216-3220-3224-3228-3232-3236-3240-3244-3248-3252-3256-3260-3264-3268-3272-3276-3280-3284-3288-3292-3296-3300-3304-3308-3312-3316-3320-3324-3328-3332-3336-3340-3344-3348-3352-3356-3360-3364-3368-3372-3376-3380-3384-3388-3392-3396-3400-3404-3408-3412-3416-3420-3424-3428-3432-3436-3440-3444-3448-3452-3456-3460-3464-3468-3472-3476-348

ALLAN RICHARDS, a female, born 1912, was arrested on 12/1/42 at the residence of her mother, Mrs. J. M. Richards, 1012 E. 12th St., Tulsa, Oklahoma, for violation of the prohibition act. She was arrested by Tulsa Police Officer J. E. Smith. She was released on \$100.00 bond.

[illegible][illegible]

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 PONDER ROAD AS SHOWN IN PLAT BOOK 23 AT PAGE 24 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, WITH THE WEST LINE OF RAINBOW-07-THE-LAKE (AS SHOWN ON THE PLAT THEREOF, ATTACHED IN PLAT BOOK 28 AT PAGE 36 OF SAID PUBLIC RECORDS), EXTENDED

[illegible]

TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE LANCES AS SET FORTH IN THE CERTAIN DECLARATION OF CONDOMINIUM RECORDED IN OFFICIAL RECORDS BOOK 3464 PAGE 4220 PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA AND LESS AND EXCEPT THE LANCES AS SET FORTH IN THE CERTAIN DECLARATION OF CONDOMINIUM RECORDED IN OFFICIAL RECORDS BOOK 3464 PAGE 4220 PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA

PARCEL 4

UNIT 2, 3 AND UNIT 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 81

SCHEDULE B-II TITLE EXCEPTIONS

COMMITTEE NUMBER MCS-127398-ATL

EFFECTIVE AUGUST 03 2025 1:30
FIRST AMERICAN TITLE COMPANY

1-800-NOY-A-SUBPOYA MATTER
TITLE EXCEPTIONS
ADDRESS REFERENCE: NORTH COURTESY PARKWAY MIAMI ISLAND FLORIDA 33133

10 EASEMENT FOR RIGHT-OF-WAY CREATED BY DEED RECORDED IN DEED BOOK 2488
PARCELS(PLOTTED)(DRAGAGE EASEMENT)

EASEMENT, GRANTED FROM CANAVERAL CAUSEWAY CENTER INC A FLORIDA CORP
THE STATE OF FLORIDA RECORDED IN BOOK 1034 PAGE 524 OF OFFICIAL RECORDS

2695 PAGE 1808 OF OFFICIAL RECORDS. APPROXIMATE LOCATION OF EASEMENT GRANTED FROM WHEELS-OF-AMBUSSIONS CARL CENTER INC TO CITY OF CHICAGO

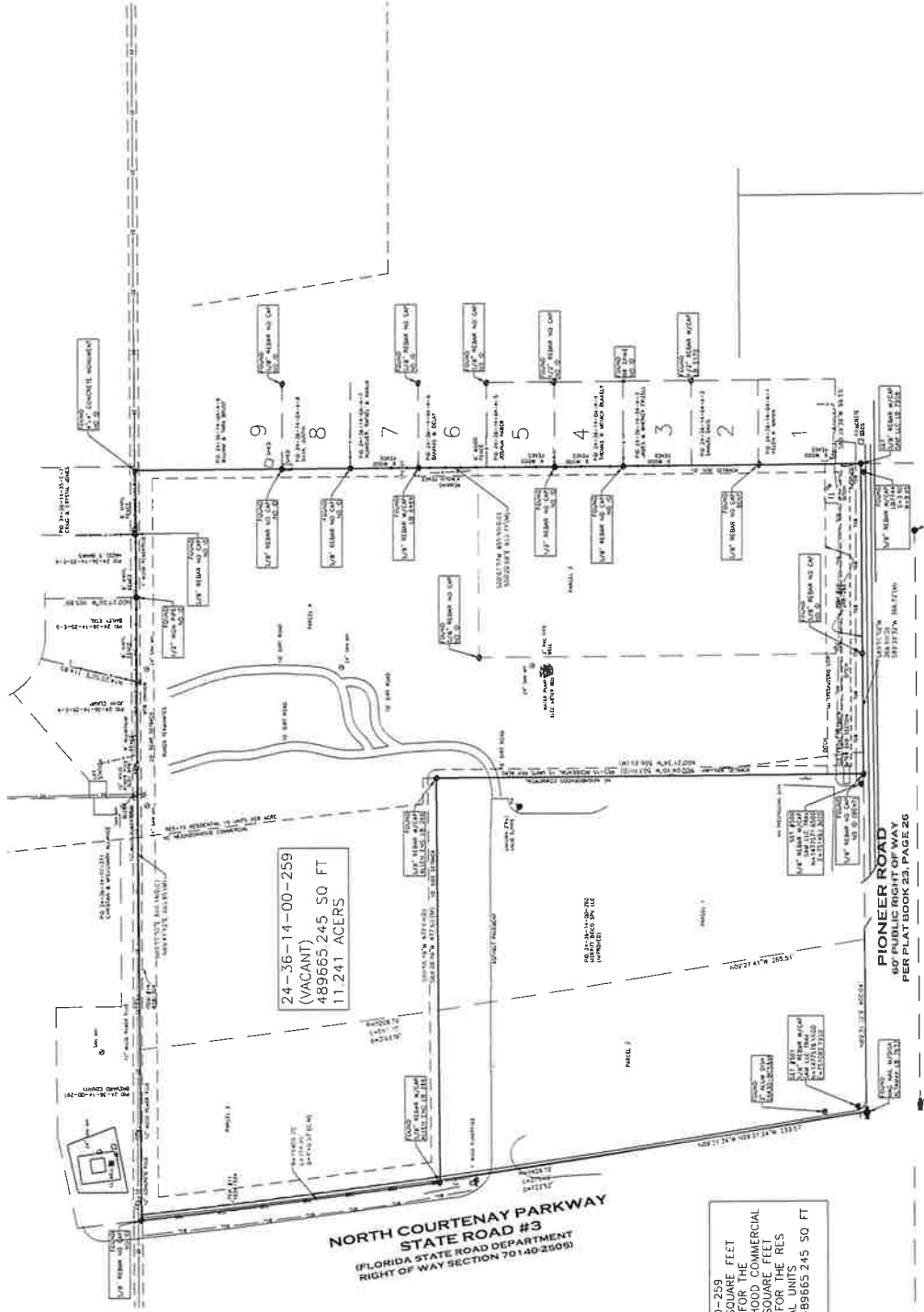
13. TERMS, PROVISIONS, RESTRICTIVE COVENANTS, CONDITIONS, RESERVATIONS, RIGHTS, CONTAINED IN THE DECLARATION OF CONDOMINIUM OF MENHATT MEDICAL CENTER (FOI(b)(7)(D) EXEMPTED)

14 EXHIBITS ANSWERED THEREIN. RECORDED IN BOOK 3464. PAGE 4220 OF OFFICIAL CASENOTE GRANTED TO FLORIDA POWER & LIGHT COMPANY BY INSTRUMENT NO. 14

15 OF OFFICIAL RECORDS (AFFECTS SUBJECT PARCEL) (PROFESSOR) (UTILITY EASEMENT)
NOT A SURVEY MATTER

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.



APPENDIX B

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.

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

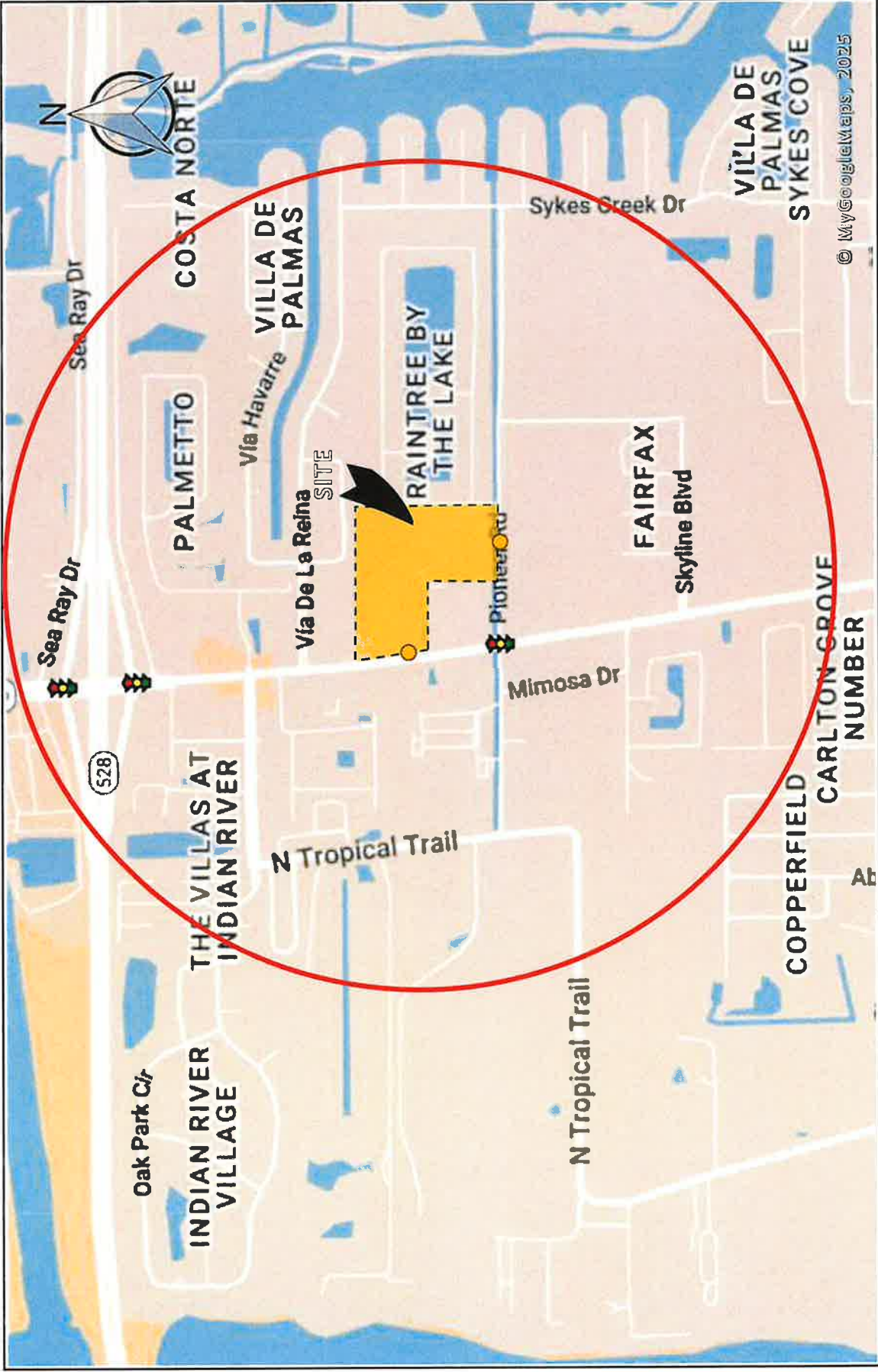
Attachment M-2. ITE 12th Edition Excerpts

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



PROJECT DATA:

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

AMENITY: 6,500 S.F.

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

PARKING:

TOTAL: 396 Spaces
(1.78 Spaces/Unit)



PRESERVED GREEN
SPACE



TOP FLOOR
VIEWING PLATFORM



November 18, 2025

0000.00



ZPA

Pan

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

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)

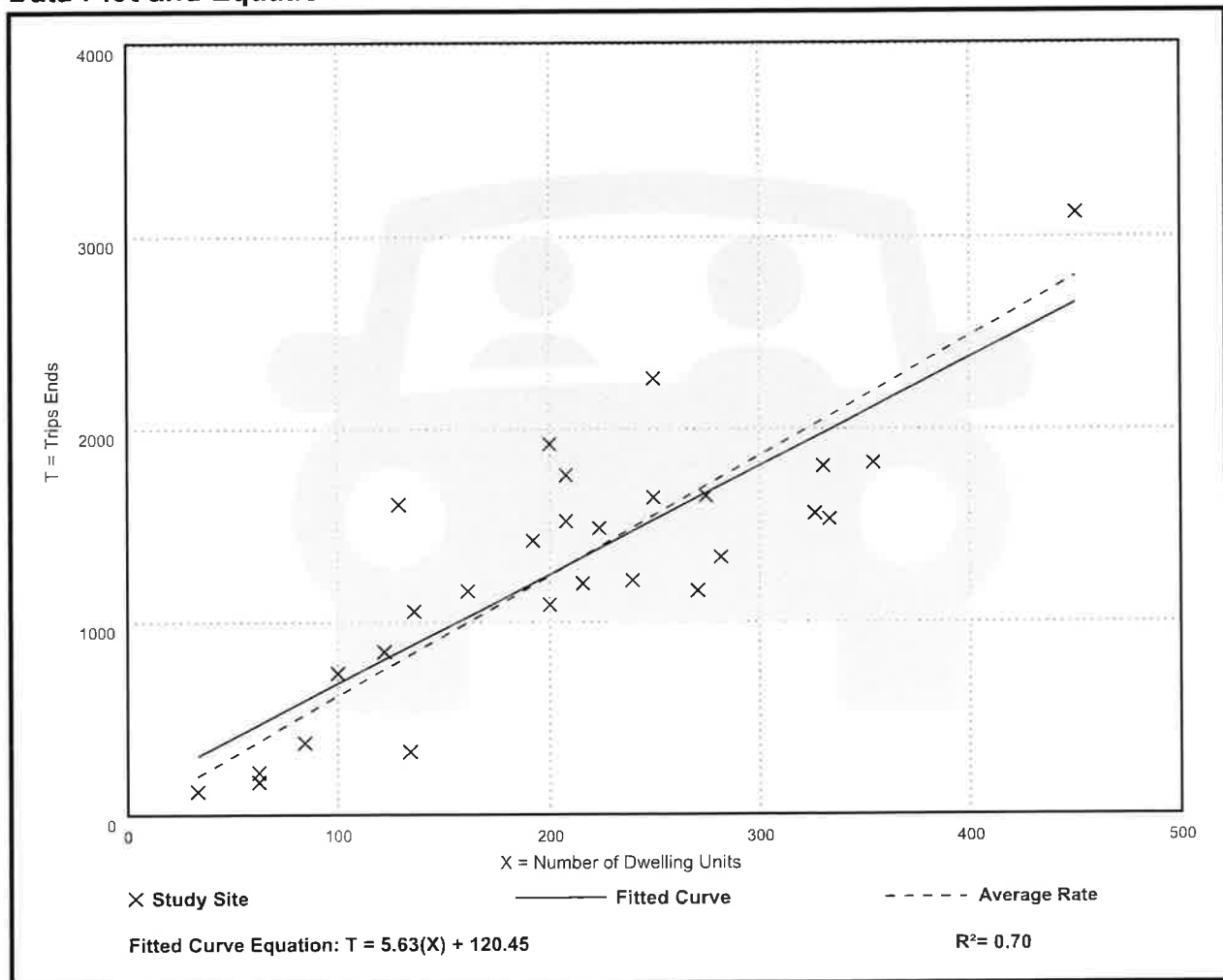
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



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

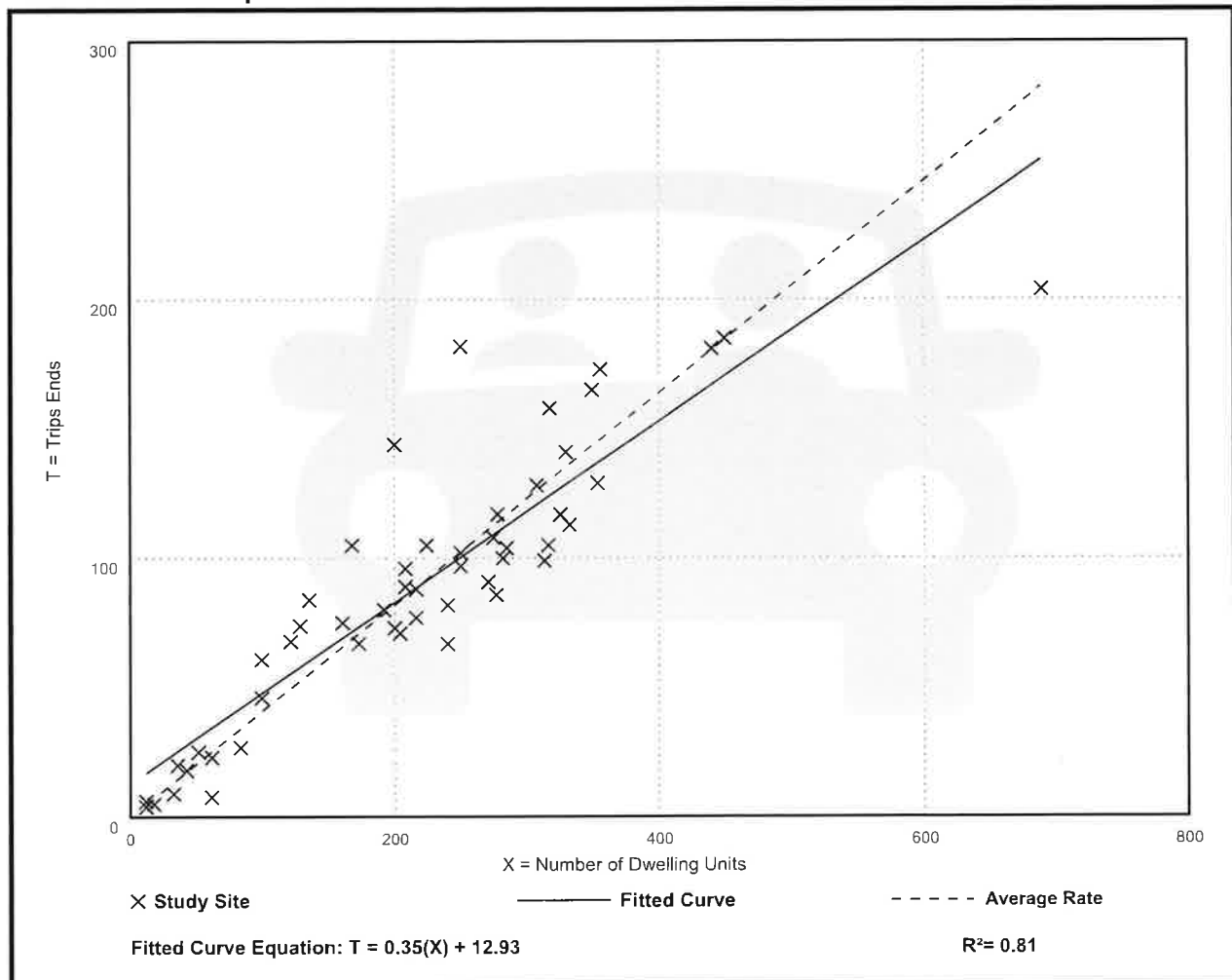
Avg. Num. of Dwelling Units: 219

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

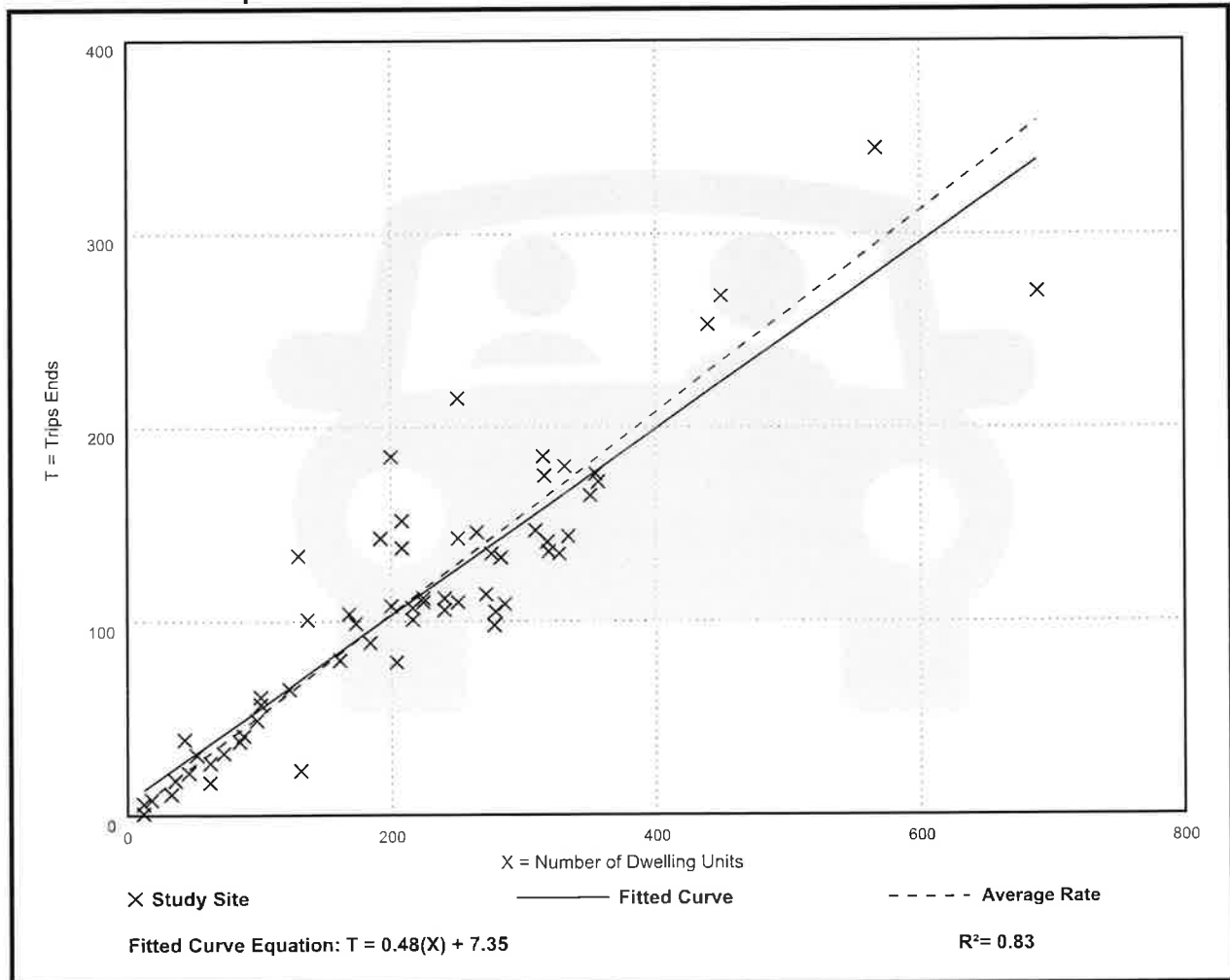
Avg. Num. of Dwelling Units: 215

Directional Distribution: 62% entering, 38% exiting

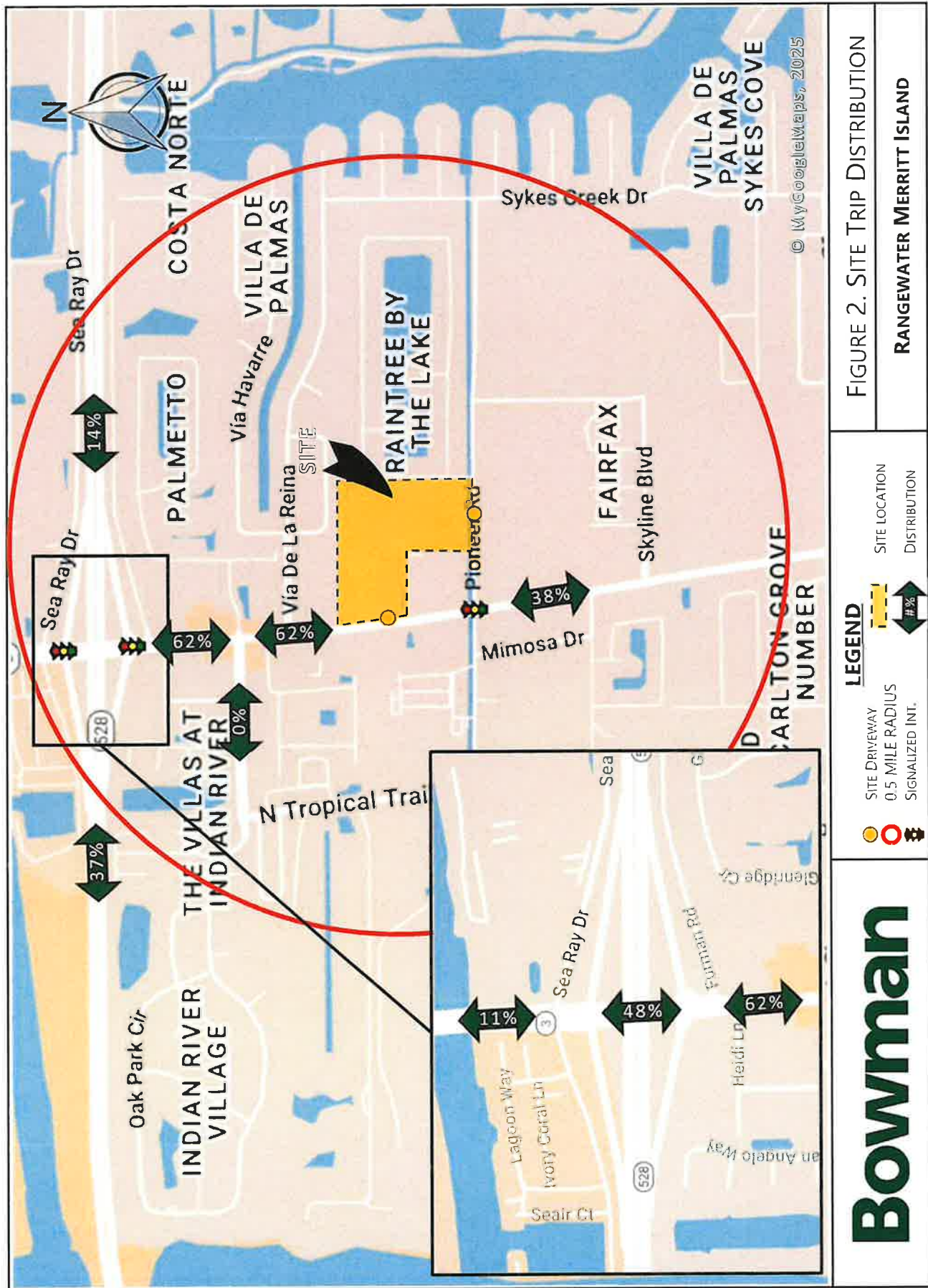
Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

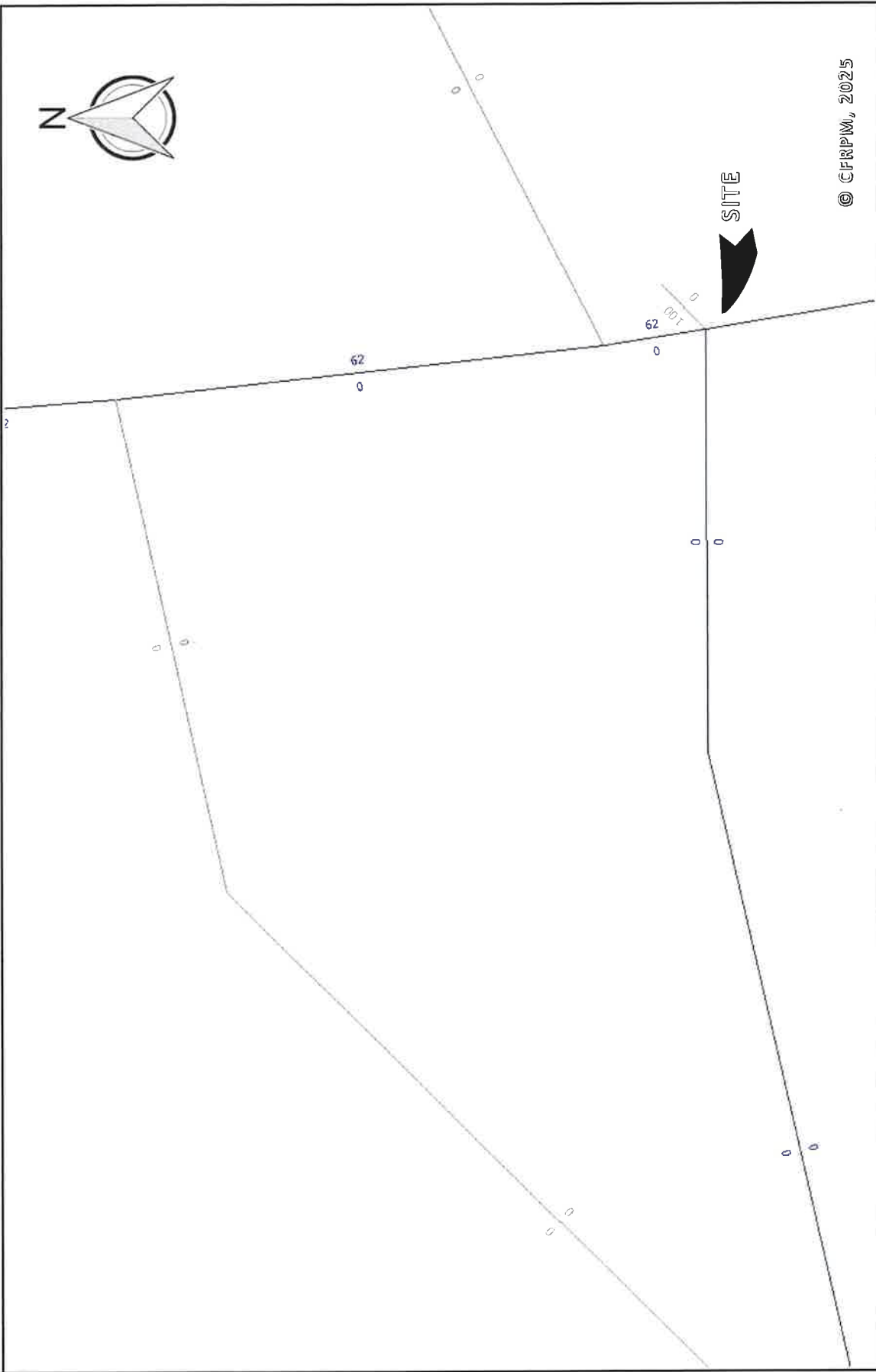
Data Plot and Equation



ATTACHMENT M-3

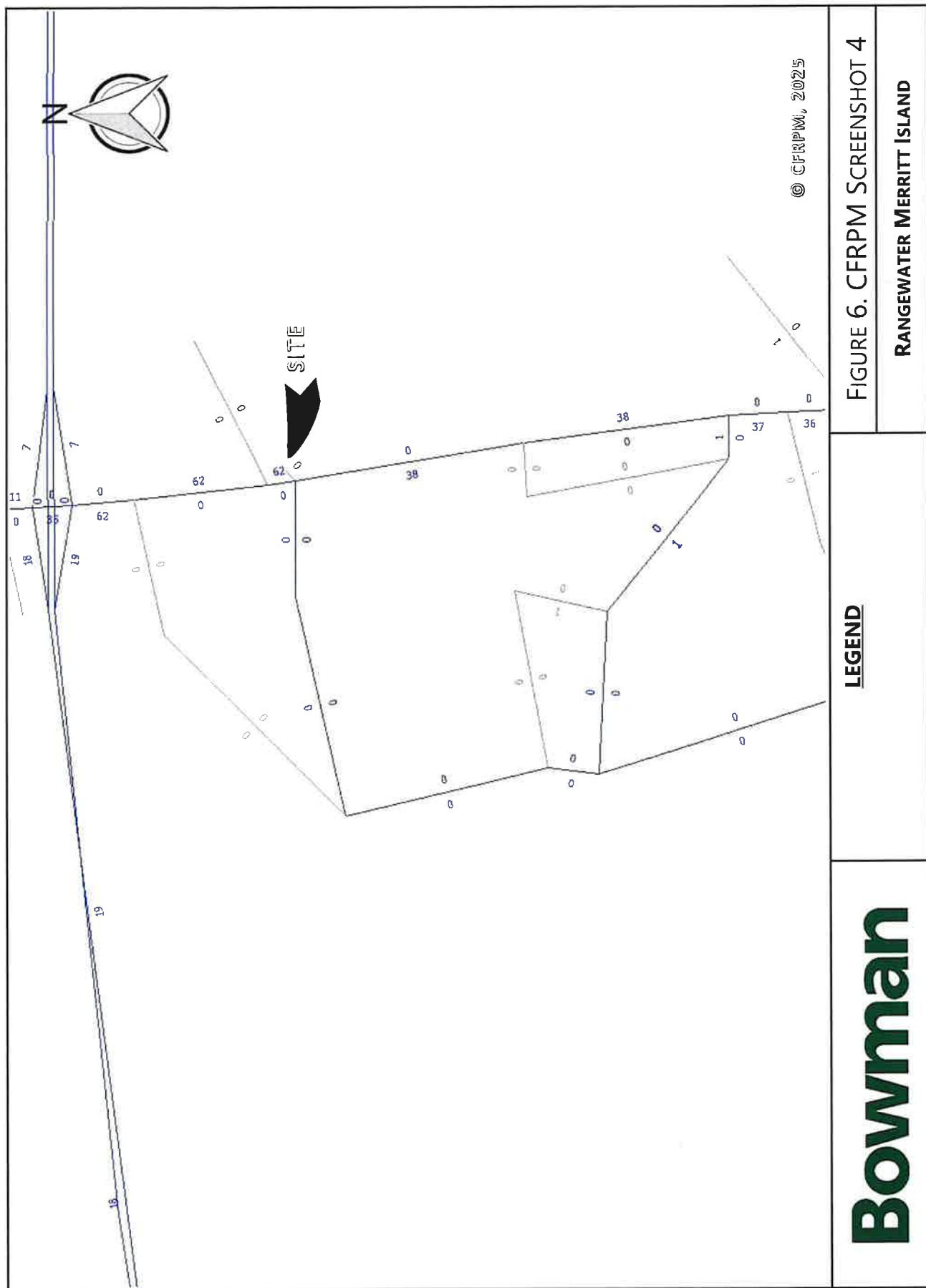


Bowman



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LEGEND	FIGURE 5. CFRPM SCREENSHOT 3
Bowman	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. Courtney 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
SR 528	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
	US 1	N. Courtney 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. Courtney 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**

[illegible]

487

**SPACE COAST
TRANSPORTATION PLANNING ORGANIZATION
HISTORICAL TRAFFIC VOLUMES – 2020-2024**

[Click Here for On-line Interactive Website](#)



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:

ID	ROAD	SEGMENT (Sections)	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Last Count Taken	Current MAV	Existing Vol/MAV	Acceptable LOS	Context Classification	Functional Classification
Roadway on which count was taken.			Count is taken within this segment.					The Maximum Acceptable Volume based upon Level of Service desired. This is NOT the capacity of the segment.		The lowest Level of Service the local agency permits on a roadway.		Functional Classification is based on character and type of service the roadway is intended to provide.	
ID numbers can be entered on the interactive counts system in the "Location ID" field. This function allows users to view more details of a traffic count and its location on a map. Note: After entering an ID number and clicking "Search," users must select the "Locate" button on the above tab for map to zoom to ID's location. Interactive Online Counts: http://www.ms2soft.com/tcds/itssearch.asp?loc=Brevard&mod=			Latest date of traffic count on segment. Latest date of traffic count on segment.					The ratio of the existing volume to the MAV. A ratio greater than 1 indicates an overcapacity roadway.		Context Classification is based on surrounding land uses near the roadway.			
			Annual Average Daily Traffic Count (AADT) for segment. Counts are taken January-March and October-December each year and are adjusted using FDOT's month/day of week seasonal adjustment factors. Counts are rounded to the nearest tenth. AADT is bi-directional, unless segment is listed as a one-way. These counts can also be found on the interactive counts system.										

*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.

*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 ADT	2021 ADT	2022 ADT	2023 ADT	2024 ADT	Last Count Taken	Current MAV	Existing Vol/MAY	Acceptable LOS	Context Classification	Functional Classification
117	AREA: MERRITT BLVD CONE RD	S TROPICAL TR	PLUMOSA ST	4,800	4,515	4,715	4,600	4,330	07/26/24-01/02/24	22,400	0.19	U	CJR	Urban Minor Collector
118		S TROPICAL TR	S COURTNEYAN PKWY	4,710	4,230	4,260	4,180	4,280	07/26/24-01/02/24	22,400	0.19	U	CJR	Urban Minor Collector
119		S TROPICAL TR	PLUMOSA ST	5,040	4,800	5,170	5,020	4,880	07/26/24-01/02/24	21,700	0.23	C	CJC	Urban Minor Collector
120		S TROPICAL TR	N COURTNEYAN PKWY (SR 3)	1,890	1,870	1,870	1,860	2,090	02/26/24-01/02/24	21,700	0.16	E	CJC	Urban Minor Collector
121		S TROPICAL TR	SWEEPS CREEK PKWY	4,790	3,445	4,105	3,960	3,970	07/26/24-01/02/24	21,700	0.17	E	CJC	Urban Minor Collector
122		S TROPICAL TR	PLUMOSA ST	4,960	3,900	3,930	3,820	4,320	07/26/24-01/02/24	21,700	0.20	E	CJC	Urban Minor Collector
123		S TROPICAL TR	SWEEPS CREEK PKWY	4,440	3,940	4,280	4,100	4,320	07/26/24-01/02/24	22,400	0.14	E	CJC	Urban Minor Collector
124		S TROPICAL TR	N COURTNEYAN PKWY (SR 3)	2,960	2,960	2,960	2,960	3,160	07/26/24-01/02/24	22,400	0.14	E	CJC	Urban Minor Collector
125		S TROPICAL TR	N COURTNEYAN PKWY (SR 3)	3,490	3,340	3,230	3,030	3,140	07/26/24-01/02/24	22,400	0.14	E	CJC	Urban Minor Collector
126		S TROPICAL TR	SWEEPS CREEK PKWY	15,100	12,760	12,360	13,020	11,760	02/26/24-01/02/24	38,600	0.32	E	CJC	Urban Minor Collector
127		S TROPICAL TR	PLUMOSA ST	14,170	12,770	13,710	13,570	13,660	07/26/24-01/02/24	38,600	0.34	E	CJC	Urban Minor Collector
128		S TROPICAL TR	SWEEPS CREEK PKWY	8,300	8,400	8,440	8,400	8,400	07/26/24-01/02/24	38,600	0.34	E	CJC	Urban Minor Collector
129		S TROPICAL TR	SEAWAY DR	8,300	8,400	8,440	8,400	8,400	07/26/24-01/02/24	38,600	0.34	E	CJC	Urban Minor Collector
130		S TROPICAL TR	SWEEPS CREEK PKWY	8,300	8,400	8,440	8,400	8,400	07/26/24-01/02/24	38,600	0.34	E	CJC	Urban Minor Collector
131		S TROPICAL TR	CENTRAL AVE	11,660	12,430	11,360	12,360	12,360	07/26/24-01/02/24	21,700	0.16	E	CJC	Urban Minor Collector
132		S TROPICAL TR	MARTIN BLVD	11,660	10,950	10,910	9,710	10,860	07/26/24-01/02/24	22,400	0.49	E	CJC	Urban Minor Collector
133		S TROPICAL TR	MARTIN BLVD	11,660	10,950	10,910	9,710	11,000	07/26/24-01/02/24	21,700	0.31	E	CJC	Urban Minor Collector
134		S TROPICAL TR	SEA RAY DR	1,800	1,430	1,550	1,600	1,600	07/26/24-01/02/24	21,700	0.09	E	CJC	Urban Minor Collector
135		S TROPICAL TR	PIONEER RD	29,600	26,400	26,214	30,073	31,267	07/26/24-01/02/24	38,600	0.27	D	CJC	Urban Minor Collector
136		S TROPICAL TR	MERRITT AVE	25,760	23,150	23,640	26,280	27,300	07/26/24-01/02/24	37,910	0.27	D	CJC	Urban Minor Collector
137		S TROPICAL TR	NEEDLE BLVD	30,220	32,130	30,960	32,030	31,490	02/26/24-01/02/24	37,910	0.83	D	CJC	Urban Minor Collector
138		S TROPICAL TR	LUCAS RD	32,190	34,740	30,540	31,210	30,650	02/26/24-01/02/24	37,910	0.81	D	CJC	Urban Minor Collector
139		S TROPICAL TR	CROCKETT BLVD	27,640	28,670	28,310	31,480	NC	07/26/24-01/02/24	38,600	0.12	D	CJC	Urban Minor Collector
140		S TROPICAL TR	CROCKETT BLVD	28,680	30,190	31,760	32,730	33,650	07/26/24-01/02/24	38,600	0.28	D	CJC	Urban Minor Collector
141		S TROPICAL TR	S HAMPS SH 528	31,250	31,170	28,930	27,000	33,650	07/26/24-01/02/24	38,600	0.35	D	CJC	Urban Minor Collector
142		S TROPICAL TR	PIONEER RD	27,270	29,250	29,550	30,600	34,600	07/26/24-01/02/24	38,600	0.10	D	CJC	Urban Minor Collector
143		S TROPICAL TR	N HAMPS SH 528	14,900	12,860	12,600	15,440	14,460	07/26/24-01/02/24	38,600	0.05	D	CJC	Urban Minor Collector
144		S TROPICAL TR	N HAMPS SH 528	18,700	18,030	17,600	21,600	24,560	07/26/24-01/02/24	38,600	0.07	D	CJC	Urban Minor Collector
145		S TROPICAL TR	HALL RD	15,610	14,320	13,070	15,380	18,360	07/26/24-01/02/24	38,600	0.47	D	CJC	Urban Minor Collector
146		S TROPICAL TR	SPACE COMMERCE WAY	10,310	6,320	7,010	9,250	12,400	07/26/24-01/02/24	45,800	0.76	C	C2, C1	Urban Minor Collector
147		S TROPICAL TR	PIONEER RD	5,082	5,040	5,110	5,440	5,020	07/26/24-01/02/24	21,700	0.34	E	CJC	Urban Minor Collector
148		S TROPICAL TR	MERRITT AVE	8,240	8,100	8,030	8,580	7,660	02/26/24-01/02/24	21,700	0.24	F	CJC	Urban Minor Collector
149		S TROPICAL TR	LUCAS RD	6,270	6,110	6,260	6,650	5,360	02/26/24-01/02/24	22,400	0.23	E	CJC	Urban Minor Collector
150		S TROPICAL TR	CROCKETT BLVD	3,900	3,950	4,010	4,320	5,230	02/26/24-01/02/24	22,400	0.23	E	CJC	Urban Minor Collector
151		S TROPICAL TR	CROCKETT BLVD	1,990	1,660	2,040	2,240	2,240	02/26/24-01/02/24	22,400	0.09	F	CJC	Urban Minor Collector
152		S TROPICAL TR	N COURTNEYAN PKWY (SR 3)	1,400	1,250	1,340	1,470	1,400	07/26/24-01/02/24	22,400	0.03	E	CJC	Urban Minor Collector
153		S TROPICAL TR	GRANT RD	700	700	700	700	700	07/26/24-01/02/24	22,400	0.03	E	CJC	Urban Minor Collector
154		S TROPICAL TR	HALL RD	1,580	970	970	1,000	1,000	07/26/24-01/02/24	22,400	0.07	E	CJC	Urban Minor Collector
155		S TROPICAL TR	CHESAPELLI RD	1,880	1,720	1,750	1,840	1,930	07/26/24-01/02/24	22,400	0.08	E	CJC	Urban Minor Collector
156		S TROPICAL TR	CONE RD	2,260	2,130	2,130	1,970	1,990	07/26/24-01/02/24	22,400	0.11	E	CJC	Urban Minor Collector
157		S TROPICAL TR	MERRITT AVE	4,400	4,400	4,400	4,400	4,400	07/26/24-01/02/24	22,400	0.21	E	CJC	Urban Minor Collector
158		S TROPICAL TR	PORTENBERRY RD	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
159		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
160		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
161		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
162		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
163		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
164		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
165		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
166		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
167		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
168		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
169		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
170		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
171		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
172		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
173		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
174		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
175		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
176		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
177		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
178		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
179		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
180		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
181		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
182		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
183		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
184		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
185		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
186		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
187		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
188		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
189		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
190		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
191		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
192		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
193		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
194		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
195		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
196		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
197		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
198		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
199		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	Urban Minor Collector
200		S TROPICAL TR	SR 520	NC	4,400	NC	4,400	4,400	07/26/24-01/02/24	22,400	0.17	E	CJC	

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/MAY	Acceptable LOS	Context Classification	Functional Classification
AREA: MERRITT ISLAND														
126	SR 526	US 1	SR 401	47,383	38,517	33,000	37,800	44,317	01/29/24-01/30/24	82,200	0.66	D	LA	Urban Principal Arterial
127	SR 526	SR 526	N COURTCHAY PKWY (SR 3)	50,910	46,300	38,530	39,270	53,870	01/29/24-01/30/24	82,200	0.66	D	LA	Urban Principal Arterial
128	SR 526	SR 526	N BAKANNA RIVER DR	44,799	35,050	33,410	37,750	41,270	01/29/24-01/30/24	82,200	0.66	D	LA	Urban Principal Arterial
129	SR 526	SR 526	SR 401	41,370	29,200	29,760	30,050	37,810	01/29/24-01/30/24	82,200	0.40	D	LA	Urban Principal Arterial
130	SR 526	SR 526	SR 526	4,850	4,000	4,370	4,230	3,850	02/26/24-02/26/24	36,800	0.60	E	CDO	Urban Major Collector
131	SR 526	SR 526	FORTENBERRY RD	12,810	10,770	10,700	11,660	11,940	01/31/24-02/01/24	36,800	0.32	E	CDO	Urban Major Collector
132	SR 526	SR 526	MERRITT AVE	12,810	10,770	10,700	11,660	11,940	01/31/24-02/01/24	36,800	0.32	E	CDO	Urban Major Collector
133	SR 526	SR 526	N BAKANNA RIVER DR	11,410	9,660	9,940	9,500	8,720	01/31/24-02/01/24	41,700	0.40	E	CDO	Urban Major Collector

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. (SR 3)	Crockett Blvd.	Pioneer Rd.	136	-	28,680	30,190	31,760	30,230	Exp	2.10%
	Pioneer Rd.	S Ramps SR 528	152	-	31,170	26,990	27,080	33,650	Linear	1.34%
	S Ramps SR 528	N Ramps SR 528	155	-	29,280	26,850	30,650	34,400	Linear	3.63%
	N Ramps	Hall Rd.	140	-	18,030	17,900	21,690	24,960	Exp	8.83%
SR 528	US 1	N. Courtenay Pkwy. (SR 3)	128	-	46,300	38,530	39,270	53,870	Linear	1.77%
	N. Courtenay Pkwy. (SR 3)	N Banana River Dr.	129	-	35,050	33,410	37,750	41,270	Linear	3.79%

(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

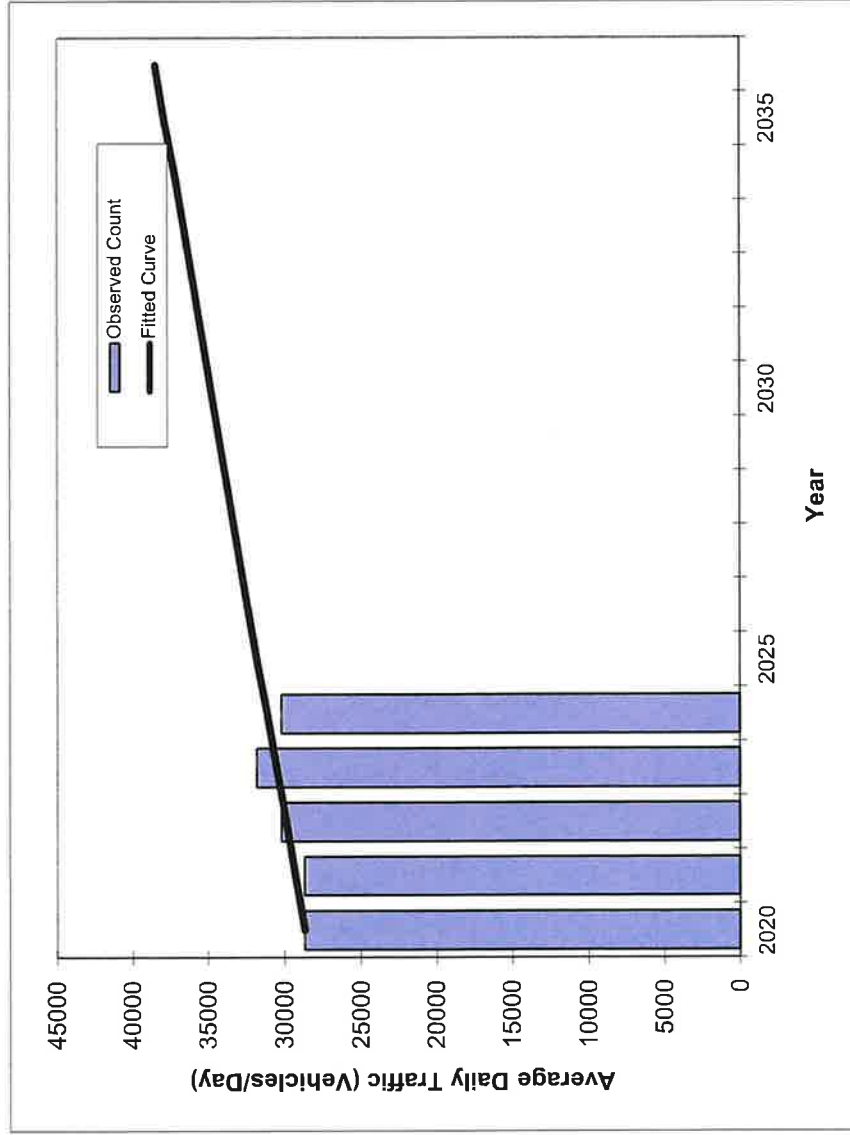
(1) 2026 population interpolated between 2025 and 2030 populations

(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)



** 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	

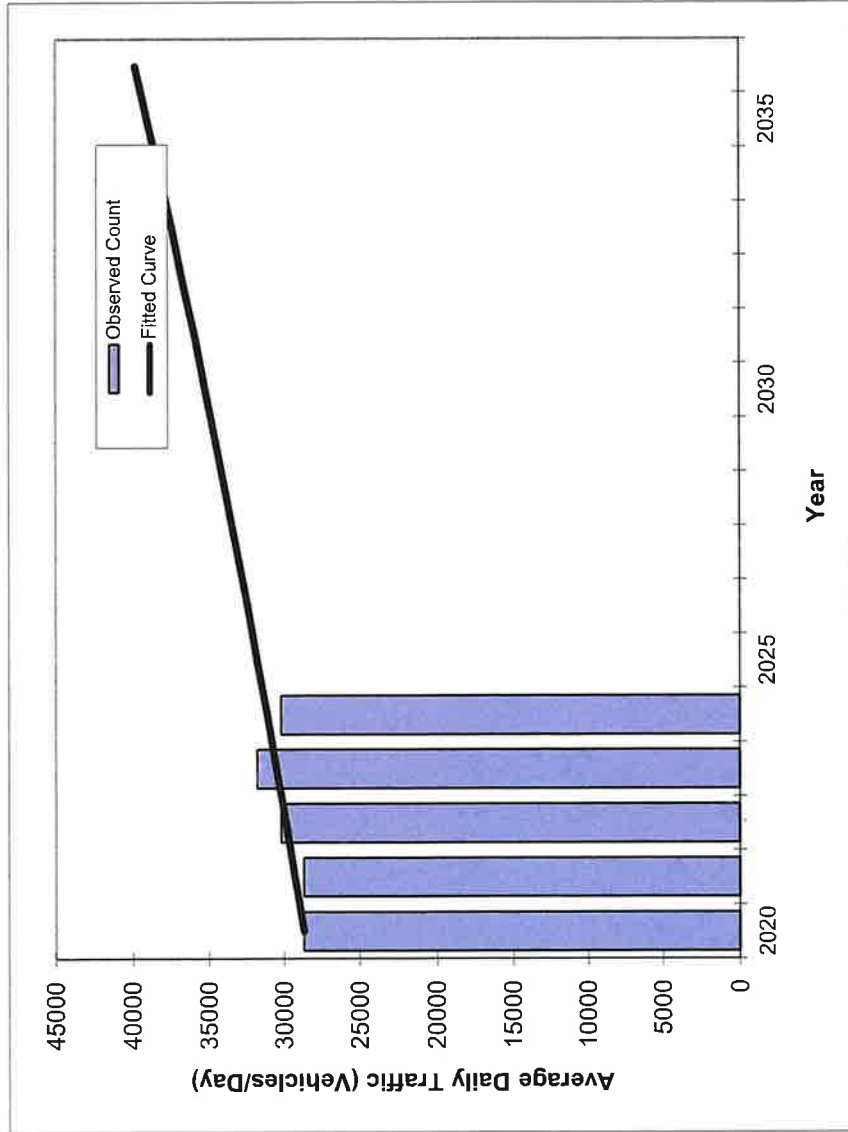
Traffic (ADT/AADT)		
Year	Count*	Trend**
2020	28700	28700
2021	28700	29300
2022	30200	29900
2023	31800	30500
2024	30200	31100
2026 Opening Year Trend		
2026	N/A	32400
2027 Mid-Year Trend		
2027	N/A	33000
2028 Design Year Trend		
2028	N/A	33600
TRANPLAN Forecasts/Trends		

*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)



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	

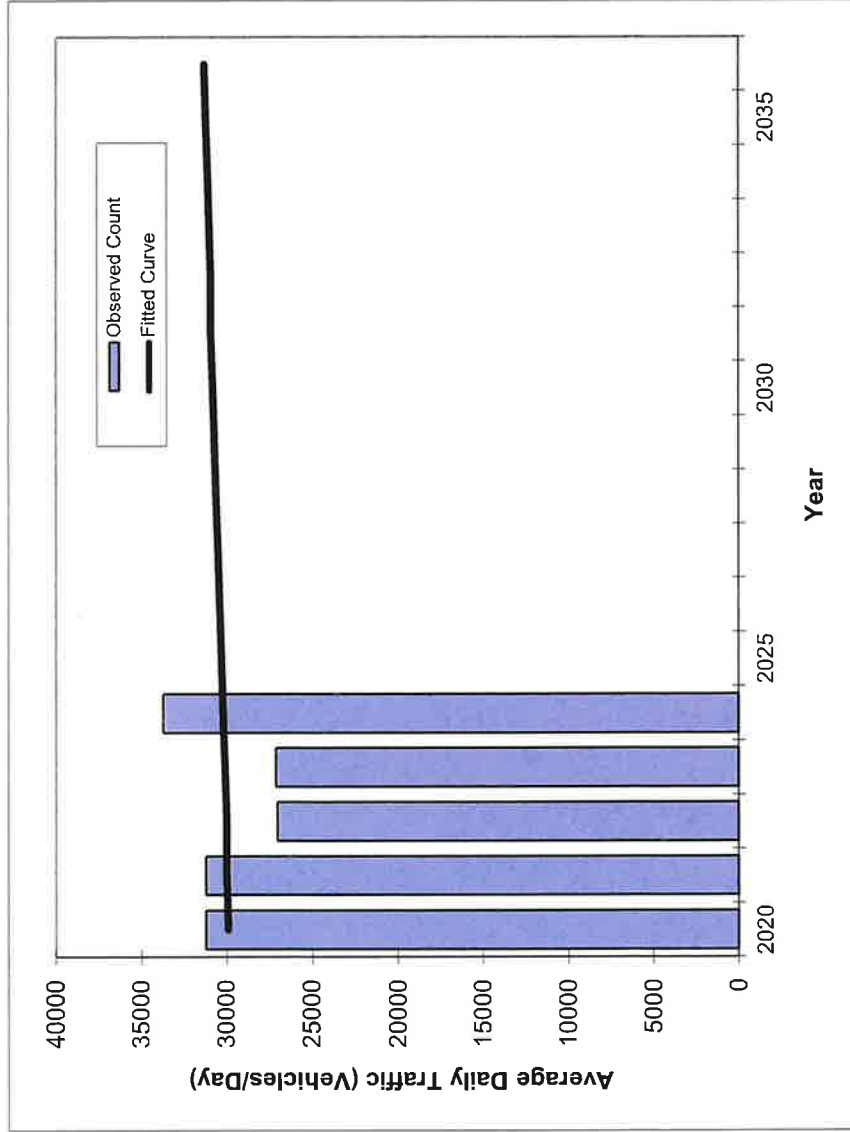
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	28700	28700
2021	28700	29300
2022	30200	29900
2023	31800	30500
2024	30200	31100
2026 Opening Year Trend		
2026	N/A	32400
2027 Mid-Year Trend		
2027	N/A	33100
2028 Design Year Trend		
2028	N/A	33800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

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)



** 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	

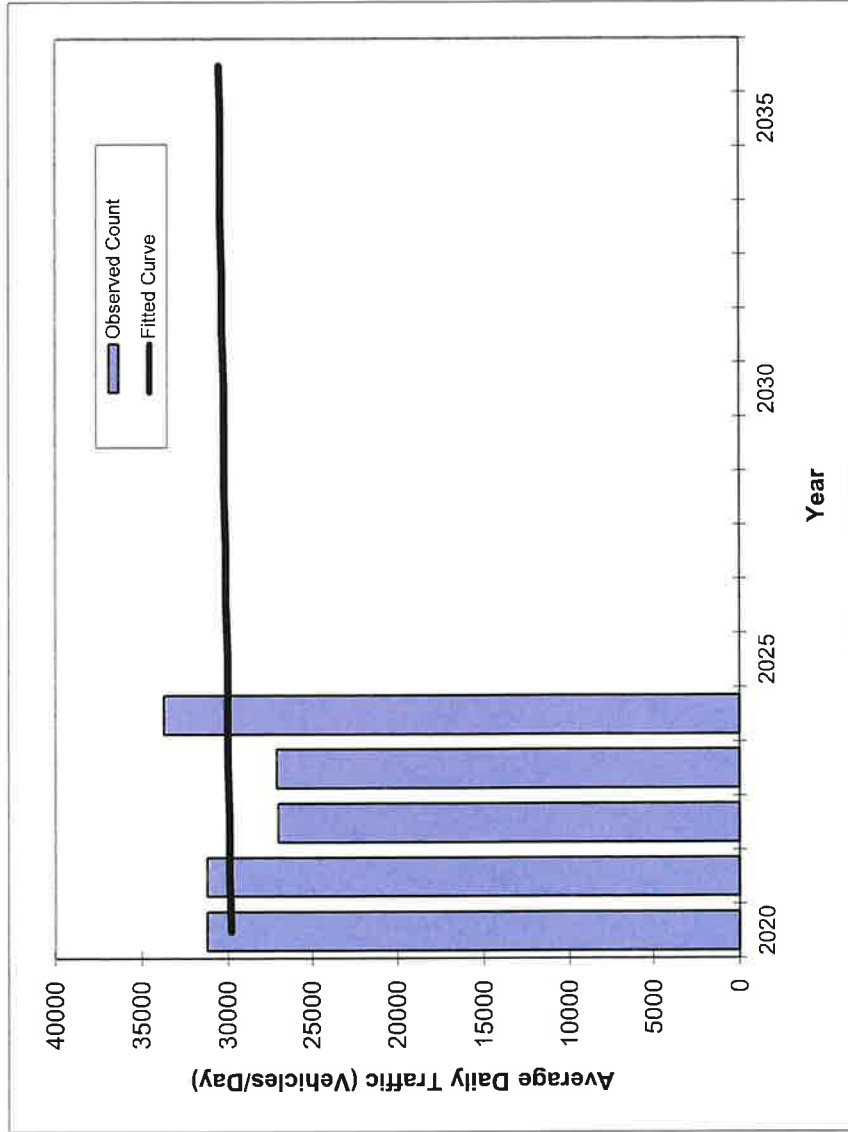
Traffic (ADT/AADT)	
Year	Count*
2020	31200
2021	31200
2022	27000
2023	27100
2024	33700
Trend**	
2020	29900
2021	30000
2022	30000
2023	30100
2024	30200
2026 Opening Year Trend	
2026	N/A
2027 Mid-Year Trend	
2027	N/A
2028 Design Year Trend	
2028	N/A
TRANPLAN Forecasts/Trends	

*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)



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	

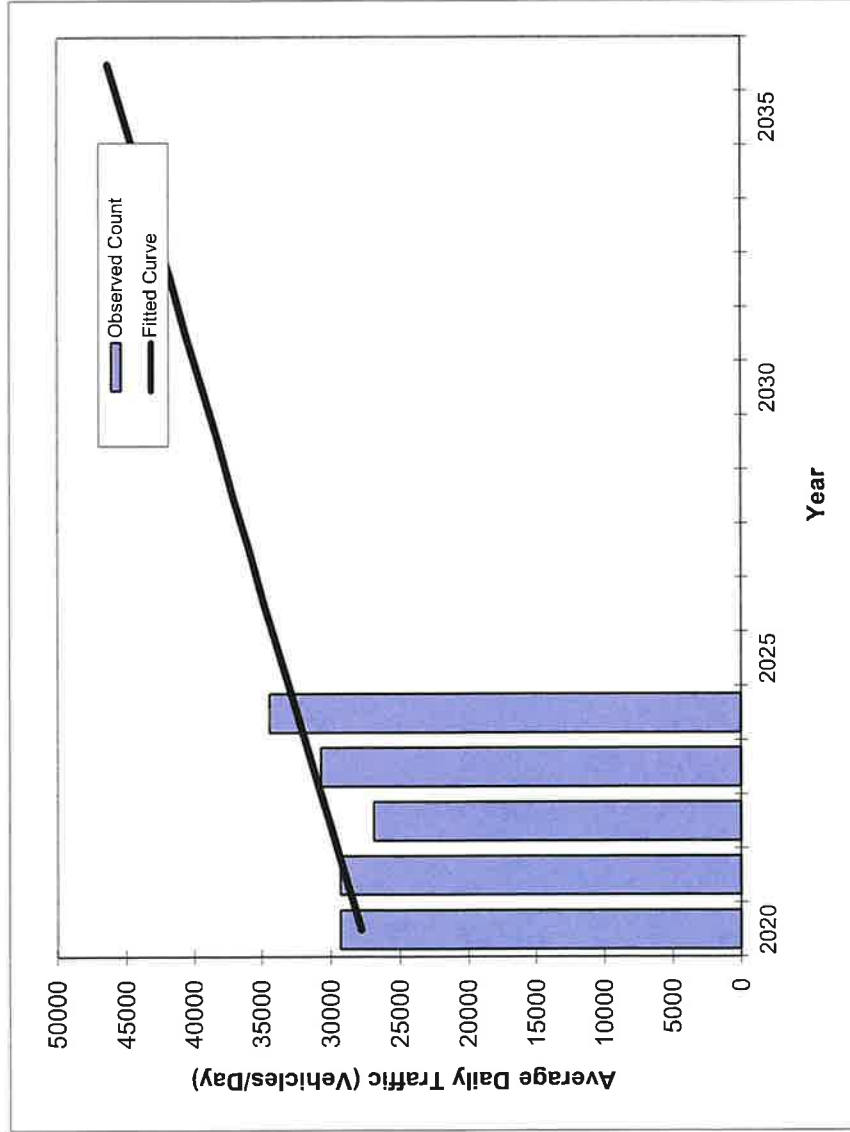
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	31200	29800
2021	31200	29900
2022	27000	29900
2023	27100	30000
2024	33700	30000
2026 Opening Year Trend		
2026	N/A	30100
2027 Mid-Year Trend		
2027	N/A	30100
2028 Design Year Trend		
2028	N/A	30200
TRANPLAN Forecasts/Trends		

*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)



** 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	

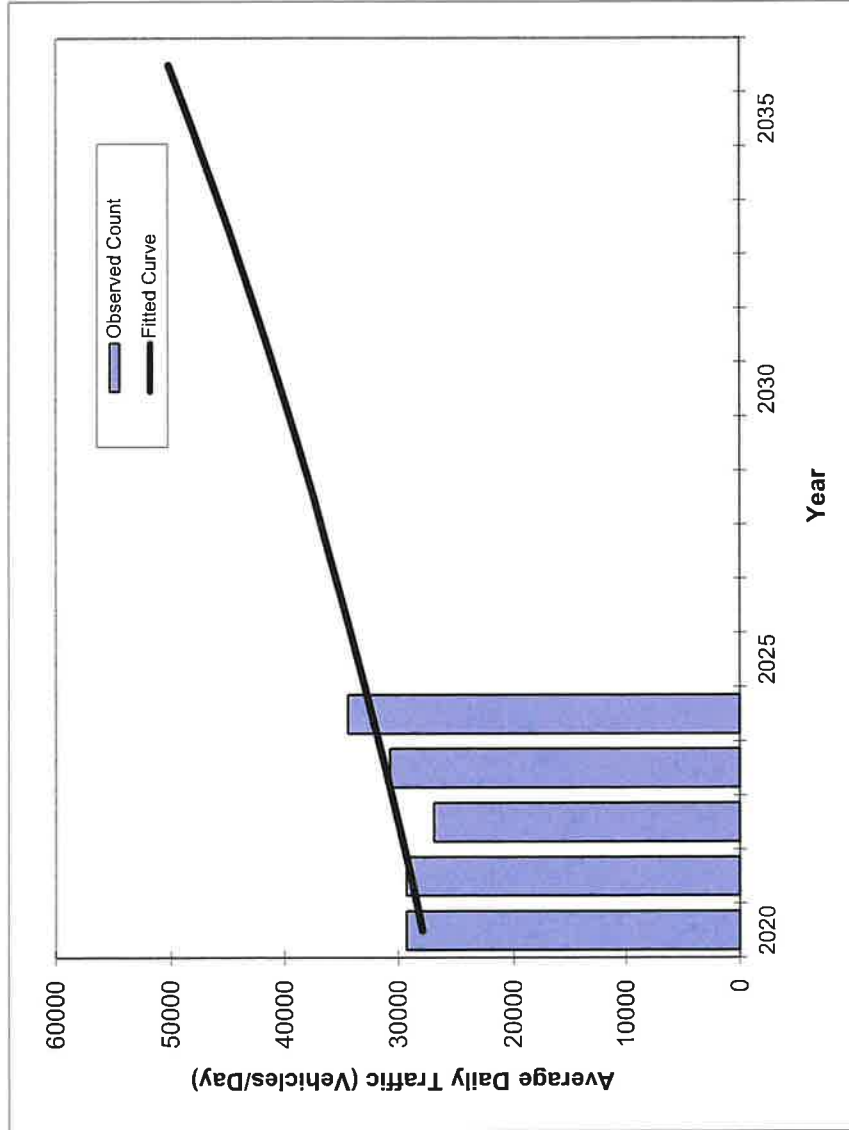
Traffic (ADT/AADT)		
Year	Count*	Trend**
2020	29300	27800
2021	29300	29000
2022	26900	30100
2023	30700	31300
2024	34400	32400
2026 Opening Year Trend		
2026	N/A	34800
2027 Mid-Year Trend		
2027	N/A	35900
2028 Design Year Trend		
2028	N/A	37100
TRANPLAN Forecasts/Trends		

*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)



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	

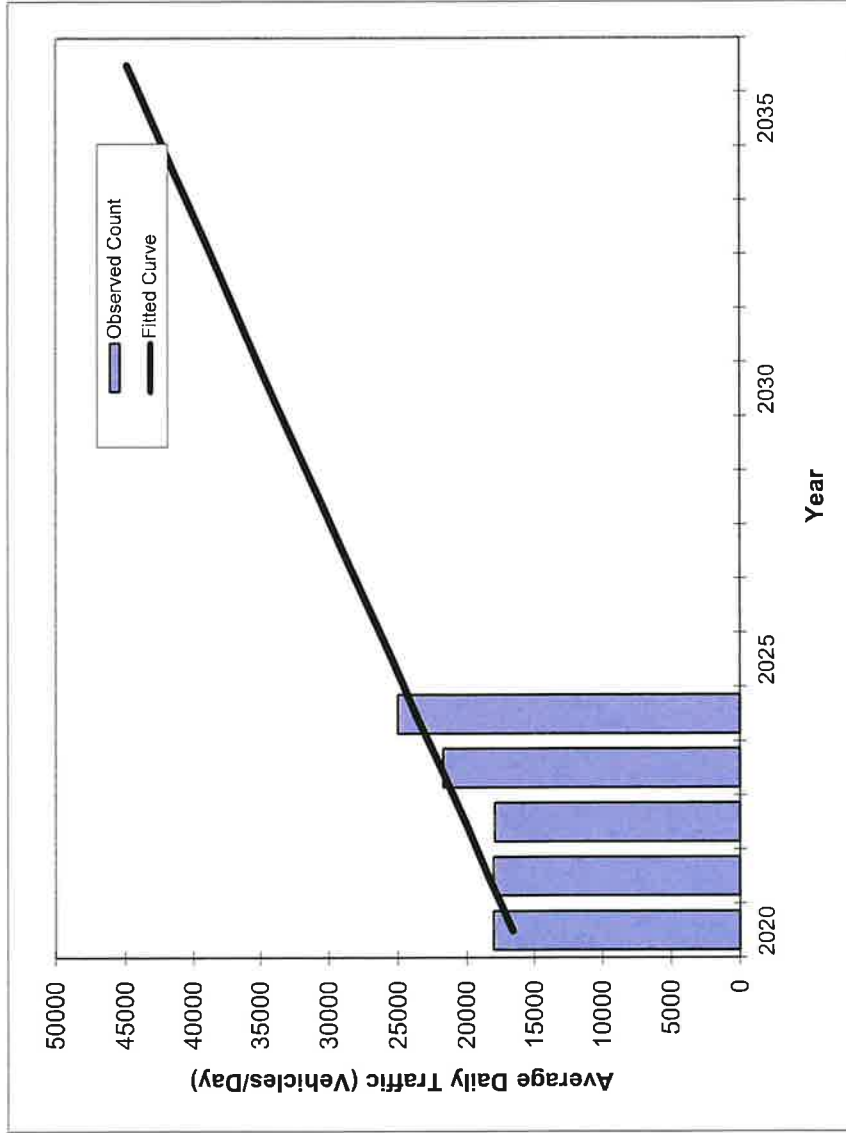
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	29300	27900
2021	29300	28900
2022	26900	30000
2023	30700	31100
2024	34400	32300
2026 Opening Year Trend		
2026	N/A	34800
2027 Mid-Year Trend		
2027	N/A	36100
2028 Design Year Trend		
2028	N/A	37400
TRANPLAN Forecasts/Trends		

*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)



** 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	

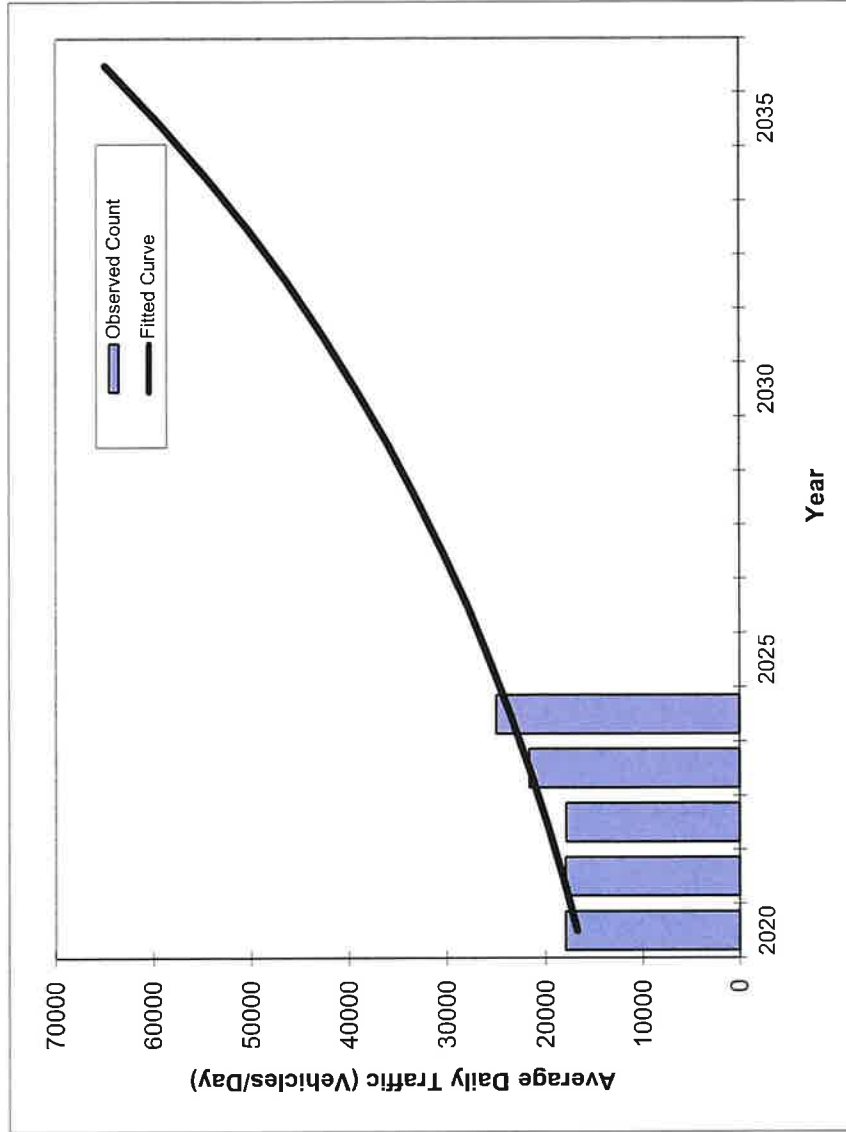
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	18000	16600
2021	18000	18400
2022	17900	20100
2023	21700	21900
2024	25000	23700
2026 Opening Year Trend		
2026	N/A	27200
2027 Mid-Year Trend		
2027	N/A	29000
2028 Design Year Trend		
2028	N/A	30700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

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)



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	

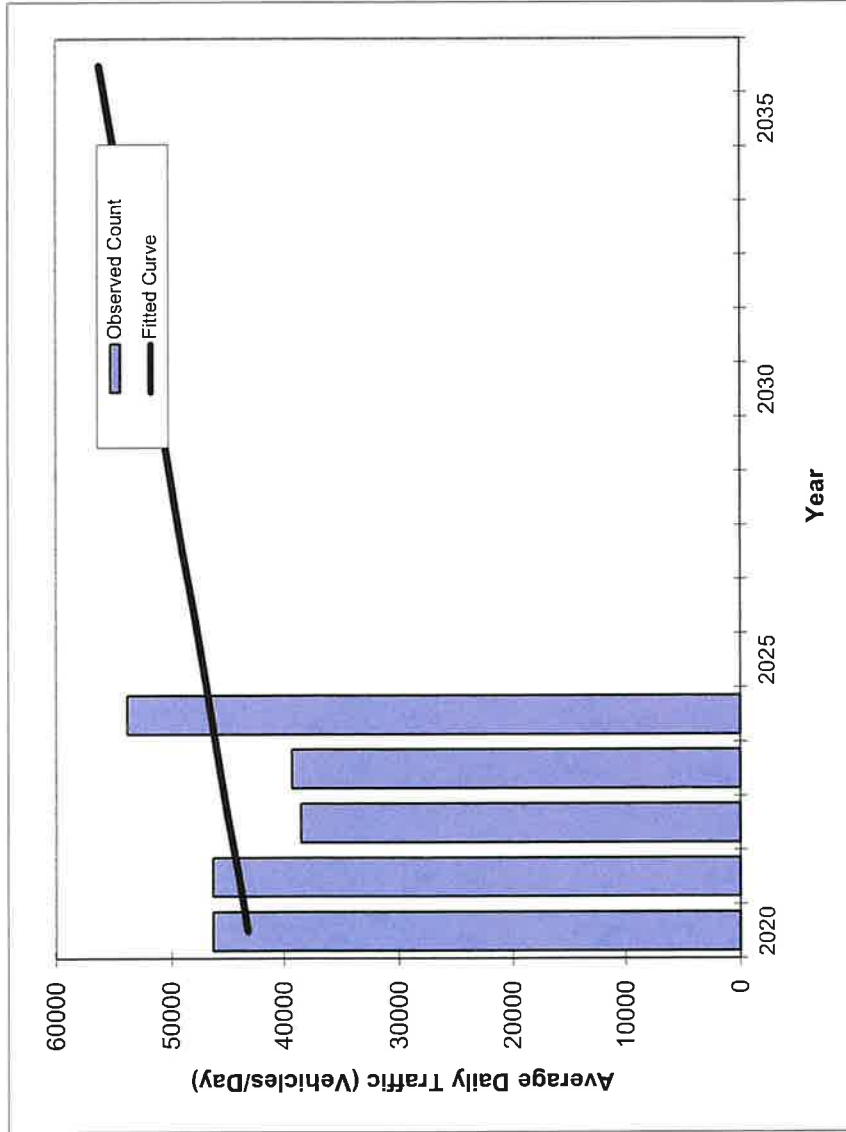
Traffic (ADT/AADT)	
Year	Count*
2020	18000
2021	18000
2022	17900
2023	21700
2024	25000
Trend**	
2020	16800
2021	18300
2022	19900
2023	21700
2024	23600
2026 Opening Year Trend	
2026	N/A
2027 Mid-Year Trend	
2027	N/A
2028 Design Year Trend	
2028	N/A
TRANPLAN Forecasts/Trends	

*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)



** 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	

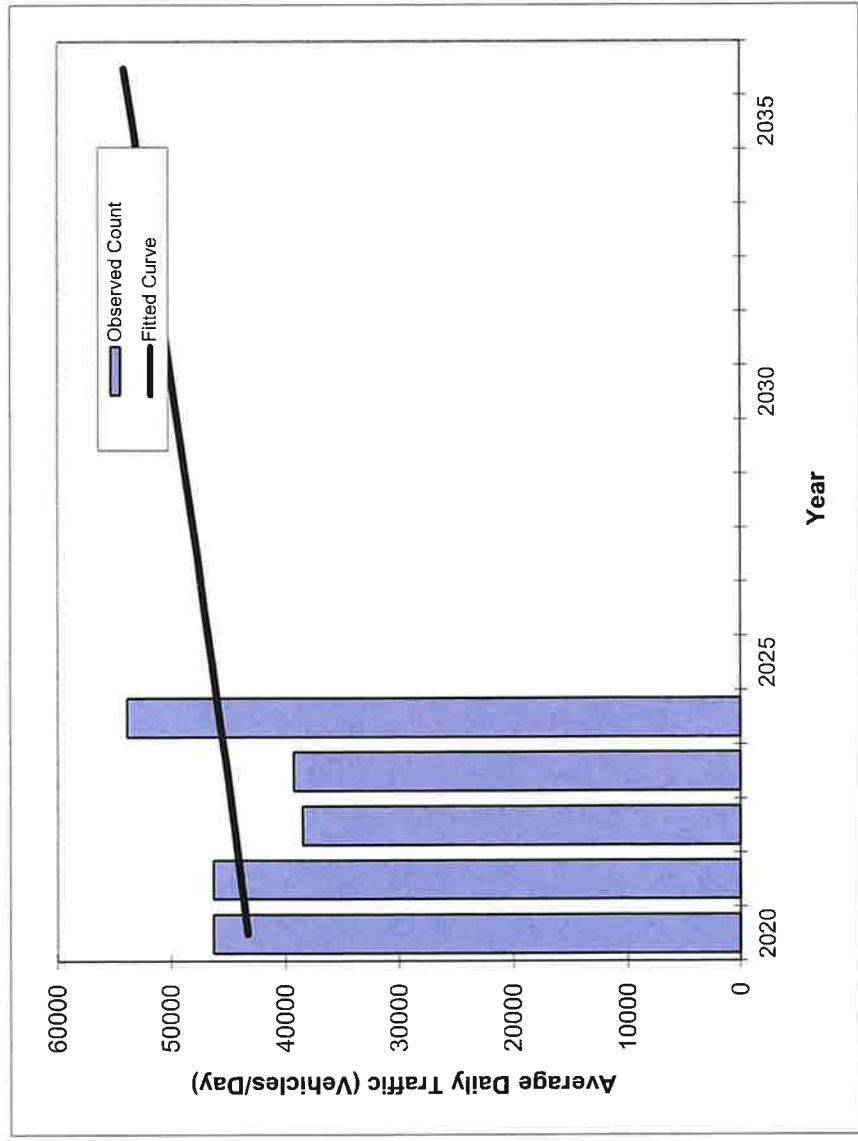
Traffic (ADT/AADT)		
Year	Count*	Trend**
2020	46300	43200
2021	46300	44000
2022	38500	44900
2023	39300	45700
2024	53900	46500
2026 Opening Year Trend		
2026	N/A	48100
2027 Mid-Year Trend		
2027	N/A	49000
2028 Design Year Trend		
2028	N/A	49800
TRANPLAN Forecasts/Trends		

*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)



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	

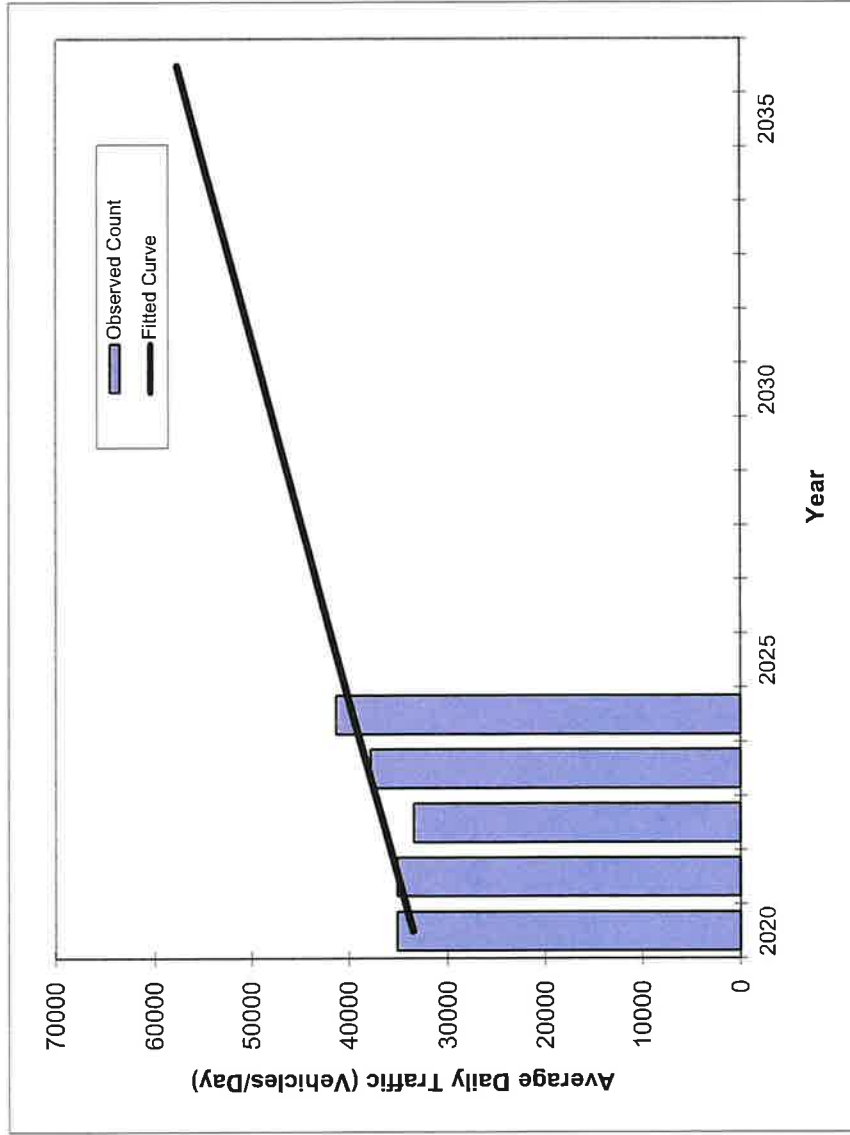
Traffic (ADT/AADT)	
Year	Trend**
2020	46300
2021	46300
2022	38500
2023	39300
2024	53900
2026 Opening Year Trend	
2026	N/A
2027 Mid-Year Trend	
2027	N/A
2028 Design Year Trend	
2028	N/A
TRANPLAN Forecasts/Trends	

*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)



** 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	

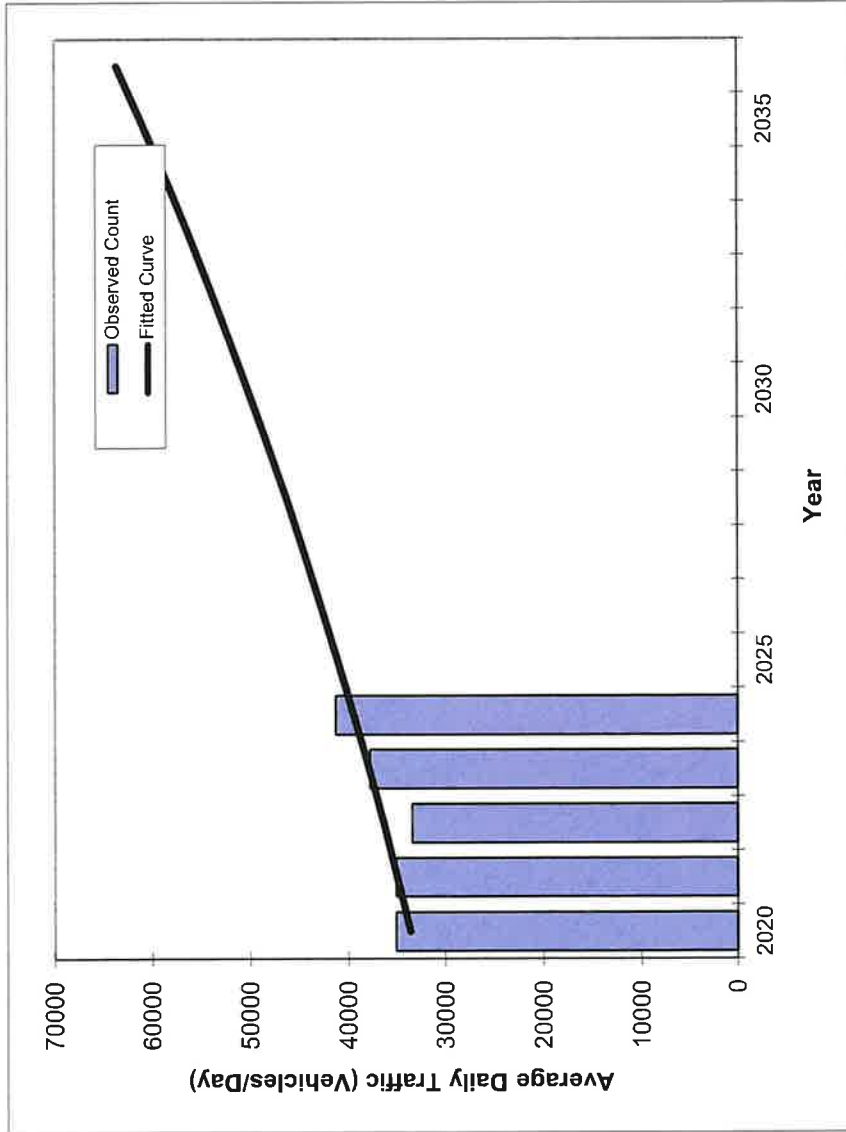
Traffic (ADT/AADT)		
Year	Count*	Trend**
2020	35100	33500
2021	35100	35000
2022	33400	36500
2023	37800	38100
2024	41300	39600
2026 Opening Year Trend		
2026	N/A	42600
2027 Mid-Year Trend		
2027	N/A	44100
2028 Design Year Trend		
2028	N/A	45600
TRANPLAN Forecasts/Trends		

*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)



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	

Traffic (ADT/AAADT)		
Year	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		

*Axle-Adjusted

ID	ROAD	FROM	TO	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	Last Count Taken	Current MAV	Existing VMAV	Acceptable LOS	Contract Classification	Functional Classification
AREA A - MERRITT ISLAND														
117	CONE RD.	S TROPICAL TR.	PUMOSA ST.	4,480	4,515	4,715	4,600	4,920	01/29/24-01/29/24	22,400	0.19	E	C3H	Urban Minor Collector
118	CONE RD.	S TROPICAL TR.	S COURTEYWAY PKWY.	4,720	4,220	4,260	4,160	4,280	01/29/24-01/29/24	22,400	0.19	E	C3H	Urban Minor Collector
119	CONE RD.	N TROPICAL TR.	PUMOSA ST.	5,040	4,800	5,170	5,020	4,980	01/13/24-01/13/24	21,700	0.23	E	C3C	Urban Minor Collector
120	CROCKETT BLVD.	N TROPICAL TR.	N COURTEYWAY PKWY. (SR 3)	1,840	1,880	1,970	1,990	2,080	02/26/24-02/26/24	21,700	0.16	E	C3C	Urban Minor Collector
121	FORTENBERRY RD.	S COURTEYWAY PKWY.	STYVES CREEK PKWY.	4,700	3,445	4,125	3,960	3,375						
122	FORTENBERRY RD.	S COURTEYWAY PKWY.	PUMOSA ST.	4,480	3,880	3,930	3,620	3,620	01/01/24-01/01/24	21,700	0.17	E	C3C	Urban Minor Collector
123	HALL RD.	N TROPICAL TR.	STYVES CREEK PKWY.	4,440	3,880	4,280	4,100	4,320	01/13/24-01/13/24	21,700	0.20	E	C3C	Urban Minor Collector
124	LUCAS RD.	N TROPICAL TR.	N COURTEYWAY PKWY. (SR 3)	2,250	NC	2,480	2,140	2,180	01/29/24-01/29/24	22,400	0.14	E	C3H	Urban Minor Collector
125	MERRITT AVE.	N TROPICAL TR.	N COURTEYWAY PKWY. (SR 3)	3,410	3,060	3,220	3,120	NC	01/29/24-01/29/24	22,400	0.14	E	C3C	Urban Minor Collector
126	MERRITT AVE.	N TROPICAL TR.	N COURTEYWAY PKWY. (SR 3)	3,440	3,340	3,320	3,400	3,250	02/26/24-02/26/24	21,700	0.14	E	C3C	Urban Minor Collector
127	MERRITT AVE.	N TROPICAL TR.	STYVES CREEK PKWY.	15,480	13,000	13,880	13,280	13,910						
128	MERRITT AVE.	N COURTEYWAY PKWY. (SR 3)	PUMOSA ST.	15,150	12,780	12,780	13,020	11,760	02/06/24-02/06/24	35,600	0.12	E	C3C	Urban Minor Collector
129	MERRITT AVE.	N COURTEYWAY PKWY. (SR 3)	PUMOSA ST.	14,170	13,220	13,780	13,570	13,960	01/01/24-01/01/24	30,100	0.18	E	C3C	Urban Minor Collector
130	NEWFOUND HARBOR DR.	PUMOSA ST.	SEA RAY DR.	8,260	5,400	5,640	5,840	5,410	01/31/24-01/31/24	22,400	0.24	E	C3H	Urban Minor Collector
131	N BANANA RIVER DR.	SEA RAY DR.	SEA RAY DR.	8,302	7,560	8,270	7,860	8,550						
132	N BANANA RIVER DR.	STYVES CREEK PKWY.	STYVES CREEK PKWY.	6,380	6,140	6,130	6,280	6,470	01/01/24-02/01/24	22,400	0.29	E	C3H	Urban Minor Arterial
133	N BANANA RIVER DR.	CENTRAL AVE.	CENTRAL AVE.	12,800	11,680	12,430	11,580	12,260	01/01/24-02/01/24	21,700	0.56	E	C3H	Urban Minor Arterial
134	N BANANA RIVER DR.	MARTIN BLVD.	MARTIN BLVD.	11,820	10,050	10,910	9,710	10,660	01/01/24-02/01/24	22,400	0.49	E	C3H	Urban Minor Arterial
135	N BANANA RIVER DR.	CENTRAL AVE.	CENTRAL AVE.	11,880	10,000	10,370	9,970	11,000	01/29/24-01/29/24	21,700	0.51	E	C3H	Urban Minor Arterial
136	N BANANA RIVER DR.	MARTIN BLVD.	MARTIN BLVD.	1,500	1,430	1,550	1,680	1,660	01/29/24-01/29/24	21,700	0.66	E	C3C	Urban Minor Arterial
137	N COURTEYWAY PKWY. (SR 3)	SEA RAY DR.	SEA RAY DR.	30,001	34,200	38,214	30,073	31,287						
138	N COURTEYWAY PKWY. (SR 3)	MERRITT AVE.	MERRITT AVE.	25,760	25,150	25,640	27,300	27,300	01/01/24-02/01/24	37,910	0.72	D	C4	Urban Principal Arterial-Other
139	N COURTEYWAY PKWY. (SR 3)	NEEDLE BLVD.	NEEDLE BLVD.	30,220	32,130	30,960	32,030	31,490	02/06/24-02/06/24	37,910	0.63	D	C4	Urban Principal Arterial-Other
140	N COURTEYWAY PKWY. (SR 3)	LUCAS RD.	LUCAS RD.	32,180	34,740	30,540	31,210	30,550	02/06/24-02/06/24	37,910	0.61	D	C4	Urban Principal Arterial-Other
141	N COURTEYWAY PKWY. (SR 3)	CROCKETT BLVD.	CROCKETT BLVD.	27,630	29,610	26,110	31,490	NC	01/09/24-01/09/24	35,430	0.62	D	C4	Urban Principal Arterial-Other

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/MAY	Acceptable LOS	Context Classification	Functional Classification
AKA, MERRITT ISLAND														
106	SR 528	US 1	SR 481	47,357	38,517	33,600	37,890	44,317	01/29/24 01/30/24	82,200	0.66	D	LA	Urban Principal Arterial - Other
107	SR 528	US 1	N COURTNEY PKWY (SR 3)	55,910	46,300	38,530	39,240	53,870	01/29/24 01/30/24	82,200	0.50	E	LA	Urban Principal Arterial - Other
108	SR 528	N COURTNEY PKWY (SR 3)	N BAHAMA RIVER DR	44,700	35,050	31,410	37,750	41,270	01/29/24 01/30/24	82,200	0.50	E	LA	Urban Principal Arterial - Other
109	SR 528	N BAHAMA RIVER DR	SR 481	41,370	28,200	29,760	30,030	37,810	01/29/24 01/30/24	82,200	0.46	D	LA	Urban Principal Arterial - Other
120	WYKES CREEK PKWY	PORT HENRIETY RD	SR 528	4,890	4,960	4,370	4,230	3,600	10/05/24 03/06/24	30,000	0.10	E	CNC	Urban Major Collector
121	WYKES CREEK PKWY	SR 528	MERRITT AVE	12,810	10,770	10,700	11,440	11,440	11/11/24 05/01/24	30,000	0.12	E	CNC	Urban Major Collector
109	WYKES CREEK PKWY	MERRITT AVE	N BAHAMA RIVER DR	11,410	9,660	8,640	8,500	9,720	11/11/24 05/01/24	31,100	0.40	E	C1/C2/C3/C4	Urban Major Collector

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

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	Tags
1. 24h Weekday 24h Session	24h		4
2. 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

Merrett Island, FL



Site 1
 Portway Rd
 east of FL 3 A Courtenay Hwy

Date
 Wednesday, November 5, 2025

Weather
 Partly
 75°F

Lat/Long
 28.594034° -80.707670°

[Click here for Detailed Worksheet](#)

[Click here for Map](#)

0000 - 2400 (Weekly 24h Session) (11-05-2025)
 NB EB 15min

	1	2	3	4	5	6	7	8	9	10	11	12	13	15min Total	Volume Total
0000-0015	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0015-0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	9
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	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	2
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	
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	2
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	1	0	0	0	0	0	0	0	0	0	0	0	1	
0630-0645	0	2	1	0	0	0	0	0	0	0	0	0	0	3	14
0645-0700	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0700-0715	0	21	1	1	1	0	0	0	0	0	0	0	0	24	28
0715-0730	0	27	11	0	0	0	0	0	0	0	0	0	0	38	99
0730-0745	0	91	23	0	1	0	0	0	0	0	0	0	0	115	115
0745-0800	0	74	21	0	1	0	0	0	0	0	0	0	0	96	298
0800-0815	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
0815-0830	0	13	0	0	0	0	0	1	0	0	0	0	0	14	
0830-0845	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
0845-0900	0	4	4	0	0	0	0	0	0	0	0	0	0	8	67
0900-0915	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0915-0930	0	18	7	0	0	0	0	0	0	0	0	0	0	25	
0930-0945	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
0945-1000	0	11	1	0	0	0	0	0	0	0	0	0	0	12	81
1000-1015	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1015-1030	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
1030-1045	0	29	1	0	0	0	0	0	0	0	0	0	0	30	
1045-1100	0	17	4	0	0	0	0	0	0	0	0	0	0	21	66
1100-1115	0	16	0	0	1	0	0	0	0	0	0	0	0	17	
1115-1130	0	18	7	0	0	0	0	0	0	0	0	0	0	25	
1130-1145	0	14	4	0	0	0	0	0	0	0	0	0	0	18	
1145-1200	0	20	1	0	0	0	0	0	0	0	0	0	0	21	85
1200-1215	0	18	0	0	1	0	0	0	0	0	0	0	0	19	
1215-1230	0	26	1	0	0	0	0	0	0	0	0	0	0	27	
1230-1245	0	18	1	0	1	0	0	0	0	0	0	0	0	20	
1245-1300	0	11	0	0	1	0	0	0	0	0	0	0	0	12	96
1300-1315	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
1315-1330	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
1330-1345	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
1345-1400	0	23	0	0	0	0	0	0	0	0	0	0	0	23	104
1400-1415	0	44	0	0	0	0	0	0	0	0	0	0	0	44	
1415-1430	0	49	0	0	0	0	0	0	0	0	0	0	0	49	
1430-1445	0	42	0	0	0	0	0	0	0	0	0	0	0	42	
1445-1500	0	77	0	0	0	0	0	0	0	0	0	0	0	77	217
1500-1515	0	21	0	1	0	0	0	0	0	0	0	0	0	22	
1515-1530	0	10	7	0	1	0	0	0	0	0	0	0	0	18	
1530-1545	0	38	7	0	0	0	0	0	0	0	0	0	0	45	
1545-1600	0	22	10	0	0	0	0	0	0	0	0	0	0	32	113
1600-1615	0	22	0	1	0	0	0	0	0	0	0	0	0	23	
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	11	7	0	0	0	0	0	0	0	0	0	0	18	177
1700-1715	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
1715-1730	0	35	7	0	0	0	0	0	0	0	0	0	0	42	
1730-1745	0	23	1	0	0	0	0	0	0	0	0	0	0	24	
1745-1800	0	15	13	0	0	0	0	0	0	0	0	0	0	28	154
1800-1815	0	22	7	0	0	0	0	0	0	0	0	0	0	29	
1815-1830	0	14	0	0	1	0	0	0	0	0	0	0	0	15	
1830-1845	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
1845-1900	0	16	0	0	1	0	0	0	0	0	0	0	0	17	
1900-1915	0	18	1	0	0	0	0	0	0	0	0	0	0	19	90
1915-1930	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
1930-1945	0	8	5	0	0	0	0	0	0	0	0	0	0	13	
1945-2000	0	17	1	0	0	0	0	0	0	0	0	0	0	18	74
2000-2015	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
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	0	1	0	0	0	0	0	0	0	0	0	0	1	54
2100-2115	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2115-2130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2130-2145	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2145-2200	0	1	1	0	0	0	0	0	0	0	0	0	0	2	25
2200-2215	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
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	1	1	0	0	0	0	0	0	0	0	0	0	2	
2330-2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345-0000	0	1	1	0	0	0	0	0	0	0	0	0	0	2	11

Session Total	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	1
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Miami, FL



Weather
 Feb _____
 75°F
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[illegible]

BI-Directional Class Count || BI-Directional 15min

Merritt Island, FL



Site 1
 Portway Rd
 east of FL 1 N Courtney Pkwy

Date
 Wednesday, November 5, 2015
 Lat/Long
 28.358314 - 80.707872

Weather
 Fair
 75°F
[Click here for Detailed Weather](#)

2000 - 2400 (Weekday 24h Session) (11-05-2015)
 Bi-Directional 15min

Time	1	2	3	4	5	6	7	8	9	10	11	12	13	15min Total	Volume Total
0000 0015	0	1	1	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	3	
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	11
0100 0115	0	2	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	
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	2
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	2	
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	5
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	1	0	0	0	0	0	0	0	0	0	0	2	
0415 0430	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0430 0445	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
0445 0500	0	1	4	0	0	0	0	0	0	0	0	0	0	5	17
0500 0515	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0515 0530	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0530 0545	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0545 0600	0	4	3	0	0	0	0	0	0	0	0	0	0	7	24
0600 0615	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
0615 0630	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
0630 0645	0	17	1	0	1	0	0	0	0	0	0	0	0	21	
0645 0700	0	11	11	1	0	0	0	0	0	0	0	0	0	23	27
0700 0715	0	41	8	2	1	0	0	0	0	0	0	0	0	52	
0715 0730	0	79	20	1	0	0	0	0	0	0	0	0	0	99	
0730 0745	0	179	90	8	1	0	0	0	0	0	0	0	0	268	
0745 0800	0	183	47	1	0	0	0	0	0	0	0	0	0	231	620
0800 0815	0	88	12	1	0	0	0	0	0	0	0	0	0	101	
0815 0830	0	38	10	0	0	0	0	1	0	0	0	0	0	49	
0830 0845	0	12	15	0	0	0	0	1	0	0	0	0	0	28	
0845 0900	0	50	11	1	0	0	0	0	0	0	0	0	0	62	213
0900 0915	0	27	12	0	0	0	0	0	0	0	0	0	0	39	
0915 0930	0	88	11	0	1	0	0	0	0	0	0	0	0	99	
0930 0945	0	28	11	1	0	0	0	2	0	0	0	0	0	41	
0945 1000	1	11	8	0	0	0	0	1	0	0	0	0	0	21	179
1000 1015	0	90	10	0	0	0	0	1	0	0	0	0	0	101	
1015 1030	0	18	3	0	0	0	0	1	0	0	0	0	0	22	
1030 1045	0	96	10	0	0	0	0	0	0	0	0	0	0	106	156
1045 1100	0	18	14	0	0	0	0	0	0	0	0	0	0	32	
1100 1115	0	11	14	0	0	0	0	0	0	0	0	0	0	25	
1115 1130	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
1130 1145	0	29	5	0	0	0	0	0	0	0	0	0	0	34	
1145 1200	0	43	17	0	1	0	0	0	0	0	0	0	0	60	125
1200 1215	0	15	14	0	1	0	0	0	0	0	0	0	0	30	
1215 1230	0	45	9	0	0	0	0	1	0	0	0	0	0	55	
1230 1245	0	94	8	0	0	0	0	0	0	0	0	0	0	102	
1245 1300	0	27	7	0	1	0	0	0	0	0	0	0	0	34	128
1300 1315	0	11	13	0	0	0	0	0	0	0	0	0	0	24	
1315 1330	0	47	8	0	0	0	0	0	0	0	0	0	0	55	
1330 1345	0	14	10	1	0	0	0	0	0	0	0	0	0	24	
1345 1400	0	37	9	0	0	0	0	0	0	0	0	0	0	46	190
1400 1415	0	16	19	0	0	0	0	0	0	0	0	0	0	35	
1415 1430	0	17	11	0	1	0	0	0	0	0	0	0	0	28	
1430 1445	0	143	21	0	0	0	0	1	0	0	0	0	0	164	
1445 1500	0	90	19	1	0	0	0	0	0	0	0	0	0	110	448
1500 1515	0	47	13	0	1	0	0	0	0	0	0	0	0	60	
1515 1530	0	10	16	1	1	0	0	0	0	0	0	0	0	27	
1530 1545	0	46	18	1	0	0	0	0	0	0	0	0	0	65	
1545 1600	0	14	15	1	0	0	0	0	0	0	0	0	0	30	225
1600 1615	0	43	8	0	0	0	0	0	0	0	0	0	0	51	
1615 1630	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
1630 1645	0	47	15	1	0	0	0	0	0	0	0	0	0	62	
1645 1700	0	14	11	0	0	0	0	0	0	0	0	0	0	25	211
1700 1715	0	50	8	0	0	0	0	0	0	0	0	0	0	58	
1715 1730	0	16	16	0	0	0	0	0	0	0	0	0	0	32	
1730 1745	0	12	13	0	0	0	0	0	0	0	0	0	0	25	
1745 1800	0	11	10	0	0	0	0	0	0	0	0	0	0	21	251
1800 1815	0	14	13	0	0	0	0	0	0	0	0	0	0	27	
1815 1830	0	29	10	0	0	0	0	0	0	0	0	0	0	39	
1830 1845	0	13	8	0	0	0	0	0	0	0	0	0	0	21	
1845 1900	0	79	8	0	1	0	0	1	0	0	0	0	0	88	147
1900 1915	0	79	7	0	0	0	0	0	0	0	0	0	0	86	
1915 1930	0	20	8	0	0	0	0	0	0	0	0	0	0	28	
1930 1945	0	14	1	0	0	0	0	0	0	0	0	0	0	15	118
1945 2000	0	36	8	0	0	0	0	0	0	0	0	0	0	44	
2000 2015	0	15	12	0	0	0	0	0	0	0	0	0	0	27	
2015 2030	0	11	7	0	0	0	0	0	0	0	0	0	0	18	
2030 2045	0	8	4	0	0	0	0	0	0	0	0	0	0	12	75
2045 2100	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2100 2115	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2115 2130	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
2130 2145	0	6	1	0	0	0	0	0	0	0	0	0	0	7	25
2145 2200	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2200 2215	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2215 2230	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2230 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	25
2245 2300	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2300 2315	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2315 2330	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2330 2345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2345 0000	0	1	1	0	0	0	0	0	0	0	0	0	0	2	16

Session Total	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Session Average	0.61	27.11	7.45	0.35	0.44	0.65	0.02	0.13	0.01	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	36.04
Session Peak Volume	0.61	75.32	27.05	1.01	1.18	0.63	0.00	0.11	0.03	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200	2200 - 2300	2300 - 2400	2400 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900
AM Peak Volume	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
PM Peak Hour	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Session Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200	2200 - 2300	2300 - 2400	2400 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900
Session Peak Volume	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
PM Peak Hour	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Session Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200	2200 - 2300	2300 - 2400	2400 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900
Session Peak Volume	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
PM Peak Hour	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Session Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200	2200 - 2300	2300 - 2400	2400 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900
Session Peak Volume	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
PM Peak Hour	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Session Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200	2200 - 2300	2300 - 2400	2400 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900
Session Peak Volume	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
PM Peak Hour	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Session Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200	2200 - 2300	2300 - 2400	2400 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900
Session Peak Volume	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
PM Peak Hour	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Session Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200	2200 - 2300	2300 - 2400	2400 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900
Session Peak Volume	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
PM Peak Hour	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Session Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200	2200 - 2300	2300 - 2400	2400 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900
Session Peak Volume	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
PM Peak Hour	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Session Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200	2200 - 2300	2300 - 2400	2400 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900
Session Peak Volume	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
PM Peak Hour	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Session Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200	2200 - 2300	2300 - 2400	2400 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900
Session Peak Volume	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
PM Peak Hour	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Session Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200	2200 - 2300	2300 - 2400	2400 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900
Session Peak Volume	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
PM Peak Hour	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Session Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200	2200 - 2300	2300 - 2400	2400 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900
Session Peak Volume	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
PM Peak Hour	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Session Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200	2200 - 2300	2300 - 2400	2400 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900
Session Peak Volume	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
PM Peak Hour	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Session Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900 - 2000	2000 - 2100	2100 - 2200	2200 - 2300	2300 - 2400	2400 - 0100	0100 - 0200	0200 - 0300	0300 - 0400	0400 - 0500	0500 - 0600	0600 - 0700	0700 - 0800	0800 - 0900
Session Peak Volume	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
PM Peak Hour	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
Session Peak Hour	0900 - 1000	1000 - 1100	1100 - 1200	1200 - 1300	1300 - 1400	1400 - 1500	1500 - 1600	1600 - 1700	1700 - 1800	1800 - 1900	1900													

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

Weather

Fair
75°F

Lat/Long

28.398034°, -80.702878°

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0000 - 2400 (Weekday 24h Session) (11-05-2025)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	EB	WB		
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

Time	Volume Summary 15min		15min Total	60min Total
	EB	WB		
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

Session Total	1697	1763	3460
Session Average	17.68	18.36	36.04
Session Percentage	49.05	50.95	

Bi-Directional Class Count || NB EB 60min

Merritt Island, FL



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Date

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Weather

Fair
75°F



Lat/Long

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0000 - 2400 (Weekday 24h Session) (11-05-2025)

NB EB 60min

TIME	Eastbound (Movement 1.1)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
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



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Site 1

Pioneer Rd,
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Date

Wednesday, November 5, 2025

Weather

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75°F



Lat/Long

28.398034°, -80.702878°

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0000 - 2400 (Weekday 24h Session) (11-05-2025)

SB WB 60min

TIME	Westbound (Movement 1.2)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
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



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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

Volume Summary 60min			
TIME	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

Volume Summary 60min			
Time	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

Session Total	1697	1763	3460
Session Average	70.71	73.46	144.17
Session Percentage	49.05	50.95	

Bi-Directional Class Count || Graphical Analysis NB EB

Merritt Island, FL

Site 1

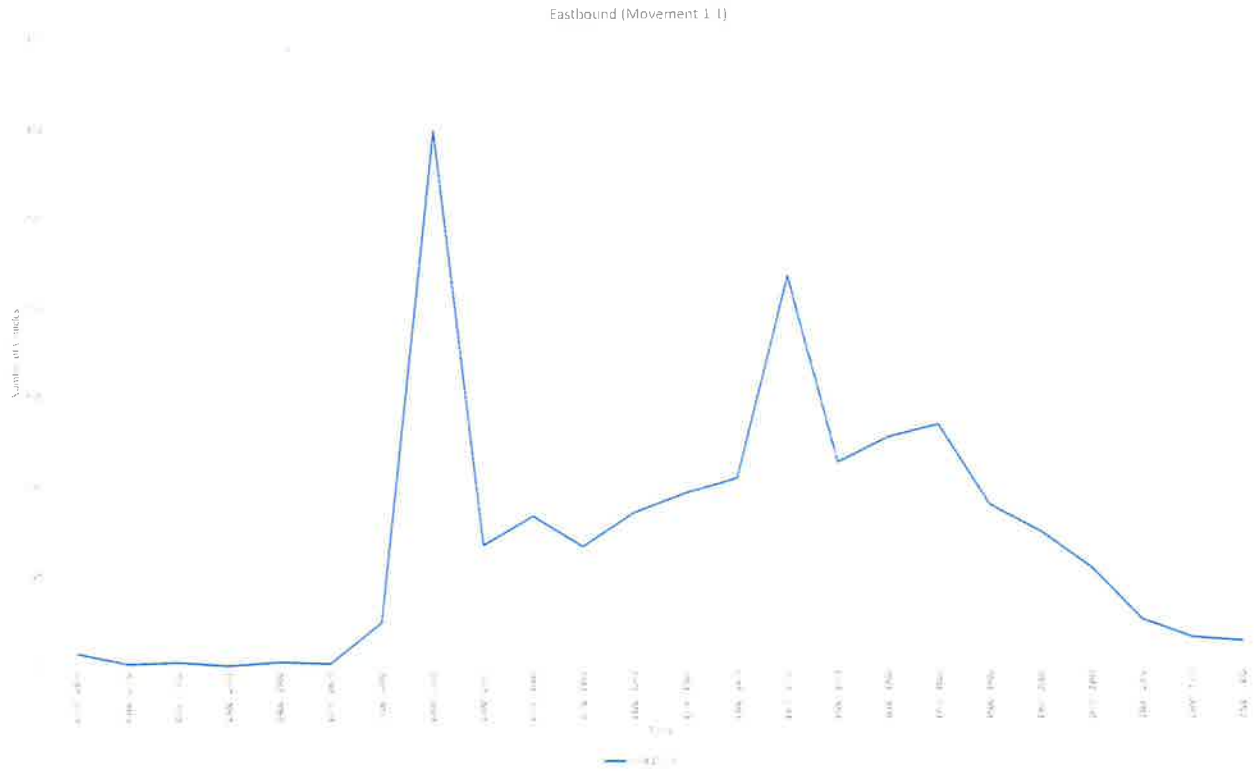
Pioneer Rd,
east of FL 3 N Courtenay Pkwy

Lat/Long

28.398034°; -80.702878°

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

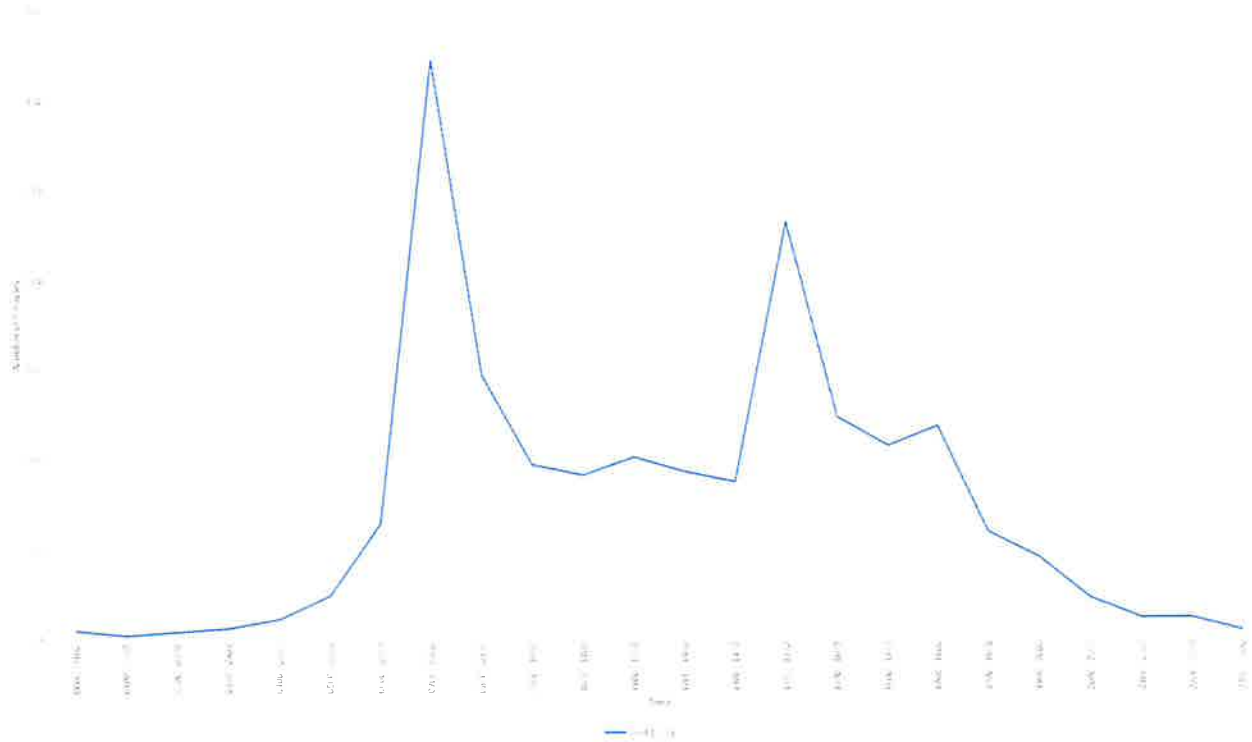
Site 1
Pioneer Rd,
east of FL 3 N Courtenay Pkwy

Lat/Long
28.398034°, -80.702878°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB

Westbound (Movement 1, 2)



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	322					
0800 - 0900	146					
0900 - 1000	96					
1000 - 1100	90					
1100 - 1200	100					
1200 - 1300	92					
1300 - 1400	86					
1400 - 1500	231					
1500 - 1600	123					
1600 - 1700	106					
1700 - 1800	117					
1800 - 1900	58					
1900 - 2000	44					
2000 - 2100	21					
2100 - 2200	10					
2200 - 2300	10					
2300 - 2400	9					

Daily Total 1763

Bi-Directional Class Count || Graphical Analysis BiDir

Merritt Island, FL

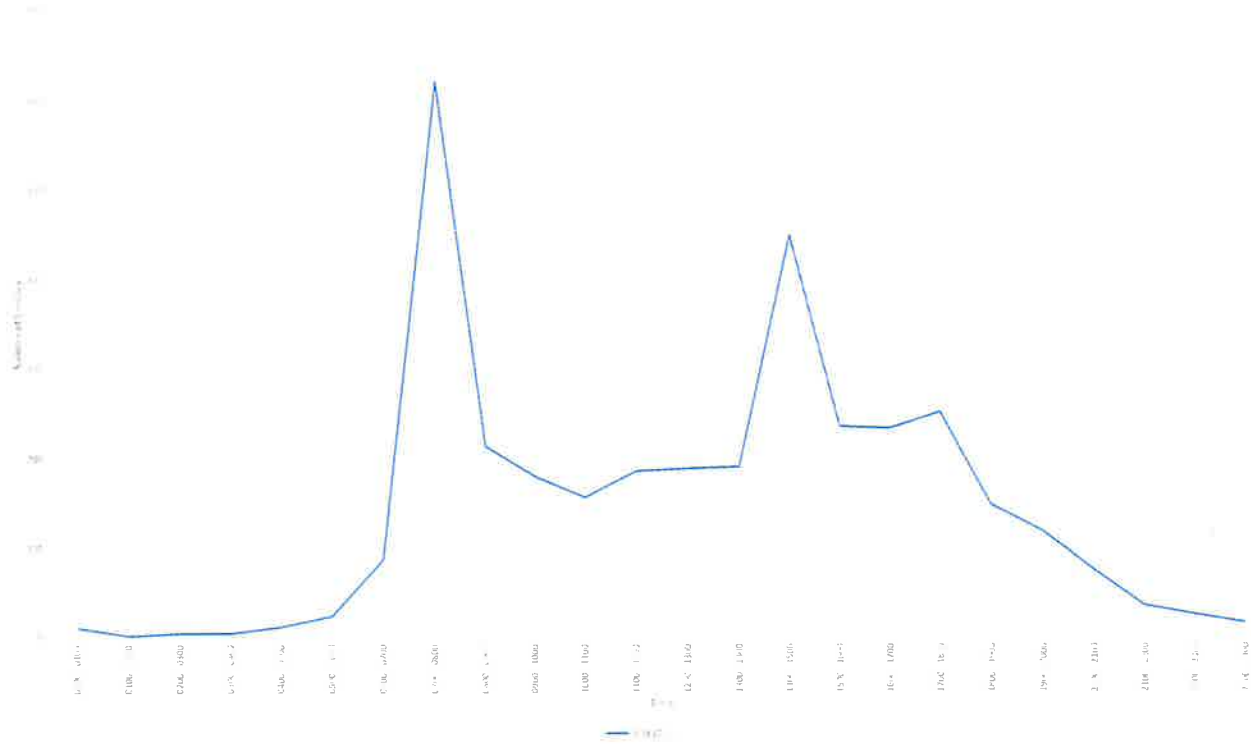
Site 1
 Pioneer Rd,
 east of FL-3 N Courtenay Pkwy

Lat/Long
 28.398034°, -80.702878°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir

Bi-Directional Class Count



Time	Wed 11/05					
0000 - 0100	11					
0100 - 0200	2					
0200 - 0300	5					
0300 - 0400	3					
0400 - 0500	12					
0500 - 0600	34					
0600 - 0700	87					
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	285					
1600 - 1700	233					
1700 - 1800	251					
1800 - 1900	147					
1900 - 2000	118					
2000 - 2100	75					
2100 - 2200	95					
2200 - 2300	25					
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	8	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	1	0	0	0	0
11/5/2025	8:30 AM	0	24	11	0	0	0	0	0	1	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	1	0	0	0	0
11/5/2025	9:45 AM	1	18	5	0	0	0	0	0	1	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	0	1	0	0	0	0
11/5/2025	10:30 AM	0	17	7	0	1	0	0	0	1	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	0	1	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	1	0	0	0	0
11/5/2025	2:00 PM	0	15	5	0	2	0	0	0	1	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	0	1	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	9	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	6	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	1	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

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

Marr Road, FL



Site 1
FL 301 (Continous Flow)
north of Pioneer Rd

Date
Tuesday, January 27, 2020

Weather
Fair
49°F

Lat/Long
28.196730° -81.203663°

Click here for Detailed Weather

Click here for Map

2000 - 2400 (Weekly 24h Session) [21, 27, 2020]
NB EB 15min

Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15min Total	Volume
0000-0015	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14	
0015-0030	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12	
0030-0045	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	48
0045-0100	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
0100-0115	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	
0115-0130	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
0130-0145	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
0145-0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	27
0200-0215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0215-0230	0	12	2	0	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	0	10	
0245-0300	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10	55
0300-0315	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11	
0315-0330	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
0330-0345	0	13	2	0	0	0	0	0	0	0	0	0	0	0	14	
0345-0400	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	42
0400-0415	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26	
0415-0430	1	27	8	0	0	0	0	0	0	1	0	0	0	0	35	
0430-0445	1	54	10	0	0	0	0	0	0	0	0	0	0	0	65	
0445-0500	0	46	13	0	0	0	0	0	0	0	0	0	0	0	59	154
0500-0515	0	48	11	1	0	0	0	0	0	0	0	0	0	0	60	
0515-0530	0	18	18	4	0	0	0	0	0	1	0	0	0	0	39	
0530-0545	0	110	33	0	0	0	0	0	0	0	0	0	0	0	143	
0545-0600	0	100	29	0	0	0	0	0	0	0	0	0	0	0	129	439
0600-0615	1	71	31	0	0	0	0	0	0	0	0	0	0	0	102	
0615-0630	0	123	24	2	0	0	0	0	0	0	0	0	0	0	147	
0630-0645	0	173	34	4	0	0	0	0	0	1	0	0	0	0	210	
0645-0700	0	132	44	1	0	0	0	0	0	1	0	0	0	0	186	652
0700-0715	1	172	48	2	1	0	0	0	0	0	0	0	0	0	224	
0715-0730	0	179	52	0	1	0	0	0	0	0	0	0	0	0	231	
0730-0745	0	232	58	0	0	0	0	0	0	0	0	0	0	0	290	
0745-0800	0	197	71	2	0	0	0	0	0	0	0	0	0	0	270	1018
0800-0815	0	244	83	1	0	1	0	0	0	0	0	0	0	0	328	
0815-0830	0	185	84	2	1	0	0	0	0	0	0	0	0	0	270	
0830-0845	0	207	88	4	0	0	0	0	0	1	0	0	0	0	299	
0845-0900	0	179	55	0	4	0	0	0	0	1	0	0	0	0	241	1124
0900-0915	1	193	47	0	3	0	0	0	0	0	0	0	0	0	240	
0915-0930	1	163	51	0	1	0	0	0	0	1	0	0	0	0	216	
0930-0945	0	142	56	2	0	0	0	0	0	0	0	0	0	0	200	
0945-1000	0	147	50	1	0	0	0	0	0	0	0	0	0	0	204	977
1000-1015	0	166	55	0	4	0	0	0	0	1	0	0	0	0	226	
1015-1030	0	170	54	1	0	0	0	0	0	2	0	0	0	0	227	
1030-1045	0	156	73	0	4	0	0	0	0	2	0	0	0	0	235	
1045-1100	1	183	53	0	1	0	0	0	0	0	0	0	0	0	237	947
1100-1115	0	169	53	0	2	0	0	0	0	0	0	0	0	0	224	
1115-1130	0	167	50	0	3	0	0	0	0	0	0	0	0	0	220	
1130-1145	1	176	51	0	1	0	0	0	0	1	0	0	0	0	230	994
1145-1200	0	189	75	0	0	0	0	0	0	0	0	0	0	0	264	
1200-1215	1	211	53	0	0	0	0	0	0	0	0	0	0	0	277	
1215-1230	0	132	58	0	2	0	0	0	0	0	0	0	0	0	192	
1230-1245	0	226	59	0	5	0	0	0	0	0	0	0	0	0	292	
1245-1300	1	268	57	0	1	0	0	0	0	0	0	0	0	0	326	1164
1300-1315	0	208	72	0	1	0	0	0	0	0	0	0	0	0	280	
1315-1330	0	190	68	1	0	0	0	0	0	0	0	0	0	0	259	
1330-1345	1	204	76	0	0	0	0	0	0	0	0	0	0	0	280	
1345-1400	0	223	53	2	0	0	0	0	0	0	0	0	0	0	276	1112
1400-1415	0	203	57	0	0	0	0	0	0	0	0	0	0	0	260	
1415-1430	2	234	73	0	4	0	0	0	0	0	0	0	0	0	311	
1430-1445	1	272	48	7	0	0	0	0	0	0	0	0	0	0	327	
1445-1500	0	243	71	2	0	0	0	0	0	0	0	0	0	0	316	1269
1500-1515	0	250	57	0	1	0	0	0	0	0	0	0	0	0	308	
1515-1530	0	242	72	1	0	0	0	0	0	0	0	0	0	0	314	
1530-1545	2	299	85	0	2	0	0	0	0	0	0	0	0	0	386	
1545-1600	1	312	71	0	4	0	0	0	0	0	0	0	0	0	387	1295
1600-1615	0	298	71	0	0	0	0	0	0	0	0	0	0	0	369	
1615-1630	1	246	92	0	0	0	0	0	0	0	0	0	0	0	338	
1630-1645	0	261	54	0	0	0	0	0	0	0	0	0	0	0	315	
1645-1700	1	278	51	0	2	0	0	0	0	0	0	0	0	0	331	1404
1700-1715	1	305	83	0	0	0	0	0	0	0	0	0	0	0	388	
1715-1730	0	287	82	0	0	0	0	0	0	0	0	0	0	0	369	
1730-1745	1	293	55	0	2	0	0	0	0	0	0	0	0	0	350	
1745-1800	0	237	60	0	1	0	0	0	0	0	0	0	0	0	308	1425
1800-1815	1	270	34	0	0	0	0	0	0	0	0	0	0	0	304	
1815-1830	0	229	37	0	0	0	0	0	0	0	0	0	0	0	266	
1830-1845	0	202	25	0	0	0	0	0	0	0	0	0	0	0	227	
1845-1900	0	231	20	0	0	0	0	0	0	0	0	0	0	0	251	977
1900-1915	0	173	39	0	0	0	0	0	0	0	0	0	0	0	212	
1915-1930	1	170	23	0	0	0	0	0	0	0	0	0	0	0	193	
1930-1945	0	160	13	0	0	0	0	0	0	0	0	0	0	0	173	
1945-2000	0	165	24	0	1	0	0	0	0	0	0	0	0	0	190	751
2000-2015	0	161	20	0	0	0	0	0	0	0	0	0	0	0	181	
2015-2030	0	201	18	0	0	0	0	0	0	0	0	0	0	0	219	
2030-2045	0	118	30	0	0	0	0	0	0	0	0	0	0	0	148	
2045-2100	0	102	17	0	0	0	0	0	0	0	0	0	0	0	119	558
2100-2115	0	80	17	0	0	0	0	0	0	0	0	0	0	0	97	
2115-2130	0	90	13	0	0	0	0	0	0	0	0	0	0	0	103	
2130-2145	0	59	14	0	0	0	0	0	0	0	0	0	0	0	74	
2145-2200	0	55	11	0	0	0	0	0	0	0	0	0	0	0	67	815
2200-2215	0	40	7	0	0	0	0	0	0	0	0	0	0	0	47	
2215-2230	0	45	13	0	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	0	43	
2245-2300	0	20	5	0	0	0	0	0	0	0	0	0	0	0	25	173
2300-2315	0	30	5	0	0	0	0	0	0	0	0	0	0	0	36	
2315-2330	0	25	8	0	0	0	0	0	0	0	0	0	0	0	33	
2330-2345	0	28	9	0	0	0	0	0	0	0	0	0	0	0	37	
2345-0000	0	30	7	0	0	0	0	0	0	0	0	0	0	0	37	315

Session Total	27	12270	2447	70	170	28	0	31	43	0	0	0	0	0	17096
Session Average	0.28	138.78	281.81	0.81	1.99	0.29	0.00	0.37	0.47	0.00	0.00	0.00	0.00	0.00	198.

BI-Directional Class Count || SB WB 15min

Merris Island, FL

Site 1
11.3 N Courtway Hwy,
North of Pioneer Rd

Date
Tuesday, January 27, 2026

Lat/Long
29.196710, -80.765063

Weather
Fair

48°F
[Click here for Detailed Weather](#)



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0000 - 2400 (Wednesday 24th Semester) (01.27.2026)
SB WB 15min

Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000
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Session Total	15	33	51	69	87	105	123	141	159	177	195	213	231	249	267	285	303	321	339	357	375	393	411	429	447	465	483	501	519	537	555	573	591	609	627	645	663	681	699	717	735	753	771	789	807	825	843	861	879	897	915	933	951	969	987	1005	1023	1041	1059	1077	1095	1113	1131	1149	1167	1185	1203	1221	1239	1257	1275	1293	1311	1329	1347	1365	1383	1401	1419	1437	1455	1473	1491	1509	1527	1545	1563	1581	1599	1617	1635	1653	1671	1689	1707	1725	1743	1761	1779	1797	1815	1833	1851	1869	1887	1905	1923	1941	1959	1977	1995	2013	2031	2049	2067	2085	2103	2121	2139	2157	2175	2193	2211	2229	2247	2265	2283	2301	2319	2337	2355	2373	2391	2409	2427	2445	2463	2481	2499	2517	2535	2553	2571	2589	2607	2625	2643	2661	2679	2697	2715	2733	2751	2769	2787	2805	2823	2841	2859	2877	2895	2913	2931	2949	2967	2985	3003	3021	3039	3057	3075	3093	3111	3129	3147	3165	3183	3201	3219	3237	3255	3273	3291	3309	3327	3345	3363	3381	3399	3417	3435	3453	3471	3489	3507	3525	3543	3561	3579	3597	3615	3633	3651	3669	3687	3705	3723	3741	3759	3777	3795	3813	3831	3849	3867	3885	3903	3921	3939	3957	3975	3993	4011	4029	4047	4065	4083	4101	4119	4137	4155	4173	4191	4209	4227	4245	4263	4281	4299	4317	4335	4353	4371	4389	4407	4425	4443	4461	4479	4497	4515	4533	4551	4569	4587	4605	4623	4641	4659	4677	4695	4713	4731	4749	4767	4785	4803	4821	4839	4857	4875	4893	4911	4929	4947	4965	4983	5001	5019	5037	5055	5073	5091	5109	5127	5145	5163	5181	5199	5217	5235	5253	5271	5289	5307	5325	5343	5361	5379	5397	5415	5433	5451	5469	5487	5505	5523	5541	5559	5577	5595	5613	5631	5649	5667	5685	5703	5721	5739	5757	5775	5793	5811	5829	5847	5865	5883	5901	5919	5937	5955	5973	5991	6009	6027	6045	6063	6081	6099	6117	6135	6153	6171	6189	6207	6225	6243	6261	6279	6297	6315	6333	6351	6369	6387	6405	6423	6441	6459	6477	6495	6513	6531	6549	6567	6585	6603	6621	6639	6657	6675	6693	6711	6729	6747	6765	6783	6801	6819	6837	6855	6873	6891	6909	6927	6945	6963	6981	6999	7017	7035	7053	7071	7089	7107	7125	7143	7161	7179	7197	7215	7233	7251	7269	7287	7305	7323	7341	7359	7377	7395	7413	7431	7449	7467	7485	7503	7521	7539	7557	7575	7593	7611	7629	7647	7665	7683	7701	7719	7737	7755	7773	7791	7809	7827	7845	7863	7881	7899	7917	7935	7953	7971	7989	8007	8025	8043	8061	8079	8097	8115	8133	8151	8169	8187	8205	8223	8241	8259	8277	8295	8313	8331	8349	8367	8385	8403	8421	8439	8457	8475	8493	8511	8529	8547	8565	8583	8601	8619	8637	8655	8673	8691	8709	8727	8745	8763	8781	8799	8817	8835	8853	8871	8889	8907	8925	8943	8961	8979	8997	9015	9033	9051	9069	9087	9105	9123	9141	9159	9177	9195	9213	9231	9249	9267	9285	9303	9321	9339	9357	9375	9393	9411	9429	9447	9465	9483	9501	9519	9537	9555	9573	9591	9609	9627	9645	9663	9681	9699	9717	9735	9753	9771	9789	9807	9825	9843	9861	9879	9897	9915	9933	9951	9969	9987	10005
Session Average	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.																																																																																																																																																																						

BI-Directional Class Count || BI-Directional 15min

Merrett Island, FL



Site 1
FL 30 (Overpass Ramp)
North of Pioneer Rd

Date
Tuesday, January 27, 2020

Weather
Fair
48°F

Latitude
28.198780° -80.706637°

Click here for Detailed Information

0000 - 2400 (Weekly 24h Service) (01/27/2020)
BI-Directional 15min

Time	BI-Directional 15min													15min Total	Volume Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000-0015	0	23	5	0	0	0	0	0	0	0	0	0	0	28	101
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	0	0	0	0	0	0	0	0	0	20	
0100-0115	0	17	0	0	0	0	0	0	0	0	0	0	0	17	65
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	0	0	0	0	0	18	
0145-0200	0	13	1	0	0	0	0	0	0	0	0	0	0	15	
0200-0215	0	11	0	0	0	0	0	0	0	0	0	0	0	11	88
0215-0230	0	26	5	0	0	0	0	0	0	0	0	0	0	31	
0230-0245	0	20	1	0	0	0	0	0	0	0	0	0	0	21	
0245-0300	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
0300-0315	0	17	1	0	0	0	0	0	0	0	0	0	0	18	91
0315-0330	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
0330-0345	0	23	2	0	0	0	0	0	0	0	0	0	0	25	
0345-0400	0	22	2	0	0	0	0	0	0	0	0	0	0	24	
0400-0415	0	12	5	0	0	0	0	0	0	0	0	0	0	17	771
0415-0430	1	42	8	0	0	0	0	0	0	0	0	0	0	50	
0430-0445	1	72	15	0	0	0	0	0	0	0	0	0	0	87	
0445-0500	0	77	19	0	0	0	0	0	0	0	0	0	0	96	
0500-0515	0	87	20	1	1	2	0	0	0	0	0	0	0	112	808
0515-0530	0	121	20	0	0	0	0	0	0	0	0	0	0	140	
0530-0545	0	178	30	0	0	0	0	0	0	0	0	0	0	208	
0545-0600	0	169	15	0	0	0	0	0	0	0	0	0	0	184	
0600-0615	1	103	50	0	0	0	0	0	0	0	0	0	0	153	1369
0615-0630	0	122	44	1	0	0	0	0	0	0	0	0	0	166	
0630-0645	0	281	61	13	2	0	0	0	0	0	0	0	0	355	
0645-0700	0	260	77	4	4	1	0	0	0	0	0	0	0	346	
0700-0715	1	322	87	7	0	1	0	0	0	0	0	0	0	410	2271
0715-0730	1	499	122	12	1	0	0	0	0	0	0	0	0	612	
0730-0745	1	528	121	7	11	0	0	0	0	0	0	0	0	640	
0745-0800	0	512	167	2	10	0	0	0	0	0	0	0	0	672	
0800-0815	0	546	154	2	0	1	0	0	0	0	0	0	0	700	2496
0815-0830	0	462	144	7	0	1	0	0	0	0	0	0	0	584	
0830-0845	0	455	125	1	12	2	0	0	0	0	0	0	0	572	
0845-0900	0	408	121	0	0	0	0	0	0	0	0	0	0	529	
0900-0915	1	414	99	0	7	1	0	0	0	0	0	0	0	513	2058
0915-0930	1	357	113	0	0	1	0	0	0	0	0	0	0	470	
0930-0945	1	371	131	2	0	0	0	0	0	0	0	0	0	502	
0945-1000	0	372	124	1	10	2	0	0	0	0	0	0	0	511	
1000-1015	0	342	117	2	0	0	0	0	0	0	0	0	0	459	2619
1015-1030	0	348	124	1	10	1	0	0	0	0	0	0	0	461	
1030-1045	0	351	135	0	0	4	0	0	0	0	0	0	0	501	
1045-1100	0	387	115	0	15	1	0	0	0	0	0	0	0	512	
1100-1115	0	367	103	4	0	0	0	0	0	0	0	0	0	471	3079
1115-1130	0	370	135	0	0	0	0	0	0	0	0	0	0	505	
1130-1145	1	348	131	1	0	0	0	0	0	0	0	0	0	479	
1145-1200	1	411	115	0	0	0	0	0	0	0	0	0	0	526	
1200-1215	1	404	119	1	3	2	0	0	0	0	0	0	0	526	2303
1215-1230	0	426	134	1	5	0	0	0	0	0	0	0	0	530	
1230-1245	0	433	133	1	7	1	0	0	0	0	0	0	0	537	
1245-1300	0	402	125	0	0	0	0	0	0	0	0	0	0	527	
1300-1315	0	417	125	0	0	0	0	0	0	0	0	0	0	542	2181
1315-1330	1	480	121	1	7	0	0	0	0	0	0	0	0	588	
1330-1345	0	439	135	0	7	0	0	0	0	0	0	0	0	567	
1345-1400	0	415	120	0	0	0	0	0	0	0	0	0	0	535	
1400-1415	0	398	120	18	5	0	0	0	0	0	0	0	0	544	2496
1415-1430	0	463	135	2	5	0	0	0	0	0	0	0	0	606	
1430-1445	1	519	120	0	0	0	0	0	0	0	0	0	0	660	
1445-1500	0	530	129	1	0	1	0	0	0	0	0	0	0	660	
1500-1515	1	455	115	0	0	0	0	0	0	0	0	0	0	570	2816
1515-1530	1	515	109	1	0	0	0	0	0	0	0	0	0	624	
1530-1545	1	573	166	11	4	0	0	0	0	0	0	0	0	759	
1545-1600	0	616	150	3	5	0	0	0	0	0	0	0	0	782	
1600-1615	0	501	138	1	0	0	0	0	0	0	0	0	0	639	2962
1615-1630	0	560	152	1	0	1	0	0	0	0	0	0	0	713	
1630-1645	0	580	147	0	0	0	0	0	0	0	0	0	0	727	
1645-1700	1	581	135	1	2	1	0	0	0	0	0	0	0	711	
1700-1715	1	604	177	3	4	0	0	0	0	0	0	0	0	789	2879
1715-1730	0	544	164	1	0	0	0	0	0	0	0	0	0	709	
1730-1745	0	544	121	0	0	0	0	0	0	0	0	0	0	665	
1745-1800	0	536	130	1	0	0	0	0	0	0	0	0	0	666	
1800-1815	1	477	92	0	0	0	0	0	0	0	0	0	0	569	1950
1815-1830	0	462	87	0	0	0	0	0	0	0	0	0	0	549	
1830-1845	0	466	54	0	0	0	0	0	0	0	0	0	0	520	
1845-1900	0	377	44	0	0	0	0	0	0	0	0	0	0	421	
1900-1915	0	301	33	0	0	0	0	0	0	0	0	0	0	334	1871
1915-1930	1	303	38	0	1	0	0	0	0	0	0	0	0	341	
1930-1945	0	249	25	0	0	0	0	0	0	0	0	0	0	274	
1945-2000	0	261	34	0	2	0	0	0	0	0	0	0	0	297	
2000-2015	0	253	32	0	2	1	0	0	0	0	0	0	0	285	901
2015-2030	0	283	26	0	0	0	0	0	0	0	0	0	0	309	
2030-2045	0	184	28	0	0	0	0	0	0	0	0	0	0	212	
2045-2100	0	106	21	0	0	0	0	0	0	0	0	0	0	127	
2100-2115	0	136	21	0	0	0	0	0	0	0	0	0	0	157	518
2115-2130	0	130	21	0	0	0	0	0	0	0	0	0	0	151	
2130-2145	0	104	18	0	0	0	0	0	0	0	0	0	0	122	
2145-2200	0	90	15	0	0	0	0	0	0	0	0	0	0	105	
2200-2215	0	77	12	0	0	0	0	0	0	0	0	0	0	89	322
2215-2230	0	81	17	0	0	0	0	0	0	0	0	0	0	98	
2230-2245	0	51	10	0	0	0	0	0	0	0	0	0	0	61	
2245-2300	0	49	10	0	0	0	0	0	0	0	0	0	0	59	
2300-2315	0	45	10	0	0	0	0	0	0	0	0	0	0	55	718
2315-2330	0	43	11	0	0	0	0	0	0	0	0	0	0	54	
2330-2345	0	50	10	0	0	0	0	0	0	0	0	0	0	60	
2345-0000	0	37	9	0	0	0	0	0	0	0	0	0	0	36	

Service Total	42	20467	13955	171	344	49	0	68	94	0	0	0	0	34142
Service Average	0.44	775.70	71.91	1.78	130	0.51	0.00	0.71	0.98	0.00	0.00	0.00	0.00	555.55
Service Percentage	0.12	17.52	76.27	0.50	1.01	0.14	0.00	0.20	0.28	0.00	0.00	0.00	0.00	
AM Peak Hour	1045-1145	1045-1145	1045-1145	1045-1145	1045-1145	1045-1145	-	1045-1145	1045-1145	-	-	-	-	0330-0430
AM Peak Volume	8	2548	148	12	148	12	0	12	12	0	0	0	0	2485
AM Peak Usage	0.11	79.96	21.75	1.11	1.52	0.17	0.00	0.37	0.48	0.00	0.00	0.00	0.00	
Isopm Peak Hour	1245-1345	1345-1445	1445-1545	1445-1545	1445-1545	1445-1545	1035-1135	1135-1235	1135-1235	-	-	-	-	1445-1545
Isopm Peak Volume	8	2073	369	33	41	13	0	13	12	0	0	0	0	2715
Isopm Peak Usage	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	1600-1700	1700-1800	1800-1900	1900-2000	1900-2000	-	1545-1645	1645-1745	-	-	-	-	1530-1630
PM Peak Volume	10	2349	148	24	31	4	0	0	3	0	0	0	0	3028
PM Peak Usage	0.31	77.63	21.31	0.79	1.07	0.13	0.00	0.30	0.17	0.00	0.00	0.00	0.00	
Shift Peak Volume	0	90	8	0	3	0	0	0	0	0	0	0	0	103
Shift Peak Usage	0.00	30.21	7.92	0.00	2.91	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



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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)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	14	12	26	101
0015 - 0030	14	13	27	
0030 - 0045	10	18	28	
0045 - 0100	10	10	20	
0100 - 0115	10	7	17	
0115 - 0130	9	6	15	65
0130 - 0145	6	12	18	
0145 - 0200	2	13	15	
0200 - 0215	3	8	11	
0215 - 0230	14	19	33	
0230 - 0245	10	13	23	88
0245 - 0300	11	10	21	
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	
0500 - 0515	73	39	112	688
0515 - 0530	108	52	160	
0530 - 0545	132	77	209	
0545 - 0600	126	81	207	
0600 - 0615	105	111	216	
0615 - 0630	151	130	281	1209
0630 - 0645	210	149	359	
0645 - 0700	186	167	353	
0700 - 0715	224	200	424	
0715 - 0730	199	295	494	
0730 - 0745	317	364	681	2271
0745 - 0800	276	396	672	
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	
1000 - 1015	239	256	495	2058
1015 - 1030	247	244	491	
1030 - 1045	239	262	501	
1045 - 1100	242	290	532	
1100 - 1115	228	263	491	
1115 - 1130	246	274	520	2019
1130 - 1145	249	245	494	
1145 - 1200	271	299	570	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	277	259	536	2202
1215 - 1230	303	267	570	
1230 - 1245	292	265	557	
1245 - 1300	272	267	539	
1300 - 1315	284	278	562	
1315 - 1330	264	252	516	2191
1330 - 1345	286	281	567	
1345 - 1400	278	268	546	
1400 - 1415	274	270	544	
1415 - 1430	293	313	606	
1430 - 1445	332	328	660	2496
1445 - 1500	370	316	686	
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	
1700 - 1715	392	397	789	2875
1715 - 1730	374	379	753	
1730 - 1745	351	321	672	
1745 - 1800	308	353	661	
1800 - 1815	256	317	573	
1815 - 1830	248	263	511	1950
1830 - 1845	227	214	441	
1845 - 1900	246	179	425	
1900 - 1915	193	144	337	
1915 - 1930	195	148	343	
1930 - 1945	173	121	294	1271
1945 - 2000	190	107	297	
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	
2200 - 2215	47	42	89	322
2215 - 2230	58	40	98	
2230 - 2245	43	33	76	
2245 - 2300	25	34	59	
2300 - 2315	36	19	55	
2315 - 2330	33	23	56	520
2330 - 2345	34	26	60	
2345 - 0000	12	27	39	

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

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Site 1

FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Date

Tuesday, January 27, 2026

Weather

Fair
48°F



Lat/Long

28.398730°, -80.705063°

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0000 - 2400 (Weekday 24h Session) (01-27-2026)

NB EB 60min

TIME	Northbound (Movement 1.1)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
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



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Site 1

FL-3 N Courtenay Pkwy,
north of Pioneer Rd

Date

Tuesday, January 27, 2026

Weather

Fair
48°F



Lat/Long

28.398730°, -80.705063°

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0000 - 2400 (Weekday 24h Session) (01-27-2026)
SB WB 60min

TIME	Southbound (Movement 1,2)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
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	